Report on

Major Highway Projects and Trunk Highway Fund Expenditures

December 2013

Prepared by

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Contents

Legislative requirements

This report was completed to comply with Minn. Stat. 174.56 and Laws of Minnesota 2012, Chapter 287, Article 4, Section 48.

Minnesota Statute 174.56:

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.

Laws of Minnesota 2012, Chapter 287, Article 4, Section 48
Sec. 48. ADDITIONS TO REPORTS ON MAJOR HIGHWAY PROJECTS AND TRUNK HIGHWAY FUND EXPENDITURES.
For 2013 and 2014 reports required under Minnesota Statutes, section 174.56, the commissioner of transportation shall include the results of evaluations of management systems currently used by the Department of Transportation. The evaluations must specify the extent to which the management of data in these systems is consistent with existing policies and the need for statewide, reliable, and verifiable information. The evaluations must be performed either by the department's office of internal audit or by an independent external auditor. The 2013 report must include the evaluation of construction management systems and the program and project management system. The 2014 report must include the evaluation of pavement management systems and bridge management systems.

Report cost

The cost of preparing the report required by Minn. Stat. 174.56 is approximately $300,000. This includes the cost of developing the process and data needed to budget by product and service and develop productivity measures.

The cost of evaluating the construction management and the program and project management systems, as required by Laws of Minn. 2012, Ch. 287, Art. 4, Sec. 48, is approximately $55,000.

Purpose and scope of this report

Introduction

The first legislative report on Major Highway Projects and Trunk Highway Fund Expenditures report was due in January 2009. In 2012, the legislature made significant changes to the reporting requirements, some of which are included this year for the first time. These changes include:

- A reduction in the cost threshold for what constitutes a "major" project for purposes of this report
- Additional information on project costs and changes in costs
- Information about the annual budget for products and services, with a comparison to actual spending and including measures of productivity for the previous fiscal year (new for 2013)
- Reporting on trunk highway fund expenditures and on environmental costs for representative projects, both of which had previously been in a separate report
- An evaluation of certain management systems used by the department (required for 2013 and 2014 reports)

MnDOT runs the equivalent of a multi-billion dollar business to plan, build, operate and maintain Minnesota's transportation system. As in previous years, this 2013 report provides a snap shot of MnDOT's programming and delivery for larger projects. This is consistent with the agency's focus on improving project schedule management and delivering high quality projects on time and on budget.

In addition, this year's report includes information on MnDOT's overall financial management. MnDOT is moving toward a new system for budgeting by products and services. Because no other state agency budgets this way, existing state systems lack the ability to support this new process, which requires the development of new systems and infrastructure. Six productivity measures were also developed for this report. These measures move beyond measuring effectiveness to evaluate whether resources are used productively. Like the move to a new products and services system for budgeting, the measures will be part of MnDOT's ongoing reporting.

Finally, the report includes objective evaluations of MnDOT's contract management system, and MnDOT's program and project management system.

Together, these changes will help MnDOT reach its goal of enhancing financial effectiveness.

The report is organized into the following sections:

- Major highway projects report
- Environmental mitigation costs
- Trunk highway fund expenditures
- Management systems evaluations
- Products and services budget expenditures report
- Productivity measures
- Major highway project summary sheets

Summary of contents

Major highway projects

This section of the annual report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per Minn. Stat. 174.56, this report includes projects with cost estimates equal to or in excess of $15 million in the Twin Cities Metro District and with cost estimates equal to or in excess of $5 million in Greater Minnesota.

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. For each project completed in the past two fiscal years (2012-2013) or identified for construction in the next four years (2014-2017), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2018-2029 is included in a summary table near the end of the report with basic information on project location, description, schedule and cost.

Projects are arranged by construction district, and a map and list of projects precede the project summary pages within each district.

The information provided in this report is current as of November 2013.

The 2013 Minnesota Legislature created the Corridors of Commerce program by authorizing the sale of up to $300 million in new bonds for the construction, reconstruction and improvement of trunk highways. The legislation establishes two major goals: to provide additional highway capacity on highway segments where there are currently bottlenecks and to improve the movement of freight and reduce barriers to commerce. The projects selected through this program, with basic information regarding project location, a project description, schedule, and cost estimate ranges are included in this section. Project summary pages for all of these projects will be included in the Major Highway Projects report in 2014.

Environmental mitigation costs

Per the legislative requirement, the cost of environmental mitigation and compliance was analyzed for two representative projects.

The Highway 8 project includes the reconstruction of 2.6 miles of highway in Lindstrom. The project had multiple objectives, including safety, increasing capacity, removing obstacles to recreation, and blending with the town's historic fabric. This project was chosen in part because it represents the type of mitigation that MnDOT is implementing more and more frequently. Environmental mitigation costs were $2.2 million, roughly 11.3 percent of the total project cost of $19.6 million.

While mitigation related to floodplain modification, threatened and endangered species, and historic properties occur as part of MnDOT projects in Greater Minnesota, wetland and stormwater runoff mitigation are more representative of the types of environmental mitigation that occurs. The Highway 11 project in District 2 was chosen in part because it included wetland and stormwater runoff mitigation measures. Environmental mitigation costs were $924,140 and account for roughly 11.4 percent of the total project cost of $8.1 million.

Trunk highway fund expenditures

FY 2013 expenditure information is provided for each of the categories specified in the statute.

Management systems evaluations

This year's report includes the evaluation of MnDOT's construction management and program and project management systems, as required in Minn. Stat. 174.56. These evaluations were conducted by MnDOT's internal audit office.

The evaluations concluded that the management of these systems is consistent with existing policies, the need for statewide, reliable and verifiable information, and the need for properly designed and implemented internal controls. One finding, related to internal controls, was identified in the evaluation of the Construction Management System. Two findings, related to database integrity and security and data accuracy, were identified in the evaluation of the Program and Project Management System.

Product and service line budget

MnDOT is currently developing a new product and service grid focused on external stakeholders, which is targeted for use in the 2016-17 biennial budget.

The expenses and budgets provided in this report represent the department's biennial budget for fiscal years 2012 and 2013, as appropriated in Laws of Minnesota 2011, 1st Special Session, Chapter 3. It also includes expenses for services that may have been rendered in fiscal year 2012, but due to processing time would have been paid in fiscal year 2013.

This report was created by aligning 2013 spending to the six years of average spending (FY 2006-2011) to the product and service line structure used with the Minnesota Accounting and Procurement System.

Key challenges include:

- An inability to match some expenses to budgets due to system limitations in identifying the fiscal year budget to which the expenditures should be aligned. This occurs when an expenditure is made in one budget year and paid in the next.
- Uncommitted and roll-over budgets which may exhibit expenditures exceeding the total budget. These expenditures occur within a biennium and are allowed by statute.

Productivity measures

The measures of productivity project is an effort to identify and/or create, examine and document the current level of productivity within MnDOT by complying with the 2012 legislation requiring the commissioner to submit a report each year, with comparison to actual spending and including measures of productivity for the previous fiscal year.

Performance measures are not new for MnDOT. However, traditional measures reported by MnDOT are measures of effectiveness, designed to measure how effectively products and services are being delivered relative to target service levels. Productivity measures are new to MnDOT and are the next step to evaluate how efficiently these products and services are being delivered. Productivity measures align well with the department goal of enhancing financial effectiveness.

For this first report, MnDOT identified six measures of productivity in five product and service areas:

- Bridge - inspection cost and maintenance cost per square foot of bridge deck area
- Pavement - pavement preservation investment compared to pavement quality
- Snow and ice - cost per plow mile driven
- Pavement markings - cost per mile striped
- Transit - administrative cost per transit passenger trip

While these areas are a subset of MnDOT's products and services, additional areas will be added in subsequent reports as they are identified.

Background for each productivity measure is presented along with data from 2002 through the most current data available. The final year of data presented in this year's report ranges from 2011 to 2013. This year, most measures do not include 2012 because of data issues with the change-over to the new state accounting system SWIFT. Each measure includes a discussion about why the measure presented is a good measure of productivity, how the measure informs decisions and major influencing factors. Additionally, MnDOT's main measures of effectiveness for each area are presented along with results for approximately 10 years.

Four of the six productivity measures show the inflation adjusted cost per unit declining over the time period. These include bridge inspection, snow plow cost per mile, pavement markings cost per mile striped and administrative cost per transit trip.

Bridge maintenance costs per unit show a slight upward trend. Additional funding for bridge preventive maintenance may partially account for this, as might aging bridges requiring more reactive maintenance.

For pavement preservation, the interesting relationship is how closely pavement condition follows the dollars invested. Higher investment in pavement preservation shows associated improvement to the system.

Major highway projects summary

This annual report identifies major projects constructed within the past two years, as well as all major projects programmed or planned for construction on the state trunk highway system over the next 15 years, which includes the interstate and national highway systems. Per Minn. Stat. 174.56, 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 2013.

This report includes 326 projects that met the statutory cost threshold requirements of $15 million or greater in the Twin Cities Metro District, $5 million or greater in Greater Minnesota.

Projects included in 2013 Major Highway Projects report

District	Completed, under construction or in the STIP	Projects in years 2018-2029	Total projects
1	31	12	43
2	18	0	18
3	21	21	42
4	24	19	43
6	38	26	64
7	31	22	53
8	10	10	20
Metro	28	15	43
State	201	125	326

Of the 326 projects reported this year, 43 are in the Twin Cities metro area and 283 are in Greater Minnesota. Projects vary in type, and include pavement preservation, bridge replacement and rehabilitation, and mobility projects. This year's report is the first that incorporates information from the 20-year State Highway Investment Plan, which identifies planned projects scheduled for construction five to 10 years in the future. Incorporating all of the projects included in MnSHIP increased the number of projects with a summary page from 188 in 2012 to 326 this year.

Chapter 152 bridge improvement program

The Chapter 152 bridge improvement program provided bond funding for approximately 9 percent of the projects in this report. The projects funded through this program include bridges classified as Tier 1 or Tier 2, as required by Laws of Minnesota 2008, Chapter 152.[1]

Corridors of Commerce program

The 2013 Minnesota Legislature created the Corridors of Commerce program in Minn. Stat. 161.088 and authorized the sale of up to $300 million in new trunk highway bonds for the construction, reconstruction and improvement of trunk highways.

The law identifies two major goals for the program:

- Provide additional highway capacity on segments where there are currently bottlenecks in the system
- Improve the movement of freight and reduce barriers to commerce.

Projects considered for the Corridors of Commerce program in 2013 were classified in one of three eligibility categories:

- Metro Capacity Improvement: The Metro Capacity Improvement category will include projects within MnDOT's Metro District that increase capacity on segments that do not terminate at other trunk highways or that have fewer lanes than adjacent segments.
- Interregional Corridor Capacity Improvement: The Interregional Corridor Capacity Improvement category will include projects outside MnDOT's Metro District that increase capacity on segments that do not connect to other trunk highways or that have fewer lanes than adjacent segments.
- Statewide Freight Bottlenecks: This category will include projects that remove or reduce barriers to commerce and ease or preserve freight movement.

Corridors of Commerce projects selected for the 2013 program are identified in the following table.

[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 Report.

Corridors of Commerce projects

Route	Project	Preliminary Cost Estimate ($ millions)	Estimated Construction Start	C of C Project Category
2	Passing lanes from Cass Lake to Deer River	$8 to $10	2014	Freight Bottleneck
94	Add lanes from MN 101 to MN 241	$35 to $46	2014	IRC Capacity Improvement
34	Passing lanes from Detroit Lakes to Nevis	$11 to $15	2014	Freight Bottleneck
14	4-lane Owatonna to Dodge Center	$16 to $20	2014	IRC Capacity Improvement
610	Freeway from CSAH 81 to I-94	$103 to $131	2014	Metro Capacity Improvement
14	4-lane N. Mankato to Nicollet	$20 to $28	2015	IRC Capacity Improvement
14	Nicollet Bypass (4 lane)	$15 to $25	2015	IRC Capacity Improvement
694	Dynamic shoulder lane from Rice to Lexington	$35 to $42	2015	Metro Capacity Improvement
169	4-lane from CSAH 15 to 1 mile east of CSAH 7	$14 to $20	2016	Freight Bottleneck
23	Passing lanes from Willmar to I-90	$13 to $19	2016	Freight Bottleneck

State highway investment planning process

The 20-year Minnesota State Highway Investment Plan is an important link between the guiding principles in the Minnesota GO 50-Year Vision, the strategies in the Statewide Multimodal Transportation Plan 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. This plan will serve as the framework for statewide investment on trunk highways for the next three years before a new 20-year investment plan is produced.

MnSHIP covers three planning periods: years 1-4, years 5-10 and years 11-20. Projects identified for years 1-4 (2014-17) are those listed in the 2013 Statewide Transportation Improvement Program. MnDOT intends to deliver these projects during the next four years, although the programmed year of construction may be adjusted if actual revenues increase or decrease.

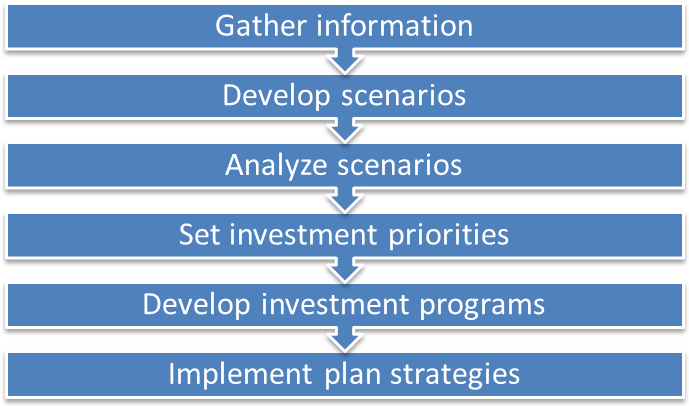
Investments identified for years 5-10 (2018-23) include general funding levels for certain improvement categories (e.g., pavement preservation, traveler safety), as well as construction cost estimates for several specific projects. These projects and their cost estimates should be considered preliminary, as revenue forecasts are uncertain.

Specific projects are not identified for years 11-20 (2024-33); instead MnSHIP has set broad investment priorities associated with funding allocations that focus primarily on preserving the transportation assets that MnDOT currently owns. Such elements include but are not limited to:

- Pavement within MnDOT right-of-way
- Bridges
- Bike and pedestrian facilities
- Drainage structures
- Barriers, guardrails and fences
- Lighting and intelligent transportation system features
- Signs
- Noise walls

Investment priorities may change as a result of system performance conditions, legislative initiatives or federal requirements related to the recently adopted MAP-21 transportation bill.

The flow chart below illustrates the steps in developing MnSHIP.



MnDOT began the process by:

- Reviewing current investment priorities, asset conditions and other system needs
- Projecting the amount of federal and state funds that will be available for investment on the state highway system during the next 20 years
- Reviewing agency policy, as well as federal and state transportation laws
- Identifying emerging significant risks that may affect investment priorities

Next, MnDOT established a range of potential investment levels for nine categories of highway investment priorities. These investment levels were combined into example investment scenarios to solicit feedback from the public. For investment direction for the 20-year plan, MnDOT considered stakeholder input, legislative direction, federal requirements and system-wide risks and outcomes to develop a final mix of investment priorities. This investment direction guided statewide and district investment goals; these goals are achieved by districts developing a schedule of projects that comprise their investment programs and designed to make progress towards these goals.

Impacts of cost changes to the 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. Seventy-five percent of the projects listed in the STIP are let and completed in their originally scheduled construction season. The completion date for other projects 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, through which projects are added, revised or removed 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.

Project selection

MnDOT selects projects through several different planning and programming processes, all designed to address performance-based needs and achieve key objectives on the trunk highway system. These programs are the methods used by MnDOT to decide how to use authorized federal and state funds and revenue from the sale of trunk highway bonds. The primary framework for project selection is outlined below.

Years 1-3: Projects identified for 2014, 2015 and 2016 were based on investment priorities established in the 2009 State Highway Investment Plan and on the existing State Transportation Improvement Program, covering 2013-2016. MnDOT considers projects listed in the STIP to be commitments. As a result, MnSHIP did not shape project selection for years 1-3, though the timing and scope of these projects might have changed based on project development and coordination with local partners.

Years 4-10: MnDOT created the Statewide Performance program and the District Risk Management program to guide project selection for years 4-10 of MnSHIP and forward. The purpose of establishing these two programs is to ensure the department efficiently and effectively works toward common statewide goals, in particular, meeting Governmental Accounting Standards Board thresholds for pavements and bridges and meeting MAP-21 performance targets, while maintaining some flexibility to address unique risks and circumstances at the district level.

Statewide performance program

Throughout the development of MnSHIP, staff from MnDOT's central office, district offices and specialty offices collaborated to develop the statewide performance program, which prioritizes the use of all federal funds and maintains federal funding flexibility. The SPP provides both funding and a process for selecting projects in years 4-10 of the planning timeframe. This process is designed to address risks related to statewide travel.

MAP-21, the new federal transportation bill, places greater emphasis on National Highway System performance and requires MnDOT to make progress toward national performance goal areas, including those related to asset condition, safety and congestion. Failure to do so results in the loss of some federal funding flexibility. Further, the scenario analysis highlighted the expectation that MnDOT maintain the state's most important routes in a state of good repair. In response, MnDOT developed the SPP to ensure that federal and state performance targets are met on the NHS and that the condition of these routes meets public and MnDOT expectations.

District risk management program

Whereas the SPP focuses funding on addressing key performance targets on NHS routes, the district risk management program focuses funding on all other non-NHS highways, as well as other non-performance-based needs (regional and community improvement

priority projects) on all state highways. The majority of the program supports pavement and bridge rehabilitation or replacement projects. The DRMP project selection process is structured to give districts the flexibility to address their greatest regional and local risks. Districts are also able to make additional investments on the NHS system if the proposed project is in response to a high risk issue.

In the DRMP, each MnDOT district is responsible for selecting projects that mitigate its highest risks that are not addressed through the SPP in the areas of asset management, traveler safety, critical connections and RCIPs. MnDOT distributes different levels of funding to the districts for this program based on a revenue distribution method that accounts for various system factors. MnDOT districts collaborate with area transportation partnerships, metropolitan planning organizations and other key partners to select projects for years 4-10.

MnSHIP directs 45 percent of MnDOT's annual revenues toward DRMP projects in years 4-10, or approximately $333 million per year, not including the cost of delivering those projects. Coincidentally, this is the same annual amount that resulted from the SPP project selection process. The DRMP's share of MnDOT's annual program may vary in the future depending on the outcomes of MnDOT's ongoing risk-based and performance-based planning efforts. The investment category mixes for each district vary depending on the system characteristics and conditions unique to that area of the state.

If a statewide program (e.g., the statewide performance program) has cumulative cost estimate changes resulting in a significant amount of uncommitted funds, a specific, one-time program may be implemented, such as the recent Better Roads for a Better Minnesota, 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.

Project prioritization

All projects identified within the 2014-17 STIP can be funded with current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2018-28 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 timeframe.

Project summary sheets

See Appendix A for one-page summaries, statewide and district maps, and an indexed table of all major highway projects. This section does not include information on the recently selected Corridors of Commerce projects. Those projects are identified on page 14 and will be included in the summary section of next year's report.

An explanation of the information included for each project, common abbreviations and definitions are also included in the appendix.

Environmental mitigation and compliance analysis

Two projects that represent the types of environmental mitigation and compliance MnDOT faces are described below.

The Highway 8 project in Lindstrom is located in the MnDOT Metro District. This project was chosen in part because it represents the type of mitigation that MnDOT is implementing more and more frequently in recent years. Whenever possible, MnDOT tries to incorporate elements that allow a project to blend with the character of a community, and to get the public's input on those concepts throughout the process. Whether it is new development or redevelopment, a historic area or highly built neighborhood, MnDOT strives to assess and mitigate for visual impacts by using a context sensitive solutions approach. This fosters a multi-disciplinary team approach with broad community involvement that ensures adverse and beneficial visual quality impacts can be effectively addressed during planning, design and construction of the project.

While mitigation related to floodplain modification, threatened and endangered species, and historic properties occur as part of MnDOT projects in Greater Minnesota, wetland and stormwater runoff mitigation are more representative of the types of environmental mitigation that occurs across Minnesota. The Highway 11 project in District 2 was chosen in part because it included wetland and stormwater runoff mitigation measures.

Metro District project: Highway 8 (Lindstrom)

The reconstruction of 2.6 miles of Highway 8 from Shoquist to Chisago Lakes Middle School, including through downtown Lindstrom, had multiple objectives, including safety, increasing capacity, removing obstacles to recreation and blending with the town's historic fabric.

Highway 8 was configured into a new "one-way pair" alignment, increasing capacity and improving safety. Stormwater runoff was mitigated with the creation of four stormwater ponds. Frontage roads and turn lanes were added. A recreational corridor was re-established by replacing a box culvert with a bridge over the channel, reconnecting North Lindstrom and South Lindstrom lakes. Due to the historic character of the city of Lindstrom, public input was a critical piece of the environmental mitigation on this project. Several architectural upgrades were included to blend the bridge into its surroundings.

Environmental mitigation costs of $2.2 million are detailed below and account for roughly 11.3 percent of project costs.

The total project cost, detailed below, was $19.6 million. The construction cost of the project was $12.7 million, right-of-way land-related costs were $4.4 million and project engineering costs were $2.5 million.

Environmental mitigation costs: TH 8 (Lindstrom)

Environmental documents (Costs **not** included in mitigation costs)
Environmental assessment: $20,780

Environmental investigation costs

Historical/cultural resources	$ 68,340
Contamination	$ 97,120

Sub-Total: $165,460

Preconstruction engineering costs

Ponds	$ 12,250
Bridge	$ 75,420
Architectural upgrades	$ 6,460

Sub-total: $94,130

Construction engineering/administration costs

Ponds	$ 18,370
Bridge/channel	$113,130
Architectural upgrades	$ 9,700
Regulated waste	$ 19,290
Erosion control	$ 38,890

Sub-total: $199,380

Right of way costs (land-related only)

Ponds	$ 56,000
Wetlands (credits	$ 15,420

Sub-total: $71,420

Construction costs

Ponds	$153,100
Bridge/channel	$942,780
Architectural upgrades	$ 80,800
Erosion control	$324,050
Regulated waste	$160,790

Sub-total: $1,661,520

Supplemental agreements and work orders: $0

Total environmental mitigation costs: $2,212,690

Total project costs: TH 8 (Lindstrom)

Right of way - total project right of way costs (land only): $4,355,420

Construction costs - total project construction cost: $12,687,570

Project delivery costs
Preconstruction engineering $1,015,010
Construction engineering/administration $1,522,510
Sub-total: $2,537,520

Total project cost
Right of way $ 4,355,420
Construction $12,687,570
Engineering $ 2,537,520
Total project costs: $19,580,510

Percentage of project costs incurred for environmental mitigation and compliance:
$2,212,690/$19,580,510 = 11.3 percent

Greater Minnesota project: TH 11 (Koochiching County)

This project is located in District 2. The project included a 1.5-inch bituminous mill and 3-inch bituminous overlay, an approximate one mile re-grade of a vertical curve to improve sight distance and shoulder widening throughout the corridor to achieve a consistent shoulder width of six feet to give the roadway more lateral stability, thereby increasing the embankment strength. There were 21.25 acres of wetlands in the project area, which were dealt with through the purchase of wetland credits. Additionally, this project included a stormwater treatment pond.

Environmental mitigation costs of $924,140 are detailed below and account for roughly 11.4 percent of project costs.

The total project cost, also detailed below, was $8.1 million. The construction cost of the project was $6.6 million, right-of-way land-related costs were $189,770 and project engineering costs were $1.3 million.

Environmental Mitigation Costs: TH 11 (Koochiching County)

Environmental documents (Costs **not** included in mitigation costs)
Environmental assessment: $ 3,800

Environmental investigation costs
Historical/cultural resources $ 500
Contamination $ 7,300
Sub-total: $7,800

Preconstruction engineering costs
Ponds: $5,050

Construction engineering/administration costs
Ponds $ 7,200
Erosion control $70,800
Sub-total: $78,000

Right of way costs (land-related only)
Ponds $ 40,200
Wetlands (credits) $122,270
Sub-total: $162,470

Environmental mitigation costs: TH 11 (Koochiching County)

Construction costs
Ponds $ 60,000
Erosion control $590,000
Contamination construction monitoring $ 17,020
Sub-total: $667,020

Supplemental agreements and work orders: $0

Total environmental mitigation costs: $924,140

Total project costs: TH 11 (Koochiching County)

Right of way
Total project right of way costs (land only) $ 67,500
Wetland (credits) $122,270
Sub-total: $189,770

Total project construction costs: $6,594,800

Total project delivery costs
Preconstruction engineering $527,584
Construction engineering/administration $791,376
Sub-total: $1,318,960

Total project cost
Right of way $ 189,770
Construction $6,594,800
Engineering $1,318,960
Total project costs: $8,103,530

Percentage of project costs incurred for environmental mitigation and compliance:
$924,140/$8,103,530 = 11.4 percent

Trunk highway fund expenditures

The following contains fiscal year 2013 cost information for each of the categories specified in Minn. Stat. 161.08, subd. 2. The table lists expenditures by category. A brief explanation follows, describing what is included in each cost category.

Trunk highway fund expenditures

1	Road construction	$1,023.8
2	Design and engineering	$221.4
3	Labor	$356.0
4	Acquisition of right of way	$43.2
5	Litigation	$3.1
6	Maintenance	$89.2
7	Road operations	$252.6
8	Planning	$16.6
9	Environmental compliance	$16.4
10	Administration	$88.0

In $ millions

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. It includes both the design and 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. Rightofway acquisition costs include all costs and encumbrances to acquire and manage land assets for the trunk highway system.

5. Litigation includes costs such as payments to the State Attorney General's Office for legal services, as well as costs paid for expert witness fees and court reporters and transcribers, tort claims and general and administrative costs related to legal services.

6. Maintenance costs include all costs and encumbrances to operate and maintain the trunk highway system.

7. Road operations costs are all costs and encumbrances related to such activities as snow removal, rest area maintenance, traffic management, and traveler information.

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 compliance 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 the construction, maintenance and general support of the trunk highway system.

Systems evaluations

This year's report includes the evaluation of MnDOT's construction management and program and project management systems, as required in Minn. Stat. 174.56. These evaluations were conducted by MnDOT internal audit office and specify the extent to which the management of data in these systems is consistent with existing policies and the need for statewide, reliable and verifiable information.

Contract management system

The performance evaluation performed on the contract management system used by MnDOT involved developing a reasonable assurance that the data in the CMS satisfied the need for statewide, reliable and verifiable information. Internal controls were also reviewed for proper design and implementation. As appropriate, detection of fraud, abuse and illegal acts were also considered.

The evaluation was designed to determine the adequacy of controls and the appropriateness of the conduct and responsibilities exercised by users and operators of the CMS. It also considered whether:

- The system was working as designed
- The system was being monitored properly and reviewed on a timely basis
- Data was being input according to system manuals, guidelines and procedures
- All other applicable laws, regulations and administrative requirements were followed

Results

With the exception of one finding, the evaluation concluded that management of CMS data is consistent with existing policies, the need for statewide, reliable and verifiable information, and the need for properly designed and implemented internal controls.

The evaluation also concluded that the CMS database is a well-developed computerized system and clearly fills a need that was lacking in the old MAPS state-wide computer accounting system. With proper oversight and stronger internal controls, the CMS will provide reliable data for all users.

Finding I: Internal Control

One area where the CMS did not meet compliance requirements pertaining to applicable procedures and controls was considered significant enough to be a finding. This finding was in the area of internal control. Four areas of internal controls (separation of duties, supervisory oversight/review, internal quality control reviews and data integrity) appear weak, most notably when entries are made into the system from contract documents.

Separation of duties

When information is manually entered into the system, it appears the same employee is performing three tasks that should be separated. When entries are made, the data is entered, reviewed for accuracy and saved into the system by the same employee.

Supervisory oversight/review

Supervisory oversight and review procedures over CMS-related duties were present and the tasks being performed were adequate. It appears, however, that the frequency and extent of this monitoring is not always at a high level. This became a concern in the areas of timeliness and proper application usage.

Office of Construction and Innovative Contracting will begin taking the steps necessary to implement increased internal controls to address both the separation of duties and supervisory oversight/review by devising and implementing a system for increased review and supervisory oversight. Accommodations have already been taken to improve accuracy, including larger monitors, changed screen resolution and change in process to ensure fresh data on each document.

Internal quality control reviews

While performing this audit, no evidence was obtained showing reconciliations between CMS and SWIFT. The data flowing through the CMS includes information from vouchers, encumbrances and supplemental agreements; all of which flow through to the MnDOT's financial operations and SWIFT. Information on the CMS should match up with SWIFT.

The evaluation recommends development of a reconciliation spreadsheet for contracts from fiscal year 2013 and future contracts. This spreadsheet should include amounts entered into the CMS and amounts shown on SWIFT for vouchers, encumbrances and supplemental agreements, all with reconciliation steps performed to find discrepancies between the two. Dates and signatures or initials of employees performing the reconciliations should also be included, with supervisory reviews of the reconciliations to verify the data accuracy.

OCIC and Finance are reconciling SWIFT and CMS by formulating a spreadsheet and timeline that work for both offices and satisfies the need for SWIFT and CMS accuracy.

Data Integrity

There were 63 discrepancies found between the data on the system and the contract documents, resulting in an error rate of 11.67 percent. This percentage of discrepancies can affect the integrity of the data within the system. The majority of the data with discrepancies was entered into the system manually.

The evaluation recommends OCIC personnel be cognizant of the previously listed discrepancies when making entries into the CMS. More attention should be paid to the accuracy of the data that is being entered.

Follow-through on recommendations related to the separation of duties and supervisory oversight/review, should strengthen data integrity. In addition, OCIC management will discuss accuracy issues with the goal of moving toward a zero percent error rate.

Program and project management system

The program and project management system is a scheduling software tool used to track projects from pre-construction through letting. The system contains data about the project description, location, limits, estimated costs, development schedule and letting dates for trunk highway, state aid, transit and rail, and intelligent transportation system projects. Each MnDOT district and office is responsible for accurately recording their state projects in the PPMS. The Office of Project Management and Technical Support functions as the PPMS database steward.

The evaluation included an assessment of internal controls over data accuracy, integrity and security. This included a data accuracy check of 100 state projects and an assessment of the need for all existing user IDs and rights. It also evaluated MnDOT's internal controls for compliance with requirements that the management of data in the PPMS is consistent with existing policies and the need for statewide, reliable and verifiable information.

Results

Except for the identified findings, MnDOT substantially complied with the requirement that the management of data in the PPMS is consistent with existing policies and the need for statewide, reliable and verifiable information. With respect to items not tested, nothing indicated that the department had not complied, in all material respects, with those provisions.

It is also important to note that the PPMS is undergoing a long sunsetting process and this evaluation occurred during that process. PPMS is being replaced with the Primavera P6, which could possibly mitigate and correct most control issues identified in this evaluation.

Finding I: Improve controls over database integrity and security

The evaluation identified opportunities to improve internal controls over database access and changes.

Fifty user IDs (47 with rights to make changes) assigned to personnel who are no longer active employees had not been deleted or deactivated. In addition, some accesses assigned to current employees who have been promoted to supervisory or managerial positions may not be operationally needed. MnDOT policy requires that managers and supervisors ensure that accesses are removed upon an employee's reassignment or termination.

The Engineering Services Division responded that the department is on schedule for a target retirement of July 1, 2015 for PPMS. A significant phase of retirement has been accomplished, where rights have been reduced to read-only for schedule information. Schedule information is now managed in "P6" and the majority of the header

information that is currently in PPMS will be managed in P6. Data that needs to be tightly controlled is now limited to a low number of staff. For all other data, user access is managed through a protocol that uses the same username and password needed to authenticate to the active directory domain and requires a password change every three months.

In addition, a one-time cleanup of unnecessary PPMS access is expected to be done by the end of the calendar year. No protocols for future access to PPMS are anticipated to be developed due to the planned retirement of the PPMS system.

The evaluation also noted that PPMS has the capability to log changes, but this capability is not fully implemented at this time. Logging changes can help ensure that changes are authorized, and also help determine if any changes are due to oversight, system hack or malicious attack.

The evaluation recommended that MnDOT consider logging changes to the PPMS and PPMS data. The Engineering Services Division responded that the development of protocols to log changes to PPMS and PPMS data is actively under way and is being accomplished by retiring PPMS and putting in place the appropriate protocols with its replacement software.

Finding II – Improvements for data accuracy

PPMS data accuracy was assessed for 100 state projects with a total value of $1.7 billion:

- 48 projects (29 federal city/county projects and 19 trunk highway projects) that had been audited as part of the annual single audit for fiscal years 2010-2012 were checked against the PPMS.
    - For all 19 trunk highway projects, PPMS current cost estimates differed by at least 1 percent from current encumbered amounts
    - For five of 29 federal city/county projects reviewed, PPMS current cost estimates differed
    - Bid let dates were incorrect for six of 29 federal city/county projects
    - Other state project data elements in PPMS, such as state project number, MnDOT district, route or road number, project status, project description and type of work appear accurate for the projects sampled
- 52 projects, including federal city/county and trunk highway projects, as well as rail and transit projects, from the 2013-2016 State Transportation Improvement Plan were also checked against PPMS. Overall, PPMS data for these 52 projects appears accurate.

The evaluation recommends that the Engineering Services Division:

- Facilitate development of a process including all divisions and the Office of Finance to ensure that PPMS data, including current cost estimates and bid let dates, are accurate and up to date. The process should consider system edits to prevent large errors, and whether Primavera P6 will correct these errors.

- Consult with the chief financial officer to align improvements in financial data to the department's goal to enhance financial effectiveness.
- Implement system edits or periodic data reconciliation procedures to ensure project estimates are up to date and accurate.

The Engineering Services Division responded that, for non-state aid projects, the Office of Project Management and Technical Support has been working on this process and is vetting it through with district management. In addition, OPM&TS has been in preliminary consultations with the chief financial officer and is planned to be an integral part of the department's vision to improve financial accountability.

State Aid responded that cost estimates for state aid projects are checked by the Office of Capital Programs and Performance Measures as part of the authorization process. It appears the projects that had the large discrepancies were the result of a key individual suffering a medical emergency that resulted in a prolonged absence. This individual's responsibilities have been resumed by another person and updates are being performed in a consistent manner. Process improvements and more experienced individuals are now involved to better ensure accuracy.

Products and services budget expenditures

Product and service line budget

MnDOT is developing a new product and service grid focused on external stakeholders, which is targeted for use in the 2016-17 biennial budget. This is part of a change in MnDOT's processes for managing appropriations in order to more effectively, more efficiently, and more transparently budget and administer public resources, as well as to comply with the requirements of Minn. Stat. 174.56 subd. 2 (6). The expenses and budgets in this section represent the department's biennial budget for fiscal years 2012 and 2013, as appropriated in Laws of Minnesota 2011, 1st Special Session, Chapter 3. It also includes expenses for services that may have been rendered in fiscal year 2012, but due to processing time would have been paid in fiscal year 2013.

Challenges

MnDOT does not currently, and has not in the past, budgeted by product and service. Instead, MnDOT has budgeted by major program areas such as maintenance and operations, and program planning and delivery. MnDOT has only performed activity-based budgeting for the purpose of analysis. The prior product and service grid was internally focused and insufficient to meet the demands of today's business processes.

While MnDOT began creating an activity-based budgeting process over a decade ago, the implementation of budgeting by product and service was incomplete and the effort was abandoned as part of the implementation of SWIFT. Unfortunately, the implementation of SWIFT, the state's new financial and procurement system, did not carry forward the coding from the old system necessary to budget by or account for spending by product and service lines. Thus, this section represents a hypothetical analysis of MnDOT's 2013 budget using 2013 actual spending aligned with the product and service lines used in MAPS.

Key challenges within the reporting structure include:

- An inability to match some expenses to budgets due to system limitations in identifying the fiscal year budget to which the expenditures should be aligned. This occurs when an expenditure is made in one budget year and paid in the next.
- Uncommitted and roll-over budgets which may exhibit expenditures exceeding the total budget. These expenditures occur within a biennium and are allowed by statute.

While these challenges can be more thoroughly analyzed and quantified, the resources necessary to do such an analysis would prove prohibitive, as the process to perform these analyses is labor intensive.

Methodology

A six year average of spending from fiscal years 2006-2011 was aligned to MAPS product and service lines, creating the structure used to categorize 2013 budget and spending data. This involved cross-referencing MnDOT activities and aligning those activities to a potential list of MnDOT's products and services. This process included two distinct and unique tasks: determining where prior expenditures aligned to currently proposed products and services, and then aligning products and services that had been discontinued to currently proposed product and service offerings. Records have been retained for accounting where historical expenditures could be aligned for the purpose of demonstrating the expected outcome of the cost allocation project, summarized previously within this report, and to aid with preparation of roll-out of the new budgeting structure over fiscal year 2015.

2013 products and services analysis

The dollar amounts listed in all tables are in thousands.

Administration

Product or Service Line	2013 Budget	2013 Expenditures
Building Administration	418	416
Communication Services	1	1
County State Aid Administration	12	12
Facilities Investment and Planning	2,679	2,665
Facilities Operations and Maintenance	5,457	5,428
General Administration and Support	2,600	2,587
Totals	**11,165**	**11,106**

Aeronautics

Product or Service Line	2013 Budget	2013 Expenditures
Aeronautics Administration	478	471
Air Transportation Operations	1,145	1,127
Airport System Investment Planning	20,335	20,027
Aviation Systems Management	305	301
Aviation Traveler Information	198	195
Totals	**22,459**	**22,119**

Affirmative Action

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	1	1
County State Aid Administration	1	1
Workforce Management Services-Human Resources	496	494
Totals	**497**	**495**

Audit

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	1	1
County State Aid Administration	1	1
Financial Services	1,689	1,542
General Administration and Support	1	1
Totals	**1,689**	**1,543**

Bridges

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	985	894
Construction Project Development	4,084	3,706
Construction Project Management	978	888
County State Aid System Investment	198	179
Facilities Management-Maintenance	2	2
Fleet Management Maintenance	74	68
Infrastructure Operations and Maintenance Administration	133	121
Investment and Planning Administration	2,181	1,979
Regulation	20	18
Roadsides	22	20
Statewide System Planning and Integration	970	880
Traffic Management	1	1
Totals	**9,643**	**8,750**

Chief Financial Officer and Financial Management

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	1	1
Construction Project Development	2	1
County State Aid Administration	(19)	(3)
Facilities Management-Maintenance	119	19
Financial Services	2,322	358
Fleet Management Maintenance	20	3
General Administration and Support	9,232	1,423
Highway Debt Service Investment	15,269	2,353
Infrastructure Operations and Maintenance Administration	7,147	1,102
Investment and Planning Administration	442	69
State Roads Investment	6,923	1,067
Totals	**41,455**	**6,387**

Civil Rights

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	910	939
Construction Project Management	629	648
Investment and Planning Administration	504	520
Statewide System Planning and Integration	1	1
Totals	**2,042**	**2,107**

Construction and Innovative Contracting

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	201	201
Construction Project Management	1,457	1,453
County State Aid System Investment	146	146
Investment and Planning Administration	1,004	1,001
State Roads Investment	1	1
Statewide System Planning and Integration	528	526
Totals	**3,334**	**3,326**

Corporate Services Division Administration

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	2	4
County State Aid Administration	60	127
Workforce Management Services-Human Resources	671	1,428
Totals	**731**	**1,557**

Debt Service

Product or Service Line	2013 Budget	2013 Expenditures
Highway Debt Service Investment	167,486	120,305
Totals	**167,486**	**120,305**

District 1

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	1,128	1,273
Clear Roads	3,363	3,796
Construction Project Development	4,010	4,527
Construction Project Management	4,446	5,019
Facilities Management-Maintenance	2,274	2,567
Fleet Management Maintenance	4,888	5,518
Infrastructure Operations and Maintenance Administration	3,278	3,700
Inventory Control—Maintenance	3,907	4,411
Investment and Planning Administration	2,650	2,991
Regulation	6	6
Roadsides	1,087	1,227
Smooth Roads	2,453	2,768
State Roads Investment	37	42
Statewide System Planning and Integration	340	384
Traffic Management	1,520	1,716
Traveler Information Services	4	4
Totals	**35,382**	**39,940**

District 2

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	505	515
Clear Roads	2,474	2,523
Construction Project Development	2,407	2,455
Construction Project Management	1,911	1,949
County State Aid System Investment	20	20
Facilities Management-Maintenance	1,357	1,384
Fleet Management Maintenance	2,706	2,760
Infrastructure Operations and Maintenance Administration	1,838	1,875
Inventory Control—Maintenance	1,928	1,967
Investment and Planning Administration	2,320	2,366
Regulation	1	1
Roadsides	852	869
Smooth Roads	1,625	1,658
State Roads Investment	3	3
Statewide System Planning and Integration	277	282
Traffic Management	863	880
Totals	**21,081**	**21,500**

District 3

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	708	719
Clear Roads	3,762	3,821
Construction Project Development	4,127	4,192
Construction Project Management	3,023	3,070
Facilities Management-Maintenance	2,211	2,245
Fleet Management Maintenance	3,415	3,469
Infrastructure Operations and Maintenance Administration	3,232	3,283
Inventory Control—Maintenance	4,093	4,158
Investment and Planning Administration	2,808	2,852
Regulation	3	3
Roadsides	1,066	1,082
Smooth Roads	3,517	3,572
State Roads Investment	53	53
Statewide System Planning and Integration	338	344
Traffic Management	1,447	1,470
Totals	**33,796**	**34,326**

District 4

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	310	352
Clear Roads	2,424	2,754
Construction Project Development	2,017	2,291
Construction Project Management	2,076	2,358
County State Aid System Investment	15	17
Facilities Management-Maintenance	1,273	1,446
Fleet Management Maintenance	2,836	3,222
Infrastructure Operations and Maintenance Administration	1,750	1,988
Inventory Control—Maintenance	2,502	2,842
Investment and Planning Administration	1,978	2,246
Regulation	1	1
Roadsides	686	780
Smooth Roads	2,648	3,008
State Roads Investment	91	103
Statewide System Planning and Integration	390	443
Traffic Management	1,932	2,194
Traveler Information Services	13	15
Totals	**22,935**	**26,053**

District 6

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	1,577	1,620
Clear Roads	4,012	4,122
Construction Project Development	3,675	3,776
Construction Project Management	3,116	3,202
County State Aid System Investment	170	175
Facilities Management-Maintenance	1,611	1,655
Fleet Management Maintenance	3,630	3,730
Infrastructure Operations and Maintenance Administration	2,870	2,949
Inventory Control—Maintenance	4,476	4,599
Investment and Planning Administration	4,350	4,471
Regulation	4	4
Roadsides	1,369	1,407
Smooth Roads	4,227	4,343
State Roads Investment	91	94
Statewide System Planning and Integration	417	428
Traffic Management	1,637	1,683
Totals	**37,224**	**38,251**

District 7

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	756	801
Clear Roads	2,839	3,007
Construction Project Development	2,192	2,321
Construction Project Management	2,074	2,196
County State Aid System Investment	82	87
Facilities Management-Maintenance	1,261	1,335
Fleet Management Maintenance	3,089	3,271
Infrastructure Operations and Maintenance Administration	2,246	2,379
Inventory Control—Maintenance	3,515	3,723
Investment and Planning Administration	3,234	3,425
Regulation	3	4
Roadsides	1,148	1,216
Smooth Roads	2,619	2,774
State Roads Investment	55	58
Statewide System Planning and Integration	302	320
Traffic Management	742	786
Traveler Information Services	9	10
Totals	**26,159**	**27,706**

District 8

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	539	541
Clear Roads	1,527	1,535
Construction Project Development	1,906	1,917
Construction Project Management	1,525	1,534
Facilities Management-Maintenance	987	992
Fleet Management Maintenance	2,169	2,180
Infrastructure Operations and Maintenance Administration	1,776	1,786
Inventory Control—Maintenance	2,092	2,103
Investment and Planning Administration	2,387	2,400
Regulation	10	10
Roadsides	458	461
Smooth Roads	1,810	1,819
State Roads Investment	4	4
Statewide System Planning and Integration	502	505
Traffic Management	730	734
Totals	**18,415**	**18,514**

Electronic Communications

Product or Service Line	2013 Budget	2013 Expenditures
Electronic Communications Investment and Planning	2,865	2,827
Electronic Communications Management	1,391	1,373
Electronic Communications Administration	1,013	1,000
State Roads Investment	2	2
Totals	**5,270**	**5,200**

Engineering Services Administration

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	356	391
Construction Project Management	104	115
County State Aid System Investment	2	2
Investment and Planning Administration	353	387
State Roads Investment	2	2
Statewide System Planning and Integration	82	90
Totals	**896**	**984**

Environmental Stewardship

Product or Service Line	2013 Budget	2013 Expenditures
Clear Roads	29	27
Construction Project Development	2,400	2,220
Construction Project Management	105	97
County State Aid System Investment	8	8
Facilities Management-Maintenance	20	19
Infrastructure Operations and Maintenance Administration	75	69
Inventory Control--Maintenance	12	11
Investment and Planning Administration	982	908
Regulation	24	22
Roadsides	86	79
Smooth Roads	2	2
Statewide System Planning and Integration	670	620
Traffic Management	1	1
Totals	**4,408**	**4,078**

Freight and Commercial Vehicle Operations

Product or Service Line	2013 Budget	2013 Expenditures
Freight Administration	1,104	959
Motor Carrier Management	3,179	2,762
Multimodal Innovation	672	584
Rail and Water System Investment and Planning	231	200
Totals	**5,184**	**4,505**

Government Affairs, Communications, and Senior Leadership

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	2,048	306
County State Aid Administration	9	2
Department Leadership and Management	2,077	310
General Administration and Support	931	139
Totals	**5,063**	**756**

Human Resources

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	8	7
Clear Roads	5	4
Communication Services	2	2
Construction Project Development	525	449
Construction Project Management	300	257
County State Aid System Investment	9	7
Facilities Management-Maintenance	6	6
General Administration and Support	2	2
Infrastructure Operations and Maintenance Administration	222	190
Investment and Planning Administration	252	216
Roadsides	4	3
Smooth Roads	7	6
Statewide System Planning and Integration	103	88
Traffic Management	29	25
Workforce Management Services-Human Resources	4,152	3,550
Totals	**5,619**	**4,804**

Information and Technology Services

Product or Service Line	2013 Budget	2013 Expenditures
Communication Services	7	8
County State Aid Administration	8	8
General Administration and Support	47	49
Technology Services	21,806	22,566
Totals	**21,867**	**22,629**

Land Management

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	6,761	6,454
Construction Project Management	3	3
Investment and Planning Administration	2,571	2,455
Statewide System Planning and Integration	210	200
Totals	**9,543**	**9,109**

Maintenance

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	795	1,616
Building Administration	82	166
Clear Roads	318	645
Facilities Investment and Planning	1,283	2,608
Facilities Management-Maintenance	98	198
Facilities Operations and Maintenance	2,584	5,254
Fleet Management Maintenance	8,997	18,291
Infrastructure Operations and Maintenance Administration	1,278	2,598
Inventory Control—Maintenance	1,115	2,267
Roadsides	1,995	4,055
Smooth Roads	17	34
Traffic Management	2,724	5,537
Totals	**21,279**	**43,263**

Materials and Road Research

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	2,733	2,576
Construction Project Management	3,372	3,179
County State Aid System Investment	18	17
Investment and Planning Administration	2,616	2,466
Statewide System Planning and Integration	2,438	2,298
Totals	**11,176**	**10,534**

Metro District

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	3,130	3,128
Clear Roads	11,822	11,815
Construction Project Development	14,908	14,899
Construction Project Management	10,044	10,039
County State Aid System Investment	1,389	1,388
Facilities Management-Maintenance	5,513	5,509
Fleet Management Maintenance	6,205	6,201
Infrastructure Operations and Maintenance Administration	7,510	7,506
Inventory Control--Maintenance	11,259	11,253
Investment and Planning Administration	10,127	10,122
Regulation	72	72
Roadsides	2,379	2,378
Smooth Roads	7,009	7,005
State Roads Investment	12,433	12,425
Statewide System Planning and Integration	2,362	2,361
Traffic Management	10,963	10,957
Traveler Information Services	340	340
Totals	**117,459**	**117,390**

Modal Planning and Program Management Administration

Product or Service Line	2013 Budget	2013 Expenditures
Investment and Planning Administration	790	158
Statewide System Planning and Integration	1,718	344
Totals	**2,507**	**502**

Operations Division Administration

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	18	8
Clear Roads	57	24
Construction Project Development	1,516	619
Construction Project Management	334	137
County State Aid System Investment	48	20
Facilities Management-Maintenance	226	93
Fleet Management Maintenance	65	27
Infrastructure Operations and Maintenance Administration	1,208	493
Investment and Planning Administration	1,732	707
Roadsides	18	8
Smooth Roads	39	16
Statewide System Planning and Integration	461	188
Traffic Management	1,929	787
Totals	**7,644**	**3,118**

Passenger Rail

Product or Service Line	2013 Budget	2013 Expenditures
Transit Administration	77	124
Transit System Investment and Planning	424	680
	500	**803**

Policy, Safety and Strategic Initiatives Division Administration

Product or Service Line	2013 Budget	2013 Expenditures
Construction Project Development	61	116
Construction Project Management	90	171
Investment and Planning Administration	340	647
State Roads Investment	30	56
Statewide System Planning and Integration	143	273
Totals	**661**	**1,261**

State Aid for Local Transportation

Product or Service Line	2013 Budget	2013 Expenditures
County State Aid Administration	2,468	2,440
County State Aid System Investment	448,997	443,955
Federal Local Aid	160,925	159,118
Federal Municipal Aid Administration	349	345
Municipal State Aid System Investment	112,838	111,571
Municipal State Aid Administration	684	676
Totals	**726,257**	**718,102**

State Road Investment

Product or Service Line	2013 Budget	2013 Expenditures
State Roads Investment	595,000	967,283
Totals	**595,000**	**967,283**

Technical Support

Product or Service Line	2013 Budget	2013 Expenditures
Bridges	1,047	1,155
Clear Roads	1	1
Construction Project Development	6,536	7,207
Construction Project Management	830	915
County State Aid System Investment	56	62
Facilities Management-Maintenance	119	131
Infrastructure Operations and Maintenance Administration	160	176
Inventory Control—Maintenance	3	3
Investment and Planning Administration	6,705	7,394
Roadsides	250	275
Smooth Roads	270	298
State Roads Investment	12	14
Statewide System Planning and Integration	4,240	4,675
Traffic Management	1,326	1,462
Totals	**21,548**	**23,760**

Traffic, Safety and Technology

Product or Service Line	2013 Budget	2013 Expenditures
Clear Roads	3	2
Construction Project Development	483	225
Construction Project Management	52	25
County State Aid Administration	118	55
County State Aid System Investment	19	9
Facilities Management-Maintenance	18	9
Fleet Management Maintenance	1	1
General Administration and Support	40	19
Infrastructure Operations and Maintenance Administration	419	196
Inventory Control—Maintenance	15	7
Investment and Planning Administration	3,206	1,495
State Roads Investment	619	289
Statewide System Planning and Integration	11,705	5,457
Traffic Management	2,529	1,179
Traveler Information Services	203	95
Totals	**19,423**	**9,056**

Transit

Product or Service Line	2013 Budget	2013 Expenditures
Transit Administration	205	211
Transit Operation and Maintenance	1	1
Transit System Investment and Planning	15,594	16,017
Totals	**15,798**	**16,227**

Transportation System Management

Product or Service Line	2013 Budget	2013 Expenditures
Statewide System Planning and Integration	2,701	21,191
Totals	**2,701**	**21,191**

Grand Total of All Tables

Product or Service Line	2013 Budget	2013 Expenditures
All Product or Service Lines Grand Total	**2,055,286**	**2,368,522**

Productivity measures

Introduction

Performance measures are not new for MnDOT. However, traditional measures reported by MnDOT are measures of effectiveness, designed to measure how effectively products and services are being delivered relative to target service levels. Productivity measures are new to MnDOT and are the next step to evaluate how efficiently these products and services are being delivered. Productivity measures align well with the department goal of enhancing financial effectiveness.

December 2013 marks the first year MnDOT has produced a report on productivity measures. Therefore, this initial report includes additional background information.

Project background

The measures of productivity project is an effort to identify, create, examine and document current level of productivity within MnDOT while complying with new legislation passed in 2012 amending Minn. Stat. 174.56, subd. 2(6). This requires the commissioner to submit a report each year, beginning in December 2013 that includes the annual budget for products and services for each department district and office, with comparison to actual spending and including measures of productivity for the previous fiscal year.

For this first report, MnDOT identified six measures of productivity in five product and service areas:

- Bridge - inspection cost and maintenance cost per square foot of bridge deck area
- Pavement - pavement preservation investment compared to pavement quality
- Snow and ice - cost per plow mile driven
- Pavement markings - cost per mile striped
- Transit - administrative cost per transit passenger trip

While these areas are a subset of MnDOT's products and services, additional areas will be added in subsequent reports as they are identified.

Purpose and scope

The productivity measures contained in this report were identified and developed by each respective operational area, i.e., bridge, pavements, snow and ice, striping and transit. The data is repeatable, verifiable and auditable. Four of the five measures use "job full cost" (for FY years 2006-2011) and "project full cost" (for FY 2013) data, which is actual transaction amounts plus applied operational overhead based on the previous year's activity. The pavement measure uses planned capital investment for contracted construction work.

The measures in this report are measures the department found relevant to the management of its businesses and that have the potential to increase our understanding of how to improve product and service delivery. In addition, this project has brought forward a new way of thinking, communicating and taking action.

Project challenges

MAPS (historical data reporting) vs. SWIFT (current data reporting)

Although the legislative requirement is to produce a measure of productivity report detailing current (FY13) and prior fiscal year (FY12) input/output data, the report would lack meaning without a wider slice of historical data to produce a trend line. Unfortunately, due to data anomalies stemming from the agency's transition from MAPS to SWIFT, fiscal year 2012 data is not reportable for business areas that relied on SWIFT to extract data.

Application data gaps

Data used in reports must be repeatable, auditable and tied to the system of record. Subject matter experts have identified gaps in the capacity of current systems to track and report data used in measuring productivity. The team continues to identify mitigation strategies to address these challenges and gaps.

How this report relates to other MnDOT initiatives

Minnesota Go Statewide Multimodal Transportation Plan

The Statewide Multimodal Transportation Plan 2012-2031 is the result of extensive collaboration between MnDOT and citizens, stakeholders and partners throughout Minnesota. It is based on the Minnesota GO 50-year vision for transportation and provides guidance to help Minnesota achieve this vision. Along with the Minnesota GO Vision, the Statewide Multimodal Transportation Plan will be used to shape subsequent MnDOT plans and investment decisions.

The measures of productivity project will continue to develop and report on measures aligned with MnDOT's plans.

Quality of life

In 2010 and 2011, MnDOT partnered with researchers from the University of Minnesota to seek citizen input on what comprises quality of life and what role transportation plays. In the study, Minnesotans defined the following transportation categories as contributing to or detracting from their quality of life: access, design, environment, maintenance, mobility, safety and transparency (in planning and communications). Maintenance was considered nearly twice as valuable as any other category. Within maintenance, keeping the road surface smooth, including snow and ice removal, ranked as MnDOT's most important activity. The measures of productivity project will continue to develop and report measures that are aligned with the quality of life indicators Minnesotan's find important.

Product and service line accounting

The Office of Financial Management is in the process of developing a new streamlined accounting structure for MnDOT's products and services. This new process will produce meaningful accounting codes that accurately reflect the work of MnDOT. The former product services grid account code structure produced a possible combination of codes in the range of 15,800, making budgeting by product and service administratively burdensome.

The new products and services structure will be aligned to the new central accounting system, the Statewide Integrated Financial Tools. This alignment is expected to be completed by fiscal year 2016.

When SWIFT replaced the former Minnesota Accounting and Procurement System, the accounting structure was not set-up to budget or track expenditures by product and service. MnDOT is in the process of trying to connect the old MAPS and new SWIFT accounting structures to allow for meaningful reports and data analysis tying history, fiscal year 2011 and prior (from MAPS) to current (SWIFT) reporting. An alignment of MnDOT's products and services to SWIFT must be developed in order to capture, identify and classify input data. In turn, the measures of productivity project must correctly capture the appropriate input data to accurately produce output measures that align to MnDOT's outcomes by service lines. This will be accomplished by using the new product service line accounting structure once it has been completed.

Cost allocation project

The Office of Finance is developing and implementing a cost allocation methodology to distribute direct and indirect costs from MnDOT administrative and expert offices to the districts, modes, Electronic Communications and State Aid offices. The cost allocation project is related to the development of the MnDOT product service line accounting structure. Once the cost allocation project is complete, the process for reporting direct and indirect expenses will be incorporated into the measures models to more reasonably reflect the total cost of the products and services delivered to the public.

Performance measures

MnDOT has used measurement tools since the 1990s to evaluate its services and guide plans, projects and investments. The effort began with maintenance measures and now spans all of MnDOT's major products, services and priorities. MnDOT uses performance-based planning and programming to guide transportation investment decisions.

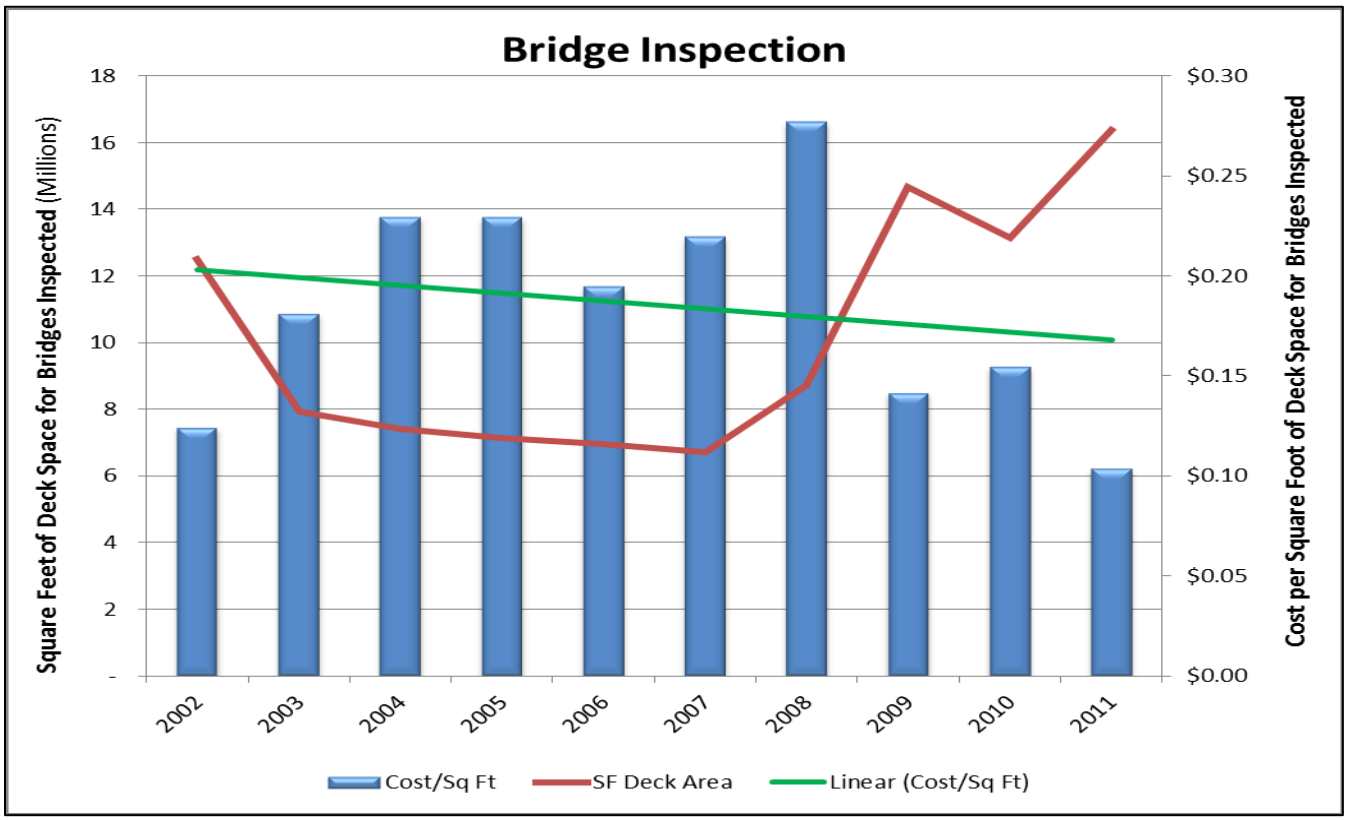
Performance measures are designed to measure effectiveness at delivering products and services according to established targets. The effort to measure productivity is essentially the next step beyond performance measures, and is designed to measure how efficiently MnDOT is delivering its services. The goal for subsequent years of this report is identify additional performance measures that would be good candidates to pair with productivity measures to present a multi-dimensional story.

Bridge inspection cost per square foot

Bridge inspections ensure bridge safety, keep MnDOT in compliance with state and federal law and provide data to support bridge investment decisions.

The primary cost of delivering a high-quality bridge inspection program is the labor and equipment used to access bridges and document their condition. The bridge inspection productivity measure tracks dollars spent on routine inspections against the total deck area of bridges inspected. Comparing labor and equipment costs to the square footage of the bridge deck inspected, it costs roughly 15 cents per square foot to inspect MnDOT's bridges.

Bridge inspection cost per square foot



The SF of deck area for 2002–2008 does not include all bridges inspected due to previous cost accounting practices. Data from 2009 forward is accurate with regard to both cost and SF of deck area inspected. A 2% inflation adjustment was applied to the cost data.

Bridge inspection data

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bridge inspection expenses ($1,000)	$1,123	$1,071	$1,304	$1,293	$1,102	$1,236	$2,083	$1,846	$1,860	$1,600
Sq. ft. of bridge deck inspected (1,000)	12,504	7,936	7,419	7,146	6,966	6,709	8,716	14,669	13,154	16,378
Actual cost per sq. ft of inspection	$.09	$.13	$.18	$.18	$.16	$.18	$.24	$.13	$.14	$.10

Numbers contained within the table are not adjusted for inflation

The cost per square foot for bridge inspections is trending downward over the 2002-2011 time period. However, due to incomplete data from 2002-2008 for square feet of deck area inspected, more years of data will be needed to accurately establish a trend starting in 2009.

The quality of MnDOT's bridge inspection program is assessed annually by the Federal Highway Administration as a requirement of the National Bridge Inspection Standards. As part of this process, a series of 23 measures are reviewed and compared to uniform national standards. MnDOT reports biennially on Bridge Inspection Quality Assurance in accordance with Minn. Stat. 165.03, subd. 8. In addition, MnDOT tracks the timeliness of bridge inspections and reports it in the annual Transportation Performance Report. Through these annual reviews, the quality of MnDOT's inspection program is continually monitored and improvement plans are established as appropriate.

Viewing the productivity measure along with our NBIS assessment and MnDOT's performance measures enables MnDOT to gauge the overall productivity of our inspection activities.

Why inspection cost per square foot is a good measure

Bridge safety inspections play a key role in maintaining a safe transportation system. They ensure the structural integrity of our bridges and keep MnDOT in compliance with state and federal law. Bridge inspections also provide the condition assessment data that supports MnDOT investment decisions regarding bridge repair, rehabilitation and replacement.

How this measure informs decisions

This measure helps us to understand the cost of our bridge inspection program and track this cost annually to monitor any significant trends. We can also use this data to benchmark our bridge inspection costs against other states or compare bridge inspection costs between transportation districts within our own state. Understanding the cost of bridge inspections allows us to make appropriate budget and staffing decisions with regard to managing our bridge system.

Major influencing factors

Bridge condition and the complexity of the inspection are major factors that influence inspection cost per square foot. Bridges with advanced deterioration will require additional time and effort to inspect. Large and complex bridges require more advanced equipment and inspection techniques.

The total cost of bridge inspections also includes time coded to culvert inspections. Culverts however, do not have a deck area. Since the number of culverts on the system is relatively stable and culvert inspections require less time and effort, the inclusion of culvert inspection costs does not significantly affect the bridge inspection unit cost.

The indirect costs of MnDOT's bridge inspection program (reporting, training, program management and policy development) are not included in this measure.

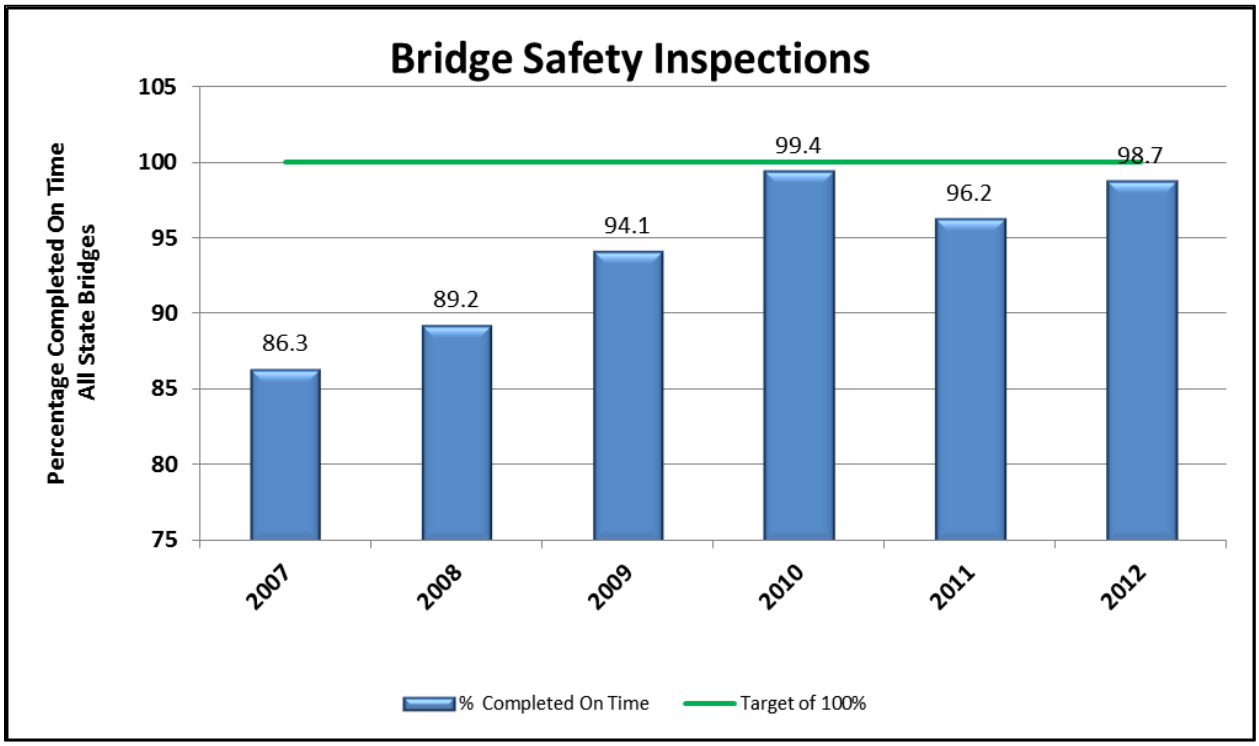
Effectiveness measure

MnDOT's bridge inspection goal is to complete 100 percent of inspections on time. This exceeds the 95 percent target established by the National Bridge Inspection Standards. An inspection is considered on time if it is completed within 30 days of its scheduled due date.

Performance on this measure improved in 2012 after having dropped in 2011 due to a three-week state government shutdown, which stopped bridge inspections for a significant portion of the inspection season.

Per federal requirements, all bridges are inspected on a one- or two-year cycle. MnDOT expects to be consistently at or near the 100 percent target unless there are unavoidable delays such as the 2011 shutdown.

Bridge safety inspections



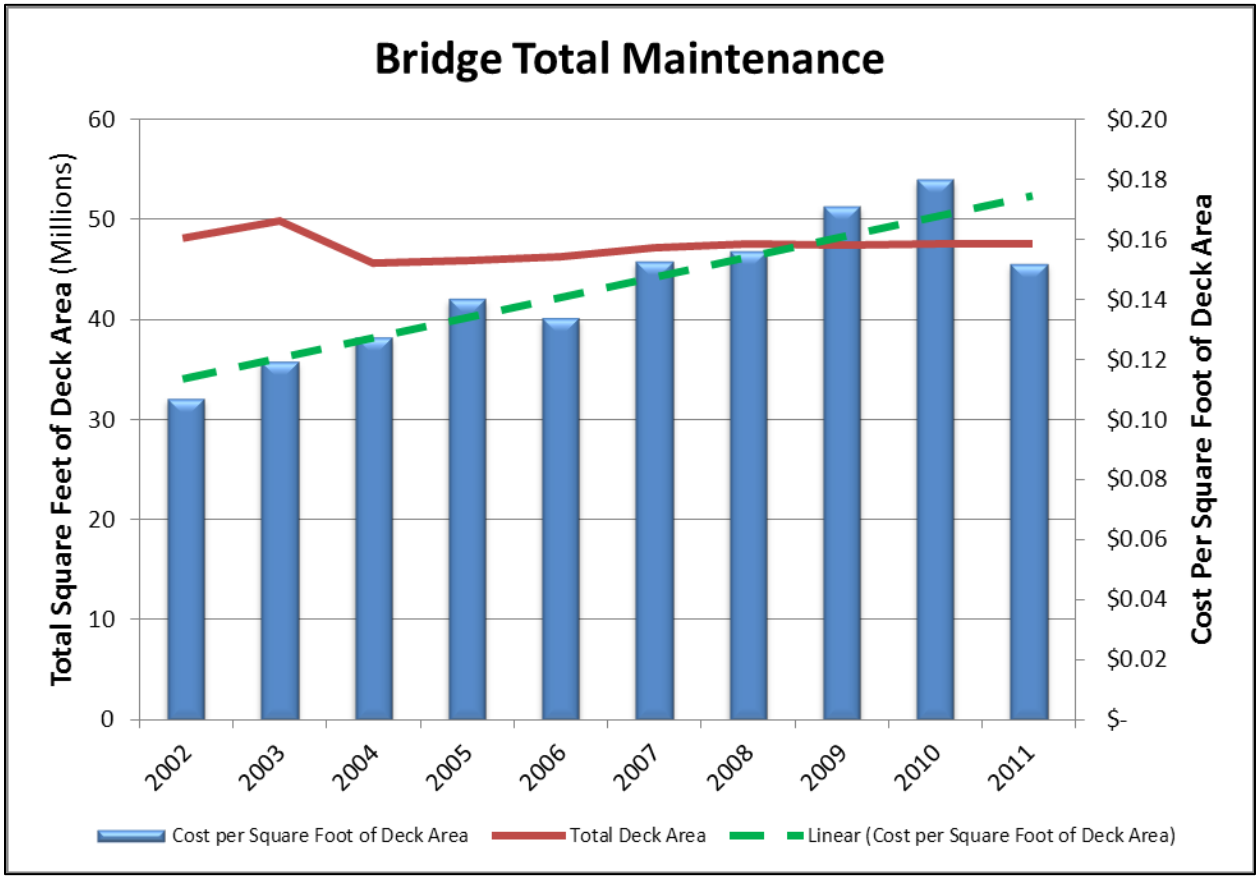
All bridges with safety inspections do receive inspection, but an inspection is considered on time if it is completed within 30 days of its scheduled due date.

Bridge maintenance cost per square foot

Bridge maintenance includes both preventive and reactive maintenance. Preventive bridge maintenance includes routine maintenance activities that keep bridges in good condition and extend their service life. Reactive bridge maintenance includes minor repairs to keep bridges safe and ensure that they serve their transportation function with limited service interruptions.

The bridge maintenance productivity measure compares dollars spent on preventive and reactive maintenance to the deck area of the bridge system. Dividing labor, equipment and material costs over the square footage of bridges in the system demonstrates costs at roughly 15 cents per square foot to perform preventive and reactive maintenance on our bridges. As a reference, it costs an average of $150 per square foot to construct a new bridge.

Bridge maintenance cost per square foot



A 3% inflation adjustment was applied to the cost data.

Bridge maintenance costs

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2013
Preventive Maintenance Expenditures ($1,000)	$1,607	$1,765	$1,645	$2,227	$2,739	$3,767	$3,591	$3,051	$3,410	$3,344	$2,358
Reactive Maintenance Expenditures ($1,000)	$2,124	$2,659	$2,812	$2,855	$2,295	$2,260	$2,818	$4,148	$4,422	$3,462	$3,418
Total Bridge Deck Sq. Ft. (1,000)	48,245	49,852	45,630	45,945	46,257	47,124	47,576	47,373	47,531	47,543	47,567
Maintenance Cost/Sq. Ft.	$0.08	$0.09	$0.10	$0.11	$0.11	$0.13	$0.13	$0.15	$0.16	$0.14	$0.12

Numbers within the table are not adjusted for inflation.

There is a slight upward trend in the square foot cost for bridge maintenance. Highway Systems Operation Plan funding enhances MnDOT's ability to perform preventive maintenance, which may partially account for this upward trend. Additionally, as the bridge system ages the amount of reactive maintenance required will increase, which may also contribute to this upward trend.

Why total maintenance cost per square foot is a good measure

A key component of managing bridges is employing a systematic approach to bridge preservation. Preservation is a program of cyclical and condition-based maintenance activities that keep bridges in sound condition with the intent of slowing their deterioration rate. Preservation activities are categorized as either preventive or reactive maintenance.

- Preventive maintenance includes routine maintenance activities performed according to an assigned frequency, as well as periodic minor repairs. Specific preventive maintenance activities include flushing, painting, joint maintenance and deck sealing. It is generally performed on bridges in good or satisfactory condition.
- Reactive maintenance includes those activities scheduled in response to an identified condition that may compromise public safety or bridge structural function. Specific reactive maintenance activities include repair of the deck, superstructure and substructure. It is generally performed on bridges in fair or poor condition.

Performing preventive maintenance on newer bridges is cost effective and will keep bridges in good condition longer. Performing reactive maintenance when it is needed will delay the need for extensive rehabilitation or replacement.

How this measure informs decisions

This measure establishes the labor, equipment and material costs associated with maintaining our bridges. These costs can be tracked annually to monitor any trends. We can also compare our bridge maintenance costs to national standards, or compare district maintenance program costs within our state. Additionally, this measure assists in determining budget needs for agency-performed bridge preservation.

Major influencing factors

Budget allocations and the condition of the overall bridge system are factors that influence this measure. As the condition of the bridge system trends toward good and satisfactory, preventive maintenance becomes the appropriate treatment. As the condition of the bridge system trends toward fair and poor, reactive maintenance needs increase.

These measures of productivity can be viewed alongside the bridge condition performance measures and the overall age and condition of the bridge system to determine whether MnDOT is making proper investments in bridge preservation.

The total cost of bridge maintenance includes time coded to culvert maintenance. Culverts do not have a deck area, so these costs are excluded. Since the number of culverts on the system is relatively stable and culvert maintenance is not a significant portion of overall costs, the inclusion of culvert maintenance does not significantly affect the unit cost.

The indirect costs of MnDOT's bridge maintenance program such as reporting, training, program management and policy development are not included in this measure.

Preservation activities performed by contract are not included, due to current accounting practice. MnDOT generally self-performs the majority of bridge preservation, but future reporting efforts will attempt to include contract maintenance work.

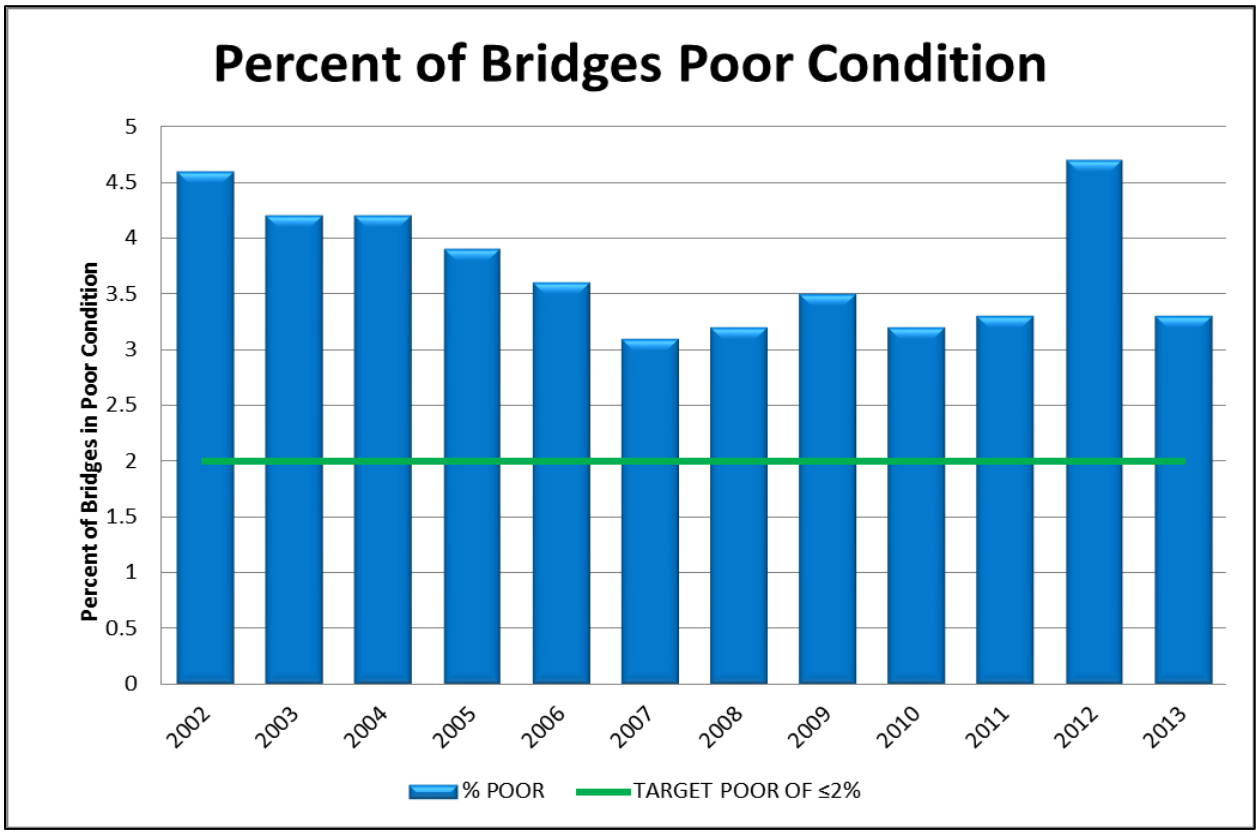
Total deck area of the system was chosen because nearly all bridges receive some form of maintenance activity each season, most commonly a bridge deck flushing operation.

Effectiveness Measure

Bridge condition improved in 2013 after a one year uptick in the percent of National Highway System bridge deck area on "poor" condition bridges. This spike occurred when the Blatnik Bridge connecting Duluth and Superior was assigned a "poor" condition rating following a 2011 inspection. MnDOT has since carried out a major rehabilitation on this bridge that improved its condition and extended its useful life.

NHS bridges are a critical component of Minnesota's transportation network. They are also among the state's most expensive assets to replace. A limited share of NHS bridges in "poor" condition suggests that MnDOT is managing this obligation effectively through repairs and rehabilitation that extends a bridge's useful life, reduces long-term maintenance costs and restricts the number of bridges in need of near-term reconstruction.

National Highway System bridges in poor condition as a percent of total NHS bridge deck area



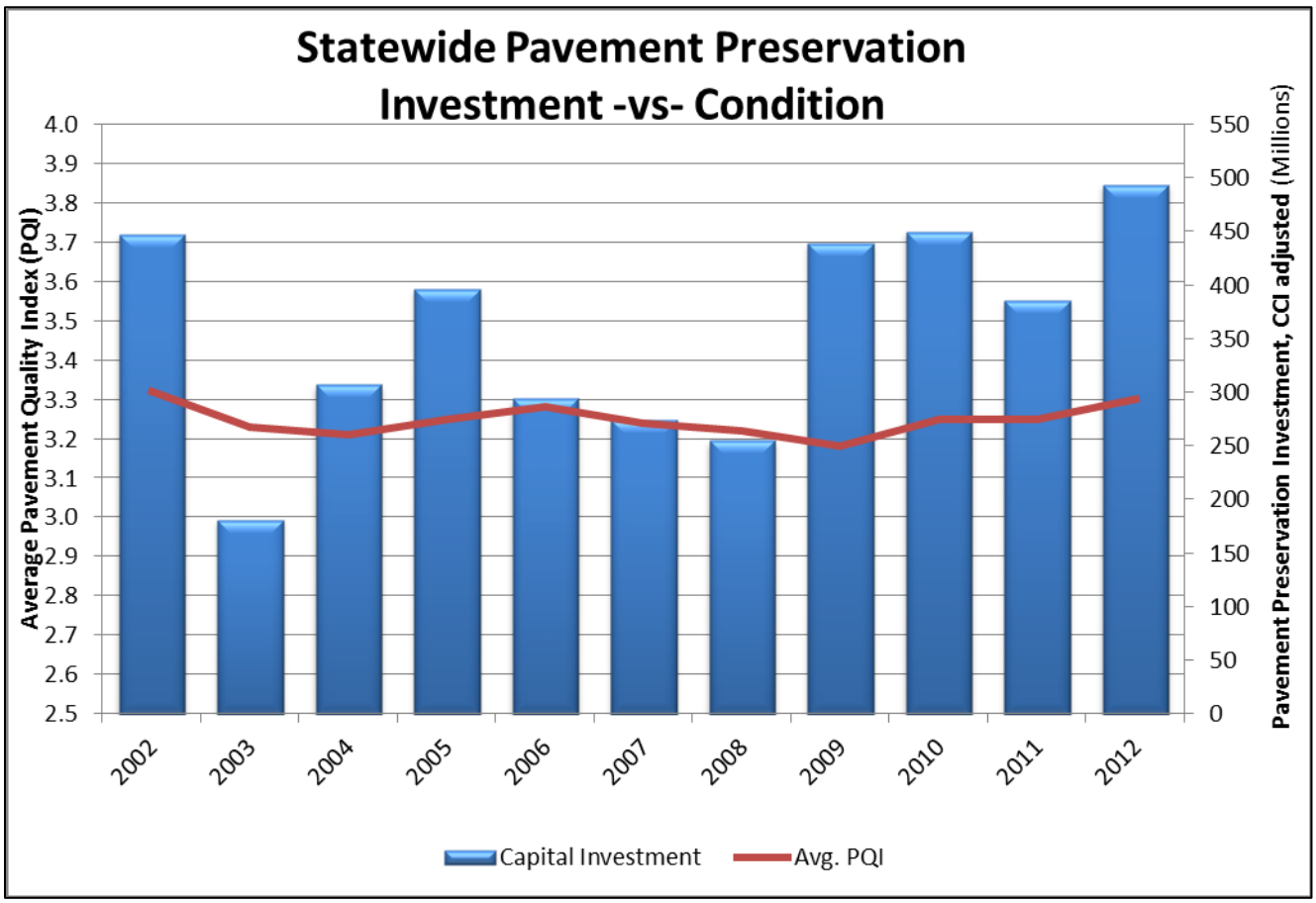
Pavement quality and investment

Pavement preservation

Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT. Timely repair and replacement reduces long-term costs. Also, MnDOT customer research has found that Minnesotan's satisfaction with overall state highway maintenance is greatly affected by highway smoothness.

Pavement preservation investment is compared to the Average Pavement Quality Index in the chart below. The investment numbers in the chart include the cost of MnDOT's contracted work. Work performed by MnDOT labor is not included. The results show that the condition of the system, which is 12,000 centerline miles, very closely follows dollars invested. Higher investment into pavement preservation shows associated improvement to the system.

Statewide pavement preservation investment – Condition



Construction costs per lane mile

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Preservation lane miles	3,109	2,195	3,624	3,688	3,259	2,335	2,857	3,257	3,576	2,432
Investment ($1,000)	$233,000	$102,907	$170,988	$241,050	$216,030	$220,957	$220,412	$369,583	$367,411	$333,965
Cost per lane mile ($1,000)	$75	$47	$47	$65	$66	$95	$77	$114	$103	$137

Numbers within the table are not adjusted for inflation.

MnDOT's pavement condition data is reduced to several indices. Each index captures different aspect of the pavement's health.

- Ride Quality Index measures pavement smoothness
- Surface Rating measures pavement distresses visible on the pavement surface such as cracks, patches and ruts
- Pavement Quality Index is a composite index calculated from RQI and SR, giving an overall indication of the condition of the pavement. The PQI is the index used to determine if the state highway system is meeting performance thresholds established for the Government Accounting Standards Board, Standard 34
- Remaining Service Life is an estimate, in years, until the RQI reaches a value considered the end of a pavement's design life.

For the purposes of GASB 34, MnDOT established that the state highway system will be maintained, at the minimum following levels:

- Principal arterial system**:** Average PQI of 3.0 or higher
- Non-principal arterial system**:** Average PQI of 2.8 or higher

Why pavement preservation investment vs. pavement condition is a good measure

This measure shows the dollars invested through contracted work from fiscal year 2002 - 2012 and the associated system averaged PQI after the pavement preservation work was completed. This is an indication of MnDOT efforts to preserve our valuable pavement infrastructure. The measure also shows the sensitivity of system condition to preservation investment.

How this measure informs decisions

This measure shows MnDOT's commitment to preserving pavement infrastructure. There is also a direct correlation between preservation investment and system improvement or decline.

Major influencing factors

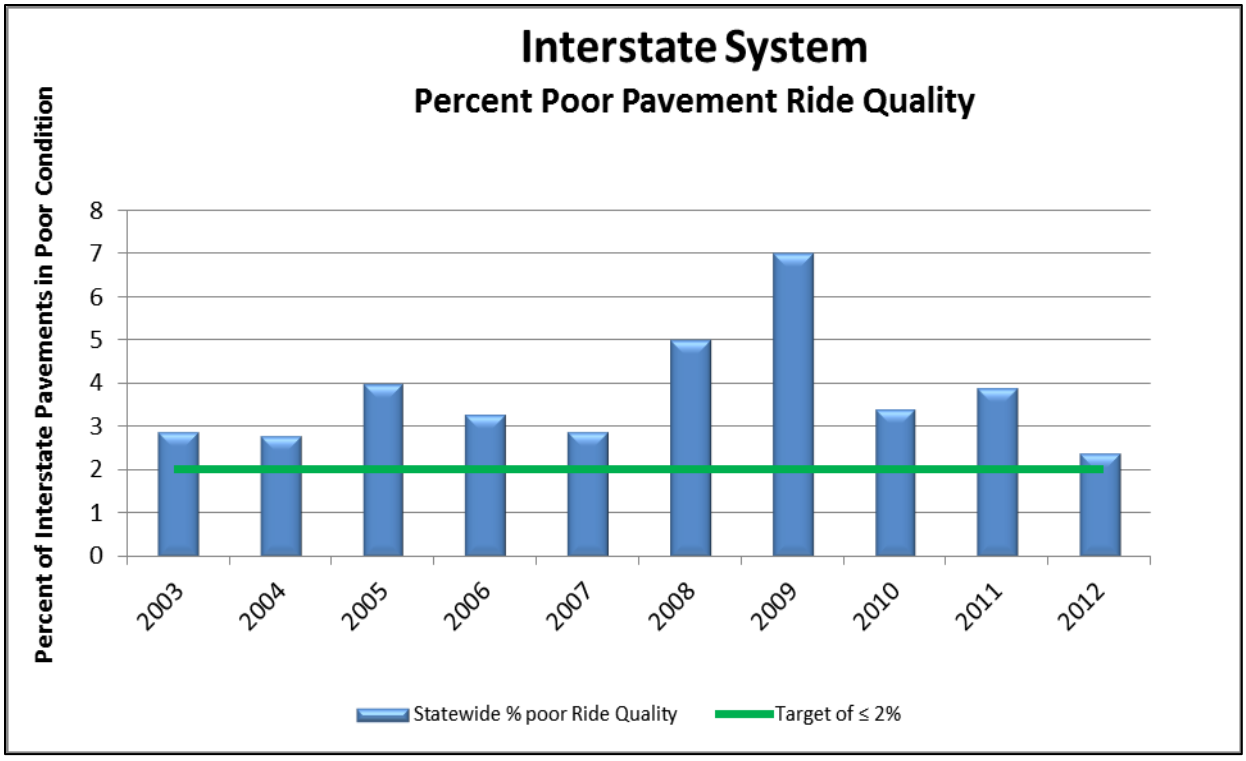
Inflation in construction costs is a major influencing factor, especially when certain items increase in cost faster than others. When the majority of the increase to the construction cost index is due to asphalt and concrete prices, pavement preservation costs increase disproportionately when compared to other construction activities.

High cost, short distance and major construction improvements such as bridge construction, are not included. While bridge construction will improve the PQI on the bridge, the investment includes much more than what is needed to preserve the pavement and would incorrectly skew pavement preservation productivity numbers.

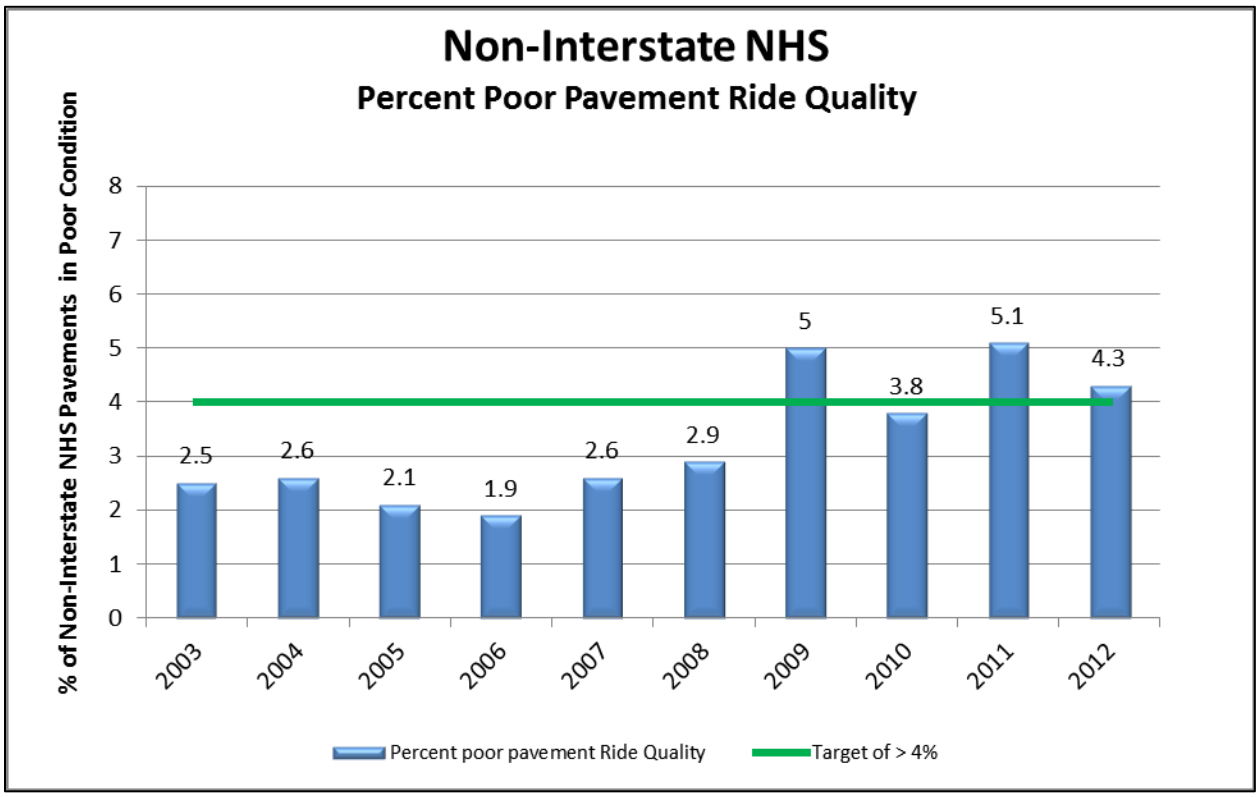
Effectiveness Measure

MnDOT's measure of effectiveness for pavement condition is the share of the system with "poor" ride quality. Pavement rated poor can still be driven on, but the ride is sufficiently rough that most people would find it uncomfortable and decrease their speed as a result. Ride quality improved on interstates, the non-interstate National Highway System and on non-NHS highways in 2012. Overall, there were 150 fewer miles of highway with "poor" ride quality in 2012 compared to 2011. This improvement pushed performance on interstates and the rest of the NHS to within a percentage point of statewide targets.

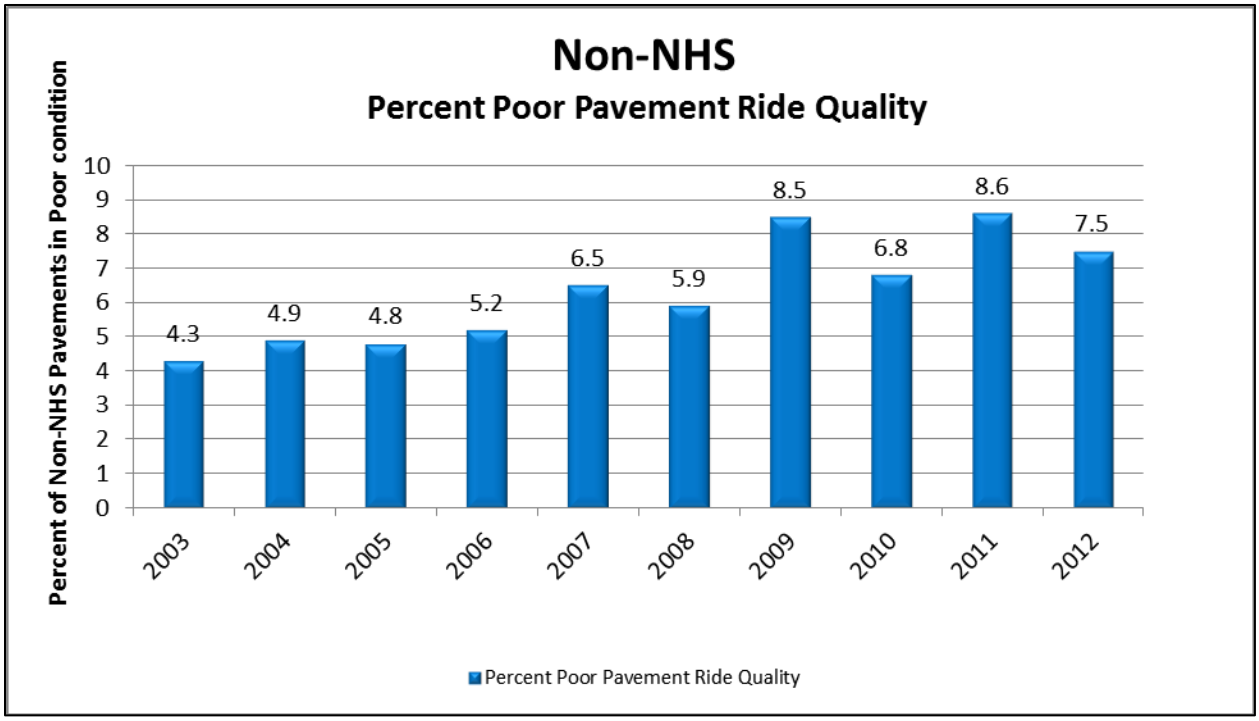
Interstate system: Percent poor pavement ride quality



Non-Interstate NHS: Percent poor pavement ride quality



Non-NHS: Percent poor pavement ride quality



Minnesota Department of Transportation, 2012

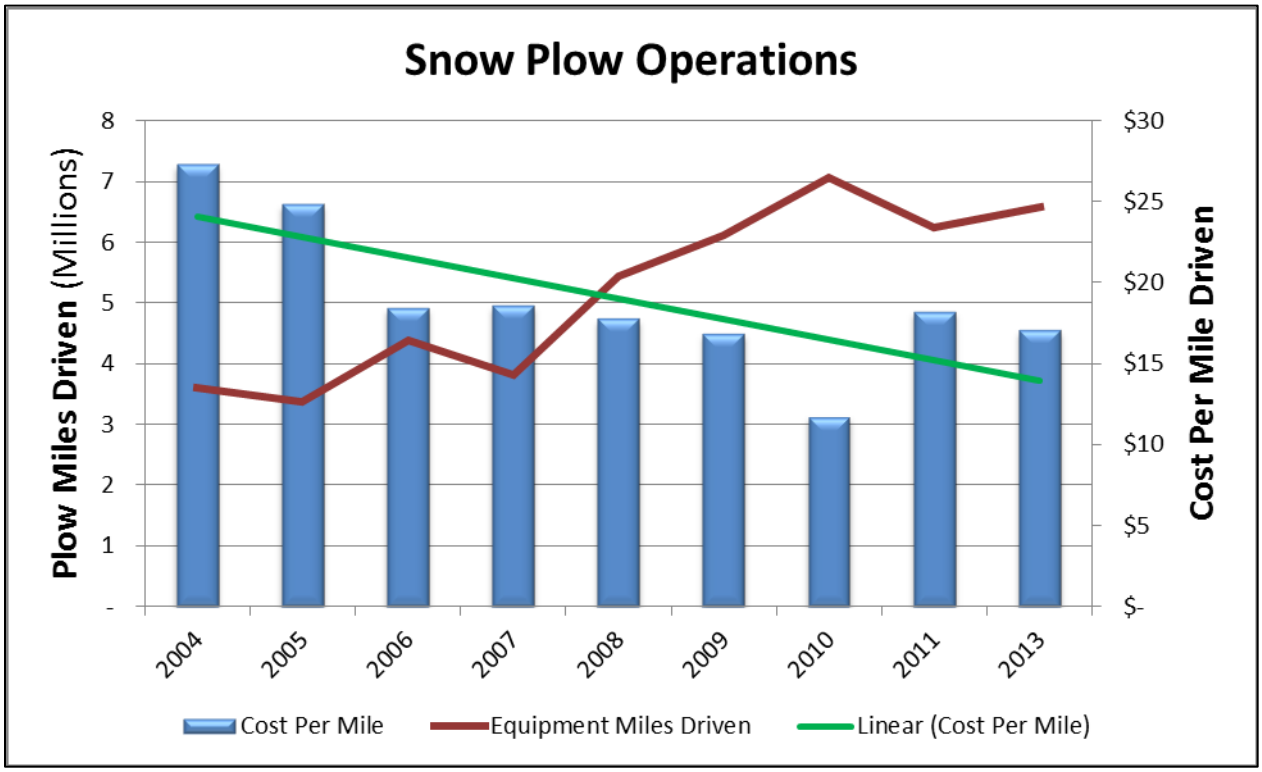
Snow and ice: Cost per plow mile driven

Snow and ice management

The primary goal of MnDOT's snow and ice operations is the safety of Minnesota's traveling public. Citizens expect to be able to carry out normal activities through most weather events and to have transportation facilities that safely accommodate travel shortly after an event has passed.

The chart below shows the cost per plow mile driven, along with the number of miles driven by MnDOT snow plow trucks for plowing and chemical application activities. The data includes miles driven to get to and from routes, since those miles are required to deliver snow and ice operations. Many variables such as congestion, winter severity, type of weather, timing of the winter event, wind, terrain, etc., play into the cost per mile driven.

Snow plow operations



Costs were adjusted using a 3% inflation rate

The trend in cost per plow mile driven is decreasing over the time period. It should be noted that the data is not adjusted for winter severity such as snow accumulation, snow events, freezing rain events and storm duration. Additionally, fiscal year 2013 was an outlier year, roughly three times as much snow fell than in the previous winter. In fiscal year 2013, snow and ice operations extended beyond the standard six month snow and ice season, which then required overtime pay at time and half for plow drivers, increasing the costs over a typical winter.

Plow miles driven and costs

Year	2004	2005	2006	2007	2008	2009	2010	2011	2013
Plow Miles Driven (1000s)	3,597	3,359	4,389	3,814	5,445	6,111	7,068	6,235	6,583
Costs (Millions)	$75.3	$65.9	$65.8	$59.3	$83.5	$91.6	$75.9	$107.2	$112.3

Numbers within the table are not adjusted for inflation.

Why cost per plow mile driven is a good measure of productivity

This data focuses on clearing the roadways of snow and ice, MnDOT's most visible winter operations service.

How this measure informs decisions

The measure has a correlation to cost/lane mile data that MnDOT currently collects based on snow plow route miles. Cost per lane mile results are used by MnDOT operations staff for route comparison purposes, truck and driver assignments and tracking effectiveness of operations.

Major influencing factors

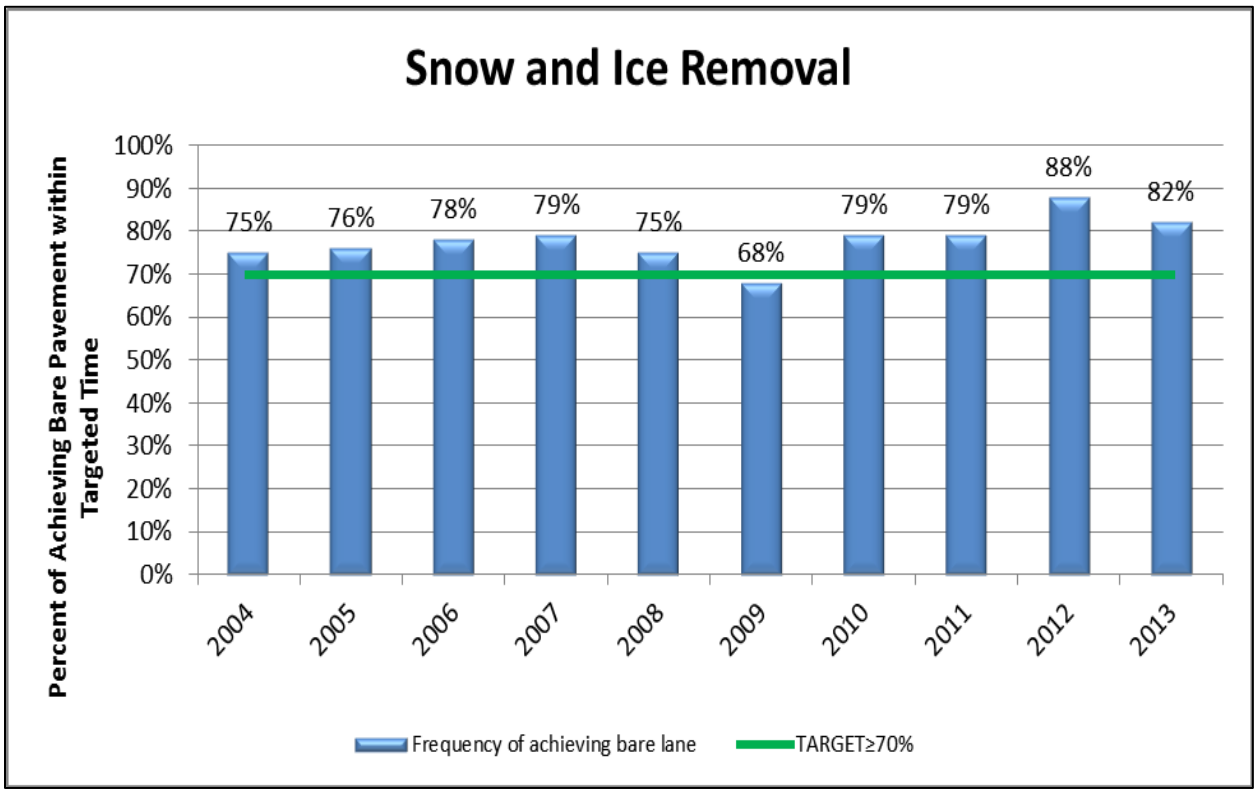
Contributing to higher expenses are congestion, winter severity, type of weather, event timing, wind, clean-up, inventorying materials, maintenance of storage facilities, salt brine production and terrain.

Contributing to added efficiency are innovative technologies including anti-icing, pre-wetting, de-icing, comprehensive snowfighter training and enhanced materials.

Effectiveness measure

MnDOT's measure of effectiveness for snow and ice removal is to meet its target range for snow and ice clearance at least 70 percent of the time. MnDOT has met its target nine out of the last 10 seasons.

Snow and ice removal



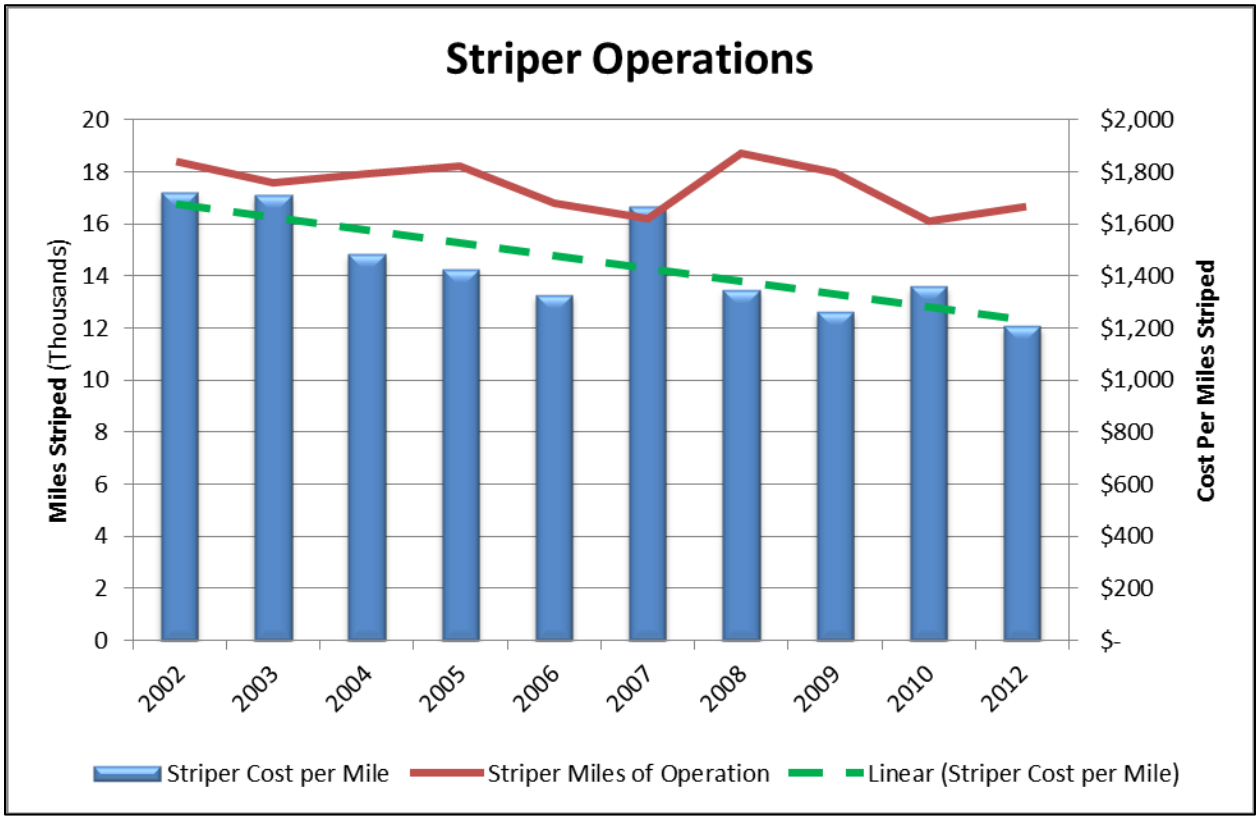
Pavement markings: Cost per striper mile

Pavement markings

Pavement markings perform an important function in managing, directing and controlling traffic. In some cases, they are used to supplement the regulations or warnings of other devices, such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device.

The chart below shows cost per mile striped in a calendar year. Striper cost per mile trends downward over the reporting period.

Striper operations



Graph data has been adjusted to 3% inflation

Cost per mile striped data

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2012
Total Striping Costs	$4,682	$6,056	$6,423	$7,153	$6,859	$7,438	$7,887	$7,404	$6,822	$7,202
Striper Miles Driven (1,000s)	20.3	19.6	19.9	20.2	18.8	18.2	20.7	20	18.1	18.7
Cost per Mile	$1,718	$1,712	$1,485	$1,427	$1,327	$1,663	$1,346	$1,261	$1,359	$1,207

Data contained in the table has not been adjusted for inflation.

Why cost per mile striped is a good measure

Cost per mile and miles striped are measures of productivity because they show what was completed and what it costs. This data is used by the striping business to adjust standard practices and make operational improvements.

How this measure informs decisions

MnDOT strives to conduct its operation more efficiently while maintaining and improving quality. Tracking performance and comparing operational details for each season allows MnDOT to improve practices.

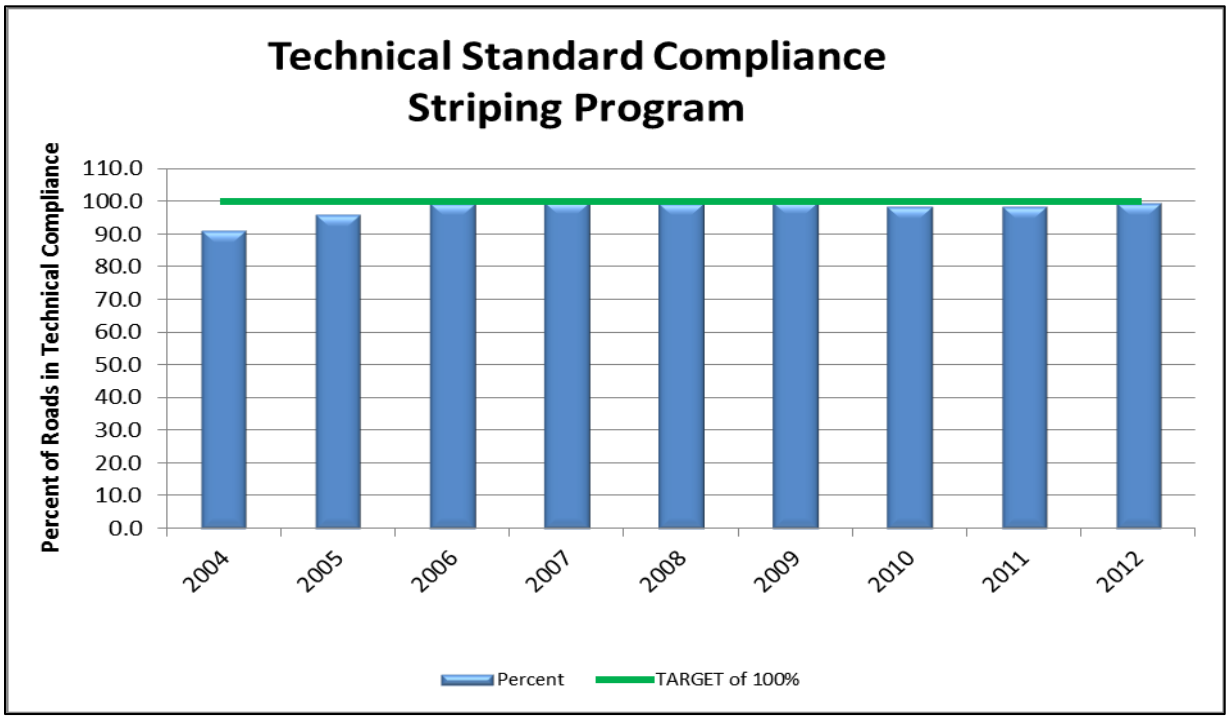
Major influencing factors

Equipment, labor and material costs, along with organization, management, supervision, weather, planning and coordination all influence this measure. The materials used also vary greatly, ranging from less costly and less durable markings like latex, to the midrange product epoxy, to polymer pre-formed tape, which has a long service life and is used for markings that will be exposed to high levels of roadway traffic.

Effectiveness measure

MnDOT districts develop annual striping plans executed by the striping team. MnDOT's success at providing an effective striping program is defined by its compliance with traffic engineering technical standards. MnDOT's goal is to "provide appropriate pavement markings on all highways, 365 days per year." An appropriate pavement marking is defined as one that meets or exceeds the standards defined in the Minnesota Manual on Uniform Traffic Control Devices, providing presence and retroreflectivity (headlights bounce off of tiny glass beads directly back to the driver instead of scattering). This chart shows MnDOT's success at meeting those standards annually.

Technical standard compliance: Striping program

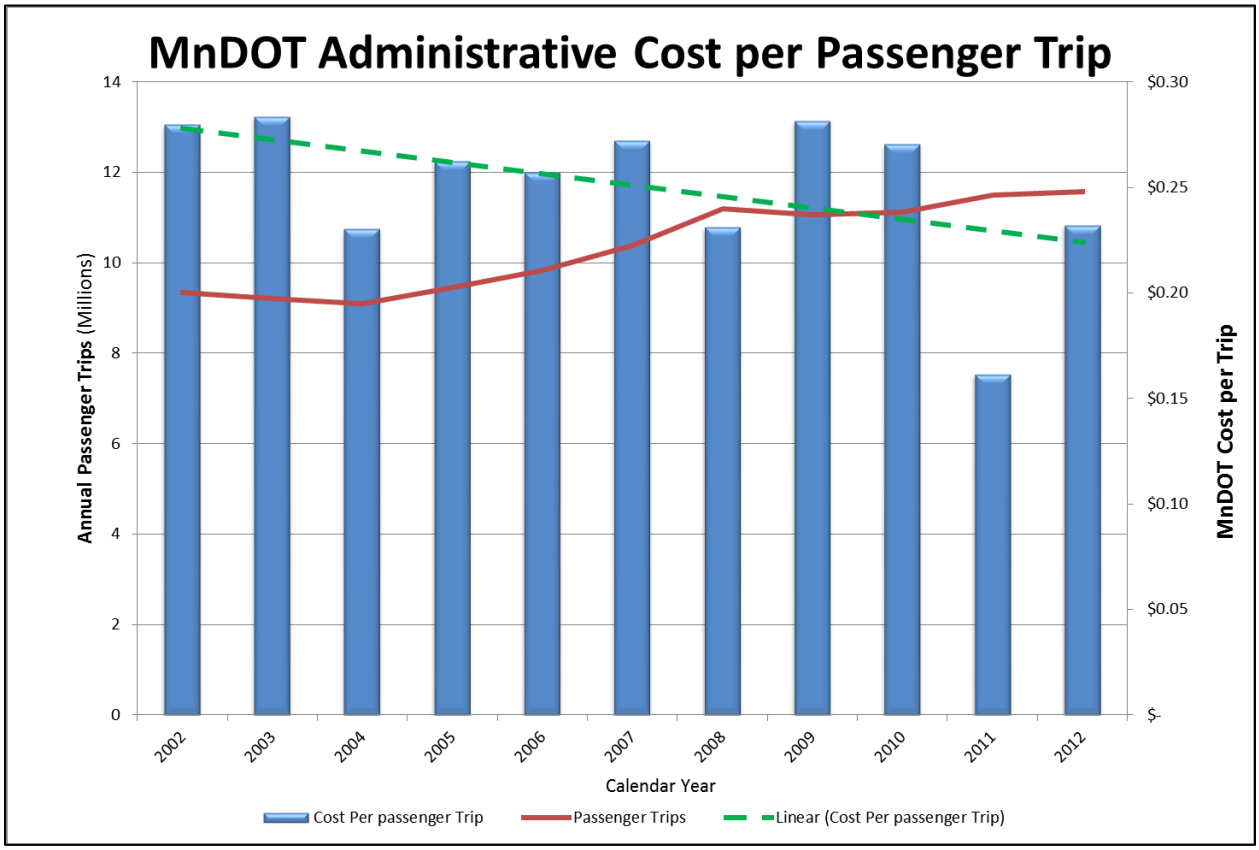


Transit: Administrative cost per transit passenger trip

Transit connects people to jobs, family, schools, shopping, health care centers, sports and cultural events. These systems also enhance the mobility of the elderly and persons with disabilities in communities across the state. Transit is also an alternative to driving that can reduce congestion, fuel consumption and greenhouse gas emissions.

The graph below demonstrates the ultimate goal of transit, which is to provide more trips, against the cost of the administrative activities performed by MnDOT's Office of Transit that help produce those trips. These activities include providing grant contracts and oversight of sub-recipients of transit funds. (MnDOT does not directly provide transit trips.) When the dotted line slopes downward, it means the cost per trip is decreasing over time, which is desired. If the dotted line slopes upward, the administrative cost per trip is rising. That means MnDOT must investigate the efficiency and productivity of the processes used to manage the program.

MnDOT Office of Transit cost per passenger trip



Costs were adjusted for inflation using a 2 percent inflation factor. Note an apparent data anomaly in the administrative costs data: Costs for 2011 seem abnormally low, although the state shutdown could explain at least part of this.

Data for Greater Minnesota transit

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Expenses ($1,000)	$2,101	$2,140	$1,752	$2,116	$2,200	$2,510	$2,340	$2,874	$2,832	$1,782	$2,630
Greater MN Ridership (1,000's)	9,337	9212	9,091	9,450	9,827	10,382	11,188	11,059	11,115	11,495	11,576
Cost per Ride	$0.23	$0.23	$0.19	$22	$0.22	$0.24	$0.21	$0.26	$0.25	$0.16	$0.23

Figures contained within the table not adjusted for inflation.

The administrative cost per transit passenger trip has been trending downward. The recession that began in late 2008 caused a drop in public transit ridership in 2009 and 2010; fewer people going to work generally means fewer people ride transit. However, two new Federal Transit Administration programs were launched in 2008: the Job Access/Reverse Commute and New Freedoms programs. The trips generated between those programs outnumbered the public transit trips lost due to the recession. Therefore, the trip line continued trending upward. As the effects of the recession subsided in 2011, transit ridership continued to increase. Administrative costs were unusually high during 2009 and 2010 while MnDOT administered American Recovery and Reinvestment Act projects. These were nearly all capital projects, which did not result in additional service that could produce trips. Therefore, the cost per trip productivity measure exhibited poor results in those years.

Why administrative cost per trip is a good measure

Transit passenger trips is the most commonly used measure of transit use. In Minnesota, it is used on the Governor's dashboard to measure transit performance in Greater Minnesota and in the Twin Cities metropolitan. Consistent use of the transit passenger trips measure will make it easier for legislators and taxpayers to understand transit issues.

The cost for MnDOT to administer the programs that support transit trips is the other component of this measure of productivity. The ratio of MnDOT's transit administrative costs to transit passenger trips describes the efficiency of MnDOT's processes in delivering transit. In short, the administrative cost per transit passenger trip productivity measure describes the cost that MnDOT's activities add to each trip.

How this measure informs decisions

This measure illustrates the cost for MnDOT to administer the programs that support transit trips in Greater Minnesota. If the dotted line slopes upward, it may indicate that MnDOT's management of the program is losing efficiency and attention is needed. If it slopes downward, it indicates desired results, transit trips, outpace the costs of MnDOT's administration. This measure will alert MnDOT to concerns about the productivity of processes used to provide grant contracts to and oversight of subrecipients of transit funds.

Major influencing factors

Minn. Stat. 174.01, subd. 2 set goals for MnDOT, two of which relate directly to transit:

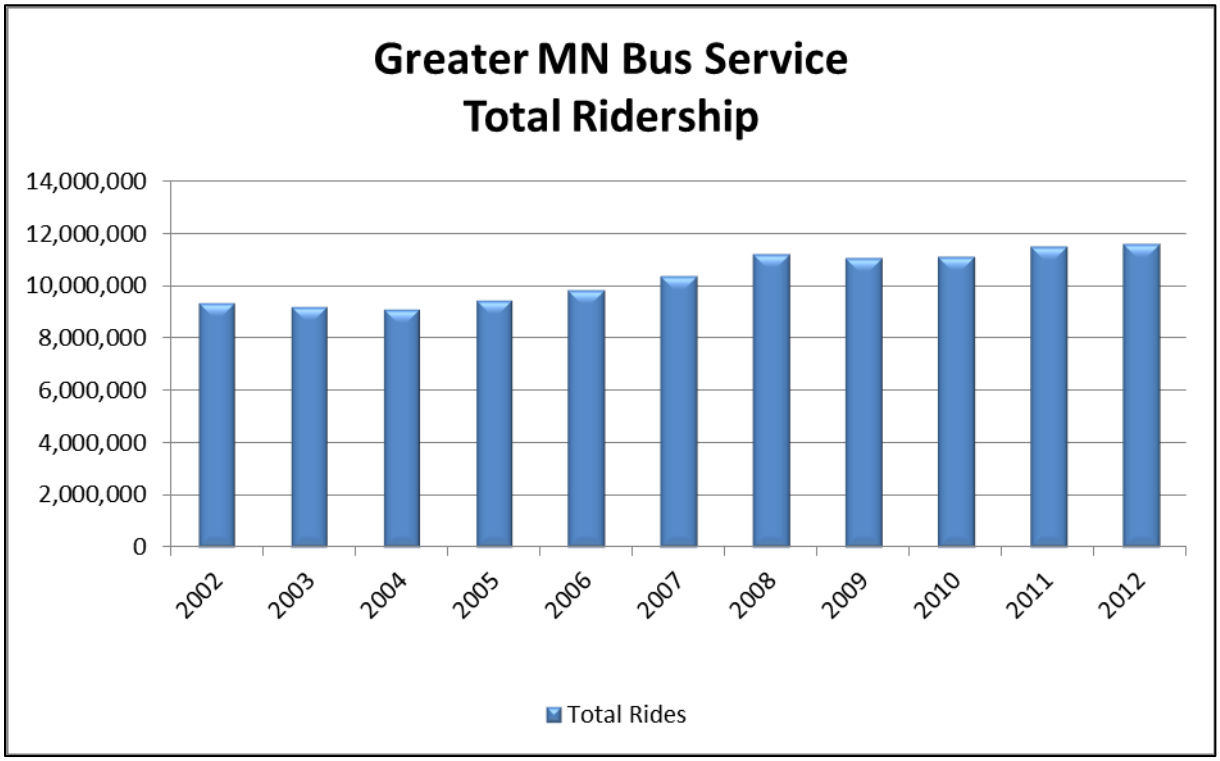
> (6) to provide transit services to all counties in the state to meet the needs of transit users
>
> (13) to increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost

The number of passenger trips made on transit is commonly used to check progress on these goals.

Effectiveness Measure

Greater Minnesota public transit ridership has increased over the last 10 years. The recession that began in late 2008 caused a drop in public transit ridership in 2009 and 2010, but numbers have rebounded and increased in 2011 and 2012.

Greater Minnesota bus service total ridership



Glossary of terms

The glossary of terms provides definitions of specific terms used in this report.

Construction cost index: The Minnesota Construction Cost Index is an indicator of price trends for highway construction. It is composed of six indicator items: roadway excavation, to indicate the price trends for all roadway excavation; concrete pavement and plant-mixed bituminous, to indicate the price trend for all surfacing types; and reinforcing steel, structural steel, and structural concrete, to indicate the price trend for structures.

Cost - Indirect: Indirect costs are those that cannot be directly tied to a specific output, e.g. depreciation, routine building maintenance, and other administrative and support costs. Indirect costs are frequently referred to as "the cost to keep the lights on."

Cost - Direct: Direct costs occur when expenditures are tied directly to a project number that can be tracked to a customer deliverable. That is, dollars which buy products and/or services that are delivered directly to the traveling public.

Effectiveness: Effectiveness focuses on achieving the end goal and takes into consideration any variables that may change in the future. Effectiveness encourages innovation as it demands innovation to meet desired goal(s).

Efficiency: Efficiency is often confused with effectiveness as the output to input ratio and focuses on getting the maximum output with minimum resources and still meet effectiveness measures. Efficiency focuses on doing things right and demands documentation and repetition.

Job full cost: Actual transaction amounts plus applied overhead cost rates established by MnDOT based on the previous year's activity.

Inflation factor: For unit cost growth across all operations and maintenance activities, MnDOT is using a 3 percent inflation factor based on historical data. It incorporates labor compensation rates as well as pricing for major commodity materials and services, such as fuel, asphalt, utilities and salt. A 2 percent inflation factor is used when the bulk of the costs are labor, based on historical MnDOT labor costs.

Performance measures: Performance measures are quantifiable indicators used to assess how well, or how effectively, an organization is achieving its desired objectives. Much of the time results are compared against established targets to determine if improvement is needed.

Trend analysis: The practice of collecting information and developing a pattern or trend in the information. In project management, trend analysis technique uses historical results to predict future outcome.

Effectiveness measure definitions

Term	Measures Definition	System Definition
Bridge safety inspections: percent completed on time	This measure is compiled from the inspection dates in the Pontis bridge database, which are recorded upon completion. All bridges more than 20 feet in length that either carry or cross over a state highway are included. An inspection is considered “on-time” if it occurs no later than 30 days past its due date. This 30-day grace period accounts for variable conditions such as weather and scheduling.	All bridges 20 feet and longer that carry or cross over a state highway (3,657 bridges)
Bridge condition	This measure is compiled from inspection ratings done for all state highway bridges at least every 24 months, as required by the U.S. Department of Transportation. The combined numeric rating includes the deck, superstructure and substructure. It uses the National Bridge Inspection Standards 0 to 9 scale. Bridges rated 7 to 9 are counted as *good* and those rated 4 or lower are counted as *poor* (also termed *structurally deficient)*. Bridges rated structurally deficient are safe to drive on, but are approaching the end of their useful life. To arrive at the statewide percent measure, results are weighted based on each bridge’s deck area to fully account for larger bridges.	Bridges 20 feet and longer on the National Highway System (2,307 bridges)
Pavement ride quality	Ride Quality Index measures smoothness and pavement condition. It uses a 0 to 5 scale with 5 being the best. Pavements with an RQI above 3.0 are classified as *good*. Pavements with an RQI of 2.0 or lower are classified as *poor*. Pavements rated *poor* have deteriorated to the point where they may affect the speed of free-flow traffic. Performance measure reporting utilizes three categories of trunk highway system mileage: Interstate, Non-Interstate National Highway System and Non-National Highway System.	Of the 14,310 miles of state highways: 13% are Interstate; 40% are Non-Interstate NHS; and 47% are NHS
Snow and ice: frequency of achieving bare pavement within target time	Target times for removing all snow and ice to bare pavement vary for five traffic volume categories: super commuter (0-3 hours), urban commuter (2-5 hours), rural commuter (4-9 hours), primary collector (6-12 hours) and secondary collector (9-36 hours). This measure tracks the frequency at which targets are met. Targets are based on research with Minnesotans and on historical results.	State highways (approximately 30,000 lane miles); all storms and snowplow routes are included
Greater Minnesota transit ridership	Greater Minnesota public transportation ridership is measured by passenger trips defined as the number of individual one-way trips taken from origin to destination.	53 public transit systems serve 78 of 80 Greater Minnesota counties

Term	Measures Definition	System Definition
Pavement marking	Pavement marking – 100 percent compliance with tech memo 13-13-T-03. Pavement markings meet or exceed the minimum retro reflectivity criteria in accordance with guidance issued by the FHWA. During snow and ice operations, pavement marking should provide presence after bare pavement is attained.	Pavement markings including both long lines and special markings (i.e. crosswalks, messages, etc.) on state trunk highways

Extended Repayment Account

To enroll in the **Extended Repayment Account**, sign below and fax this form to us at **1-800-848-1949** or mail it to:

Sallie Mae, Inc.
P.O. Box 9500
Wilkes-Barre, PA 18773-9500

If you do not qualify for an Extended Repayment Account, you will remain in your present repayment plan. If you are past due on your loan payments and qualify for an Extended Repayment Account, your account will be brought current by applying a forbearance based on your loan program's eligibility. You must continue to remit your existing payment amount until you are notified of your new payment amount.

If you have further questions or are unsure of your eligibility for the Extended Repayment Account, please call us at 1-888-2SALLIE.

Extended Repayment Account Offer
Yes, I want the Extended Repayment Account on all of my eligible Federal Stafford, Federal PLUS, Federal Consolidation, or private loans (unless I indicate otherwise). I must select either standard or graduated payments:

___ Standard Repayment (level payments)

___ Two years of interest-only payments

___ Four years of interest-only payments

Before signing this document, please read through it thoroughly to ensure you understand the information provided.

- I agree to make payments in accordance with my repayment schedule.
- I understand that by choosing the Extended Repayment Account I will likely pay more in total over the life of my loan.
- If I am past due on my loan payments because of my financial circumstances, I request a forbearance to cover all payments due before this schedule begins. I understand that all accrued interest will be capitalized (added to my loan principal) no more frequently than quarterly and at the end of the forbearance period. Unpaid interest on a privately insured loan will be capitalized at the end of the forbearance period, even if my promissory note indicates otherwise.
- **I understand that, if I have loan(s) owned by Sallie Mae and if the loan has a borrower benefit which includes an on-time payment requirement to obtain the benefit and/or retain it after qualifying, by using a voluntary forbearance, my loan will not retain eligibility for the borrower benefit.**

Signature Date

Co-Borrower Signature (spousal accounts) Date

Appendix A: Major highway project summaries

Contents

Introduction

This annual report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per Minn. Stat. 174.56, the report includes projects with cost estimates equal to or in excess of $15 million in the Twin Cities Metro District and equal to or in excess of $5 million in Greater Minnesota. The report includes 326 projects that meet these thresholds.

The information provided is current as of November 2013.

Projects included in this report

All projects included in this report also are included within the 10-year district work plans within MnSHIP. 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.

Information on the projects recently selected for funding through the Corridors of Commerce program can be found on page 13 of this report. Because these projects were selected very recently, they are not included in this section.

Projects planned for or under construction in 2011-2017

A one-page summary sheet is provided for each major project in the 2014-17 STIP. Summary sheets also are provided for major projects that have been completed in the previous two years, consistent with statutory reporting requirements.

Projects planned for 2018-28

Major projects outside the STIP timeframe, but within the 15-year reporting period, are displayed in as a table. This table includes 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, cost estimates and scopes are preliminary and not yet well-defined.

Project Prioritization

All projects identified within the 2014-17 STIP can be funded under current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2018-28 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 timeframe.

Content and format of project summary sheets

A one-page project summary sheet is included in this report for each project planned for construction or already under construction prior to the end of the 2017 construction season. The summary sheets are categorized by district and include the following information:

- Project location
- Project description
- Schedule
- Date the project entered into the 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
- Primary project purpose, as defined by the MnSHIP investment category
- Total project cost estimates
- Recent changes and updates, including past and/or potential reasons for delay in letting or completing the project
- Project history and background information
- Project risks
- 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.

Abbreviations and definitions

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.

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 or 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 approximately one 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 reward.
- 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

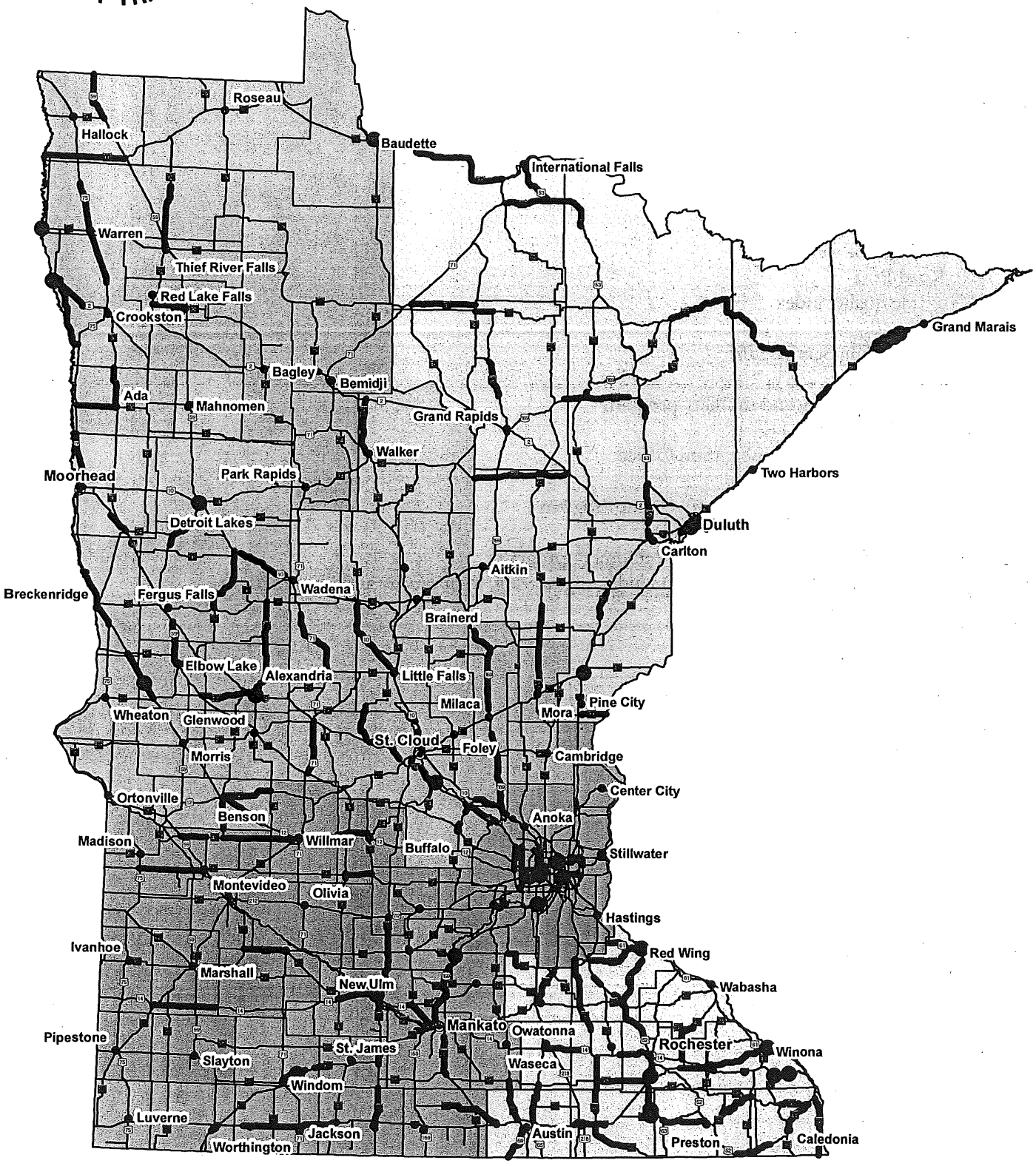
- Construction letting: The costs attributed directly to construction activities.
- Other construction elements: The costs for additional project elements, such as moving utilities, completing engineering documents and implementing other consultant services.
- Right of way: The costs associated with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

Definitions

ADT: Average daily traffic
AUAR: Alternative urban area-wide review
BARC: Bridge and road construction
CIMS: Corridor Investment Management System
C-I-P: Cast in place
CMGC: Construction management general contractor
CORSIM: Corridor simulation
CPR: Concrete pavement rehabilitation
CRAVE : Cost risk assessment value engineering
CSAH: County state aid highway
CTIB: Counties Transit Improvement Board
DB: Design-build
E: East
EA: Environmental assessment
EAW: Environmental assessment worksheet
EB: Eastbound
EDA: Electronic design automation
EIS: Environmental impact statement
ELLA: Early let late award
FONSI: Finding of no significant impact
FHWA: Federal Highway Administration
FY: Fiscal year
Hwy: Highway (state trunk highway)

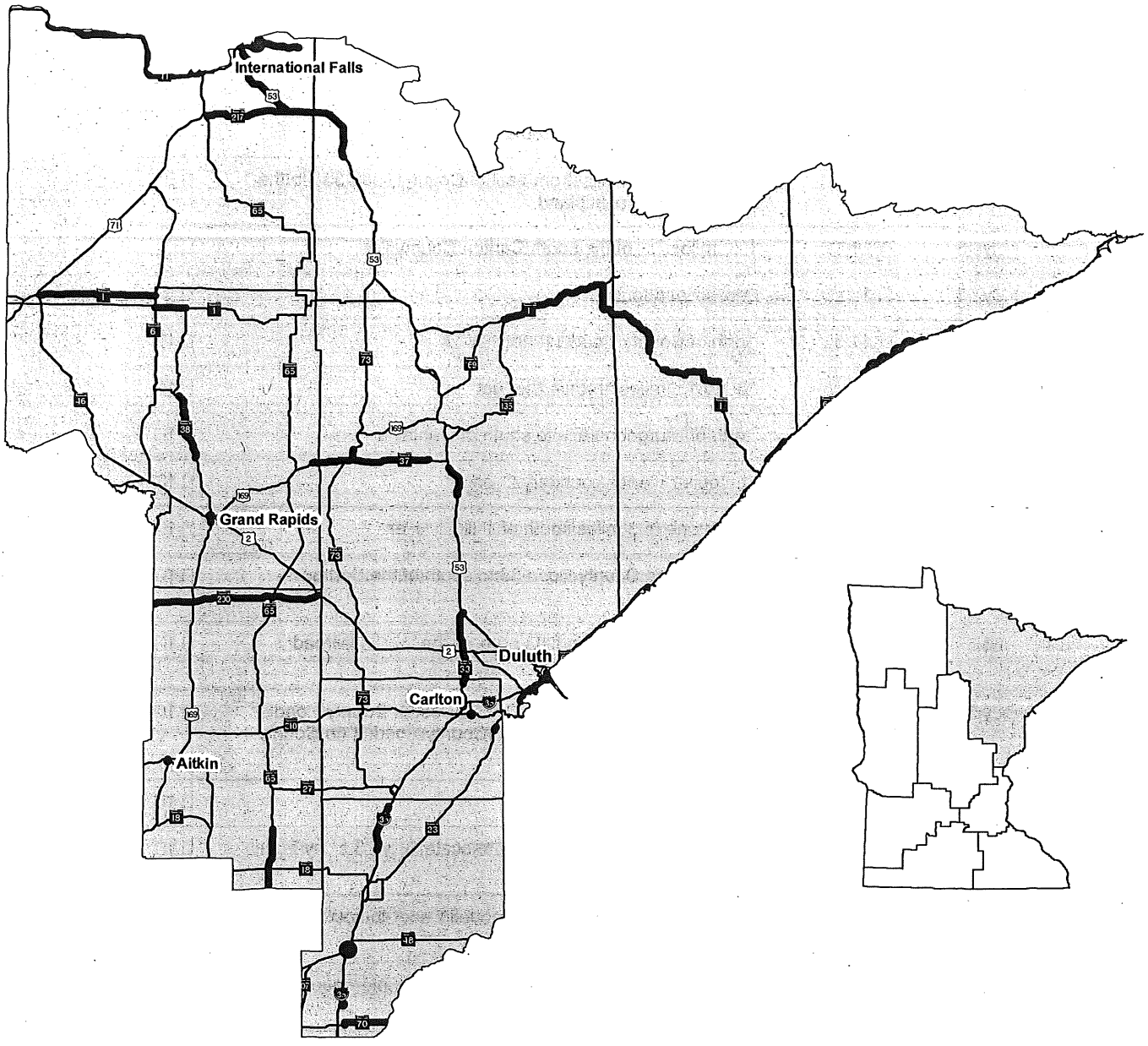
I: Interstate
ICE: Intersection control evaluation
ITS: Intelligent transportation system
LCCA: Life cycle cost analysis
N: North
NB: Northbound
NBI: National Bridge Inventory
NBIS: National Bridge Inventory System
NEPA: National Environmental Policy Act
NHPP: National Highway Performance Program
NHS: National Highway System
NRHP: National Register of Historic Places
PQI: Pavement quality index
RFP: Request for proposal
RFQ: Request for qualifications
ROW: Right of way
RP: Road Post
RQI: Ride quality index
RR: Railroad
RSL: Remaining Service Life
S: South
SAM or SaM: Safety and mobility program
SB: Southbound
SHPO: State Historic Preservation Office
SRC: State road construction
STIP: State Transportation Improvement Program
STP: Surface Transportation Program
TED: Transportation Economic Development program
TPCE: Total project cost estimate (includes engineering, right of way and construction)
UT: Unorganized township
W: West
WB: Westbound

Major Highway Projects 2011-17



*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

Major Highway Projects 2011-17
District 1



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*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District 1

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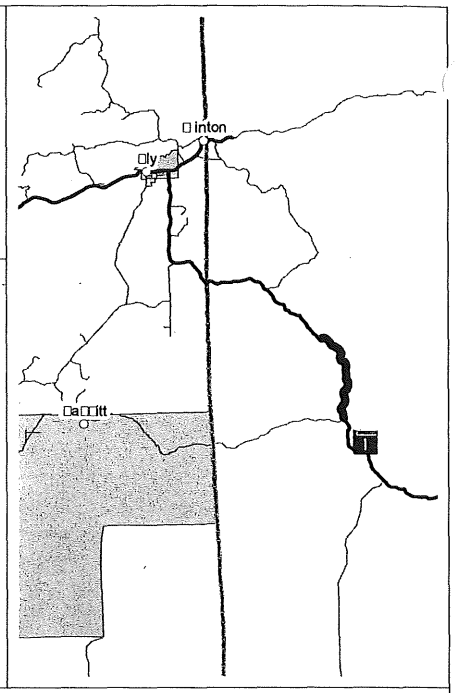

Primary Purpose:

□egional□□Community□□pro□ement□□riority

Recent Changes and Updates:

□triping□and□final□punch□list□items□□ere□completed□ in□the□summer□of□□□13.

Project History:

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Key Cost Estimate Assumptions:

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Project Description:

□econstruction□of□□□y□1□from□□□□orest□ □oute□□□3□to□□□□orest□oute□□□□□□□e□□ Tomaha□□□oad□□and□□as□□.3□miles□long.

Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ □.□	□ □1
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□ngineering□	□ 1.1	□ 1.□
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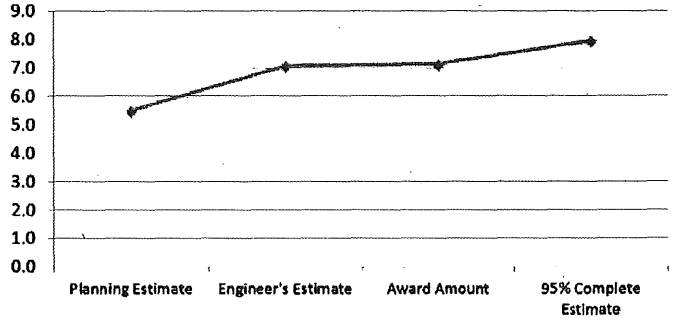
Total:	**$ 7.3**	**$ 10.4**

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

Construction Estimates
During Project Development

□n□□illions□



3801-18

Schedule:

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□unicipal□Consent□□pro□al□□ate□□□ot□needed
□eometric□□ayout□□pro□al□□ate□□□n□no□n
Construction□□mits□□sta□ished□□ate□□□n□no□n
□riginal□□etting□□ate□□□□□□□□□
Current□□etting□□ate□□□□3□□□11
Construction□□eason□□□□1□
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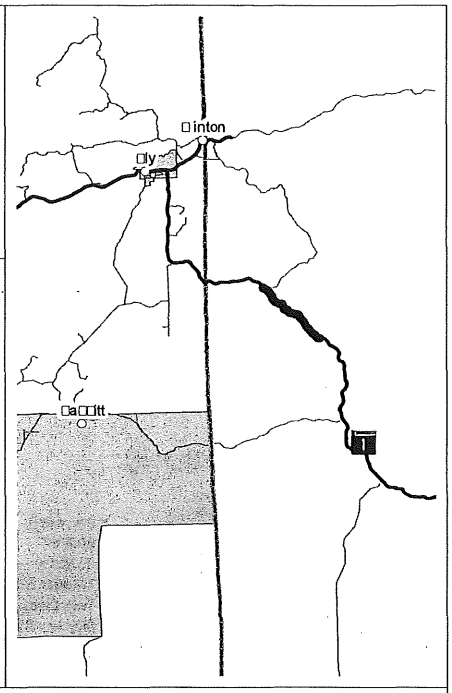
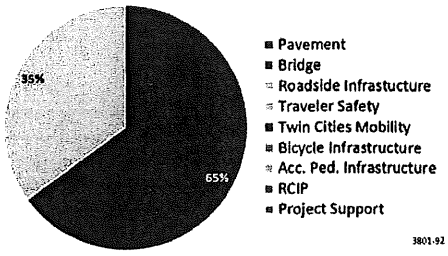


Primary Purpose:

□erformance□□ased□need□□a□ement□Condition

Investment Category:



Project Description:

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Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ □.□	□ □.□
□ther□Construction□□lements□	□ □.□	□ □.□
□ngineering□	□ 1.□	□ 1.□
□ight□of□□ ay□	□ □.□	□ □.□
Total:	**$ 8.4**	**$ 8.6**

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

Recent Changes and Updates:

The□project□is□programmed□for□construction□in□ □□1□.

Project History:

This□project□□as□initially□planned□to□□e□a□ reconstruction.□Ten□miles□of□□□y□1□from□this□ project□s□south□limits□to□□a□e□County□□oad□□□ha□e□ □een□reconstructed.□This□project□no□□includes□ pa□ement□preser□ation□and□drainage□ impro□ements□on□the□e□sting□alignment.□This□ segment□of□road□ay□□as□originally□graded□and□ pa□ed□in□the□mid□1□3□s.□There□□ere□numerous□ spot□o□erlays□completed□in□the□1□□□s□□1□□□s□and□ 1□□□s.□□These□□ere□follo□ed□□y□□ituminous□ o□erlays□in□the□early□1□□□s□mid□1□□□s□and□□□□.

Key Cost Estimate Assumptions:

The□current□estimate□□as□prepared□in□□cto□er□□□1□□and□includes□□□percent□nflation.□ □□includes□the□cost□of□□ituminous□milling□and□surfacing□and□drainage□impro□ements.

Project Risks:

□su□stantial□amount□of□cul□ert□replacement□□or□is□re□uired.

Schedule:

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□eometric□□ayout□□ppro□al□□ate□□ot□needed
Construction□□imits□□sta□ished□□ate□need□□n□no□n
□riginal□□etting□□ate□□□□□□□□1□
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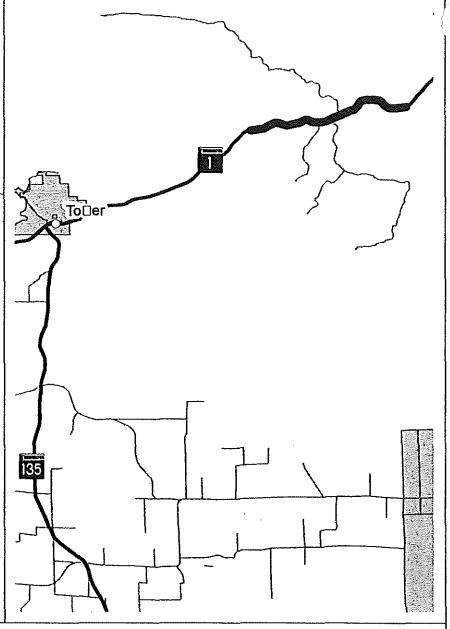
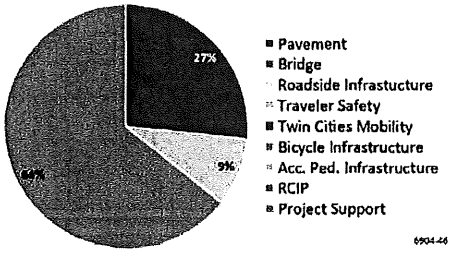


Primary Purpose:

□egional□□Community□□pro□ement□□riority□

□erformance□□ased□need□□a□ement□Condition

Investment Category:



Project Description:

Com□nation□of□reconstruction□and□ pa□ement□reclamation□on□□□miles□from□□1□ mile□□est□of□the□□i□□ile□a□e□oad□to□□1□ mile□east□of□□radach□□oad□in□the□□agles□

Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ 1□.□	□ 1□.□
□ther□Construction□□lements□	□ □.□	□ 1.□
□ngineering□	□ □.□	□ 3.□
□ight□of□□ay□	□ 1.□	□ 1.□
Total:	**$ 14.4**	**$ 25.2**

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

Recent Changes and Updates:

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□n□□T□is□proceeding□□ith□the□en□ronmental□ process.□The□en□ronmental□assessment□□ill□ include□t□o□alignment□alternati□es□including□the□ □□outh□□oute□□and□an□alignment□that□□more□closely□ matches□the□e□sting□□iddle□□oute□□□ut□□ith□ upgrades□to□meet□current□design□standards□and□ the□a□ility□to□□e□constructed□□nder□traffic.

Project History:

□ecause□of□concerns□□ith□□□y1□□□□et□een□ □irginia□and□□inton□the□□□y1□□□□north□ □mpro□ement□Tas□□□orce□formed□in□uly□□□□□.□ The□efforts□of□the□tas□□force□resulted□in□□1□.□□ million□in□□ederal□□igh□□riority□□roject□funds□□eing□ pro□ided□in□□□□□T□□□□□for□high□ay□ impro□ements.□The□□□y1□1□□□segment□from□□3□ mile□□est□of□the□□i□□ile□a□e□oad□to□Clear□a□e□ □as□recommended□□y□the□tas□force□as□a□priority□ for□reconstruction.□T□o□projects□□ere□identified□to□ use□these□funds.□□s□scoping□progressed□it□□as□ clear□that□there□□asn□t□enough□money□for□□oth□ projects.□□s□a□result□it□□as□decided□that□less□

Key Cost Estimate Assumptions:

The□current□estimate□is□□ased□on□the□total□amount□of□□□ □□□igh□□riority□□roject□ funds□a□aila□le□for□this□project.

Project Risks:

□ri□ate□property□impacts□en□ronmental□concerns□including□□etlands□and□potential□ acid□drainage□runoff□associated□□ith□sulfides□in□the□□oc□□□use□of□□ederal□□igh□□riority□ □roject□funds□□elati□ely□lo□□traffic□□olume□coupled□□ith□high□construction□costs.

Schedule:

□n□ronmental□□pproval□□ate□□□ending□approval
□unicipal□Consent□□pproval□□ate□□□ot□needed
□eometric□□ayout□□pproval□□ate□□□ot□□no□n
Construction□□mits□□sta□lished□□ate□□□ot□□no□n
□riginal□□etting□□ate□□1□□□□1□
Current□□etting□□ate□□□□□□□1□
Construction□□eason□□□□1□□□□1□
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Substantially Complete

Primary Purpose:

□erformance□□ased□need□□□a□ement□Condition

Recent Changes and Updates:

The□letting□□as□delayed□to□□une□□□13□due□to□ consultant□deli□ery□delay□and□□□□completion.

The□project□is□currently□under□construction□□ith□an□ anticipated□completion□of□□une□□□1□.□The□final□lift□ of□□tuminous□pa□ement□□ill□□e□completed□in□ □□1□□on□the□segment□□est□of□□ly.□□ll□□or□□south□ of□□ly□remains□to□□e□completed□in□□□1□.

Project History:

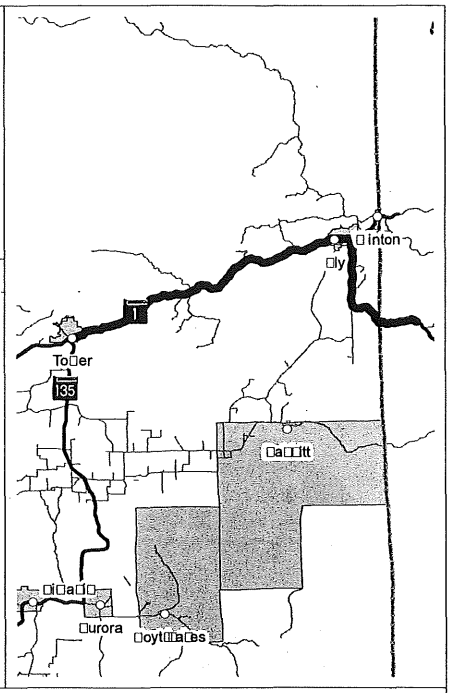
This□is□a□t□o□lane□□ituminous□road□ay□□ith□ deteriorating□pa□ement□resulting□in□rough□ride□□ high□maintenance□costs□and□reduced□load□ carrying□capacity.□□re□ous□pa□ement□repairs□in□ the□project□area□include□□ituminous□o□erlays□in□ 1□□□and□1□□□and□spot□repairs□in□□□1.

Key Cost Estimate Assumptions:

The□current□estimate□is□□ased□on□the□actual□□id□ cost□for□□ituminous□milling□and□surfacing.

Project Description:

□ituminous□milling□and□surfacing□on□□□.□□ mile□from□□lder□□treet□in□To□er□to□□.1□mile□ □est□of□□i□□□ile□□a□e□□oad□from□□.1□mile□ east□of□□□radach□□oad□to□□.1□□mile□□est□of□ 3rd□□□enue□□ est□in□□ly□and□from□the□east□ □unction□of□□□□y□1□□□to□east□of□□alf□□ay□□oad.



Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ □3	□ □3
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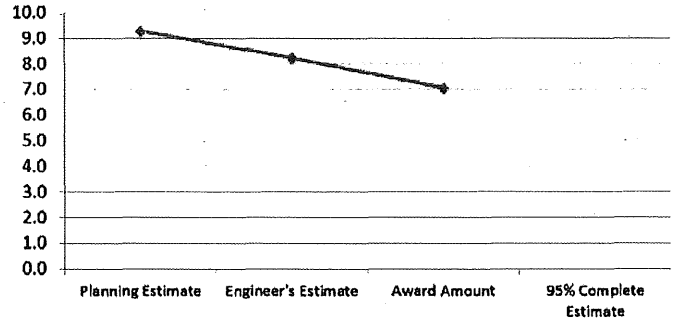
□ngineering□	□ □□	□ 1.□
□ight□of□□ ay□	□ □□	□ □□
Total:	**$ 11.8**	**$ 10.8**

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

Construction Estimates
During Project Development

□n□□illions□



6904-49

Schedule:

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□unicipal□Consent□□pproval□□ate□□ot□needed
□eometric□□ayout□□pproval□□ate□□ot□needed
Construction□□mits□□sta□lished□□ate□□ot□needed
□riginal□□etting□□ate□3□□□□□13
Current□□etting□□ate□□□□□□□13
Construction□□eason□□□13□□□1□
□stimated□□u□stantial□Completion□□ummer□□□1□

□innesota□□epartment□of□Transportation
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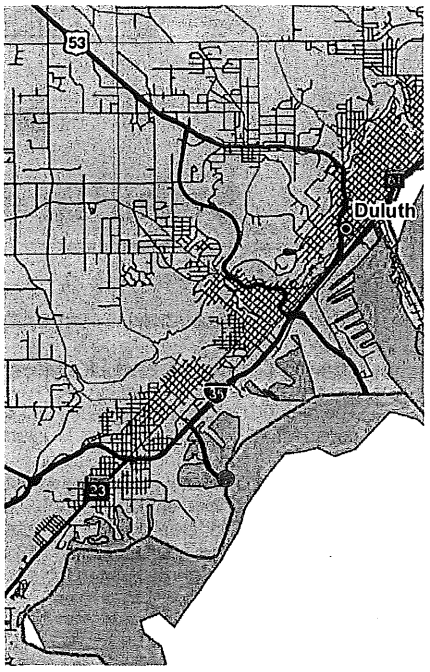

Primary Purpose:

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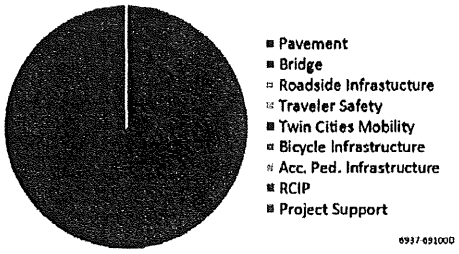
Investment Category:



Project Description:

The□proposed□eha□ilitation□of□□ridge□□□1□□□□ □hich□carries□□□y□□□o□er□the□□aint□□ouis□ □i□er□is□a□joint□effort□□et□een□the□□innesota□ and□□isconsin□□epartments□of□ Transportation.□The□proposed□□or□□includes□ □ridge□dec□□replacement□□modular□joint□ replacement□spot□concrete□spall□repairs□□ support□ca□le□□or□and□painting.

Recent Changes and Updates:

The□□ isconsin□□epartment□of□Transportation□is□ the□lead□agency□and□□ill□□e□letting□this□contract.

Project History:

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Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ □3.□	□ □3
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Total:	**$ 28.9**	**$ 8.3**

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

Key Cost Estimate Assumptions:

The□□aseline□cost□includes□the□cost□of□□oth□□□is□□ot□and□□n□□T□share.□The□current□ estimate□□as□pro□ided□in□□une□□□13□□y□□ is□□ot□and□is□only□the□□n□□T□share□of□the□ costs□for□ridge□□□1□□.□The□current□estimate□no□longer□includes□costs□for□□ridge□ □□1□1□□□□1□□□and□□□1□□.□The□cost□of□the□□or□□on□these□□ridges□□ill□□e□included□in□ □□□□□3□□1□1.

Project Risks:

The□project□□ill□result□in□□incon□eniences□in□the□□o□ement□of□traffic□□et□een□the□ communities.

Schedule:

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□eometric□□ayout□□ppro□al□□ate□□□ot□needed
Construction□□imits□□sta□lished□□ate□□□ot□needed
□riginal□□etting□□ate□□□□□□□□□□
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Construction□□eason□□□□1□
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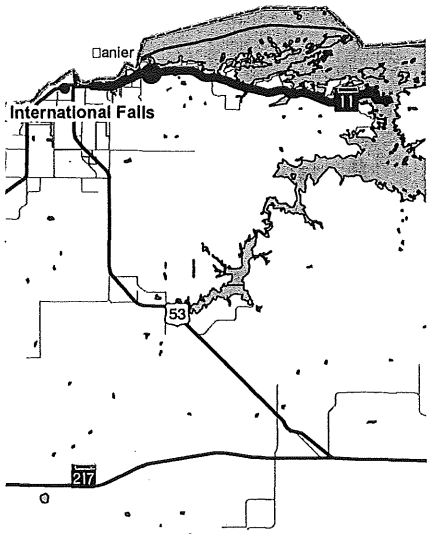
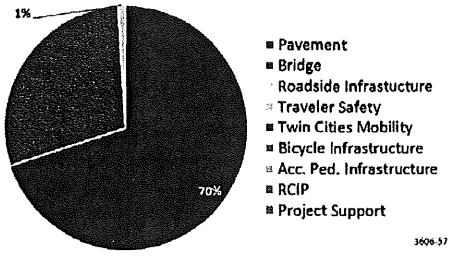


Primary Purpose:

□erformance□□ased□need□□□a□ement□□□ridge□ Condition

Investment Category:



Project Description:

□ituminous□resurfacing□and□□ridge□□□or□□on□ □ridge□3□□□□□on□11□mile□of□□□y□11□in□ □nternational□□alls□from□□□□mile□east□of□ County□□oad□33□□to□the□east□shore□of□□o□e□ □sland.

Recent Changes and Updates:

The□project□has□□een□programmed□for□ construction□in□□□□1□.

Project History:

This□segment□of□□as□originally□graded□in□the□mid□ 1□3□s□and□included□a□gra□el□surface.□□pot□ o□erlays□□ere□completed□in□the□early□1□□□s□and□a□ □ituminous□o□erlay□□as□completed□in□the□mid□ 1□□□s.□The□most□recent□projects□include□a□ □ituminous□o□erlay□in□the□early□1□□□s□and□in□ □□□□.□The□□ridge□is□a□continuous□steel□□eam□ span□and□□as□□uilt□in□1□□□.□The□sufficiency□rating□ is□□□.□.□The□□□□condition□ratings□are□□ec□□□□□ □uperstructure□□□□□u□structure□□.□□ridge□3□□□□□ deficient□status□is□listed□as□ade□uate.

Total Project Cost Estimate (millions)

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	Baseline Est.	Current Est.
Construction□□etting□	□ □□	□ □.□
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□ngineering□	□ 1.1	□ 1.1
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Total:	**$ 6.5**	**$ 6.5**

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

Key Cost Estimate Assumptions:

The□□aseline□estimate□□as□prepared□in□□ugust□□□13□and□includes□□□percent□ inflation.□The□estimate□includes□costs□for□□ituminous□resurfacing□and□□ridge□□or□

Project Risks:

The□□or□□needed□for□□ridge□3□□□□has□not□yet□□een□determined.

Schedule:

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□eometric□□ayout□□ppro□al□□ate□□□ot□□no□n
Construction□□imits□□sta□lished□□ate□□□ot□□no□n
□riginal□□etting□□ate□3□□□□□1□
Current□□etting□□ate□3□□□□□1□
Construction□□eason□□□□1□
□stimated□□u□stantial□Completion□fall□□□1□

□innesota□□epartment□of□Transportation
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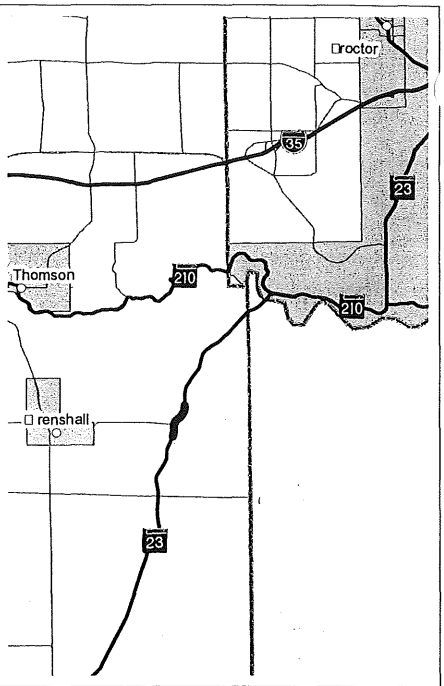
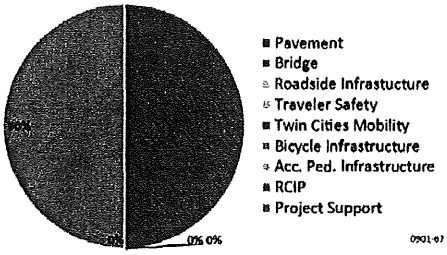


Primary Purpose:

□erformance□ased□need□□ridge□Condition

Investment Category:



Project Description:

□eplacement□of□the□□ridge□that□carries□□□y□□3□over□the□□urlington□□orthern□□anta□□e□□ail□□oad.□The□ne□□□ridge□is□planned□for□construction□on□a□ne□□alignment□to□allo□□use□of□the□e□isting□structure□during□construction.□The□project□is□located□appro□imately□1□.□□miles□northeast□of□the□southern□Carlton□County□line.

Recent Changes and Updates:

□n□□T□is□coordinating□this□efforts□□ith□the□□urlington□□orthern□□anta□□e□□ail□□oad.□□□conceptual□s□etch□□as□de□eloped□and□shared□□ith□the□railroad□in□□ugust□□□13.

Project History:

□ridge□□□□□□as□□uilt□in□1□□3□and□consists□of□steel□□eam□□pan□□ith□a□cast□in□place□concrete□dec□.□This□□ridge□is□classified□as□□tructurally□deficient□□ith□□□□atings□of□□ec□□□□□□uperstructure□□□and□□u□structure□□.□□n□1□□3□the□□ridge□□eceived□repairs□to□the□dec□□□a□utments□and□pier□caps□and□ne□□concrete□□earing□course.

This□project□has□□een□delayed□due□to□□□C□reduction.

Total Project Cost Estimate (millions)

□ate□in□□hich□the□project□entered□into□the□□T□□□□□11

	Baseline Est.	Current Est.
Construction□□etting□	□ □□	□ 3.□
□ther□Construction□□lements□	□ □.□	□ □3
□ngineering□	□ 1.□	□ □.□
□ight□of□□ ay□	□ □.1	□ □.1
Total:	**$ 6.3**	**$ 5.0**

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

Key Cost Estimate Assumptions:

The□current□estimate□□as□prepared□in□□ugust□□□13□and□includes□□□percent□inflation.□The□project□cost□has□□een□reduced□as□result□of□refining□the□road□ay□alignment.□The□cost□estimate□is□□ased□on□constructing□a□ne□□□ridge□on□ne□□alignment□to□allo□□use□of□e□isting□structure□during□construction.

Project Risks:

This□project□re□uires□close□coordination□□ith□the□□□□□that□could□impact□deli□ery□timelines.

Schedule:

□n□ironmental□□ppro□al□□ate□need□□n□no□n
□unicipal□Consent□□ppro□al□□ate□□ot□needed
□eometric□□ayout□□ppro□al□□ate□□ot□□no□n
Construction□□imits□□sta□ished□□ate□□ot□□no□n
□riginal□□etting□□ate□□□□□□□□□3
Current□□etting□□ate□□1□□□□□1□
Construction□□eason□□□1□
□stimated□□u□stantial□Completion□fall□□□1□

□innesota□□epartment□of□Transportation
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□roject□□anager□ □ichael□□aln□ach
Revised Date: 1□1□□□13

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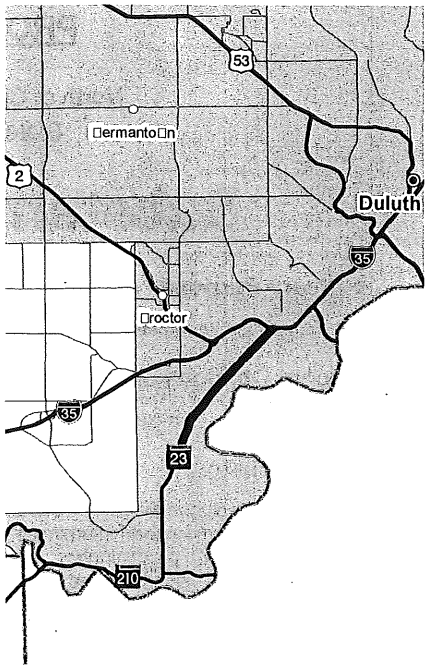
□tate□□roject□□o.□□□1□□□□



Primary Purpose:

□erformance□□ased□need□□□a□ement□□□ridge□
□□□oadside□□nfrastructure□Condition□

□egional□□□Community□□mpro□ement□□riority□□
C□□□

Project Description:

□ituminous□resurfacing□□drainage□□□□□
impro□ements□and□□ridge□replacement□at□
□ings□ury□Cree□□.□The□project□is□□□□miles□
long□from□□ec□s□□oad□to□□3□.

Total Project Cost Estimate (millions)

□ate□in□□hich□the□project□entered□into□the□□T□□□ □□1□

	Baseline Est.	Current Est.
Construction□□etting□	□ 11.□	□ 11.□
□ther□Construction□□lements□	□ □.□	□ □.□
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Total:	**$ 14.9**	**$ 15.1**

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

Recent Changes and Updates:

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in□the□amount□of□□3□3□□□□□.□This□grant□□ill□□e□
used□for□roadside□impro□ements□along□the□
corridor□from□□ec□s□oad□to□□3□.□This□□□□grant□
□ill□□e□incorporated□into□this□project.

Project History:

□a□ement□condition□on□this□segment□of□□□y□3□is□
poor□as□is□the□condition□of□storm□se□er□pipes□□
drainage□structures□□ur□□and□gutter□and□
side□al□s.□The□□□1□□□istrict□1□□emaining□□er□ice□
□fe□map□sho□s□this□section□is□in□poor□condition□□□
3□years□□□a□ement□□drainage□and□pedestrian□
impro□ements□are□needed.

Key Cost Estimate Assumptions:

The□current□estimate□□as□prepared□in□□arch□□□13□and□includes□□□percent□inflation.□□□
includes□the□cost□of□□ituminous□milling□and□surfacing□□drainage□impro□ements□□□□□
impro□ements□and□□ridge□replacement□at□□ings□□ury□Cree□□.□The□□3□□3□□□□□□C□□□□□
□or□□is□not□included□in□this□estimate.

Project Risks:

□is□s□include□high□traffic□□olumes□□no□suita□le□detour□in□certain□segments□□old□
utilities□□eneath□the□road□intermittent□side□al□□on□□both□sides□□□inade□uate□□□□□
□idth□and□concrete□pa□ement□under□the□□ituminous□surface.□□ydraulics□and□□ridge□
needs□ha□e□not□□een□completely□determined.

Schedule:

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□unicipal□Consent□□ppro□al□□ate□□□ot□□no□n
□eometric□□ayout□□ppro□al□□ate□□□ot□□no□n
Construction□□imits□□□sta□lished□□ate□□□ot□□no□n
□riginal□□etting□□ate□□□□□□□□1□
Current□□etting□□ate□□□□□□□□1□
Construction□□eason□□□ay□□□1□□□□o□em□er□□□1□
□stimated□□u□stantial□Completion□□fall□□□1□

□innesota□□epartment□of□Transportation
□istrict 1
11□3□□esa□a□□□e
□□1□□□□□□□□□

□istrict□□ngineer□ □uane□□ill
□roject□□anager□ □ere□□redric□son
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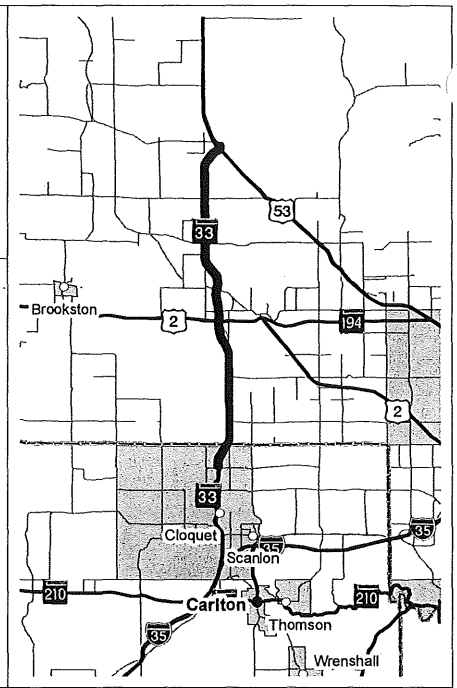
PROJECT SUMMARY

Hwy 33
North of County Road 116 to Hwy 53
State Project No. 6911-38

Substantially Complete



Primary Purpose:

Performance Based Need Management Condition

Recent Changes and Updates:

This project was completed in September 2013.

Project History:

This project included the milling of the existing bituminous pavement and bituminous resurfacing in Carlton and St. Louis Counties. Subgrade correction also was constructed in one area. With the passage of MAP-21 and greater emphasis placed on the NHS, this project was extended to the junction of County 3. This additional length resulted in a delay in the project letting.

Key Cost Estimate Assumptions:

This project was let in June 2013. The current estimate is based on the actual bid cost for bituminous milling and surfacing.

Project Description:

Bituminous resurfacing for 15 miles from 0.13 mile north of County Road 116 to the junction of Hwy 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

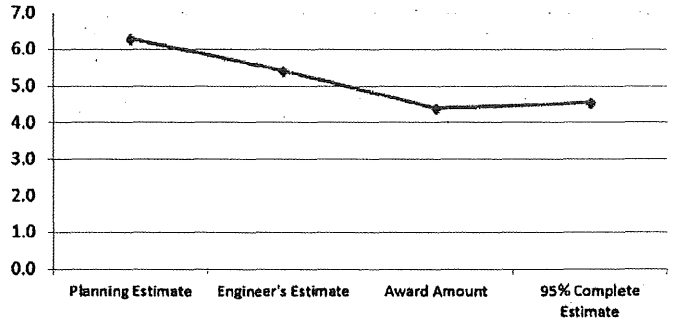
	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 4.4
Other Construction Elements:	$ 0.4	$ 0.2
Engineering:	$ 1.4	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.1**	**$ 5.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 1/16/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 3/22/2013
Current Letting Date: 6/7/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

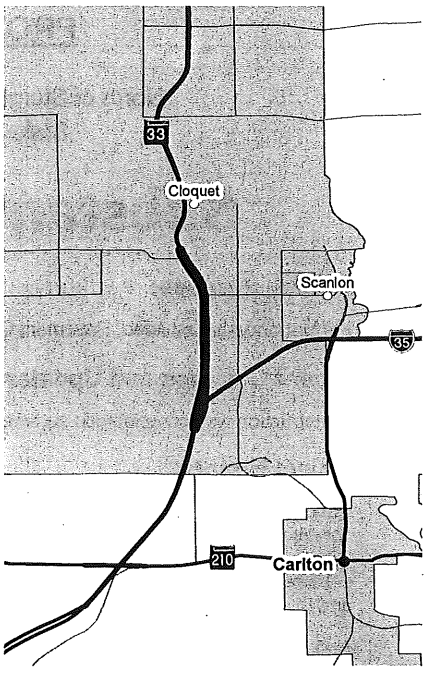
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

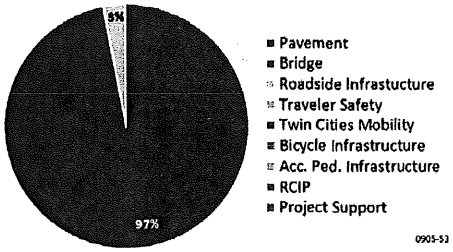
Hwy 33
I-35 to 1.4 miles north in Cloquet
State Project No. 0905-53



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Removal and replacement of pavement for 2 miles from I-35 to 1.4 miles north in Cloquet. Includes signal replacement at Doddridge Avenue.

Recent Changes and Updates:

In June 2013 it was determined this project will not require a granular subcut and will be a concrete surface design.

Project History:

This was originally an alternate bid project that included access changes□crossover changes□ new pavement structure□new signal system□ geometric improvements and partnering with Carlton County and Cloquet. The project will be constructed with a concrete surface and is no longer an alternate bid project. The 2012 District 1 Remaining Service Life map shows this segment to be in poor condition.

This project is needed to provide a smooth pavement surface□reduce maintenance costs□ e□tend serviceable life of the pavement structure□ improve drainage□improve functionality of Doddridge/Big Lake Road/Hwy 33 intersection and improve safety at Armory Rd/Holmes Dr/TH 33.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.0
Other Construction Elements:	$ 0.2	$ 0.6
Engineering:	$ 1.0	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 7.8**

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

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates. The current estimate was prepared in August 2013 and includes 4 percent inflation. It includes the cost of removal and replacement of pavement with concrete pavement and signal replacement at Doddridge Avenue.

Project Risks:

There are potential coordination issues with Carlton County related to the right of way timeline.

Schedule:

Environmental Approval Date: 7/8/2013
Municipal Consent Approval Date: 1/13/2013
Geometric Layout Approval Date: 10/14/2012
Construction Limits Established Date: 8/2/2013
Original Letting Date: 3/27/2015
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2014

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

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

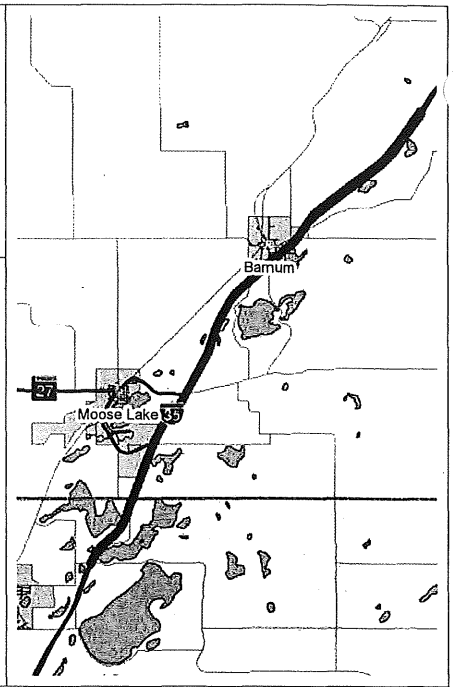
PROJECT SUMMARY

I-35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-138

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction was completed in summer 2012.

Project History:

Pavement modeling (based on current ride quality conditions□e□isting pavement type and traffic levels) indicates this section of road needed pavement preservation to improve its ride quality and thereby e□tend its useful life.

Key Cost Estimate Assumptions:

The project was let in January 2011. The current estimate is based on the actual bid cost for an unbonded concrete overlay.

Project Description:

Unbonded concrete overlay on I-35 from 1.8 miles south of the north Pine county line to 2.6 miles south of Carlton County Road 4. All 13.2 miles of the southbound lanes and 4.5 miles of the northbound lanes were preserved.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

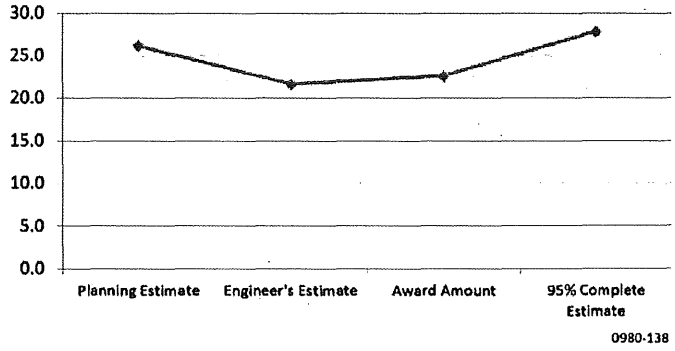
	Baseline Est.	Current Est.
Construction Letting:	$ 26.2	$ 13.2
Other Construction Elements:	$ 1.7	$ 3.3
Engineering:	$ 5.6	$ 2.9
Right of Way:	$ 1.1	$ 0.0
Total:	**$ 33.5**	**$ 19.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 10/11/2010
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 11/20/2009
Current Letting Date: 1/28/2011
Construction Season: 2011 - 2012
Estimated Substantial Completion: summer 2012

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

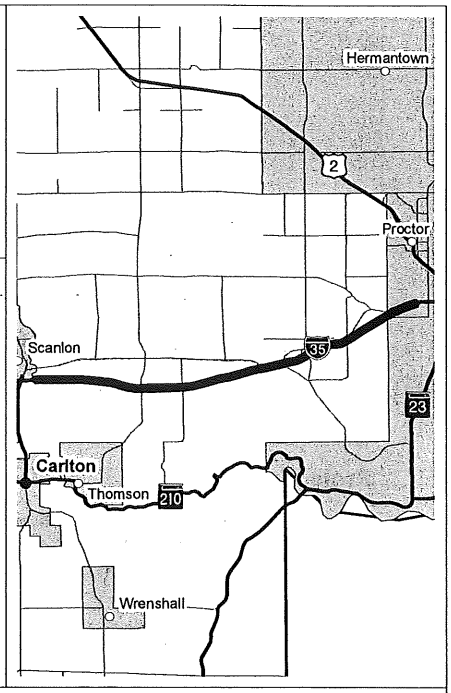
District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

I-35
St. Louis River to Boundary Avenue
State Project No. 0980-139

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

The south half of this project was completed in the 2012 construction season. The north half was completed during the 2013 construction season. Minor work is still to be completed in the fall of 2013.

Project History:

This project was initially a thin bituminous overlay with an ultra thin bonded wearing course. Additional funding became available to provide a long-term fi□ An unbonded concrete overlay was the chosen long term fi□

Key Cost Estimate Assumptions:

The project was let in May 2012. The current estimate is based on the actual bid cost for an unbonded concrete overlay.

Project Description:

Unbonded concrete overlay for 10 miles in each direction from the St. Louis River to Boundary Avenue. I-35 traffic was reduced to one lane in each direction with a lower speed limit during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

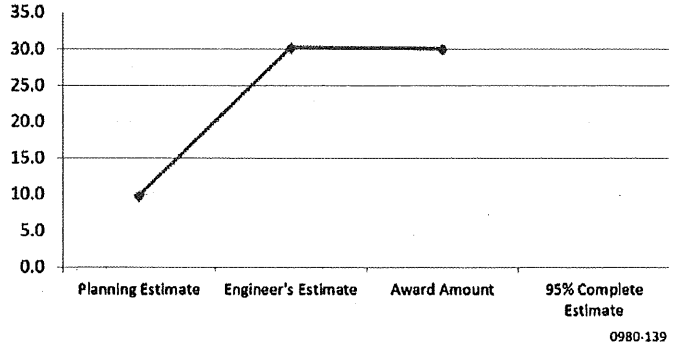
	Baseline Est.	Current Est.
Construction Letting:	$ 9.9	$ 30.1
Other Construction Elements:	$ 0.5	$ 2.0
Engineering:	$ 2.1	$ 6.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.5**	**$ 38.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 12/28/2011
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 07/22/2011
Current Letting Date: 3/23/2012
Construction Season: 2012 □ 2013
Estimated Substantial Completion: Oct. 2013

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

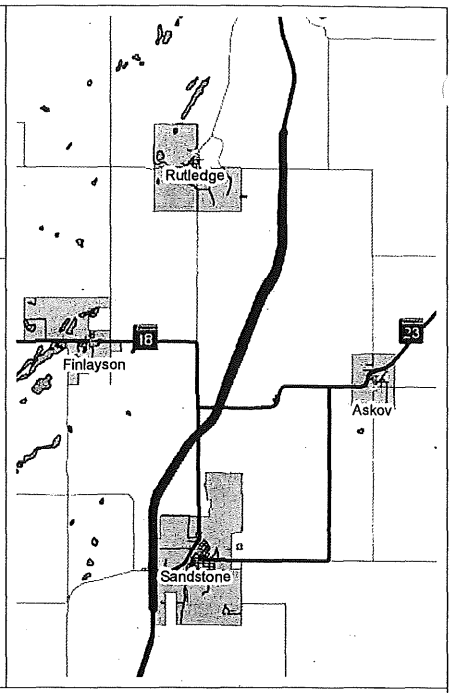
District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction was completed in fall 2012.

Project History:

The Project was originally an thick bituminous overlay□but additional funding was available and allowed for a long term fi□ An unbonded overlay was the chosen long term fi□

Key Cost Estimate Assumptions:

The project was let in November 2011. The current estimate is based on the actual bid cost of an unbonded concrete overlay.

Project Description:

Unbonded concrete overlay in each direction on I-35 for 12.3 miles from Sandstone to three miles south of the Willow River. Traffic was reduced to one lane in each direction with lower speed limit during construction. □A□B□style contracting is being used to minimi□e project timeline

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

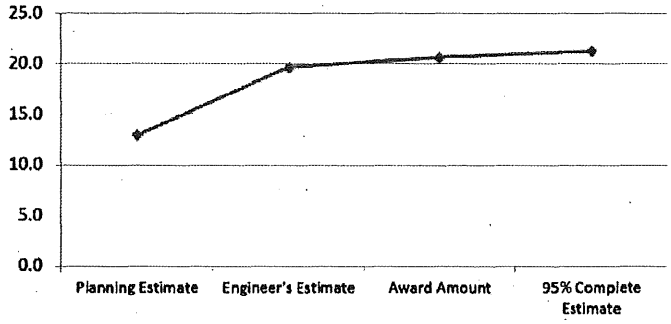
	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 20.7
Other Construction Elements:	$ 0.7	$ 1.8
Engineering:	$ 2.6	$ 4.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.3**	**$ 27.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 8/22/2011
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 9/23/2011
Current Letting Date: 12/16/2011
Construction Season: Spring - Fall 2011
Estimated Substantial Completion: fall 2012

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

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

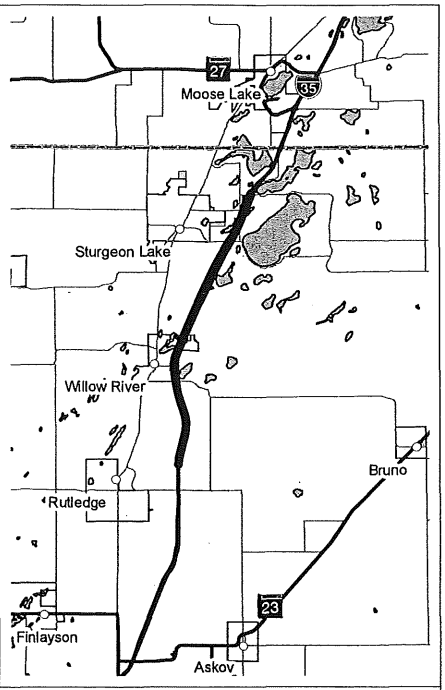
Revised Date: 12/15/2013

PROJECT SUMMARY

I-35

North of Pine County Road 33 to south of the Carlton county line

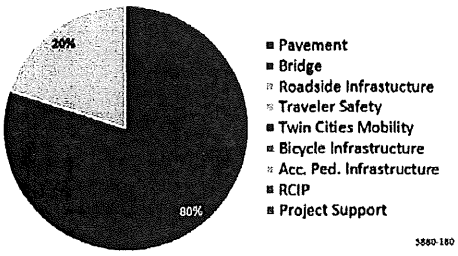
State Project No. 5880-180



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 9.3 miles long. It is located on northbound I-35 from 0.9 mile north of Pine County Road 33 to 1.8 miles south of the Carlton county line. The work consists of bituminous milling and surfacing.

Recent Changes and Updates:

The project has been programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Project History:

This project is currently programmed for bituminous resurfacing. The possibility of constructing a bonded concrete overlay is under consideration should funds become available. Based on the 2012 District 1 Remaining Service Life map□the southbound section of I-35 is in fair condition (4-11 years)□and the northbound section is in poor condition (0-3 years).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.0
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
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.

Key Cost Estimate Assumptions:

The baseline estimate was prepared in March 2013 and includes 14 percent inflation. The estimate includes costs for bituminous milling and surfacing.

Project Risks:

Concrete white topping is being considered should additional funds become available.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: need Unknown
Original Letting Date: 1/1/2012
Current Letting Date: 1/27/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

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

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

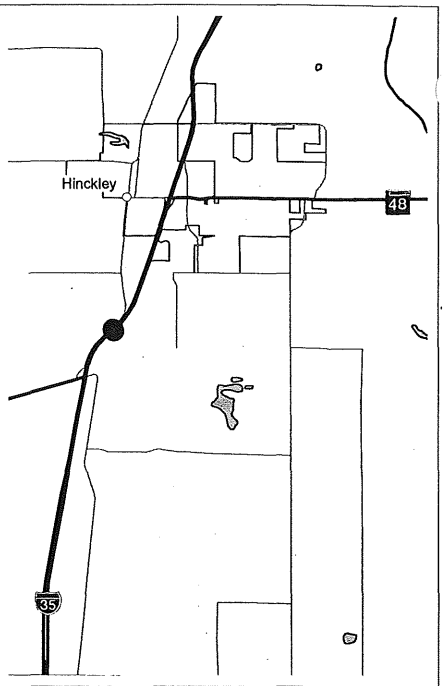
PROJECT SUMMARY

I-35

I-35 Bridges □9784 and □9783 over the BNSF railroad south of Hwy 48

Bridge 9784□9783

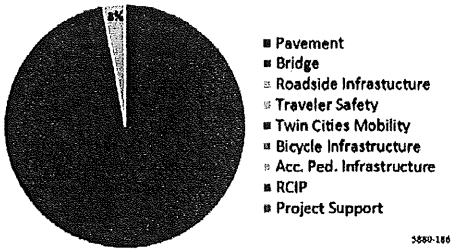
State Project No. 5880-186



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

The project is located on I 35□appro□imately 0.2 mile south of Hwy 48 and includes the replacement of Bridge 9783 and 9784 over the Burlington Northern Santa Fe railroad and associated approach work.

Recent Changes and Updates:

The project has been programmed for construction in 2016.

Project History:

These bridges were originally constructed over the BNSF railroad with the I-35 construction in 1959. The bridge decks of both bridges are structurally deficient and in need of replacement. The steel girders have e□tensive deterioration and need repairs. It is questionable whether the rest of the structure for both bridges should be repaired or replaced. They should also be widened to better match the width of the roadways□as the bridges are 30 feet wide and the roadways are 37 feet wide.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.7
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 7.2**

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

Key Cost Estimate Assumptions:

The baseline estimate was prepared in April 2013 and includes 14 percent inflation. The estimate includes costs for replacement of Bridge 9783 and 9784 over the railroad and the associated approach work.

Project Risks:

The project is planned to include a bypass in order to maintain traffic during construction.

Schedule:

Environmental 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: 1/1/2016
Current Letting Date: 1/22/2016
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

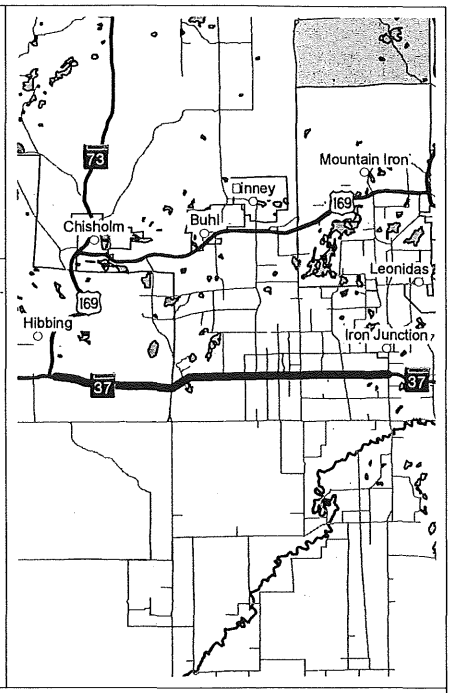
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 37

In Hibbing from east of Hwy 169 to west of County Road 25 and from County Road 788/County Road 62 to County Road 7

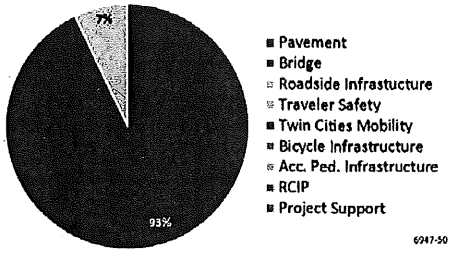
State Project No. 6947-50



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 11 miles long and consists of bituminous milling and surfacing on Hwy 37 from 0.29 mile east of Hwy 169 in Hibbing to 0.07 mile west of County Road 25 and from County Road 788/County Road 62 to County Road 7.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.6	$ 4.6
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.4**	**$ 5.4**

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

Recent Changes and Updates:

The project has been programmed for construction in 2017.

Project History:

The westernmost mile originally was graded and paved in the late 1950s. There was a bituminous overlay in the early 1970s and again in 1995. The next eight miles was originally graded and paved with concrete in 1930. It was overlaid with bituminous in the 1950s and again in the early 1970s 1990s and in 1995. The easternmost segment of the project is two miles in length and was reconstructed in 1982 and paved with bituminous. Portions of this segment were milled and overlaid in the late 1990s and early 2000s.

Key Cost Estimate Assumptions:

The baseline estimate was prepared on March 2013 and includes 19 percent inflation. The estimate includes costs for bituminous milling and surfacing.

Project Risks:

The pavement repair has not yet been determined.

Schedule:

Environmental 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: 5/19/2017
Current Letting Date: 5/19/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

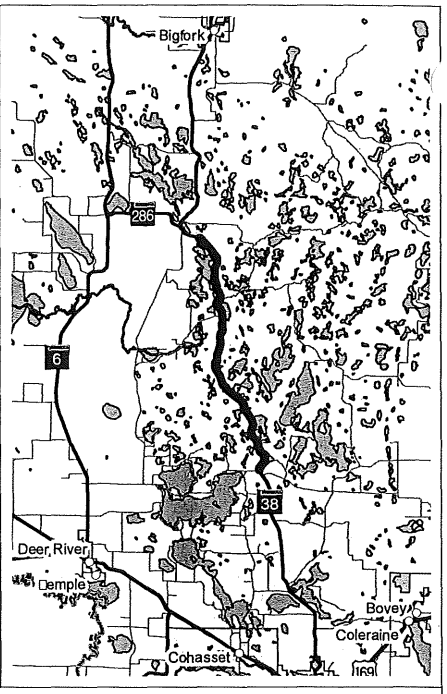
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Dalnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

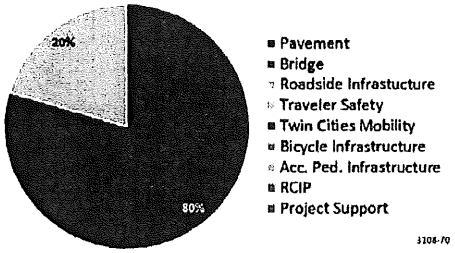
Hwy 38
Pughole Lake to Marcell
State Project No. 3108-70



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 14 miles long□rom Pughole Lake to Marcell. The work consists of bituminous reclamation and surfacing□ drainage and other road improvements.

Recent Changes and Updates:

Original letting date not meet due to long-range program adjustments.

The district is evaluating the e□isting roadway alignment in conjunction with higher than average crash rates to prioriti□e geometric improvement needs within the corridor.

Project History:

This segment of Hwy 38 was originally graded in the late 1920s and included a gravel surface. In the late 1940s improvements were made including numerous spot overlays□additional gravel and a bituminous surface. Continued construction and maintenance projects occurred over time□with the most recent bituminous overlay completed in 2000. The purpose of this project is to recondition/resurface the e□isting highway to improve R□I and e□tend the useful life of the highway. The need for this project is driven by deteriorating pavement resulting in a rough ride□high maintenance costs and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 12.2	$ 12.2
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 2.3	$ 2.3
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 15.8**	**$ 15.8**

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

Key Cost Estimate Assumptions:

The baseline estimate was prepared in August 2013 and includes 19 percent inflation. The estimate includes costs for bituminous reclamation and surfacing and other road improvements.

Project Risks:

Project risks include subgrade conditions□difficulties in achieving safety improvements□wetland impacts and potential for rock e□cavation. Additional risks include the need for an environmental assessment by Chippewa National Forest□ right-of-way acquisition□environmental impacts and permitting and political involvement.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not □nown
Construction Limits Established Date: Not □nown
Original Letting Date: 1/2/2009
Current Letting Date: 3/24/2017
Construction Season: 2017
Estimated Substantial Completion: summer 2018

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

District Engineer: Duane Hill
Project Manager: Michael □alnbach

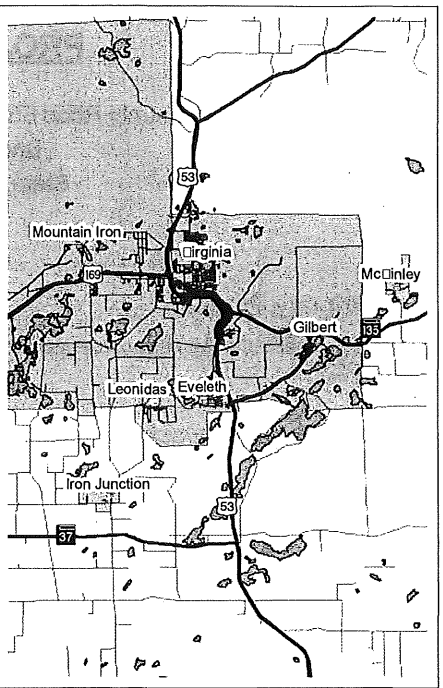
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 53

Between Eveleth and □irginia□relocate Hwy 53 away from United Taconite Operations

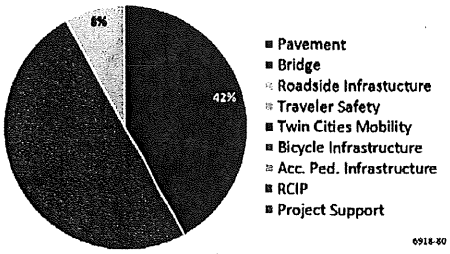
State Project No. 6918-80



Primary Purpose:

Regional □ Community Improvement Priority

Investment Category:



Project Description:

The project is located in St. Louis County□ between Eveleth and □irginia. The proposed project is to abandon Hwy 53 in the area of the United Taconite mine e□pansion and reconstruct in a new location. The affected area is appro□imately one mile in length.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 60.0	$ 90.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 60.0**	**$ 90.0**

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

Recent Changes and Updates:

Two build and two no-build alternatives are being carried forward into the draft environmental impact statement to be published in February 2014. Layouts□cost estimates and risk registers are being developed for the build alternatives. Evaluation of drilling for mineral and geotechnical issues is complete.

Project History:

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

Key Cost Estimate Assumptions:

The current estimate is based on the funds available for the project.

Project Risks:

Risks include unknown funding sources/lack of funding□impact of new route on mining operations□a short□aggressive timeline for relocating the highway□the value of minerals encountered□geotechnical and air quality issues□and challenging construction.

Schedule:

Environmental Approval Date: Spring 2015
Municipal Consent Approval Date: Not □nown
Geometric Layout Approval Date: Winter 2014
Construction Limits Established Date: Not □nown
Original Letting Date: 4/24/2015
Current Letting Date: 4/24/2015
Construction Season: 2015
Estimated Substantial Completion: fall 2016

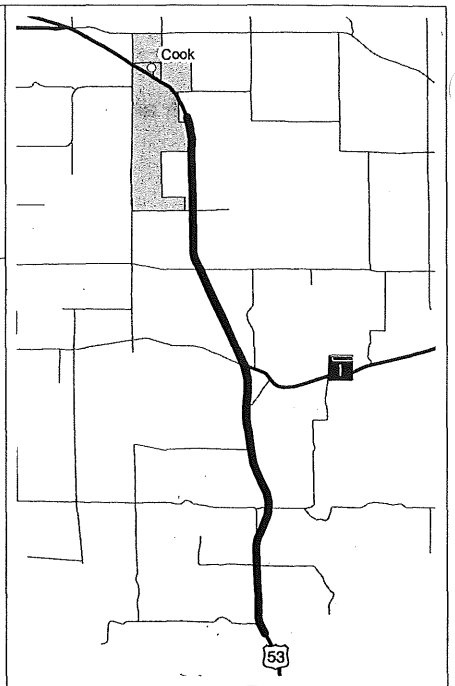
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Roberta Dwyer

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 53
South of County Road 652 (Goodell Road) to south limits of Cook
Bridge 69044□69045
State Project No. 6920-48



Primary Purpose:

Regional □ Community Improvement Priority: RCIP

Investment Category:

Project Description:

The project is located in Saint Louis County from 0.25 mile south of County Road 652 (Goodell Road) to the south city limits of Cook and involves e□panding 9.5 miles of the e□sting two-lane highway to four lanes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 34.0	$ 32.9
Other Construction Elements:	$ 1.4	$ 1.5
Engineering:	$ 7.1	$ 6.9
Right of Way:	$ 3.9	$ 1.6
Total:	**$ 46.4**	**$ 42.9**

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

Recent Changes and Updates:

The project is on schedule with a completion date of July 2014.

Project History:

The four-lane e□pansion of Hwy 53 to International Falls has been discussed since before the creation of □oyagers National Park in the 1980s. The Hwy 53 Long Range Improvement Task Force citi□en□s coalition formed in 1999 with the stated mission to □nsure a safe and modern four-lane roadway for all users on Hwy 53 between □irginia and International Falls.□

This project was deferred due to the State Road Construction funding cuts in fiscal years 2010 and 2011. The loss of state funds made it impossible to match the Federal High Priority Project 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 Sept. 23□2011 to Dec. 16□2011. It was finally moved to Oct. 26□2012 to allow additional time for permitting.

Key Cost Estimate Assumptions:

The project was let in October 2013. The current estimate is based on the actual bid costs for e□panding 9.5 miles of the e□sting two-lane highway to four lanes.

Project Risks:

This project has held significant risk due to rock e□cavation□muck e□cavation and claims.

Schedule:

Environmental 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

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

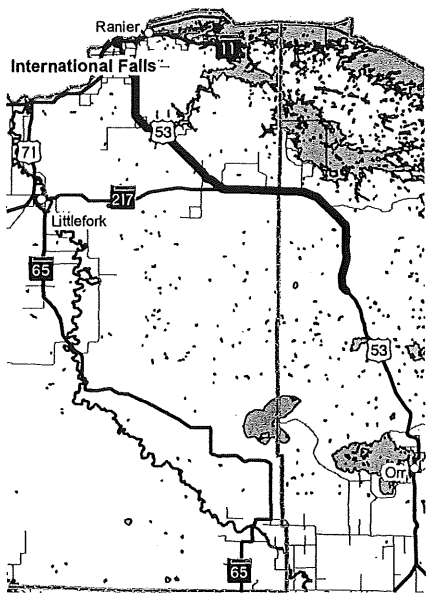
District Engineer: Duane Hill
Project Manager: Michael □alnbach
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 53

South of □eyes Road to Crescent Drive in International Falls.

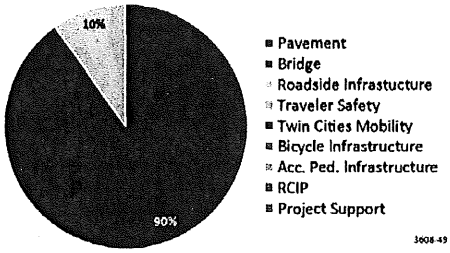
State Project No. 3608-49



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 34 miles long□from 1.3 miles south of □eyes Road to Crescent Drive in International Falls. The work includes bituminous milling and surfacing and drainage improvements.

Recent Changes and Updates:

The project was recently added to the program for 2015 construction as part of MAP-21 program adjustments.

Project History:

The southernmost 18 miles was originally graded and paved with bituminous in the late 1970s. This segment had a bituminous overlay in the mid 1990s and a crack repair project in the late 1990s. The ne□t 12 miles was originally graded in the 1920s and included a gravel surface. This segment was overlaid with bituminous in the 1930s□with numerous bituminous overlays over portions of this segment between the 1950s and the 1980s. The most recent projects included a bituminous milling and paving project in 2000 and a crack repair project in 2001. The northernmost three miles was originally graded and paved in the mid 1950s. There were numerous bituminous overlays performed over portions of this segment between the 1960s and the 1980s. The most recent construction projects included a bituminous milling and paving project in 2000 and a crack repair project in 2001.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	Baseline Est.	Current Est.
Construction Letting:	$ 14.2	$ 14.2
Other Construction Elements:	$ 1.3	$ 1.3
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.3**	**$ 18.3**

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

Key Cost Estimate Assumptions:

The baseline estimate was prepared in March 2013 and includes 11 percent inflation. The estimate includes costs for bituminous milling and surfacing and drainage improvements.

Project Risks:

Culvert replacement needs and the pavement repair have not been determined.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/23/2015
Current Letting Date: 1/23/2015
Construction Season: 2015
Estimated Substantial Completion: summer2016

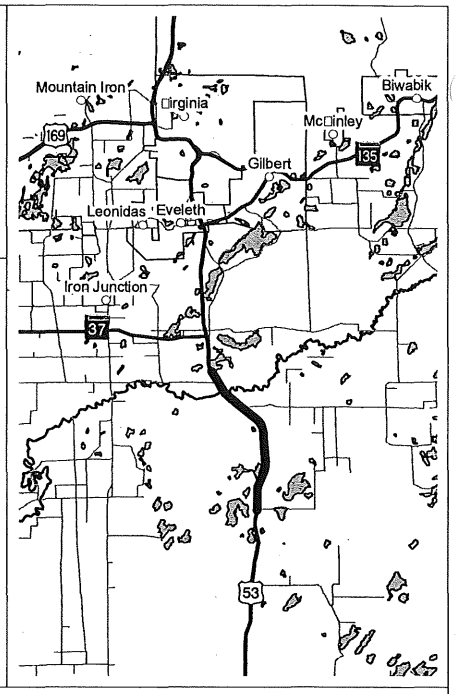
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

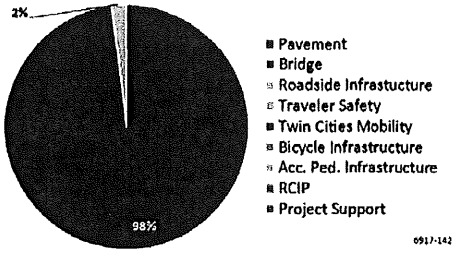
Hwy 53
South of the Hwy 37 Lyon Spring area
State Project No. 6917-142



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project consists of bituminous pavement rehabilitation on north bound Hwy 53 from approximately 6.5 miles south of Hwy 37 in the Lyon Spring Area. The project is 6.4 miles long.

Recent Changes and Updates:

The project has been programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Project History:

This segment of roadway was originally graded and paved with concrete in the early 1920s. In the late 1940s it was widened and paved with bituminous. There were also bituminous overlays in the late 1960s and 1970s. The most recent improvements included a mill and overlay in 1996. This project will recondition/resurface the existing highway to improve the ride and extend the useful life of the highway. The need for this project is driven by the deteriorating pavement resulting in rough ride high maintenance costs and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.5	$ 5.1
Engineering:	$ 1.2	$ 1.2
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.

Key Cost Estimate Assumptions:

The baseline estimate was prepared in August 2013 and includes 14 percent inflation. The estimate includes costs for bituminous pavement rehabilitation.

Project Risks:

The project length and pavement repair has not been fully determined.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not known
Original Letting Date: 4/28/2017
Current Letting Date: 4/28/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

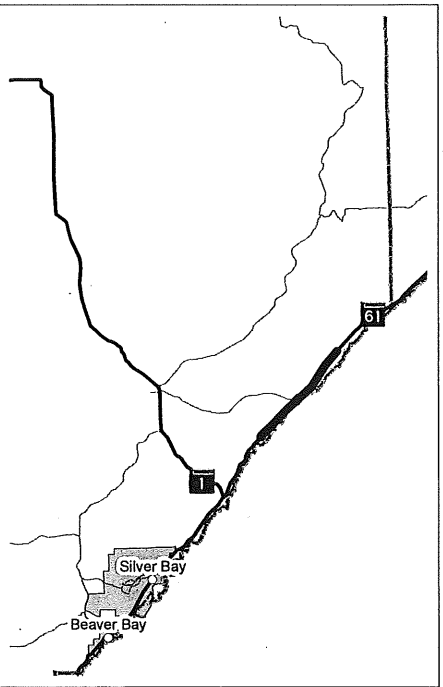
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael Dalnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

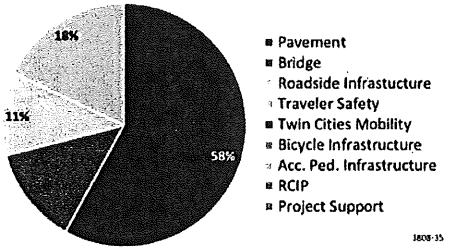
Hwy 61
North of Hwy 1 to south of UT 81 (Little Marias area)
Bridge 38016
State Project No. 3808-35



Primary Purpose:

Performance-based need: Pavement Condition □ District Safety Plan

Investment Category:



Project Description:

The project is 5.3 miles long and includes bituminous pavement reclamation and surfacing and shoulder reconstruction on Hwy 61 in the Little Marais area from 3.2 miles north of Hwy 1 to 0.31 mile south of UT 81.

Recent Changes and Updates:

Construction started in summer 2013. The new bridge over the Little Marais River is to be completed in the fall of 2013□along with some culvert work and gabion basket retaining wall. The reclaim□paving and remaining culvert work will be done in 2014.

Project History:

This stretch of Hwy 61 is marked by narrow shoulders□poor pavement condition□steep inslopes and a several vertical curves with poor sight distance. The pavement will be reclaimed and overlaid□shoulders widened (to appro□imately si□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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 7.7	$ 9.8
Other Construction Elements:	$ 0.3	$ 0.7
Engineering:	$ 1.6	$ 2.1
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 10.0**	**$ 12.9**

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

Key Cost Estimate Assumptions:

The project was let in June 2013. The current estimate is based on the actual bid cost for bituminous pavement reclamation and surfacing and shoulder reconstruction.

Project Risks:

Risks include deep culvert work□presence of ledge rock□difficult traffic staging□no available detour on north half□high traffic volumes on weekends and a narrow road core.

Schedule:

Environmental Approval Date: 1/31/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not □nown
Original Letting Date: 2/13/2013
Current Letting Date: 6/7/2013
Construction Season: 2013/2014
Estimated Substantial Completion: 2014

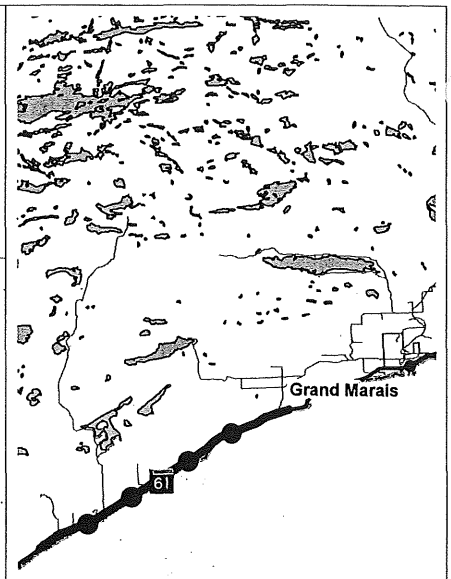
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

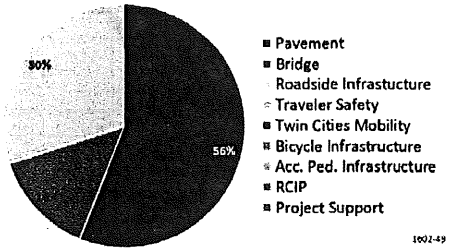
Hwy 61
South of County Road 5 to north of County Road 7
Bridge 8292□5132□16□06□16□07
State Project No. 1602-49



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 14 miles long□from 1.15 miles south of County Road 5 to 1.23 miles north of County Road 7. The work includes bituminous milling and surfacing□drainage improvements and bridge repair.

Recent Changes and Updates:

The project was recently added to the program for construction in 2013 as part of MAP-21 program adjustments. The original letting date was not met due to the coordination with the consultant and the SHPO process.

Project History:

The pavement condition in this section of Hwy 61 is in the poor category□based on the 2012 District 1 Remaining Service Life map.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 6.6
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 8.7**	**$ 8.7**

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

Key Cost Estimate Assumptions:

The current estimate was prepared in Sept. 2013 and includes 4 percent inflation. The cost estimate includes costs for bituminous milling and surfacing□drainage improvements and bridge repair.

Project Risks:

The project includes work required at historic structures.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: need Unknown
Original Letting Date: 11/22/2013
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2014

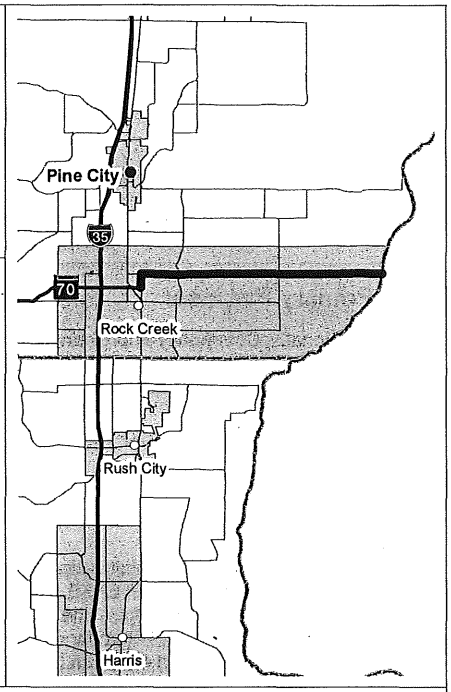
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

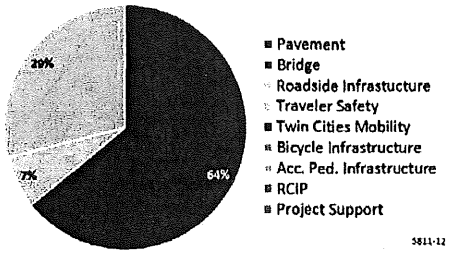
Hwy 70
East of Hwy 361 to the Minnesota/Wisconsin state line
State Project No. 5811-12



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 9 miles long and includes bituminous milling and surfacing □profile corrections□drainage and turn lanes on Hwy 70 from 0.1 mile east of Hwy 361 to the Minnesota/Wisconsin Border.

Recent Changes and Updates:

□ertical curve alignment modifications are being established to determine construction limits.

Project History:

Hwy 70 is a two-lane bituminous surfaced roadway. The pavement condition is poor□based on the 2012 District 1 Remaining Service Life map□and 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 e□sts at some locations. Minor changes to the vertical alignment will improve safety on this segment of highway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.7	$ 7.2
Other Construction Elements:	$ 0.4	$ 0.6
Engineering:	$ 1.4	$ 1.5
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 8.9**	**$ 9.6**

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

Key Cost Estimate Assumptions:

The current estimate was prepared in March 2013 and includes 8 percent inflation. The estimate includes costs for bituminous milling and surfacing □profile corrections□drainage improvements and turn lanes.

Project Risks:

ROW corridor is narrow□ROW purchase is required. Subgrade correction is needed and has inherent risks to cost.

Schedule:

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

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

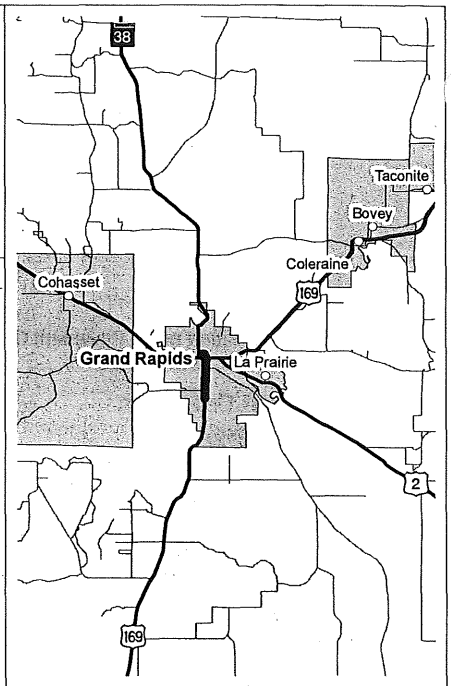
District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
Pokegama Avenue in Grand Rapids
State Project No. 3115-51

Substantially Complete



Primary Purpose:

Regional □ Community Improvement Priority

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction was completed in fall 2012.

Project History:

The project included reconstruction of Hwy 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 northbound right turn lane from 10th Street to the north. Grand Rapids is a project partner□participating in 4th Street work and city-owned utility upgrades.

Project objectives included providing a smooth pavement surface□reduced annual maintenance costs□e□tended 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.

Key Cost Estimate Assumptions:

The project was let in March 2012. The current estimate is based on the actual bid cost for reconstruction□and bituminous milling and surfacing.

Project Description:

The project included reconstruction□and bituminous milling and surfacing on Pokegama Avenue from 3rd Street North to 13th Street Southeast in Grand Rapids.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

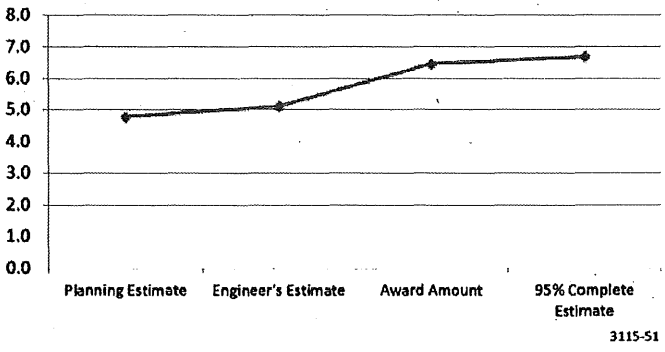
	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 6.5
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.3	$ 1.4
Right of Way:	$ 1.3	$ 1.2
Total:	**$ 7.7**	**$ 9.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 10/6/2011
Municipal Consent Approval Date: Not known
Geometric Layout Approval Date: 12/13/2010
Construction Limits Established Date: Not □nown
Original Letting Date: 7/28/2005
Current Letting Date: 3/7/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

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

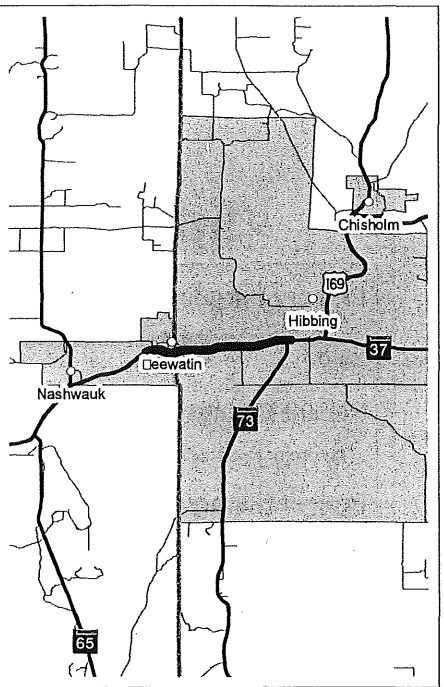
District Engineer: Duane Hill
Project Manager: Derek Fredrickson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
North of Nashwauk to Hwy 73
State Project No. 6934-115

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

The project was completed in September 2013.

Project History:

This e□sting concrete divided four-lane roadway was deteriorating□with a 2007 Ride □uality Inde□ of 2.6 on the eastbound and 2.5 westbound roadway. 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.

Key Cost Estimate Assumptions:

The project was let in May 2013. The current estimate is based on the actual bid cost for bituminous surfacing and drainage improvements.

Project Description:

The project was 6.5 miles long and included bituminous surfacing and drainage improvements from 2.8 miles north of Nashwauk to the west junction of Hwy 73.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

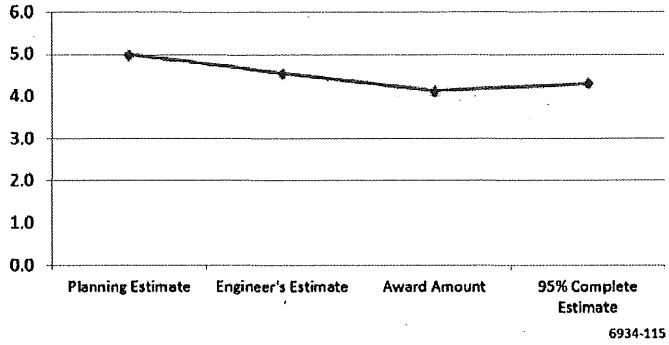
	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 4.1
Other Construction Elements:	$ 0.2	$ 0.3
Engineering:	$ 1.0	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 5.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 10/29/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 2/27/2009
Current Letting Date: 5/17/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

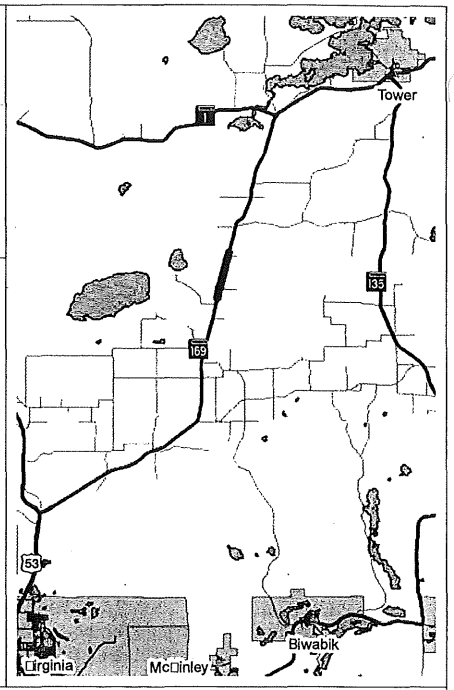
District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
County Road 26 to the Pike River Bridge
Bridge 69087
State Project No. 6936-17

Substantially Complete



Primary Purpose:

Regional □ Community Improvement Priority: HPP

Recent Changes and Updates:

The project was completed during summer 2013.

Project History:

Because of concerns with Hwy 169 between □irginia and Winton□the Hwy 169 North Improvement Task Force was formed in July 2000. The efforts of the task force resulted in $18.4 million in Federal High Priority Project funds being provided in SAFETEA-LU for highway improvements. This project was recommended by the task force as a priority for reconstruction.

The project limits for this project changed to focus on the segment of the 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:

The project was let in August 2012. The current estimate is based on the actual bid cost for reconstruction.

Project Description:

The project was 1.5 miles long and included the reconstruction of Hwy 169 south of County Road 26 to the south end of Bridge 69087 (Pike River) in the Thirteen Hills Area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

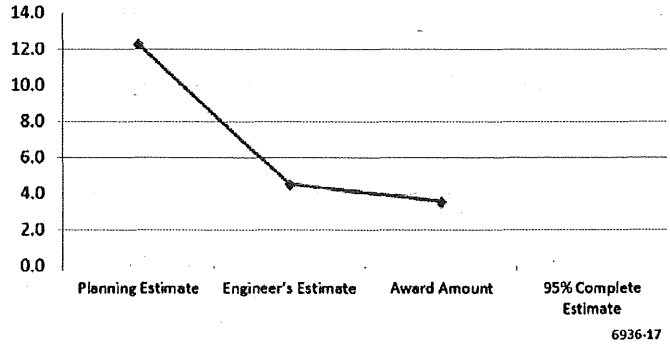
	Baseline Est.	Current Est.
Construction Letting:	$ 12.3	$ 3.6
Other Construction Elements:	$ 0.5	$ 0.2
Engineering:	$ 2.6	$ 0.9
Right of Way:	$ 1.7	$ 1.3
Total:	**$ 17.1**	**$ 6.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 4/12/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/17/2011
Construction Limits Established Date: 05/2011
Original Letting Date: 12/17/2010
Current Letting Date: 8/3/2012
Construction Season: Fall 2012
Estimated Substantial Completion: summer2013

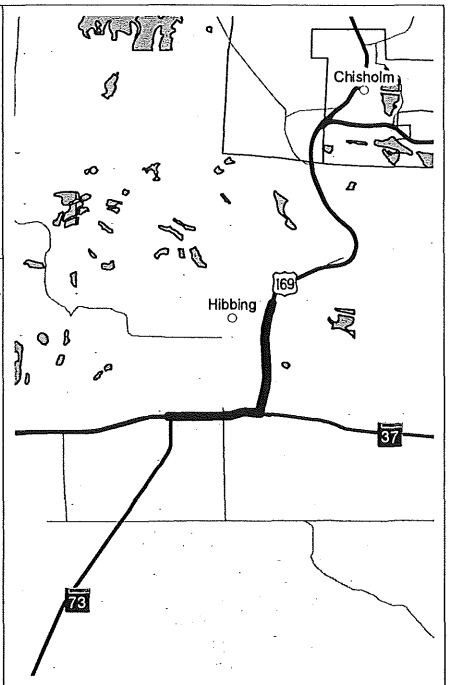
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

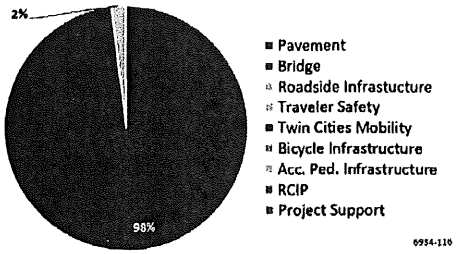
Hwy 169
Hibbing
State Project No. 6934-116



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 7.5 miles long. It consists of bituminous resurfacing and drainage improvements in Hibbing on Hwy 169 from the south junction of Hwy 73 to the north junction of Hwy 73 and from the north junction of Hwy 73 to 0.26 mile east of County Road 5.

Recent Changes and Updates:

The project has been programmed for construction in 2017 as part of the Statewide Managed Program to improve pavement condition on the National Highway System.

Project History:

The purpose of the project is to improve ride and e□tend the useful life of the highway. The need for this project is driven by deteriorating pavement resulting in rough ride□high maintenance costs□ and reduced load carrying capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.4	$ 4.4
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 5.6**

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

Key Cost Estimate Assumptions:

The baseline estimate was prepared in August 2013 and includes 11 percent inflation. The estimate includes costs for bituminous milling and surfacing□and drainage improvements.

Project Risks:

There is potential for a substantial amount of culvert repair and replacement and the pavement repair has not yet been determined.

Schedule:

Environmental 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: 5/19/2017
Current Letting Date: 5/19/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

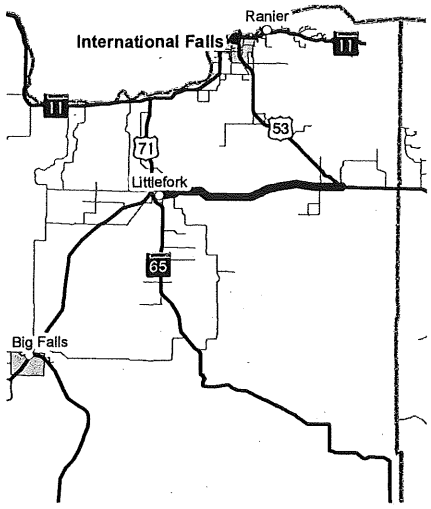
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

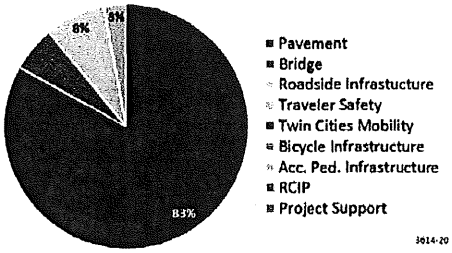
Hwy 217
Little Fork to Hwy 53
Bridge 9028A
State Project No. 3614-20



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project is 17 miles long and includes bituminous pavement rehabilitation on TH 217 from the east limit of Little Fork to Hwy 53. Work on Bridge 9028A consists of e□pansion joints□redeck□repaint and repair of the superstructure.

Recent Changes and Updates:

The project is programmed for construction in 2016.

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 of Hwy 53.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 6.8
Other Construction Elements:	$ 0.5	$ 0.3
Engineering:	$ 1.9	$ 1.3
Right of Way:	$ 0.2	$ 0.2
Total:	**$ 11.6**	**$ 8.6**

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

Key Cost Estimate Assumptions:

The current estimate was prepared in April 2013 and includes 14 percent inflation. The estimate includes costs for bituminous pavement rehabilitation and bridge repair including e□pansion joints□redeck□repaint□and repair of the super structure.

Project Risks:

The pavement repair has not yet been determined.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 5/15/2009
Current Letting Date: 2/26/2016
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

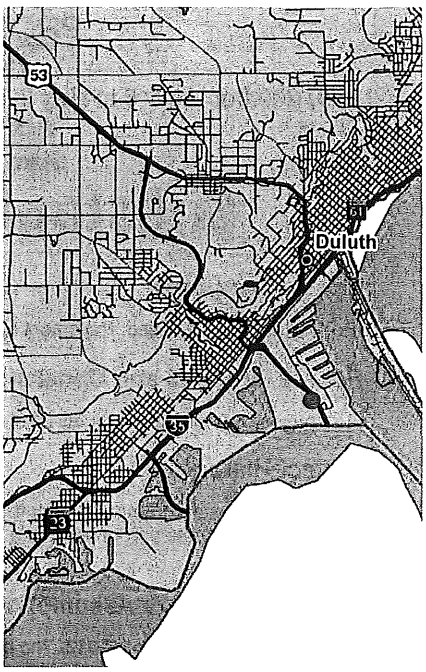
District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

PROJECT SUMMARY

I-535
Bridge over St. Louis River
Bridge 9030
State Project No. 6981-9030E

Substantially Complete



Primary Purpose:

Performance-based need: Bridge Condition

Recent Changes and Updates:

Construction is scheduled for completion in fall 2013. A supplemental agreement added lighting to this project. The lighting installation is e□pected to be complete by October 2013.

Project History:

MnDOT is the 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 7□980 feet long. This bridge is classified as fracture critical and functionally obsolete with bridge NBI ratings of Deck 6□ Superstructure 5□and Substructure 6. It was determined that additional work should be done on this bridge and this is why the current estimate has been raised.

Key Cost Estimate Assumptions:

The project was let in March 2012. The current estimate is based on the actual bid cost and includes WisDOT□s 50 percent share of the project cost. The baseline estimate includes only MnDOT□s share of the cost.

Project Description:

The project is located in St. Louis County on I-535 and spans the St. Louis River at the Wisconsin border. The proposed project provides for bridge rehabilitation□including structural steel repair□e□pansion□joint replacement and painting.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 12.9
Other Construction Elements:	$ 0.3	$ 0.9
Engineering:	$ 1.3	$ 2.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.8**	**$ 16.6**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: 12/7/2011
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 7/22/2011
Current Letting Date: 3/23/2012
Construction Season: 2012-2013
Estimated Substantial Completion: Nov. 2013

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

District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

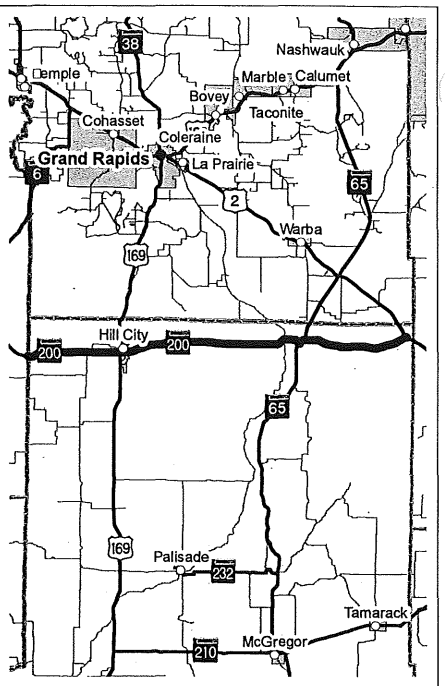
PROJECT SUMMARY

Hwy 200□Hwy 169

Hwy 200 from Hwy 6 to Hwy 2□and on Hwy 169 from Hwy 200 to south of the Aitkin/Itasca county line

State Project No. 0106-29

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

The project was completed in fall 2012

Project History:

This project was programmed to improve the pavement surface as part of the Better Roads Program.

Key Cost Estimate Assumptions:

The project was let in April 2012. The current estimate is based on the actual bid cost for bituminous milling and surfacing and drainage improvements.

Project Description:

The project was 37 miles long and included bituminous resurfacing and drainage improvements on Hwy 200 from Hwy 6 to Hwy 2□and on Hwy 169 from Hwy 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

	Baseline Est.	Current Est.
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.

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

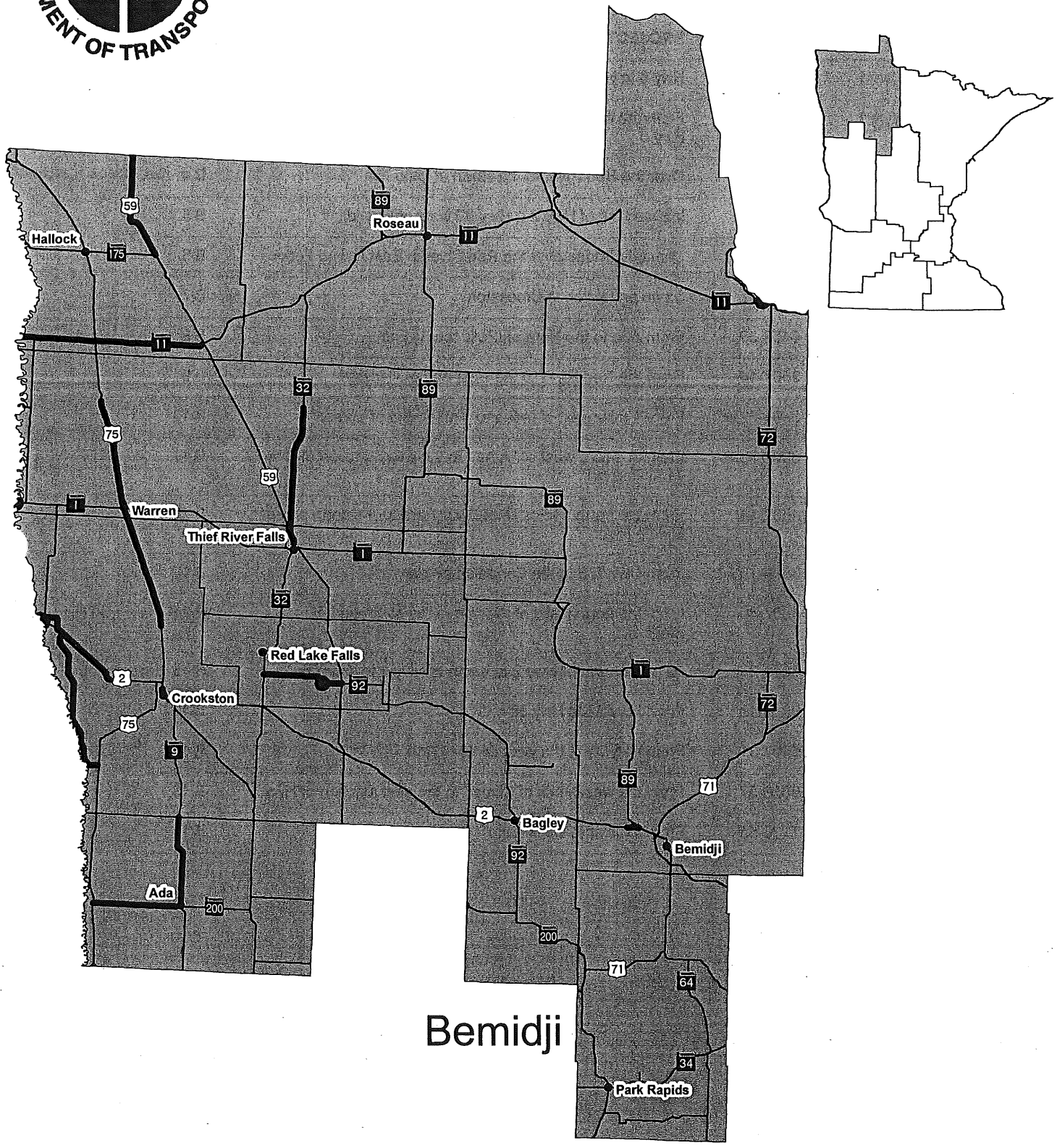
Environmental Approval Date: 1/23/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 3/23/2012
Current Letting Date: 4/27/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

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

District Engineer: Duane Hill
Project Manager: Michael □alnbach

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 2



Bemidji

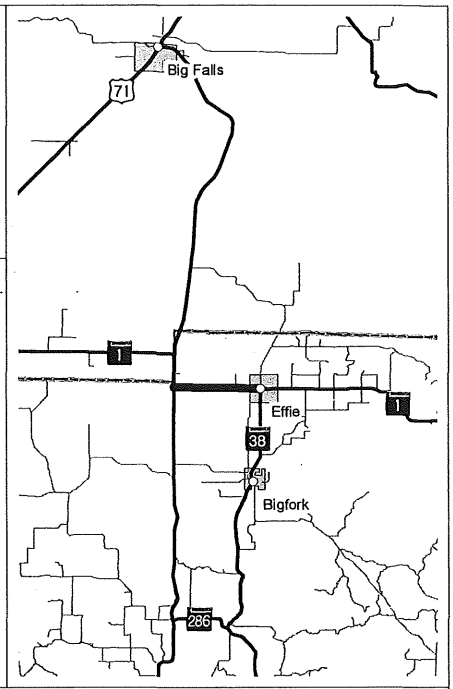
Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District 2

PROJECT SUMMARY

Hwy 1
Hwy 6 to Hwy 38
State Project No. 3101-35M

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This project was constructed and completed in 2012.

This segment needed pavement improvement. The project□s purpose was to improve the ride and surface condition□pavement strength and e□tend pavement life.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Description:

Si□-mile long bituminous resurfacing and reconstruction in Effie.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 7.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.1	$ 0.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 7.2**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental 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

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

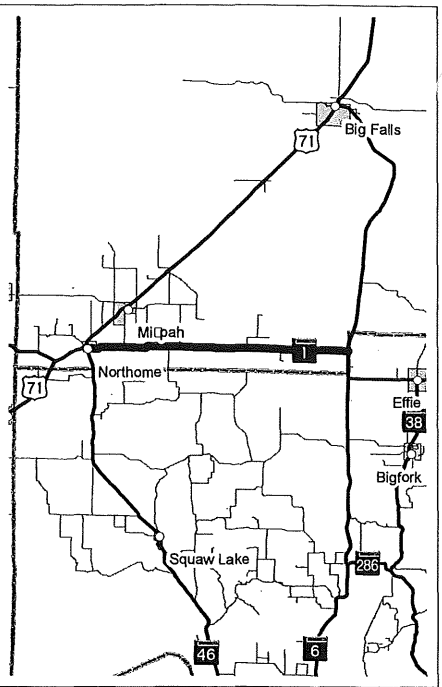
District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 1
From the east end of Northome to the north junction of Hwy 6
State Project No. 3602-25

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This bituminous resurfacing project was let and constructed in 2012.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Description:

24-mile long bituminous resurfacing and culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 6.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 6.3**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental 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

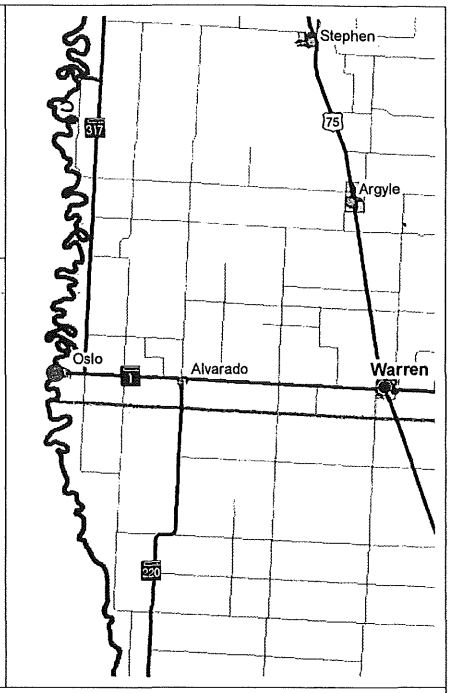
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2013

PROJECT SUMMARY

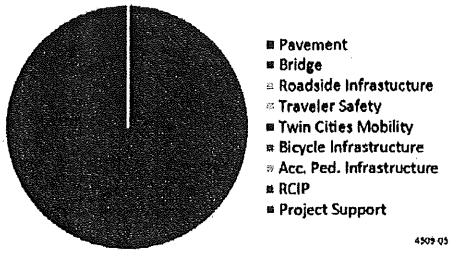
Hwy 1
Over the Red River of the North at Oslo
Bridge 9100
State Project No. 4509-05



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Rehabilitation of the bridge over the Red River between Minnesota and North Dakota at Oslo.

Recent Changes and Updates:

The engineering study showed that rehabilitation is possible. The design of the bridge rehabilitation will begin in late 2013. The estimate now reflects the cost of bridge rehab instead of bridge replacement.

Project History:

The e□isting fracture critical structure was built in 1959 and has e□hausted its useful life. It is functionally obsolete□so geometry□and presumably safety□will be enhanced. A engineering study to evaluate rehabilitation options□instead of replacement□was completed in late 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 15.7	$ 7.0
Other Construction Elements:	$ 0.5	$ 0.0
Engineering:	$ 2.5	$ 2.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.7**	**$ 9.5**

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

Key Cost Estimate Assumptions:

The current estimate is an updated estimate for the bridge rehabilitation. The total cost shown above will be split evenly between Minnesota and North Dakota.

Project Risks:

Need to coordinate project scheduling with emergency services□schools and transit□ alternate alignments are limited due to pro□imity to e□sting infrastructure□closing the road during construction could prove to be politically difficult.

Schedule:

Environmental 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: 11/16/2012
Current Letting Date: 07/19/2014
Construction Season: 2014
Estimated Substantial Completion: Dec. 1□2014

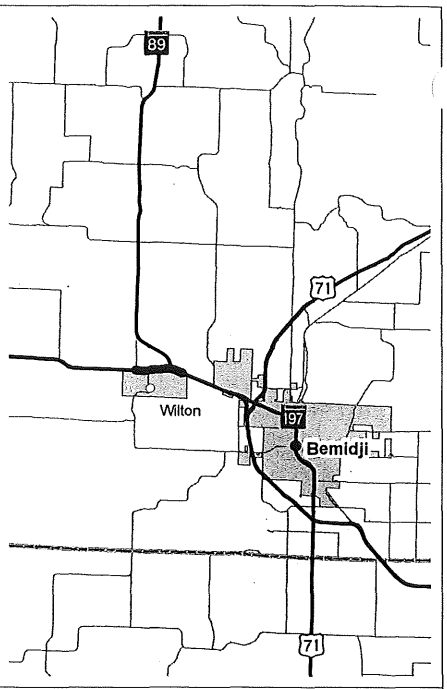
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Jeremy Hadrava

Revised Date: 12/15/2013

PROJECT SUMMARY

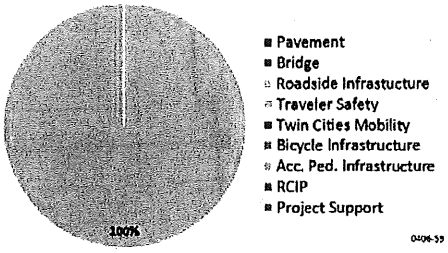
Hwy 2
Intersection of Hwy 2 □ Hwy 89 west of Bemidji
State Project No. 0406-59



Primary Purpose:

Performance-based need: District Safety Plan

Investment Category:



Project Description:

Construct a partial interchange at the e□sting at-grade intersection of US 2 and MN 89 west of Bemidji.

Recent Changes and Updates:

The engineering study was completed in December 2012 and it recommend a partial interchange to eliminate the most re-occurring intersecting vehicle movements. Project is in the design stages.

Project History:

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

This intersection continues to have a crash rate much higher than other rural intersections. It has the third highest injury related crash rate in the state. The purpose of the project is to improve the intersection to increase safety.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

The current estimate reflects a partial interchange and a moderate estimate on right of acquisition costs.

Project Risks:

This project involves a business relocation□where the cost and comple□ity could escalate.

Schedule:

Environmental 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: 4/25/2015
Current Letting Date: 4/24/2015
Construction Season: 2015
Estimated Substantial Completion: Sept. 2015

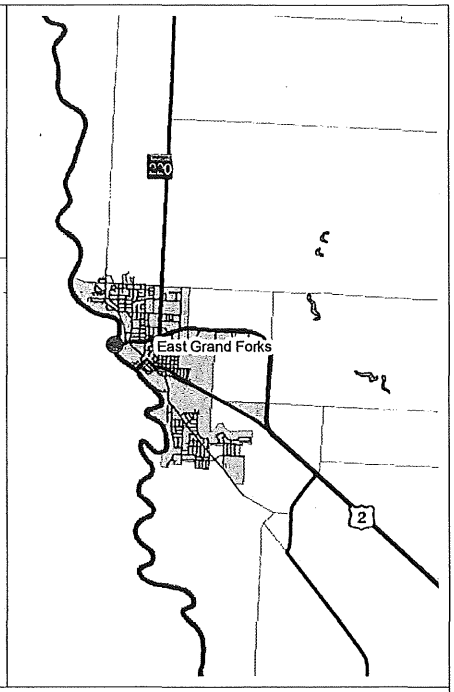
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Brandy Pemberton

Revised Date: 12/15/2013

PROJECT SUMMARY

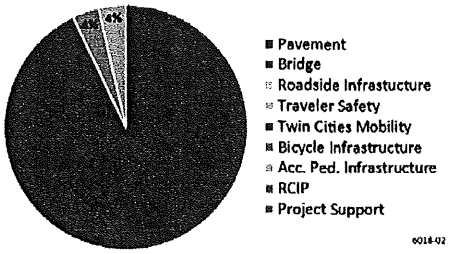
Hwy 2
□ennedy Bridge over the Red River in East Grand Forks
Bridge 9090
State Project No. 6018-02



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Rehabilitate e□sting Bridge 9090□including new bridge deck□repair/replace tilted pier and painting.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 25.0	$ 25.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.5	$ 2.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 27.5**	**$ 27.5**

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

Recent Changes and Updates:

A planning-level study began in June 2013 to determine options for bridge rehabilitation and replacement. It will be completed by December 2013. After this planning study the preliminary design and environmental document will begin in 2014 that will further study the appropriate bridge improvement.

A significant amount of investigation is being done on the feasibility of providing pedestrian and bicycle accommodations. This could involve a separate pedestrian/bicycle bridge.

Key Cost Estimate Assumptions:

Cost estimate is based on a bride rehabilitation. Total cost shown above will be split evenly between North Dakota and Minnesota.

Project History:

An engineering investigation began 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.

It is e□pected that bridge will be rehabilitated to address some of its deficient features. This structure was built in 1963 and is still structurally sound.

Project Risks:

If a rehabilitation is not possible□the cost and timeline for a bridge replacement would increase significantly. Several agencies are involved in decision-making/approval process. Need to coordinate project scheduling with emergency services□schools and transit.

Schedule:

Environmental Approval Date: pending approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending
Original Letting Date: 11/17/2017
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: Sept. 2016

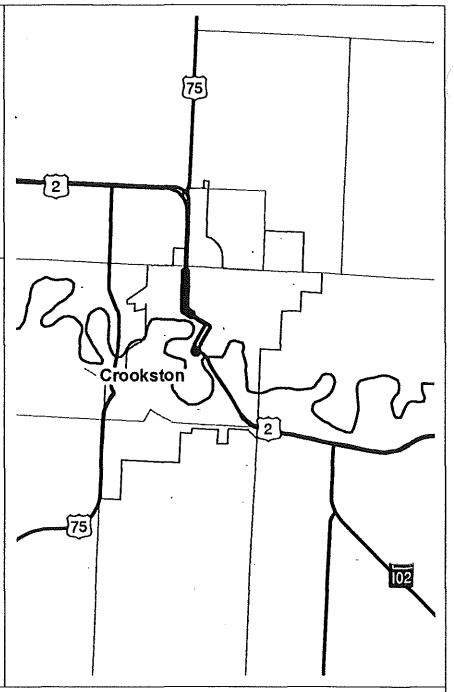
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Roger Hille

Revised Date: 12/15/2013

PROJECT SUMMARY

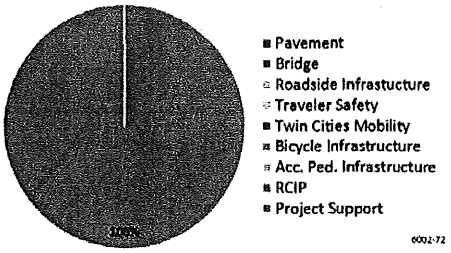
Hwy 2
Slope protection in Crookston
State Project No. 6002-72



Primary Purpose:

Regional □ Community Improvement Project

Investment Category:



Project Description:

Design-build for slope protection of Hwy 2 adjacent to the Red Lake River in Crookston.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.6	$ 5.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
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:

Because of the unique and non-typical project situation it was decided to do this project as a design-build. It is anticipated that the Request For Proposals will be announced in March 2014.

Project History:

In fall 2012 the inslope adjacent to Hwy 2 in an urban portion of Crookston showed signs of possible slope failure. A slope failure would drastically impact Hwy 2. A re-alignment of Hwy 2 is not possible because of the urban setting of this portion□so it was determined that an alternative to protect the inslope with some type of reinforcement would be installed.

This inslope initially failed in 2003 resulting in damage to several homes. Since that time slope monitoring devices have been installed.

Key Cost Estimate Assumptions:

The estimate is based on the assumption that the design-build difficulty will be moderate. The design-build estimate could range from close to $4 million for a project of minor comple□ity to $10 million for a more comple□project.

Project Risks:

This is a unique work type and there is a large degree of uncertainty in the estimate because there are no historical estimates to compare against.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending Approval
Original Letting Date: 3/26/2014
Current Letting Date: 3/26/2014
Construction Season: 2014
Estimated Substantial Completion: Dec. 2014

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

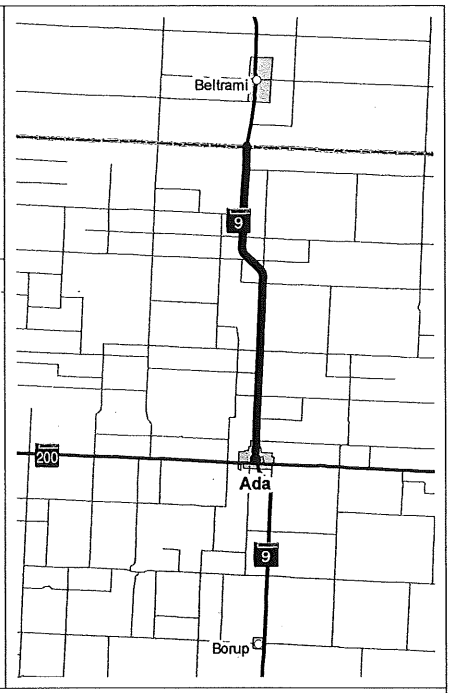
District Engineer: Craig Collison
Project Manager: Jim Bittman

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 9
From Ada to the Norman/Polk county line
State Project No. 5408-30

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project was let and constructed in 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.

Key Cost Estimate Assumptions:

The Current Estimate is the construction letting amount.

Project Description:

18-mile long bituminous reclamation and overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

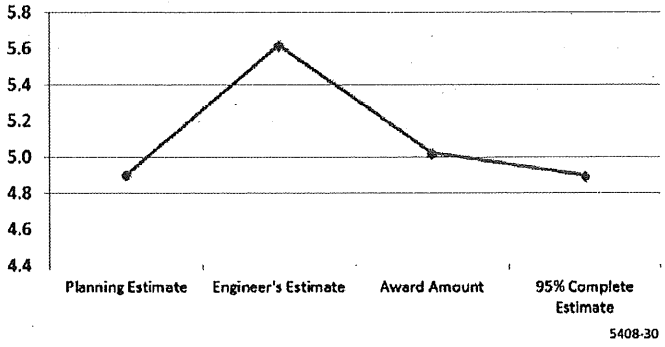
	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 5.0
Other Construction Elements:	$ 0.3	$ 0.0
Engineering:	$ 0.9	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.1**	**$ 5.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 07/17/2012
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/25/2013
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

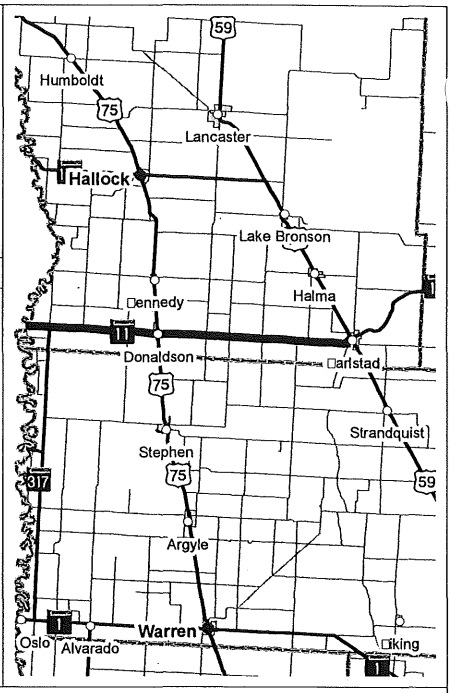
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2013

PROJECT SUMMARY

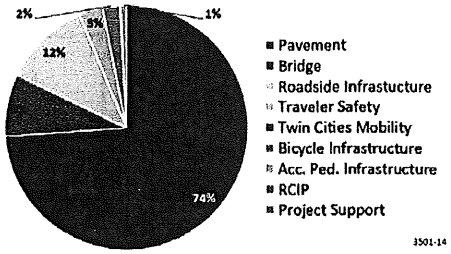
Hwy 11
From the Red River to the west end of □arlstad
Bridge 8513□□□8514
State Project No. 3501-14



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

21-mile long bituminous resurfacing and two bo□culvert bridge replacements.

Recent Changes and Updates:

Since the initial project scoping□two miles of additional inslope slides have occurred. The normal pavement resurfacing could not have been completed because the slides involved the shoulder. The estimate has increased to show the additional inslope repair and associated bo□ culvert work. Additional funds will be from adjusting other projects and using district set-aside accounts. Additional slides are not anticipated because the deep ditch is only along part of this portion of Hwy 11.

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 e□tend pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 6.9
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.2	$ 1.4
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 7.5**	**$ 8.7**

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

Key Cost Estimate Assumptions:

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

Project Risks:

The project is a lengthy project and there may be some local traffic and agricultural traffic impacts.

Schedule:

Environmental 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: 04/27/2012
Current Letting Date: 4/25/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

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

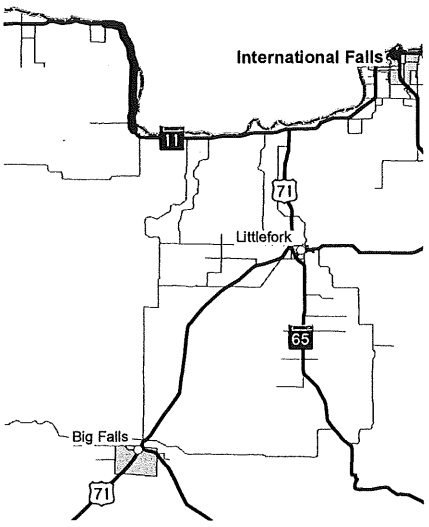
District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 11
From 1 mile west of Indus to 1 mile west of Loman
State Project No. 3604-72M

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project was let and constructed in 2012.

Project History:

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

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Description:

Reconstruction of a nine-mile rural segment□ including grading roadside ditches□widening shoulders□culvert replacements and new bituminous surfacing.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.6	$ 0.6
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.

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental 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

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

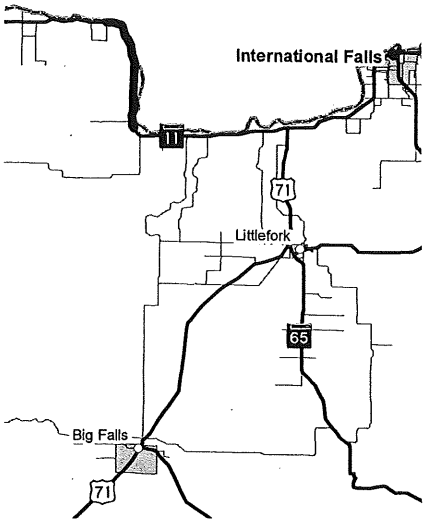
District Engineer: Craig Collison
Project Manager: Todd □onasek

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 11
From 1 mile west of Indus to 1 mile west of Loman
State Project No. 3604-72M

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:

Project Description:

Reconstruction of a nine-mile rural segment□ including grading roadside ditches□widening shoulders□culvert replacements and new bituminous surfacing.

Recent Changes and Updates:

This project was let and constructed in 2012.

Project History:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.6	$ 0.6
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.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Risks:

No project risks remain.

Schedule:

Environmental 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

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

District Engineer: Craig Collison
Project Manager: Todd □onasek

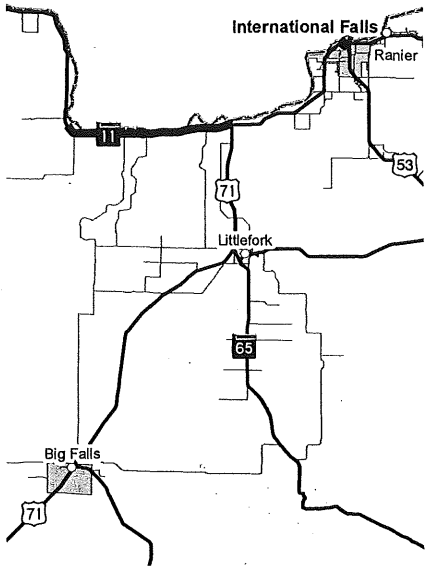
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 11

From one mile west of Loman to the west junction of Hwy 71 at Pelland

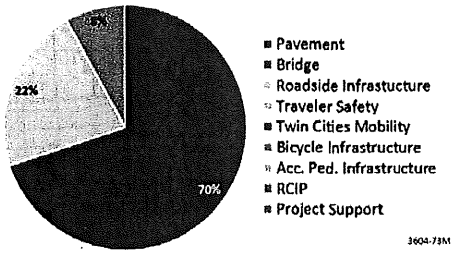
State Project No. 3604-73M



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

11-mile resurfacing of this rural segment including grading roadside ditches□widening shoulders□culvert replacements and new bituminous surfacing.

Recent Changes and Updates:

The design incorporates driveway and entrance revisions based on feedback from property owners during right of way negotiations.

An agreement is being negotiated with □oochiching County for the county to take control of a frontage road that provides access to about a do□en homes along Hwy 11.

The design will incorporate several smaller stromwater ponds instead of the one larger pond originally planned.

Project History:

This segment is in need of an improved surface ride□wider shoulders and 10-ton pavement strength. The additional shoulder width will provide inslope stability.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

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

Project Risks:

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

Schedule:

Environmental Approval Date: pending approval
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 6/2013
Original Letting Date: 6/6/2014
Current Letting Date: 4/25/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

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

District Engineer: Craig Collison
Project Manager: Deb Bauer

Revised Date: 12/15/2013

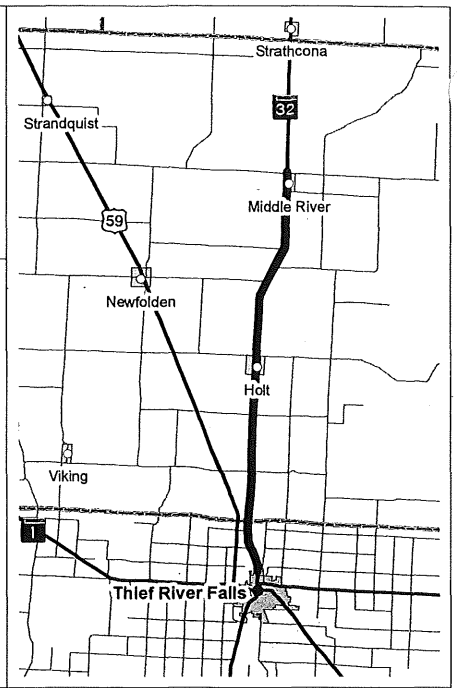
PROJECT SUMMARY

Hwy 32

From the north end of Thief River Falls to the north end of Middle River

Bridge 8581, 8582, 8583, &, 6085

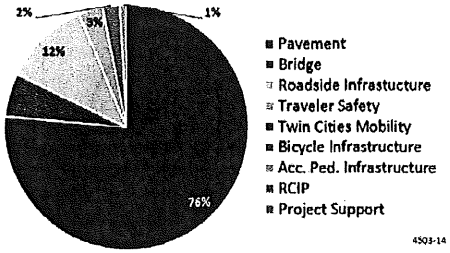
State Project No. 4503-14



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This is a 22-mile long pavement resurfacing project. It 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.

Recent Changes and Updates:

The current estimate was update based on updated bituminous costs□two additional bo□ culverts and centerline and entrance culverts. The additional culverts were added because of the long term pavement fi□□and they were not considered in the original scoping. The additional funding will come from adjusting other project and district set-aside accounts.

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 e□tended pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 8.8	$ 9.7
Other Construction Elements:	$ 0.5	$ 0.6
Engineering:	$ 1.6	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.9**	**$ 12.2**

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

Key Cost Estimate Assumptions:

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

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.

Schedule:

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

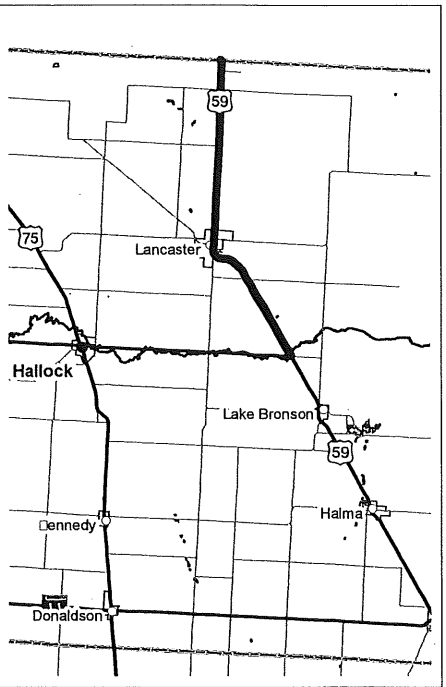
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Ray Gust

Revised Date: 12/15/2013

PROJECT SUMMARY

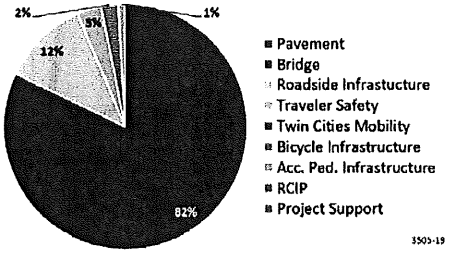
Hwy 59
From Hwy 175 to the Canadian border
State Project No. 3505-19



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

18-mile long bituminous resurfacing.

Recent Changes and Updates:

This project was delayed from 2016 to 2017 to free up funding for changes to other projects in the STIP.

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.3	$ 4.3
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.4**	**$ 5.4**

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

Key Cost Estimate Assumptions:

The current estimate is based on a bituminous resurfacing.

Project Risks:

The project is lengthy and there may be local traffic and agricultural traffic impacts.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 02/26/2016
Current Letting Date: 02/24/2017
Construction Season: 2017
Estimated Substantial Completion: Sept. 2017

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

District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2013

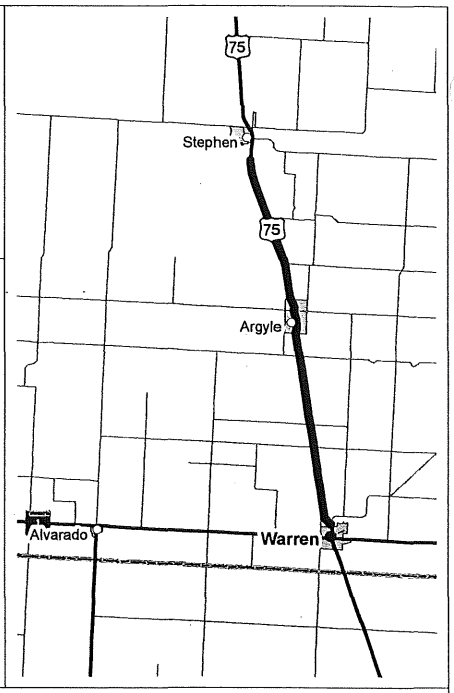
PROJECT SUMMARY

Hwy 75

From the north limits of Warren to the south end of Stephen

State Project No. 4507-48

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This pavement resurfacing project was let and constructed in 2012.

Key Cost Estimate Assumptions:

The current estimate is the construction letting amount.

Project Description:

18-mile long bituminous resurfacing with culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

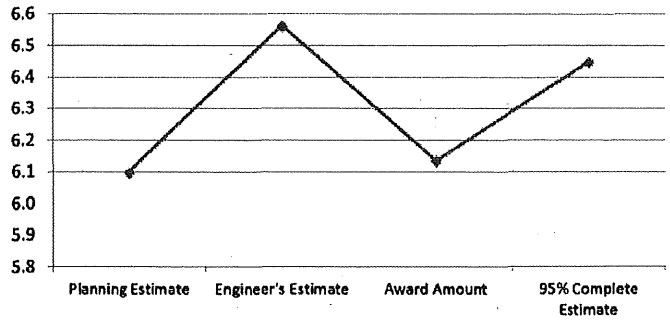
	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.4	$ 0.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.5**	**$ 6.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental 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

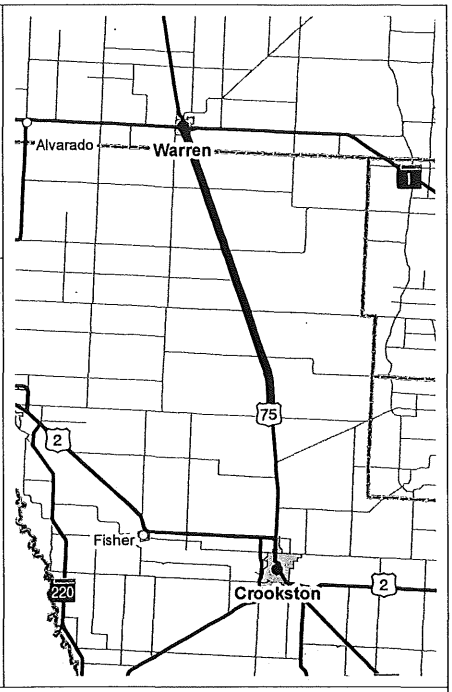
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2013

PROJECT SUMMARY

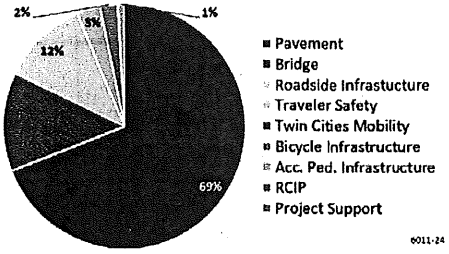
Hwy 75
12 miles north of Hwy 2 to south of Hwy 1 in Warren
Bridge 8392, 3958, 8393, 8394, 3959, 4463, &, 6631
State Project No. 6011-24



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

20-mile long bituminous resurfacing with seven box culvert bridge replacements.

Recent Changes and Updates:

Additional work on an nearby section of Hwy 1 will be added to this project. That section of Hwy 1 would have been resurfaced with the Hwy 1 Oslo Bridge project if a new bridge was being constructed. Since the Oslo Bridge project will now be a bridge rehab, the Hwy 1 resurfacing was added to this project.

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 6.2
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.1	$ 1.2
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 7.4**	**$ 7.9**

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

Key Cost Estimate Assumptions:

Cost estimate is based on a pavement resurfacing project and recent changes.

Project Risks:

The project is lengthy and there may be local traffic and agricultural traffic impacts.

Schedule:

Environmental 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: 12/20/2013
Current Letting Date: 5/16/2014
Construction Season: 2014
Estimated Substantial Completion: Sept. 2014

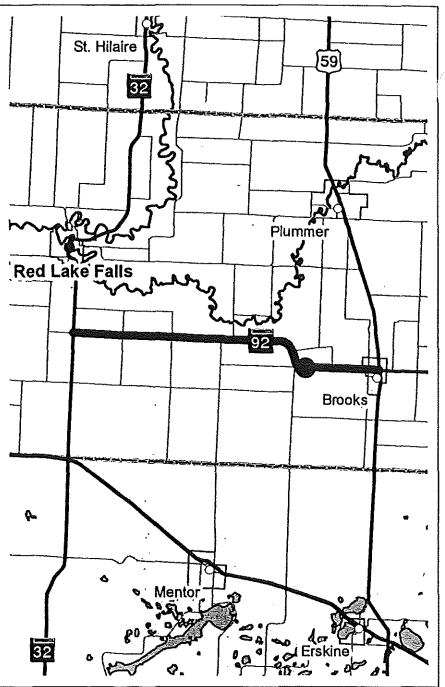
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2013

PROJECT SUMMARY

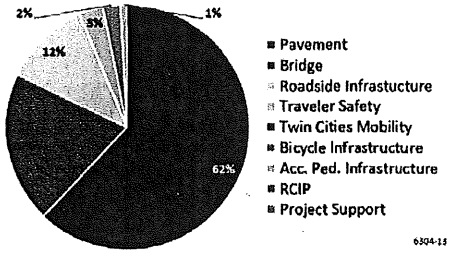
Hwy 92
From Hwy 32 to Hwy 59
Bridge 6830
State Project No. 6304-13



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Investment Category:



Project Description:

13-mile long bituminous resurfacing and bridge replacement

Recent Changes and Updates:

The design is investigating the best way to facilitate the separate phases of paving, box culverts and new bridge construction.

Project History:

This segment is in need of pavement improvement. The bridge is at the end of its life and is beyond rehabilitation. The project's purpose is to improve the ride and surface condition, pavement strength and extend pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.4**	**$ 5.4**

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

Key Cost Estimate Assumptions:

The estimate is based on a bituminous resurfacing and a bridge replacement.

Project Risks:

There may be local traffic impacts because there will be a detour during the bridge replacement portion of the project.

Schedule:

Environmental Approval Date: pending approval
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 1/2013
Original Letting Date: 1/24/2014
Current Letting Date: 1/24/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

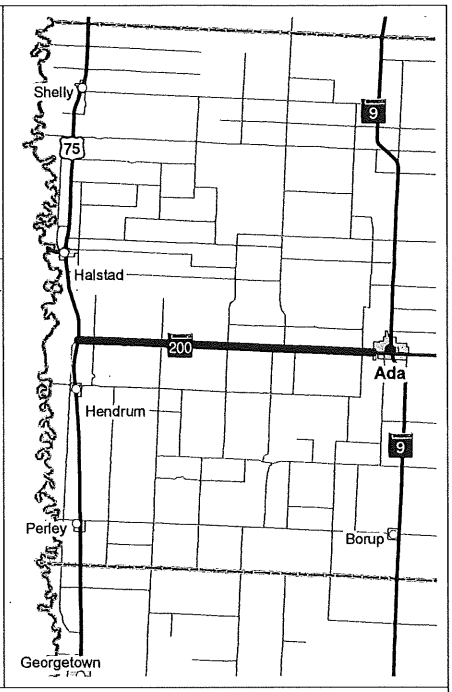
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Brandy Pemberton

Revised Date: 12/15/2013

PROJECT SUMMARY

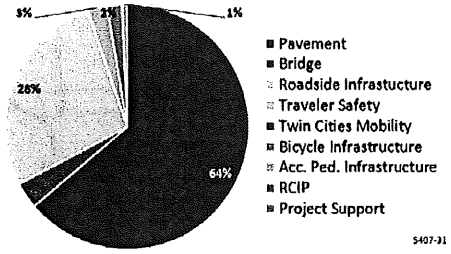
Hwy 200
From Hwy 75 to the west limits of Ada
Bridge 2068
State Project No. 5407-31



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

13 miles of concrete road surface will be improved with a bituminous overlay. The in-place concrete will be cracked before resurfacing to relieve stresses that might cause pavement buckling in the future.

Recent Changes and Updates:

The estimate increased because a two-mile portion planned to be an overlay had to change to a full pavement replacement. The local watershed would not allow additional fill in flood overtopping areas. The additional funds will come from adjusting other projects and district set-aside accounts.

Project History:

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

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 5.6
Other Construction Elements:	$ 0.3	$ 0.4
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.2**	**$ 7.0**

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

Key Cost Estimate Assumptions:

The current estimate is based on a concrete cracking and bituminous overlay with some full pavement replacement in flood overtopping areas.

Project Risks:

The project is lengthy, and there may be local traffic and agricultural traffic impacts.

Schedule:

Environmental Approval Date: 5/29/2013
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 3/26/2010
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: Sept. 2014

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

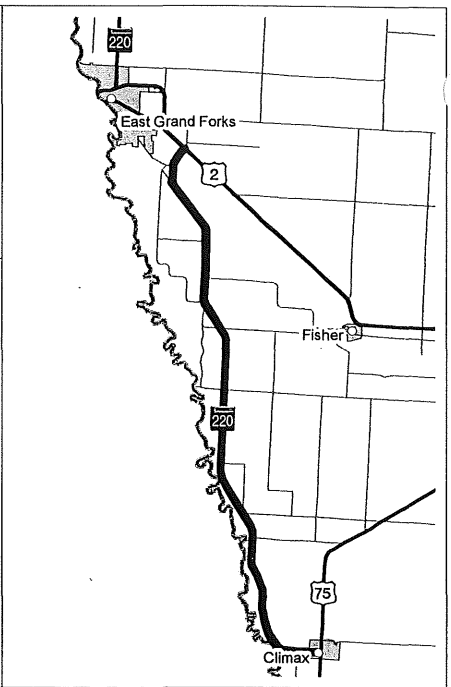
District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 220
From the west limits of Climax to the east junction of Hwy 2
State Project No. 6016-37

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This pavement resurfacing project was constructed and completed in 2012.

Key Cost Estimate Assumptions:

The current estimate is the construction cost letting amount.

Project Description:

26-mile long bituminous resurfacing project.

Total Project Cost Estimate (millions)

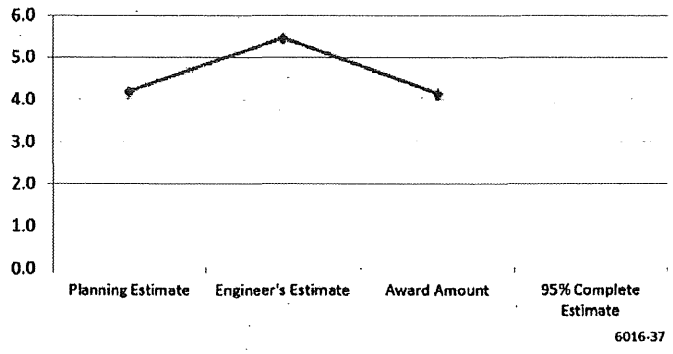
Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.3	$ 0.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.5**	**$ 4.5**

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

Construction Estimates
During Project Development

(In Millions)



Schedule:

Environmental 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

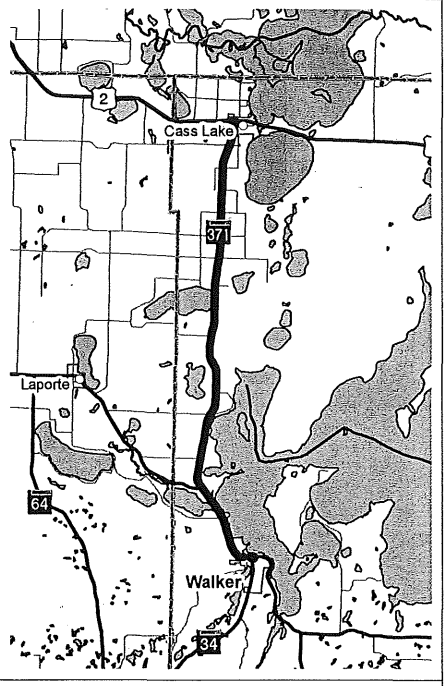
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Craig Collison
Project Manager: Shawn Groven

Revised Date: 12/15/2013

PROJECT SUMMARY

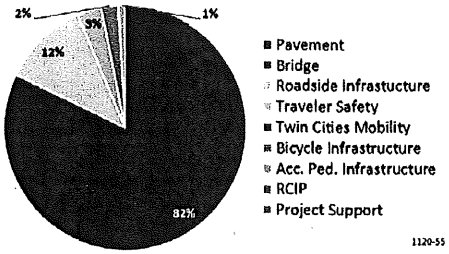
Hwy 371
From Walker to Cass Lake
State Project No. 1120-55



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

20-mile long bituminous resurfacing with turn lane construction.

Recent Changes and Updates:

District 3 provided an additional $1 million for this project to construct turn lane. The ADT is high enough to warrant additional right turn lanes but the initial funding did not provide those funds. These additional funds will come from District 3 set-aside accounts and adjustments to other projects.

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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 3.6	$ 4.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.3**	**$ 5.3**

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

Key Cost Estimate Assumptions:

The current estimate is updated to reflect the bituminous resurfacing and the $1 million added for turn lanes.

Project Risks:

The project is lengthy, and there may be some local traffic impacts.

Schedule:

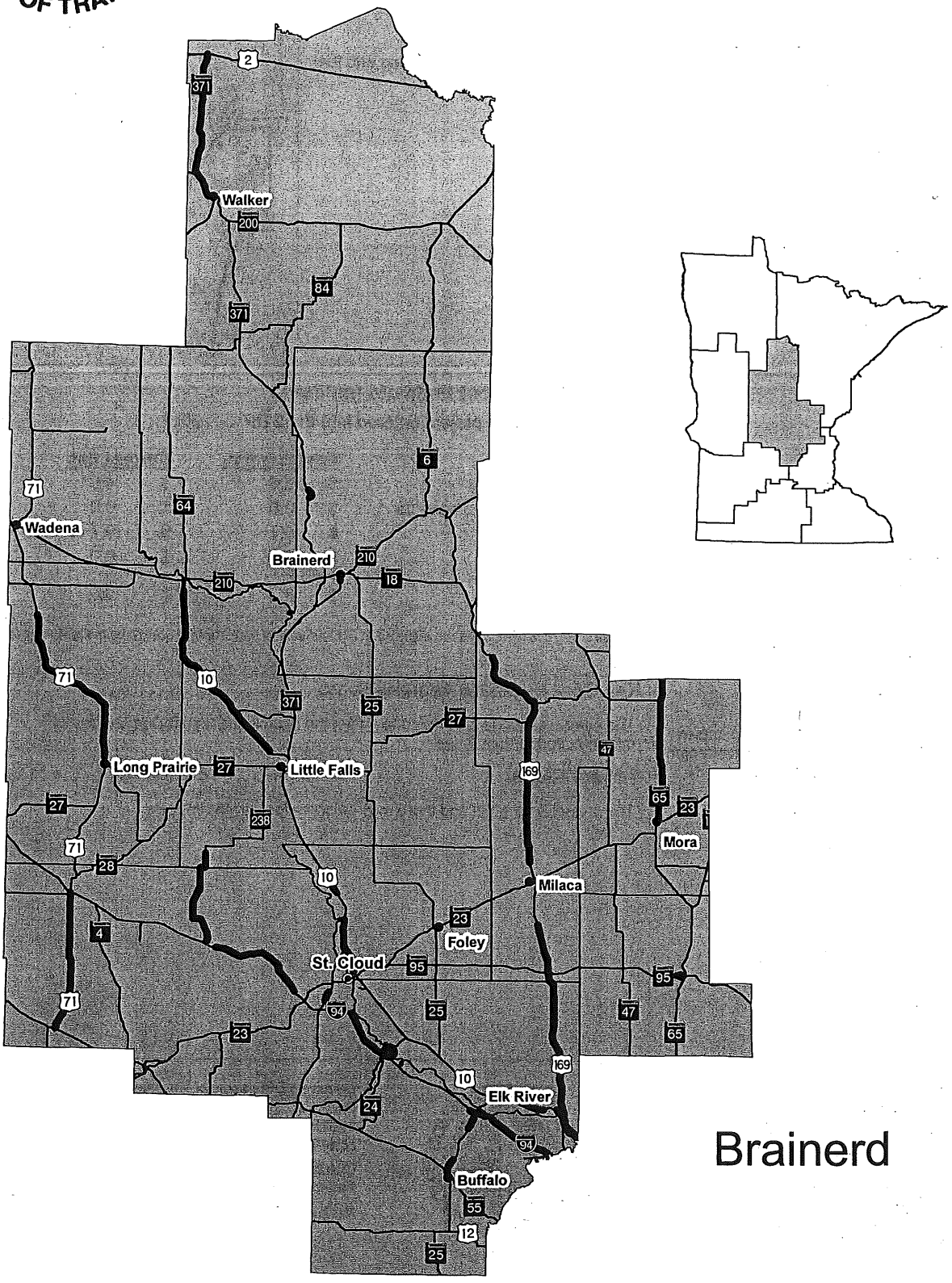
Environmental Approval Date: Pending
Municipal Consent Approval Date: not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 03/27/2015
Current Letting Date: 03/27/2015
Construction Season: 2015
Estimated Substantial Completion: Sept. 2015

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

District Engineer: Craig Collison
Project Manager: Deb Bauer

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 3



Brainerd

*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District 3

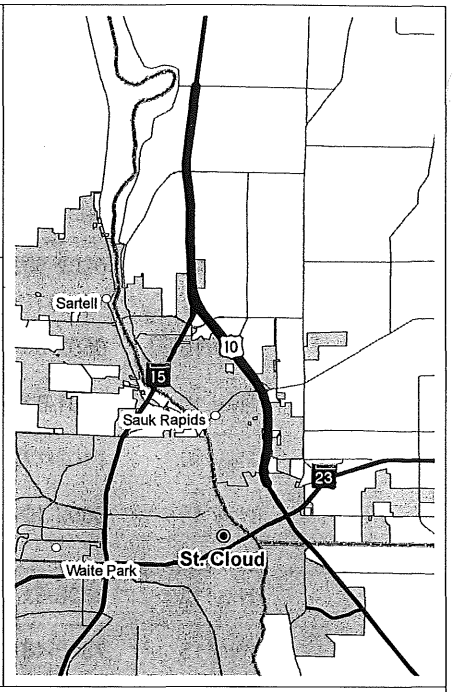
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 10	0502-103	Benton County Road 4 to railroad crossing near St. Germain Street in St. Cloud	C 2
Hwy 10	0502-96	At Benton County Road 2 in Rice	C 3
Hwy 10	7101-61M	Anoka/Sherburne County line to Elk River	C 4
Hwy 10	7102-122	Clear Lake to Big Lake	C 5
Hwy 10	0502-107	Benton Co. Rd. 3/Golden Spike Road interchange in Sauk Rapids	C 6
Hwy 12	8602-51	Delano NW Business Park	C 7
Hwy 15	7303-48	Hwy 15 and 33rd Street in St. Cloud	C 8
Hwy 15	7321-47	Stearns County Road 120 in St. Cloud/Sartell	C 9
Hwy 23	0503-75	Hwy 95 east of St. Cloud to Hwy 25 in Foley	C 10
Hwy 24	7108-23	Bridge over Mississippi River in Clearwater	C 11
Hwy 25	8605-50	Monticello	C 12
Hwy 71	7708-38	Long Prairie to Bertha, excluding Browerville	C 13
Hwy 71	7318-38	Belgrade to Sauk Centre	C 14
I-94	8680-162	Monticello to St. Michael	C 15
I-94	7380-223	Collegeville to St. Joseph	C 16
I-94	7380-238	St. Cloud to Clearwater	C 17
I-94	7380-239	St. Joseph to bridge over Sauk River	C 18
I-94	8680-145	Wright County Road 19 to County Road 37 in Albertville	C 19
I-94	8680-158	Monticello	C 20
Hwy 95	3006-36	Rum River Bridge in Cambridge	C 21
Hwy 169	4812-83	Mille Lacs County Road 148 to north of County Road 19	C 22
Hwy 169	7106-78	Zimmerman to Princeton	C 23
Hwy 169	7106-82	Elk River to Zimmerman	C 24
Hwy 238	7323-11	Albany to Upsala	C 25
Hwy 371	1810-98	Nisswa	C 26
Hwy 371B	1814-06	Brainerd	C 27

PROJECT SUMMARY

Hwy 10

Benton County Road 4 to railroad crossing near St. Germain Street in St. Cloud

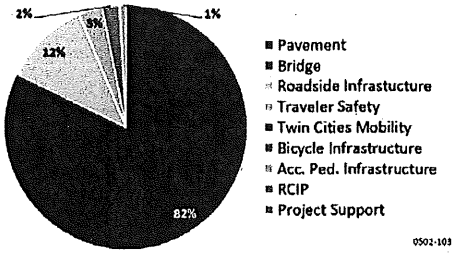
State Project No. 0502-103



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay on Hwy 10 from Benton County Road 4 to .2 miles west of railroad crossing near St. Germain street in St. Cloud and reconstruction on Hwy 15 from Hwy 10 to 1 mile south.

Recent Changes and Updates:

Extra MAP-21 NHPP funds provided for additional work on the Hwy 15 segment, not previously programmed.

Project History:

Several concrete pavement rehabilitation projects have been performed on this roadway. The concrete pavement has reached its expected life and now needs to be overlayed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 11.9	$ 14.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.4	$ 2.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 14.3**	**$ 17.2**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. Additional costs in current estimate reflect work added on Hwy 15.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: Unknown
Original Letting Date: 01/24/2014
Current Letting Date: 04/25/2014
Construction Season: 2014 & 2015
Estimated Substantial Completion: July 2015

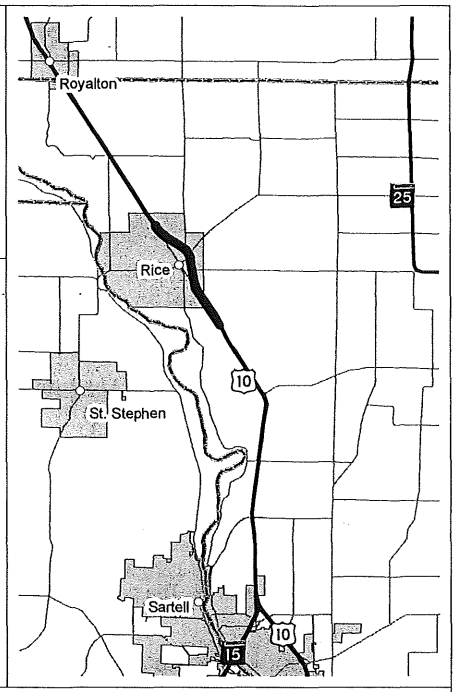
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 10
At Benton County Road 2 in Rice
Bridge Bridges, No., 05009, and, 05012
State Project No. 0502-96
http://www.dot.state.mn.us/d3/hwy10rice/index.html



Primary Purpose:

Regional & Community Improvement Priority: (SaM Program)

Investment Category:

Project Description:

Construct new interchange (new Bridges 05009 and 05012) at junction with Benton County Road 2 in Rice.

Recent Changes and Updates:

Project is under construction and scheduled for completion in fall 2014.

Project History:

The at-grade intersection has a history of severe and fatal crashes. The design was changed to reduce costs associated with relocating a county state aid highway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 20.7	$ 11.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.1	$ 2.4
Right of Way:	$ 7.0	$ 0.8
Total:	**$ 31.7**	**$ 15.1**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The current estimate is based on bids and design changes that reduced costs.

Project Risks:

Maintaining traffic and local access during construction.

Schedule:

Environmental Approval Date: 7/23/2012
Municipal Consent Approval Date: 9/4/2012
Geometric Layout Approval Date: 4/3/2012
Construction Limits Established Date: unknown
Original Letting Date: 12/31/2015
Current Letting Date: 05/17/2013
Construction Season: Summer 2013
Estimated Substantial Completion: fall 2014

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

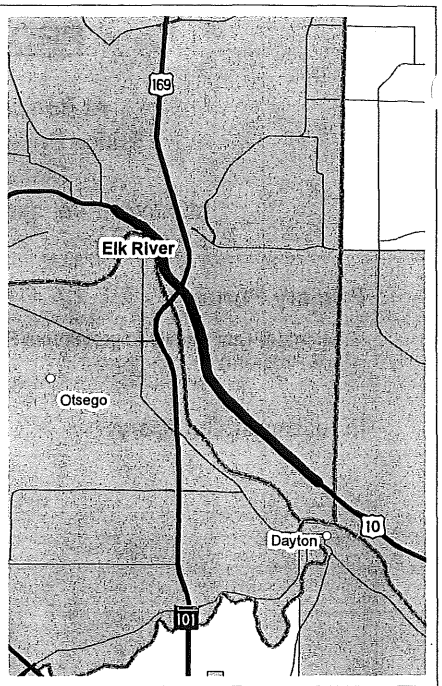
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction summer/fall 2013.

Project History:

The original project limits were from the Anoka/Sherburne County line to Hwy 169. Additional work was programmed from Norfolk Avenue to Hwy 169. The project was constructed in 2013.

Key Cost Estimate Assumptions:

The current estimate is based on actual bid amount and additional work in Elk River. The baseline estimate was based on estimated quantities and average bid prices.

Project Description:

Bituminous resurfacing on Hwy 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: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 4.0	$ 4.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.8	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.8**	**$ 6.0**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 9/3/2012
Construction Limits Established Date: NA
Original Letting Date: 06/14/2013
Current Letting Date: 04/26/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

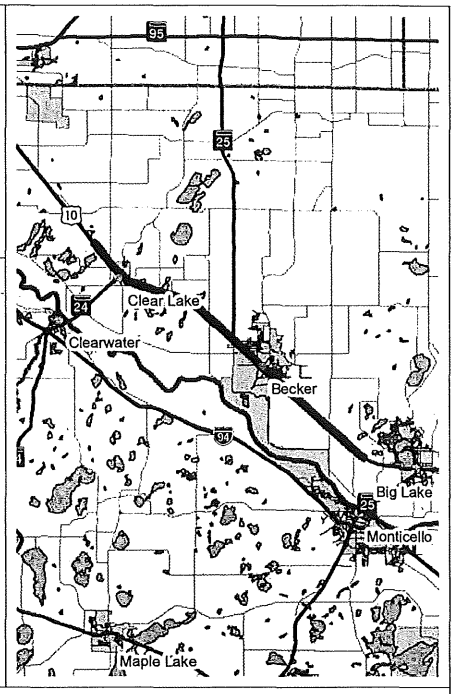
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction completed summer 2012.

Project History:

This segment was identified by the district as having poor pavement conditions. The project was recipient of extra federal funding in FY 2011 and was subsequently rescoped to a longer term improvement at an increased cost. The project was completed in 2012.

Key Cost Estimate Assumptions:

The current estimate was based on the actual bid amount. The baseline estimate reflects a shorter project with a short- term fix. After programming, the project was re-scoped to a combination of reconstruction and unbonded concrete overlay, and the project limits were lengthened.

Project Description:

Unbonded concrete overlay along the westbound lane from Hwy 24 in Clear Lake to Hwy 25 in Big Lake.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

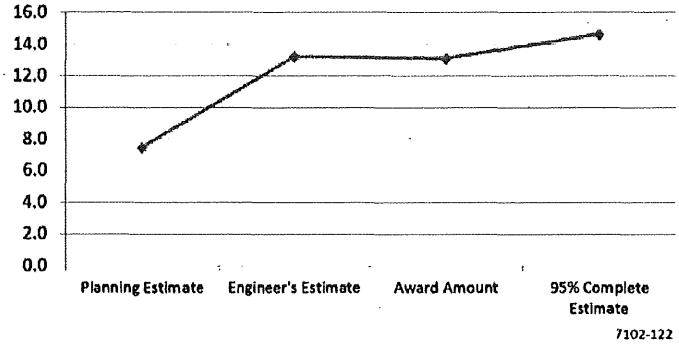
	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 13.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 2.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.0**	**$ 15.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 4/14/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 3/25/2011
Current Letting Date: 8/19/2011
Construction Season: Fall 2011, Summer 2012
Estimated Substantial Completion: June 2012

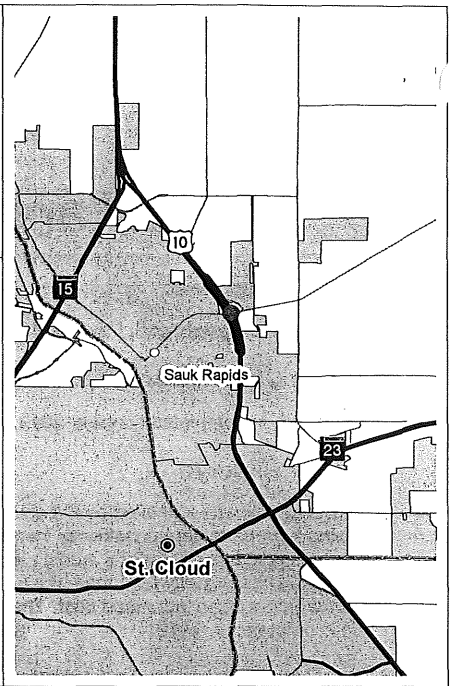
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

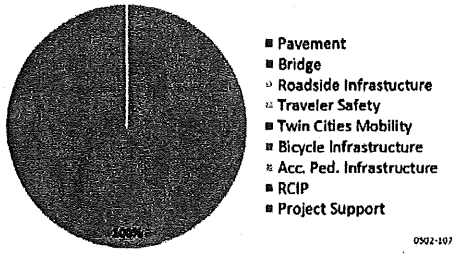
Hwy 10
Benton Co. Rd. 3/Golden Spike Road interchange in Sauk Rapids
Bridge 05006
State Project No. 0502-107
http://www.co.benton.mn.us/Public_Works/golden_spike_project.php



Primary Purpose:

Regional & Community Improvement Priority: TED

Investment Category:



Project Description:

Locally let construction at the Benton County Road 3/Golden Spike Road interchange in Sauk Rapids.

Recent Changes and Updates:

The county is the responsible government unit. MnDOT, which prepares TPCE and adds engineering numbers to baseline and cost estimates, added $1.2 million to the estimates shown here. However, this job is being designed by the local unit of government. Anticipated letting in fall 2013.

Project History:

In 2011, the county studied the County Road 3 corridor, which is an important connection to downtown Sauk Rapids, commercial centers and the high school.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.9	$ 7.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 6.2**	**$ 8.4**

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

Key Cost Estimate Assumptions:

This is a locally designed and let project using TED grant money, so TPCE methods to cost internal MnDOT time is not completely applicable. MnDOT's contribution is capped at $4,890,000.

Project Risks:

Maintenance of traffic and local access during construction.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 9/15/2013
Current Letting Date: 9/15/2013
Construction Season: 2014
Estimated Substantial Completion: summer 2014

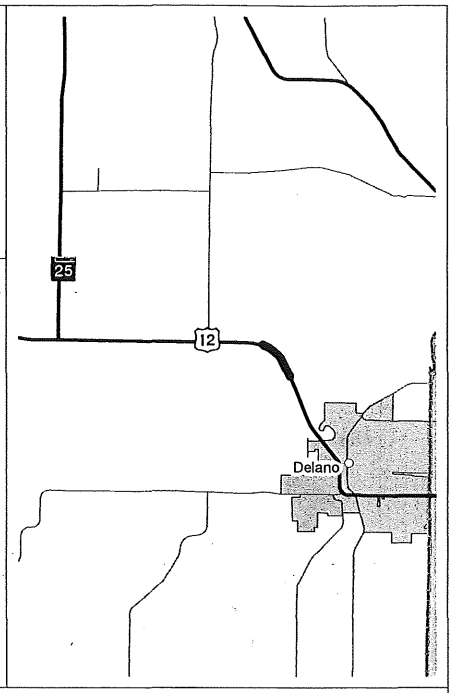
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Kevin Schmidt

Revised Date: 12/15/2013

PROJECT SUMMARY

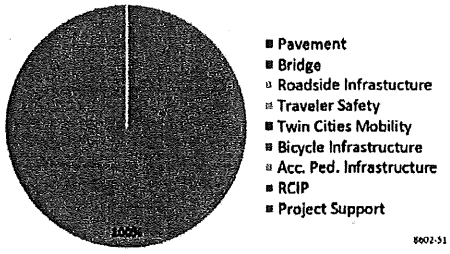
Hwy 12
Delano NW Business Park
State Project No. 8602-51



Primary Purpose:

Regional & Community Improvement Priority: (TED Program)

Investment Category:



Project Description:

Construct intersection at Delano NW Business Park.

Recent Changes and Updates:

The city delayed the letting. Construction is now scheduled for 2014.

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, and was awarded funding. This project will allow better ingress and egress into the industrial park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Standard practices were 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.

Project Risks:

Maintenance of traffic on Hwy 12 during construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 04/15/2013
Current Letting Date: 09/15/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

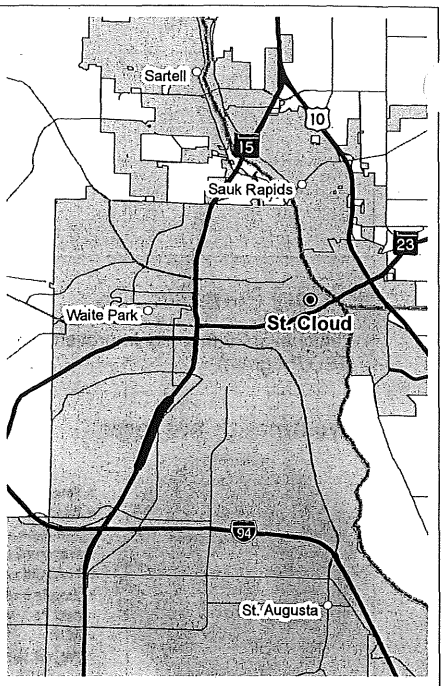
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Ken Larson

Revised Date: 12/15/2013

PROJECT SUMMARY

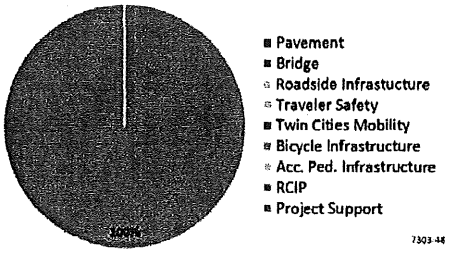
Hwy 15
Hwy 15 and 33rd Street in St. Cloud
Bridge 73046
State Project No. 7303-48



Primary Purpose:

Regional & Community Improvement Priority: (TED Program)

Investment Category:



Project Description:

City/county led project to construct a new interchange (Br. 73046) at TH 15 and 33rd Street in St. Cloud.

Recent Changes and Updates:

This project received a TED grant. Construction plans are essentially complete.

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 Hwy 15. The city applied for a TED grant and was awarded $8.4 million.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

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

Project Risks:

Potential contaminated soils on some parcels purchased by the city for the interchange ramps.

Schedule:

Environmental Approval Date: 2/17/2009
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 12/7/2011
Construction Limits Established Date: unknown
Original Letting Date: 09/15/2012
Current Letting Date: 11/15/2013
Construction Season: 2014 -2015
Estimated Substantial Completion: fall 2015

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

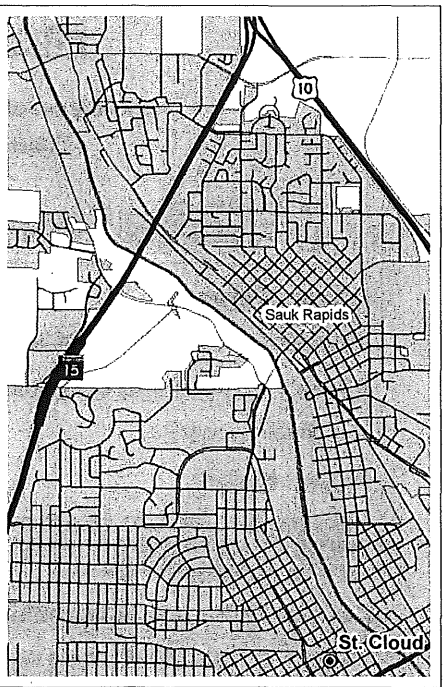
District Engineer: Dan Anderson
Project Manager: Terry Humbert

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 15
Stearns County Road 120 in St. Cloud/Sartell
Bridge 73017
State Project No. 7321-47
http://www.dot.state.mn.us/d3/hwy15ddi/

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

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. It opened to traffic in October 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. Since 1994, the average daily traffic on this section of Hwy 15 has experienced annual growth of 9.5 percent 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 percent during the AM peak and 161 percent during the PM peak.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount.

Project Description:

Construct new interchange (Br. 73017) at County Road 120 in Sartell and St. Cloud.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

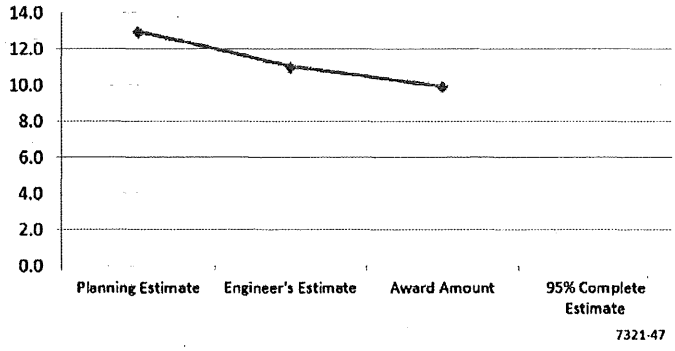
	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 10.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.6	$ 2.5
Right of Way:	$ 2.0	$ 5.5
Total:	**$ 17.6**	**$ 18.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 11/28/2011
Municipal Consent Approval Date: 11/21/2011
Geometric Layout Approval Date: 5/4/2011
Construction Limits Established Date: 9/5/2011
Original Letting Date: 12/14/2012
Current Letting Date: 05/18/2012
Construction Season: 2012-2013
Estimated Substantial Completion: Oct. 17, 2013

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

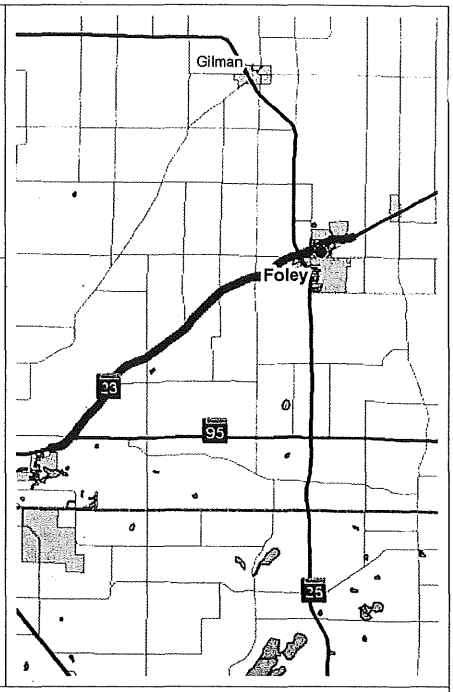
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 23
Hwy 95 east of St. Cloud to Hwy 25 in Foley
State Project No. 0503-75

Substantially Complete



Primary Purpose:

Performance-based need: District Safety Plan

Recent Changes and Updates:

The project is complete.

Project History:

This highway segment has a history of severe and fatal head-on crashes. The project low bid was lower than program estimates.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar projects. Current estimate based on actual bid.

Project Description:

Construct a four-lane expressway and bridge from Hwy 95 east of St. Cloud to Hwy 25 in Foley. Resurface and upgrade pedestrian ramps from Hwy 25 in Foley to 1.7 miles east.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

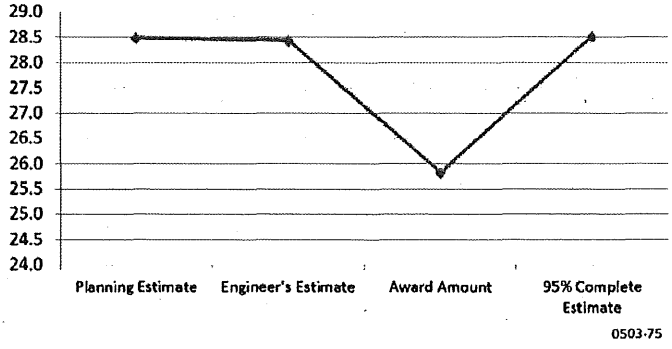
	Baseline Est.	Current Est.
Construction Letting:	$ 28.5	$ 25.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.7	$ 5.2
Right of Way:	$ 6.3	$ 4.9
Total:	**$ 40.5**	**$ 37.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental 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: Sept. 2012

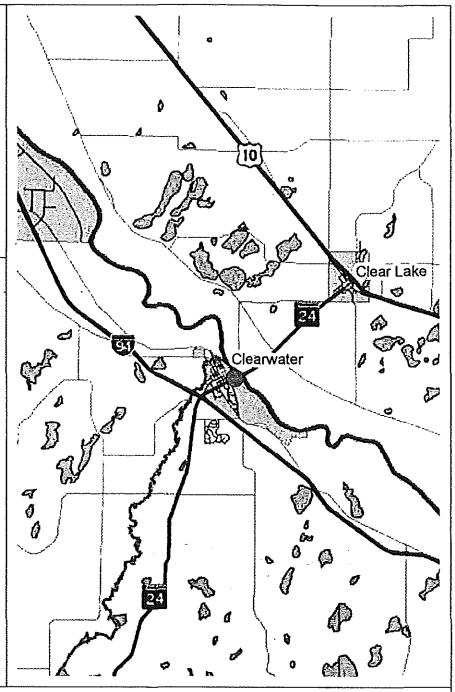
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

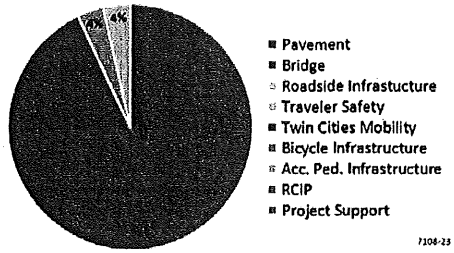
Hwy 24
Bridge over Mississippi River in Clearwater
Bridge 6557
State Project No. 7108-23



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Br. 6557 over Mississippi River at Clearwater. Construct new Bridge 71004.

Recent Changes and Updates:

Decision was made to construct a new bridge parallel to the existing structure to minimize traffic impacts.

Project History:

The bridge deck and girders need replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 20.0	$ 24.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.4	$ 4.8
Right of Way:	$ 5.0	$ 1.2
Total:	**$ 29.4**	**$ 30.0**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar project.

Project Risks:

Maintaining traffic, especially summer recreation traffic, during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 02/26/2016
Current Letting Date: 05/15/2015
Construction Season: 2015 & 2016
Estimated Substantial Completion: fall 2016

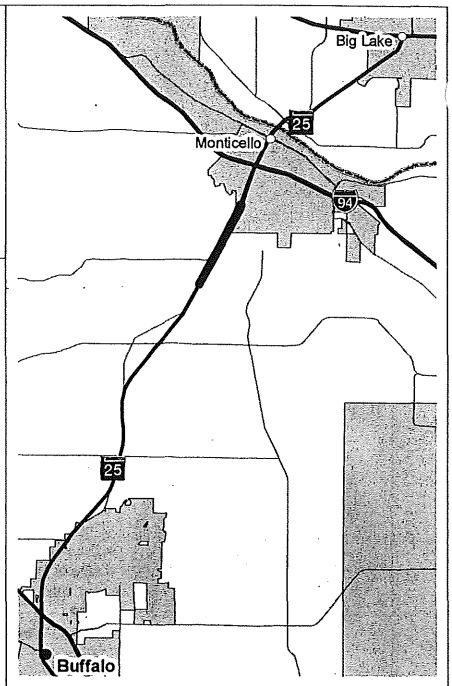
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

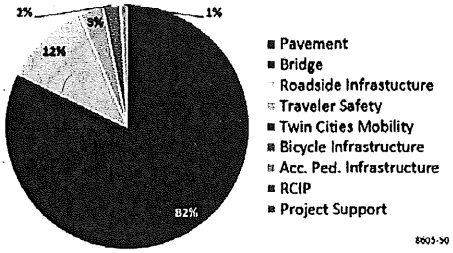
Hwy 25
Monticello
State Project No. 8605-50



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Reconstruction from 0.5 miles south of Wright Co. Rd. 106 to south of School Boulevard in Monticello. Includes traffic signal installation at Co. Rd. 106 and resurfacing from south of School Boulevard to junction of I-94.

Recent Changes and Updates:

Funding of project was delayed one fiscal year to accommodate changes to the construction program. Received additional MAP-21 NHPP to lengthen project termini to include resurfacing work from School Boulevard to I-94.

Project History:

Project programmed to address traffic concerns a the intersection of Hwy 25 and County Road 106.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.2
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 6.4**	**$ 7.7**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The current estimate reflects additional resurfacing from School Boulevard to I-94.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 03/28/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: fall 2015

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

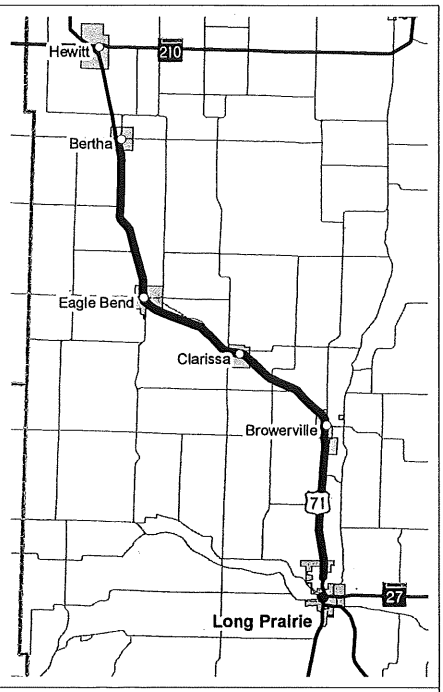
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction April-Aug. 2013.

Project History:

This was originally programmed as two separate projects. They were 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:

Current estimate is based on actual bid amount. The baseline estimate is based on estimated quantities and average bid prices.

Project Description:

Resurfacing from north of Todd Co. Rd 56/Riverside Dr. in Long Prairie to south of Co. Rd. 24/Main St. in Bertha, excluding Browerville.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

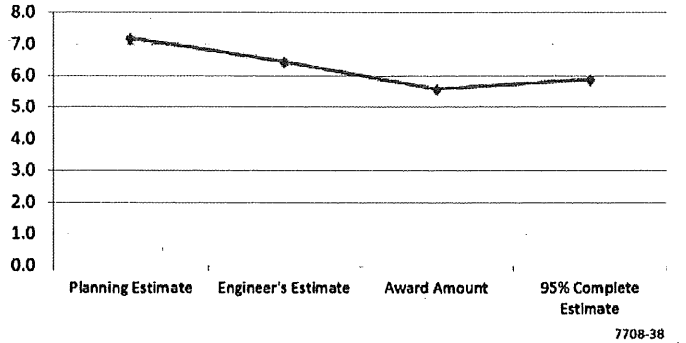
	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 5.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 6.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

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

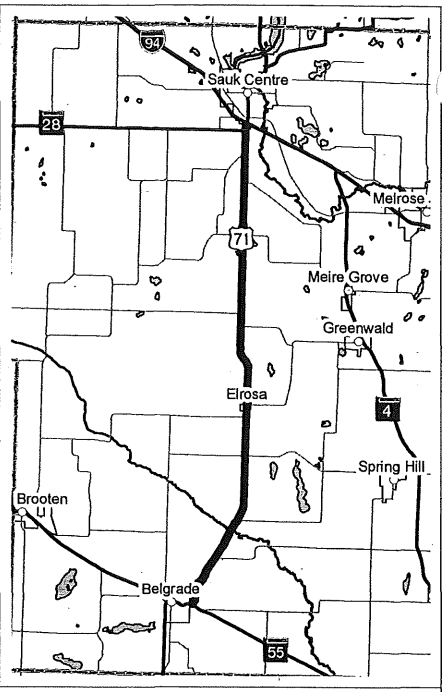
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2013

PROJECT SUMMARY

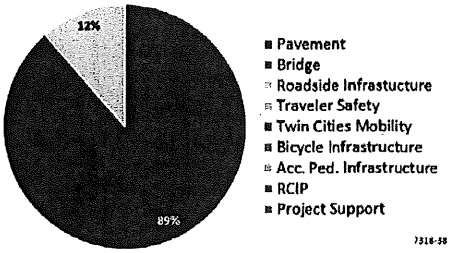
Hwy 71
Belgrade to Sauk Centre
State Project No. 7318-38



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing from east junction Hwy 55 in Belgrade to I-94 in Sauk Centre.

Recent Changes and Updates:

Received extra MAP-21 NHPP funding to enable district to construct this project.

Project History:

Project programmed to address deteriorating pavement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 6.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.4**	**$ 7.4**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 12/18/2015
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: 2016

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

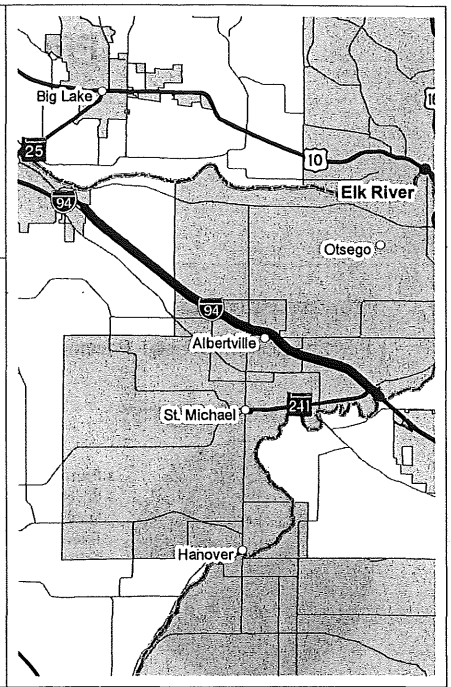
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

I-94
Monticello to St. Michael
State Project No. 8680-162

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project let on 12/14/2012. Construction June-Sept. 2013.

Project History:

Pavement is original concrete from 1973. The joints have faulted and need repair. The cost increased due to extensive use of ultra high early concrete mixes to reduce traffic impacts. This project was completed in 2013.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

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)

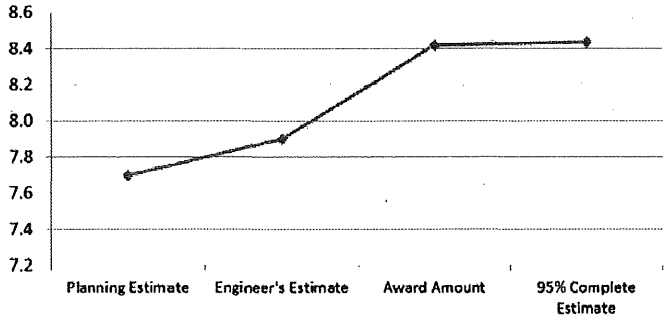
Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.7	$ 9.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 1.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.2**	**$ 12.1**

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

Construction Estimates
During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 7/5/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 12/20/2013
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: fall 2013

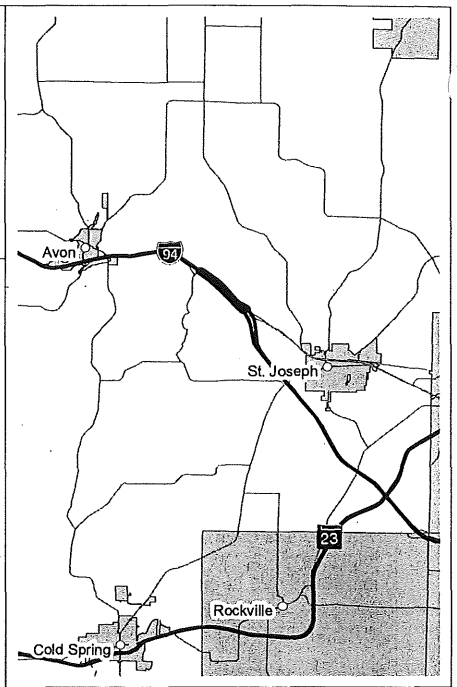
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

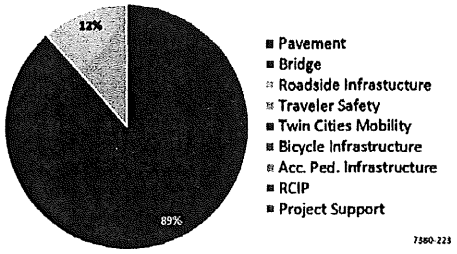
I-94
Collegeville to St. Joseph
State Project No. 7380-223



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay from Stearns Co. Rd. 159 at Collegeville to County Road 75.

Recent Changes and Updates:

Preprogram scoping was completed.

Project History:

Project programmed to address deteriorating pavement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.7	$ 6.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.0**	**$ 8.0**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

Maintaining good traffic flow during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/27/2009
Current Letting Date: 03/25/2016
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

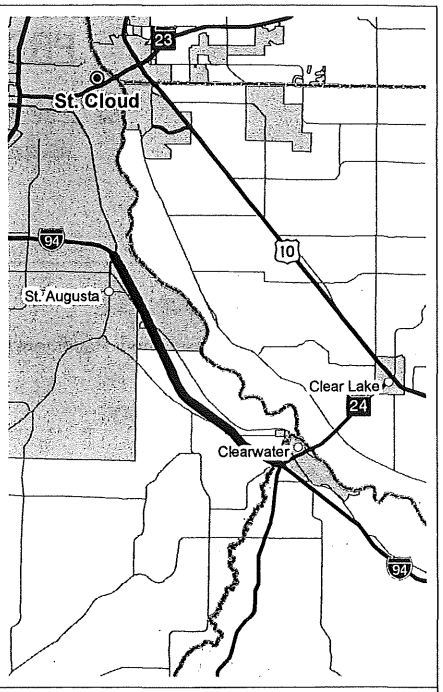
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

I-94
St. Cloud to Clearwater
State Project No. 7380-238

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Constructed April-July 2013. Cost differences largely due to contractor incentives, additional reconstruction work under a bridge to maintain overhead clearance and additional turf establishment costs.

Project History:

The project was programmed to address deteriorating pavement. It received Better Roads funding and was completed in summer 2013.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Description:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

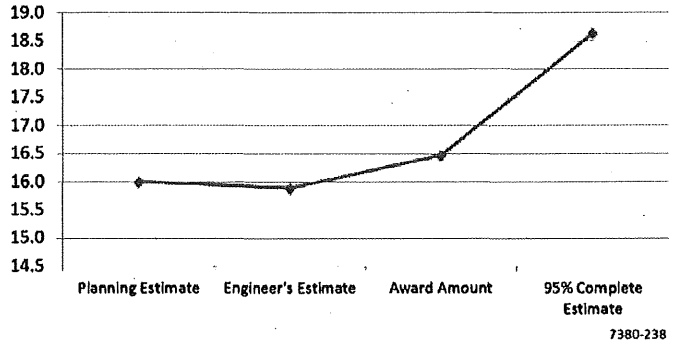
	Baseline Est.	Current Est.
Construction Letting:	$ 16.0	$ 16.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.8**	**$ 17.2**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/22/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 06/08/2012
Current Letting Date: 08/08/2012
Construction Season: 2013
Estimated Substantial Completion: summer 2013

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

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

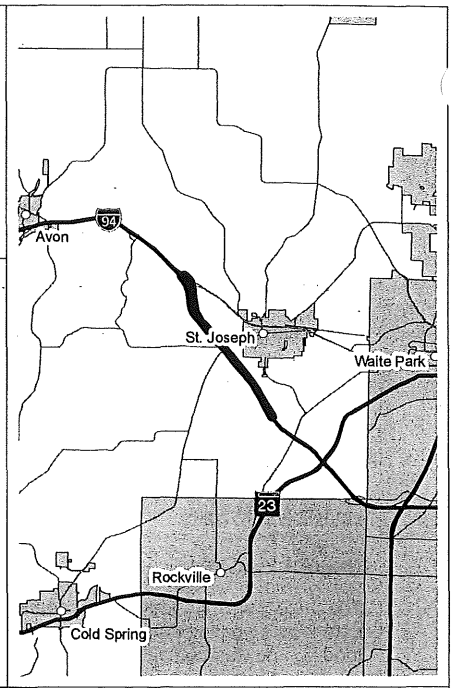
Revised Date: 12/15/2013

PROJECT SUMMARY

I-94

St. Joseph to bridge over Sauk River

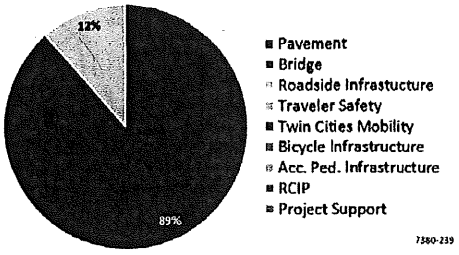
State Project No. 7380-239



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay from Stearns County Road 75 west of St. Joseph to west end of Bridges 73865 and 73866 over the Sauk River.

Recent Changes and Updates:

Received additional $3 million in extra NHPP MAP-21 funds to pursue longer term pavement fix.

Project History:

Project originally programmed as a bituminous overlay to address deteriorating pavement. It received additional funds to construct as an unbonded concrete overlay which is a longer term fix.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 10.0	$ 13.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 2.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.0**	**$ 15.6**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The estimate increased to account for the change to an unbonded concrete overlay.

Project Risks:

Maintaining good traffic flow during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 02/26/2016
Current Letting Date: 02/26/2016
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

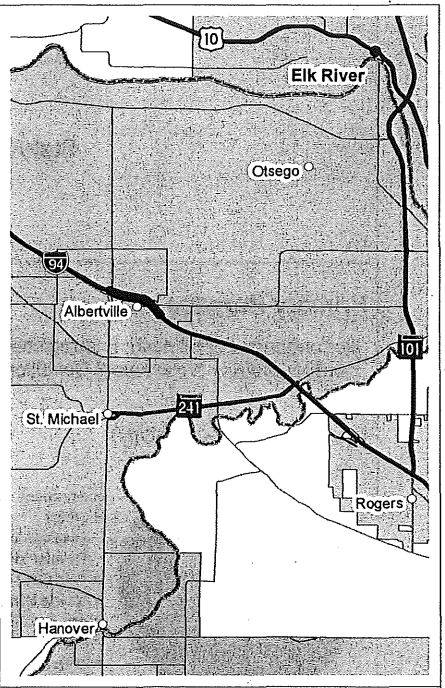
PROJECT SUMMARY

I-94

Wright County Road 19 to County Road 37 in Albertville

State Project No. 8680-145

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

Received Chapter 152 Greater Minnesota Interchange Program funding. Additionally, Albertville received funding from the Transportation Revolving Loan Fund. The city is the lead agency. The difference in the cost estimate reflects a favorable bid.

Project History:

The city of Albertville worked with MnDOT, Wright County and neighboring cities to develop a plan to provide access from I-94 westbound to County Road 19, which serves the outlet mall commercial area. The project was completed in 2012.

Key Cost Estimate Assumptions:

Current estimate based on actual bid amount. The baseline estimate is based on estimated quantities and average bid prices.

Project Description:

Construct I-94/County Road 19 and I-94/County Road 37 interchange in Albertville.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

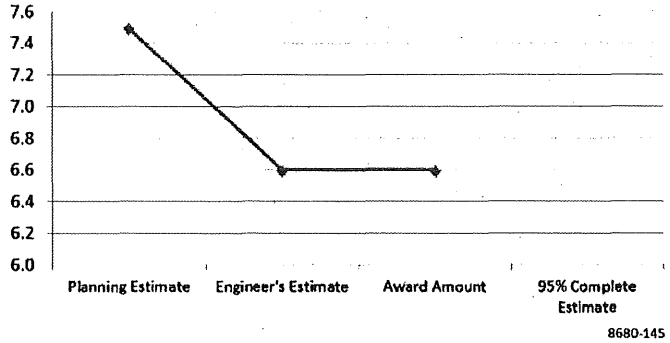
	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 6.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 1.3	$ 1.3
Total:	**$ 10.6**	**$ 11.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 7/13/2006
Municipal Consent Approval Date: 6/1/2009
Geometric Layout Approval Date: 3/13/2009
Construction Limits Established Date: unknown
Original Letting Date: 08/15/2011
Current Letting Date: 03/13/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

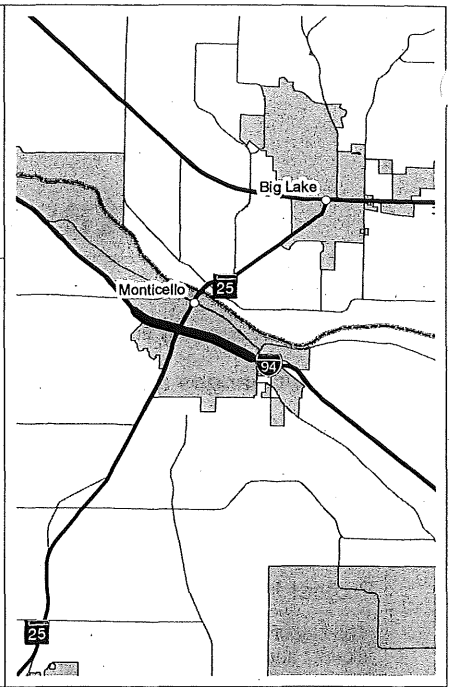
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Terry Humbert

Revised Date: 12/15/2013

PROJECT SUMMARY

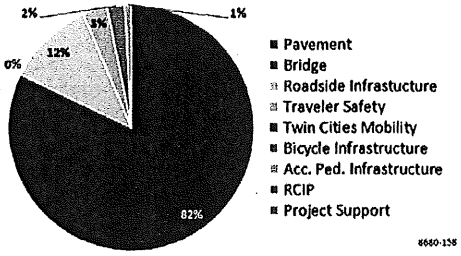
I-94
Monticello
State Project No. 8680-158



Primary Purpose:

Performance-based need: Interregional Corridor Mobility & Pavement Condition

Investment Category:



Project Description:

Reconstruct mainline and replacement pavement from west of TH 25 to Wright County Road 18, including westbound and eastbound auxiliary lanes.

Recent Changes and Updates:

Cost increase to this project resulted from the need to fully reconstruct a longer segment of I-94 than originally planned. Added costs also resulted from the additional concrete and traffic management needed to maintain four lanes of traffic at all times. Projects were delayed in order to accommodate the cost increase including SP 8605-50 (Hwy 25), Monticello Reconstruction to FY 2015 and SP 8605-49 (Hwy 25) Buffalo reconstruction to FY 2016.

Project History:

After the County Road 18 interchange was completed, there were concerns about vehicles weaving between the ramps on westbound I-94. Slow traffic from Hwy 25 at the eastbound loop to I-94 was creating backups on mainline due to the speed differential. An auxiliary lane was programmed to alleviate vehicle conflicts. The loop and ramp to eastbound I-94 will be separated from mainline with a barrier and acceleration lane. Work elements originally programmed in SP 8680-162 were incorporated into this project relating to the pavement condition of this section.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 15.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 3.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.6**	**$ 18.6**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices. The increase reflects the decision to replace pavement and construct a design will provide a long term fix.

Project Risks:

Maintaining traffic during construction.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/13/2012
Construction Limits Established Date: unknown
Original Letting Date: 5/18/2012
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: fall 2014

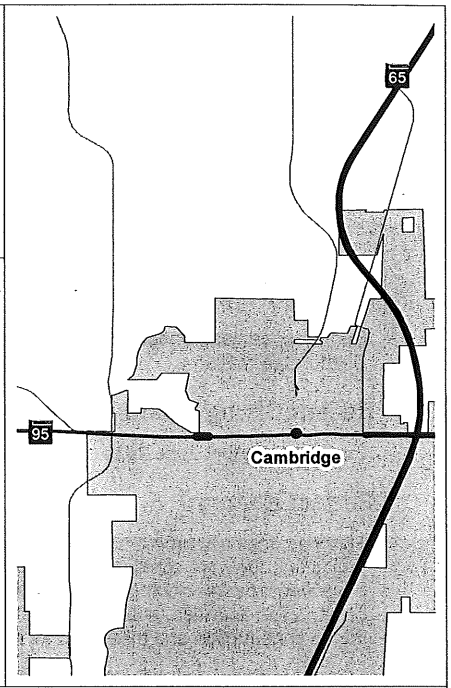
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

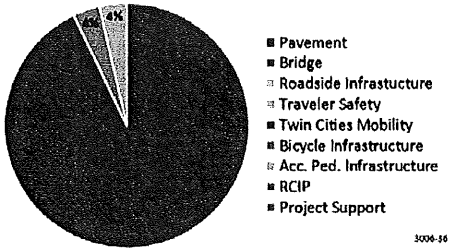
Hwy 95
Rum River Bridge in Cambridge
Bridge 9173
State Project No. 3006-36



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Bridge 9173 (with new Bridge 30001) over the Rum River 0.6 mi. west of Cambridge.

Recent Changes and Updates:

Bridge design was reviewed to ensure that the new structure could be expanded to a four-lane bridge if needed in the future.

Project History:

Bridge 9173 was built in 1963. The bridge has substandard geometrics and is due for replacement. The estimate is lower than originally programmed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.3	$ 5.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.8**	**$ 7.0**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

No major project risks anticipated at this time.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: unknown
Original Letting Date: 02/22/2013
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2014

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

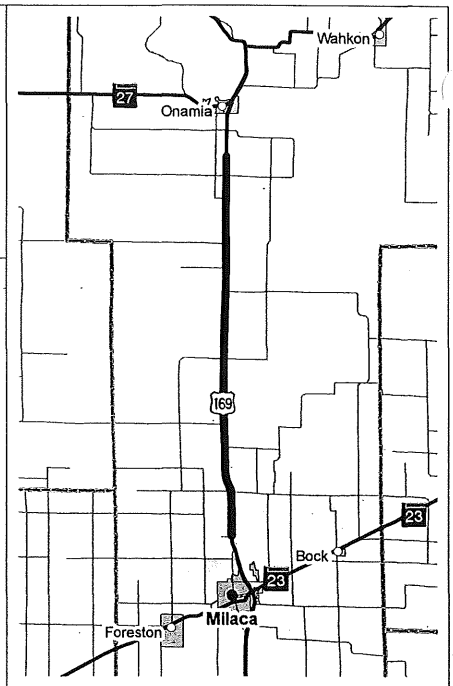
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
Mille Lacs County Road 148 to north of County Road 19
State Project No. 4812-83

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

Construction April-June 2013.

Project History:

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

Project was completed in 2013

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

Project Description:

Resurfacing, including turn lane extensions, signing and minor hydraulics repair from Mille Lacs Co. Rd. 148/70th Street to 0.75 miles north of Mille Lacs County Road 19.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

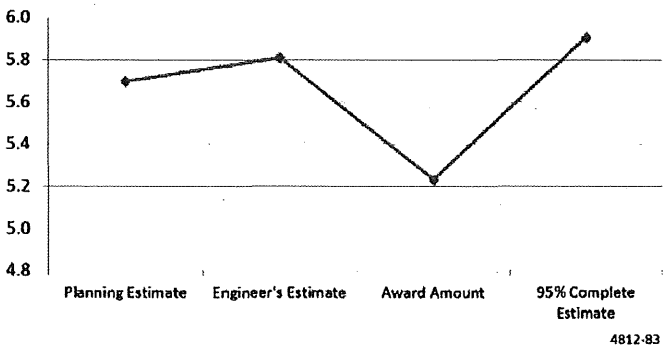
	Baseline Est.	Current Est.
Construction Letting:	$ 5.7	$ 5.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.1	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.8**	**$ 6.2**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 7/30/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: unknown
Original Letting Date: 05/16/2014
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

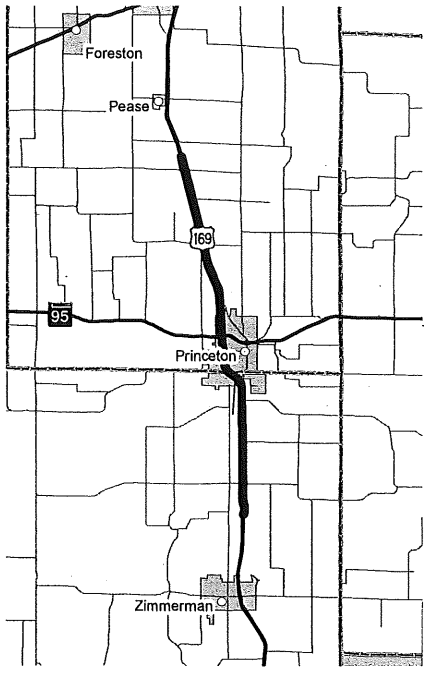
District Engineer: Dan Anderson
Project Manager: Darren Nelson

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

Received extra MAP-21 NHPP funding to advance by one fiscal year. Construction July-Sept. 2013.

Project History:

Project was originally programmed for 2014 construction. It was advanced using additional federal funds, and was completed in summer 2013.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The baseline estimate was based on estimated quantities and average bid prices.

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 Street 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: 2011

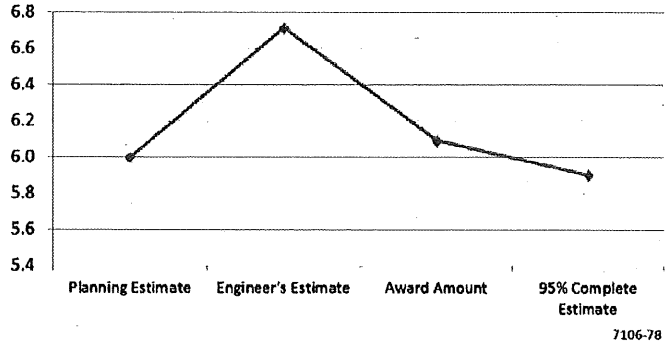
	Baseline Est.	Current Est.
Construction Letting:	$ 6.0	$ 6.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.2**	**$ 7.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 9/21/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 04/24/2015
Current Letting Date: 03/22/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

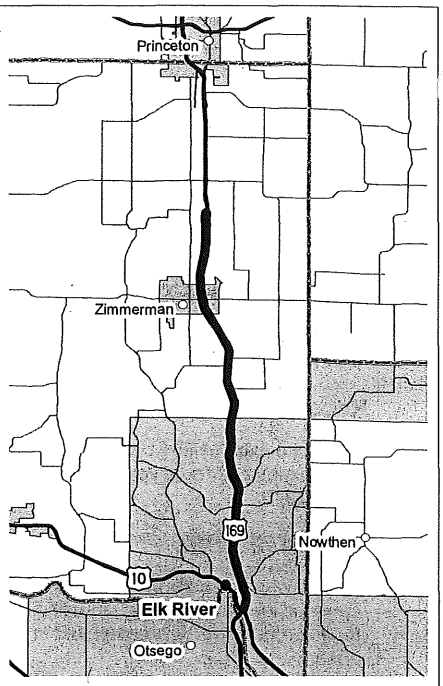
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

Construction completed fall 2012.

Project History:

This project combined work initially assigned to SP 4811-66 and 7106-74. Additional turn lanes were added to provide a consistent corridor.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. Baseline estimate was based on estimated quantities and average bid prices. Higher construction costs due to increase in bituminous prices.

Project Description:

Mill and overlay from Hwy 10 in Elk River to Sherburne Co. Rd. 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: 2008

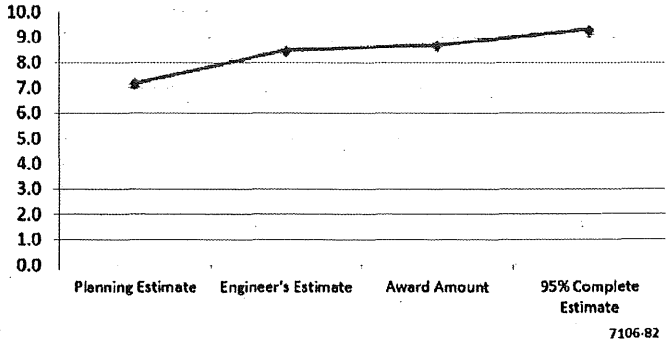
	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 8.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 10.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 9/26/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 04/27/2012
Current Letting Date: 05/18/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

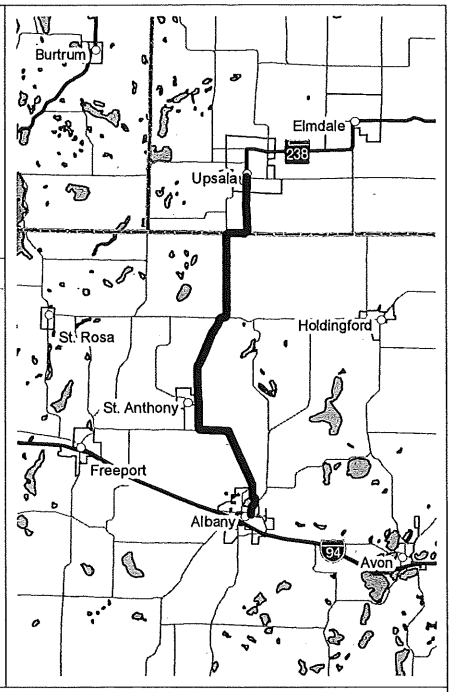
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

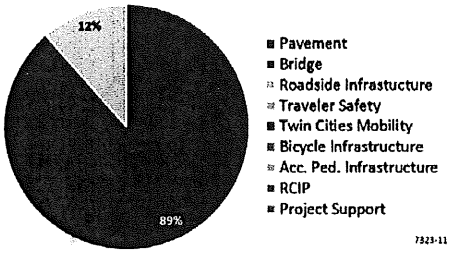
Hwy 238
Albany to Upsala
State Project No. 7323-11



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Pavement reclamation project from Albany to Upsala, including quarter mile of urban work in Albany.

Recent Changes and Updates:

Project recently programmed.

Project History:

Project programmed to address deteriorated pavement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.1	$ 7.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.5**	**$ 8.5**

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

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices.

Project Risks:

Selecting a detour route.

Schedule:

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

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

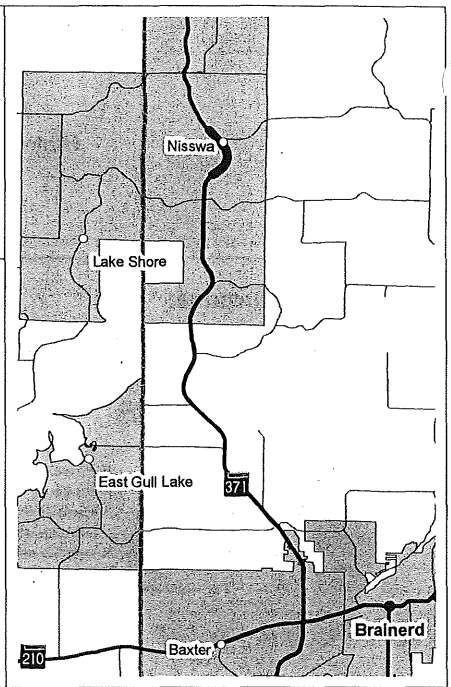
District Engineer: Dan Anderson
Project Manager: Claudia Dumont

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 371
Nisswa
State Project No. 1810-98
http://www.dot.state.mn.us/d3/hwy371nisswa/index.html

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

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

Project History:

Phase I of Hwy 371 North EIS (under SP 1116-22). Project substantially completed in 2013. Access to a local road remains a concern of local government. Access to a local road remains a concern of local government.

Key Cost Estimate Assumptions:

Current estimate is based on actual bid amount. The basline estimate was based on estimated quantities and average bid prices for similar project.

Project Description:

TH 371 North Stage 1: 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: 2010

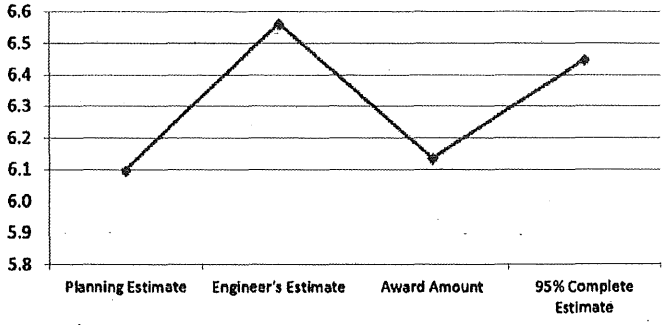
	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 0.3
Right of Way:	$ 1.8	$ 0.9
Total:	**$ 7.8**	**$ 6.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 10/21/2010
Municipal Consent Approval Date: 2/16/2011
Geometric Layout Approval Date: 10/19/2010
Construction Limits Established Date: Jan 2011
Original Letting Date: 02/24/2012
Current Letting Date: 06/08/2012
Construction Season: 2012/2013
Estimated Substantial Completion: fall 2012

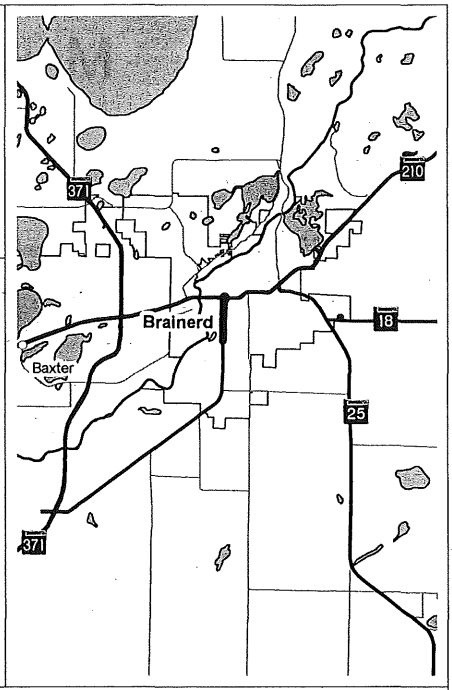
Minnesota Department of Transportation
District 3
7695 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2013

PROJECT SUMMARY

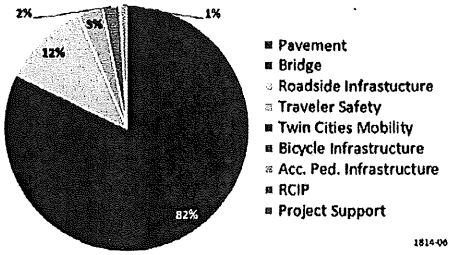
Hwy 371B
Brainerd
State Project No. 1814-06



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Reconstruction, including sidewalks and curb and gutter from Hwy 210 (Washington Street) to Willow Street in Brainerd.

Recent Changes and Updates:

Currently developing concepts to address pedestrian concerns and minimize right of way impacts.

Project History:

Project programmed to replace deteriorated pavement and city utilities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 7.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.5	$ 1.5
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.

Key Cost Estimate Assumptions:

Based on estimated quantities and average bid prices for similar project.

Project Risks:

Potential right of way impacts.

Schedule:

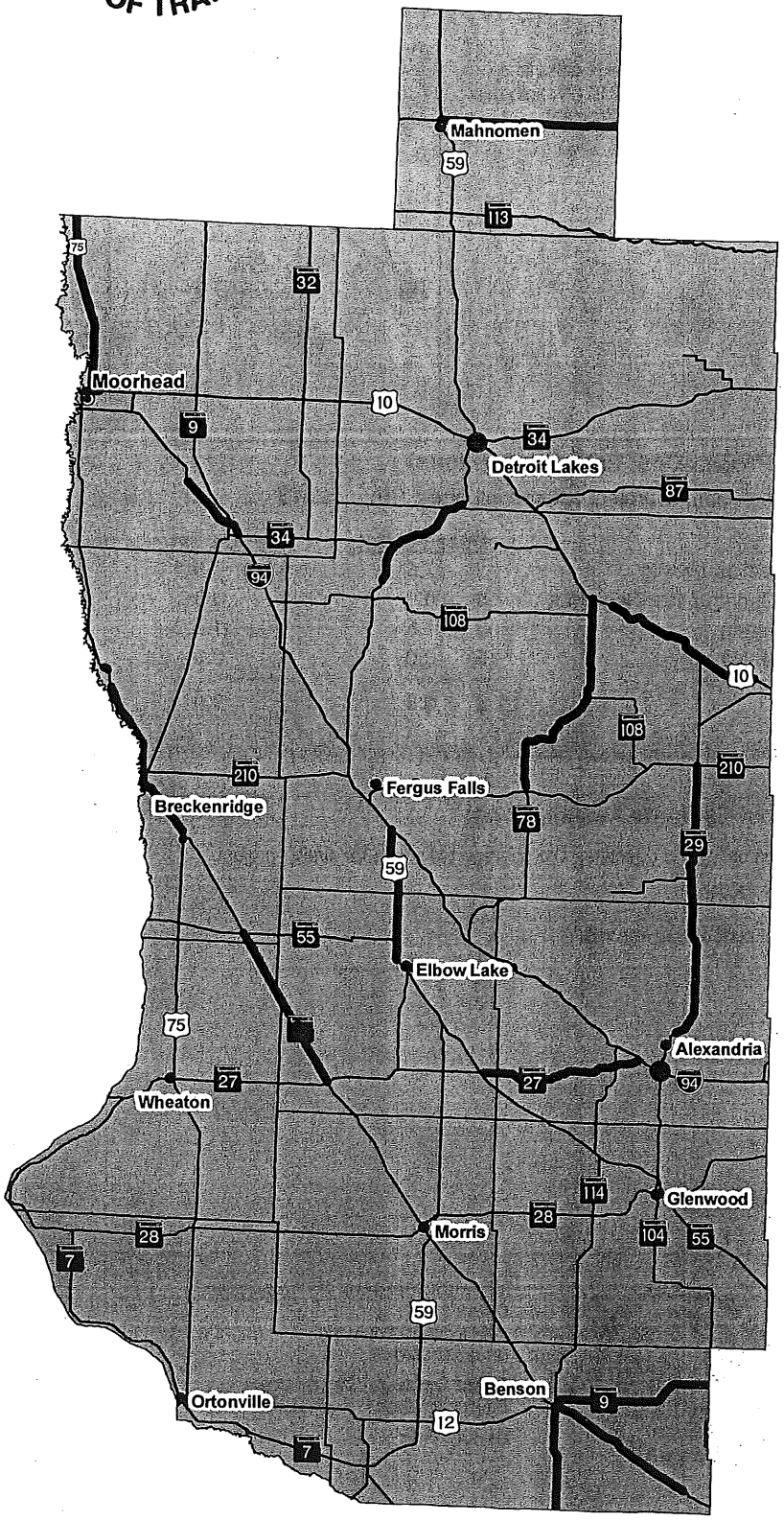
Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 02/26/2016
Current Letting Date: 11/01/2016
Construction Season: 2016
Estimated Substantial Completion: Unknown

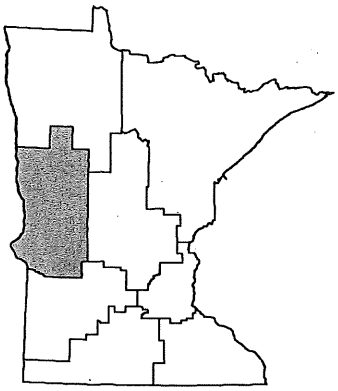
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Dan Anderson
Project Manager: Jim Hallgren

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 4





Detroit Lakes

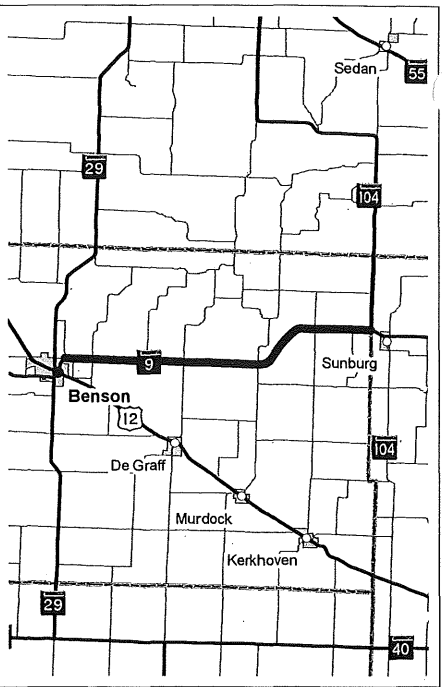
*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District 4

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Recent Changes and Updates:

The project was let and construction is substantially complete.

Project History:

This project was selected to address the pavement and bridge condition from Benson to Hwy 104. The end point of the project was later adjusted, as several projects were scheduled around Benson in different years. These projects were adjusted to create one project that will include the paving and ADA work in the city. This city-wide project is now scheduled for 2017. Prior to the bridge redesign there was a risk of needing a more expensive bridge. The inverted T-bridge design risk was retired.

Key Cost Estimate Assumptions:

The award amount is reflected in current estimate

Project Description:

Resurface 17 miles of road from Hwy 104 into Benson and replace the bridge over Mudd Creek east of Benson.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

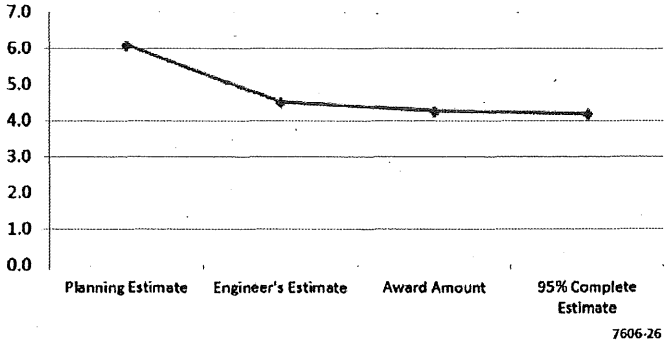
	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 5.6
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.3	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 6.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 4/1/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 1/15/2013
Original Letting Date: 11/19/2004
Current Letting Date: 5/17/2013
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

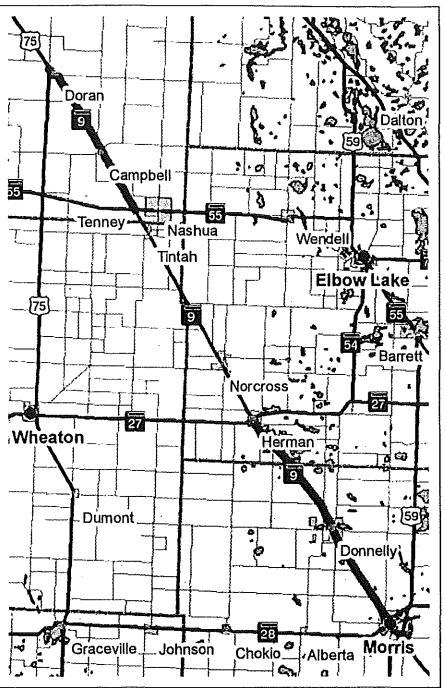
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Brad Cegla

Revised Date: 12/15/2013

PROJECT SUMMARY

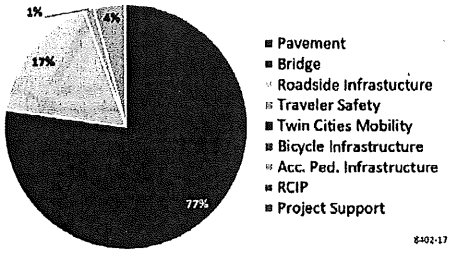
Hwy 9
Doran to Herman
State Project No. 8402-17



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Resurface, replace culverts and upgrade guardrail on two segments of Hwy 9 and one segment of Hwy 55. Curb ramps in all towns located within these segments will also be brought up to current standards.

The first section on Hwy 9 is 13 miles long, from Doran to Hwy 55. The second section on Hwy 9 is 19.6 miles long, from Hwy 27 in Herman to Hwy 28 in Morris. The section on Hwy 55 is 5 miles long, from Wendell to Hwy 59.

Recent Changes and Updates:

The cost estimate was updated with new inflation factor. The risk for the need to replace the Burlington Northern track pads was retired. The cost savings will be shifted to other projects that had risks are now known.

Project History:

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

Acquisition of right of way has begun. Surveys are being performed for ADA work and centerline pipe replacements. A consultant has just been selected to work on ADA design.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 10.3	$ 9.3
Other Construction Elements:	$ 1.4	$ 1.3
Engineering:	$ 2.1	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.8**	**$ 12.7**

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

Key Cost Estimate Assumptions:

Assumes Morris does not want to reconstruct water and sewer. Assumes Hwy 9 sidewalks will not be reconstructed and the four-foot width will not be an issue. Assumes no major changes will come from the completion of the materials design recommendation. Estimate includes cost for multiple detours.

Project Risks:

Considering doing construction without a detour. Accessibility requirements may change by 2015. Hydraulic recommendation is based on inspection and hydraulic design is not complete. The materials design recommendation has not been completed and there are concerns about soils. A watershed permit will be needed in an area that is hydraulically sensitive. ADA design has not been completed.

Schedule:

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Pending approval
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 11/18/2005
Current Letting Date: 1/23/2015
Construction Season: 2015
Estimated Substantial Completion: Jul-15

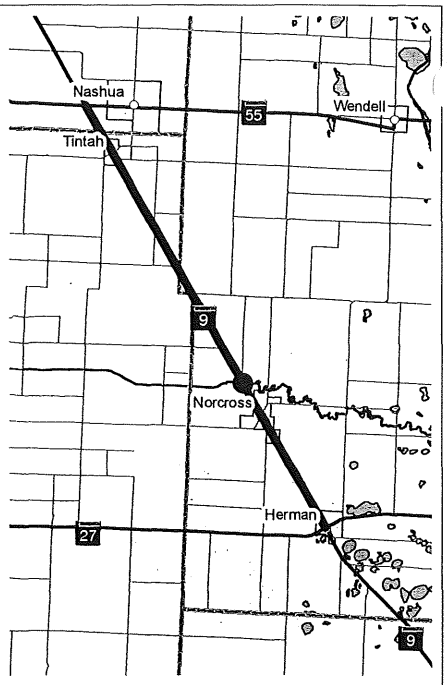
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Revised Date: 12/15/2013

PROJECT SUMMARY

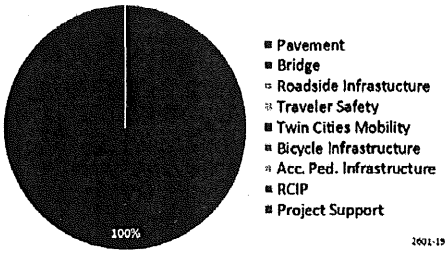
Hwy 9
Herman to Hwy 55
Bridge 6686
State Project No. 2601-19



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Resurface 18.5 miles between Herman and the junction of Hwy 55 with three-inch mill and three-inch inlay, updated guardrail and riprap at bridge locations. Curb ramps in Tintah will be brought up to standards. Several poor culverts will be addressed.

Recent Changes and Updates:

Scoping report complete.

Project History:

Final scoping approval is February 2013

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 5.6**

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

Key Cost Estimate Assumptions:

ADA considerations in Tintah will just be what is included in the transition plan.

Project Risks:

Rip rap at the Mutinka bridge. Contaminated soils in Herman. Pavement and Hydraulic design have not been completed.

Schedule:

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 2/26/2016
Current Letting Date: 2/24/2017
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

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

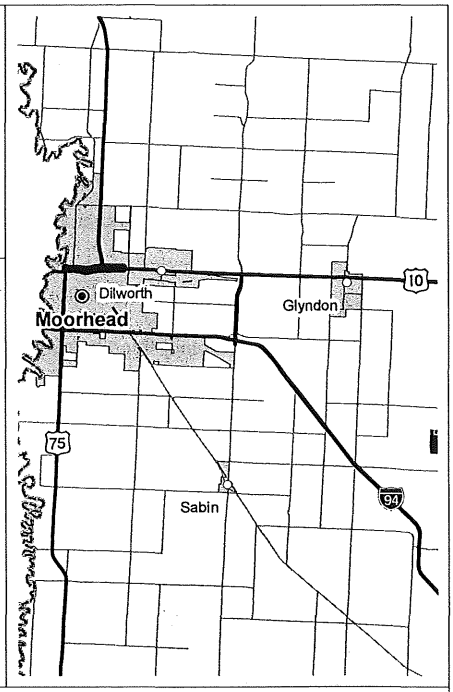
District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 10
Hwy 10/75 Phase II and signals
State Project No. 1401-166
http://www.dot.state.mn.us/d4/projects/downtownmoorhead/

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

Project was let and is under construction. Moorhead was successful in obtaining funding for a CIMS project within the project limits. As a result, work planned for 8th and Center Ave. was removed from this project.

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. Risks included the potential for utility conflicts.

Key Cost Estimate Assumptions:

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

Project Description:

Pedestrian ramp improvements; traffic signal replacements and revisions; ITS, including fiber optic, cameras and vehicle detection installation; HAWK pedestrian signal

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

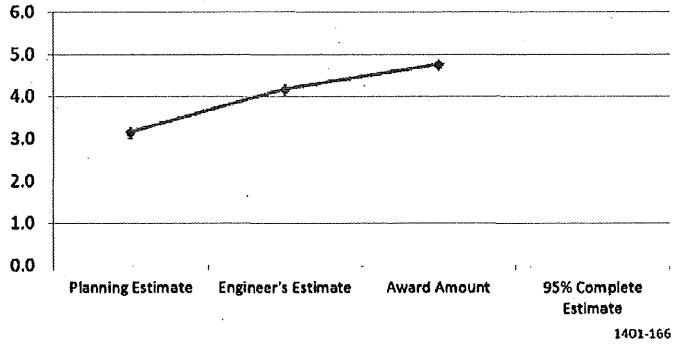
	Baseline Est.	Current Est.
Construction Letting:	$ 3.2	$ 5.3
Other Construction Elements:	$ 0.2	$ 0.3
Engineering:	$ 0.8	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.2**	**$ 6.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 3/22/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 3/1/2011
Construction Limits Established Date: 3/1/2011
Original Letting Date: 4/22/2011
Current Letting Date: 8/24/2012
Construction Season: 2013
Estimated Substantial Completion: Sept. 2013

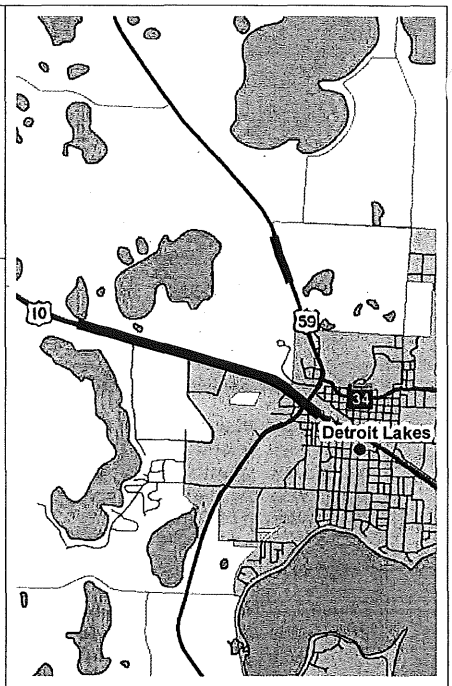
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider/Jesse Mi

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 10
Detroit Lakes
Bridge 03001
State Project No. 0301-60
http://www.dot.state.mn.us/d4/projects/dlfrontageroad/

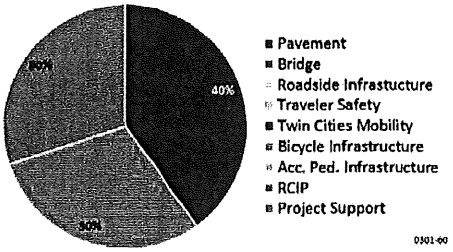


Primary Purpose:

Regional & Community Improvement Priority

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Pavement rehabilitation for less then two miles between the two highways, ADA improvements, signals and lighting. The project is located on Hwy 10 from Airport Road to Hwy 59 and on Hwy 59 from Hwy 10 to Holmes Street. It will connect downtown Detroit Lakes to the big box stores on the west side of town for both pedestrian and vehicular traffic. A bridge on Hwy 59 will be constructed, as well as the city street running under the bridge. From the city street a frontage road and trail system will be constructed along both Hwy 59 and Hwy 10.

Recent Changes and Updates:

Public, business and agency meetings were held in June 2012. Value engineering study completed in July 2012, See other dates below.

Project History:

The recommendations of a transportation planning study completed in June 2011 were incorporated into the pavement project need for Hwy 10. The project will provide safe and controlled access to Hwy 10 with the development of a frontage road system that allows vehicular/ bike/pedestrian travel from downtown Detroit Lakes to facilities west of Hwy 59 without having to travel on Hwy 10. The initial estimate included regrading of Hwy 10. It was later determined a full regrade was not needed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.0	$ 11.4
Other Construction Elements:	$ 0.7	$ 0.0
Engineering:	$ 2.8	$ 1.8
Right of Way:	$ 0.0	$ 0.6
Total:	**$ 17.4**	**$ 12.0**

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

Key Cost Estimate Assumptions:

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

Project Risks:

Staging could cause traffic back ups during peak hours. Phase II report pending (minor risks). Swamp and overburden may not set up as predicted (minor). ROW10-15 parcels). City plans to be inserted into state plans (minor).
Materials design recommendation has not been completed.

Schedule:

Environmental Approval Date: 5/21/2013
Municipal Consent Approval Date: 7/9/2013
Geometric Layout Approval Date: 5/31/2013
Construction Limits Established Date: 8/1/2013
Original Letting Date: 1/23/2015
Current Letting Date: 12/19/2014
Construction Season: Summer 2015
Estimated Substantial Completion: fall 2015

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

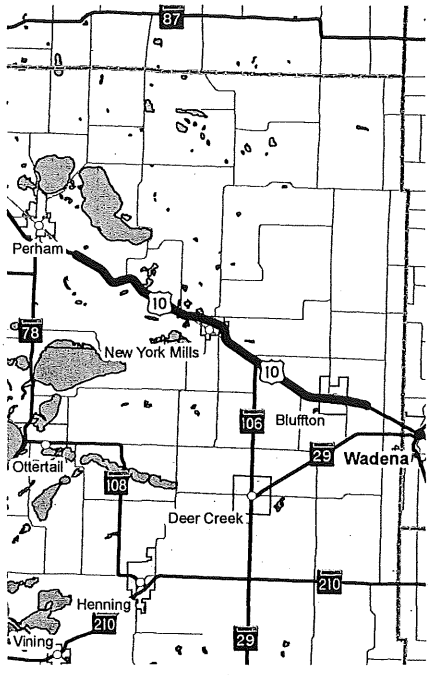
District Engineer: Jody Martinson
Project Manager: Tom Lundberg

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 10
Southeast of Hwy 78 to west of Becker County Road 75
State Project No. 5606-43

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project is on the NHS and was selected as part of MAP 21 adjustments. The project was planned to be an ELLA in fiscal year 14, but funding was moved forward to fiscal year 13 due to statewide balancing.

This project has been let.

Project History:

This section of roadway is full depth bituminous. It was programmed because it is starting to cup and show deterioration. The pavement management data shows the deterioration rate to be above normal.

Key Cost Estimate Assumptions:

Project was let.

Project Description:

This project was located on Hwy 10 west bound between the junction of Hwy 78 to Becker County Road 75. It was an 18 mile two-inch bituminous mill, 3.5-inch pave, 1.5-inch overlay on shoulders (no milling) and overlay ramps at County Road 67. 1.5-inch intermittent rumble strips will be milled in.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

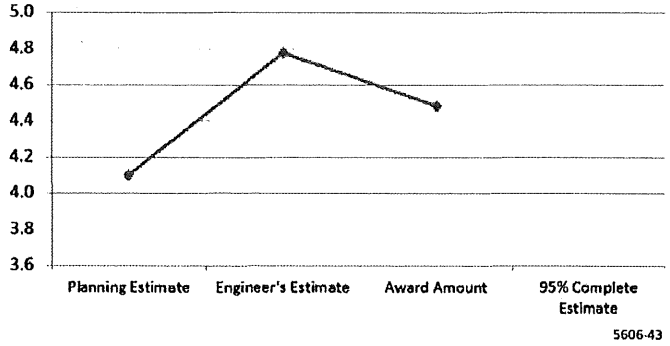
	Baseline Est.	Current Est.
Construction Letting:	$ 4.1	$ 4.5
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 6.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 4/8/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 6/7/2013
Current Letting Date: 6/7/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

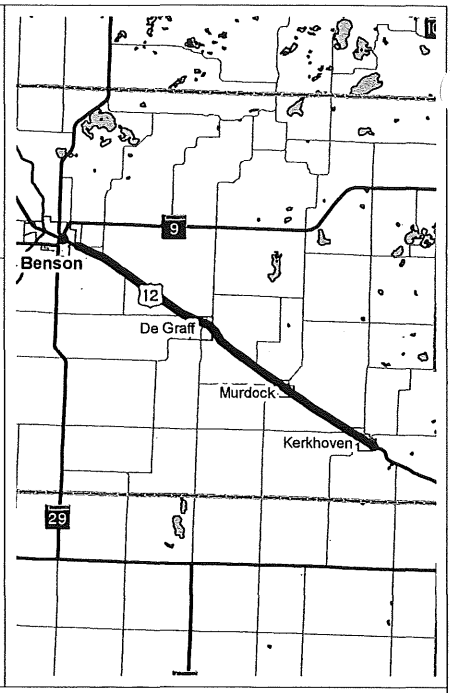
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Lori Vanderhider/Justin Kn

Revised Date: 12/15/2013

PROJECT SUMMARY

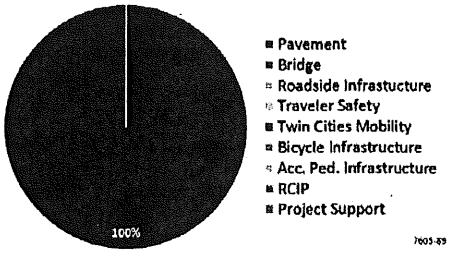
Hwy 12
Benson to Kerkhoven
State Project No. 7605-89



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

1.5-inch mill and three-inch overlay from County Road 25 east of Benson to Kerkhoven.

Recent Changes and Updates:

Scoping report complete.

Project History:

Final scoping approval in February 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.4	$ 5.4
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
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.

Key Cost Estimate Assumptions:

Average bid prices were used.

Project Risks:

Subgrade issue and a low area in Murdock.

Schedule:

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 1/26/2018
Current Letting Date: 1/27/2017
Construction Season: 2017
Estimated Substantial Completion: Sept. 2017

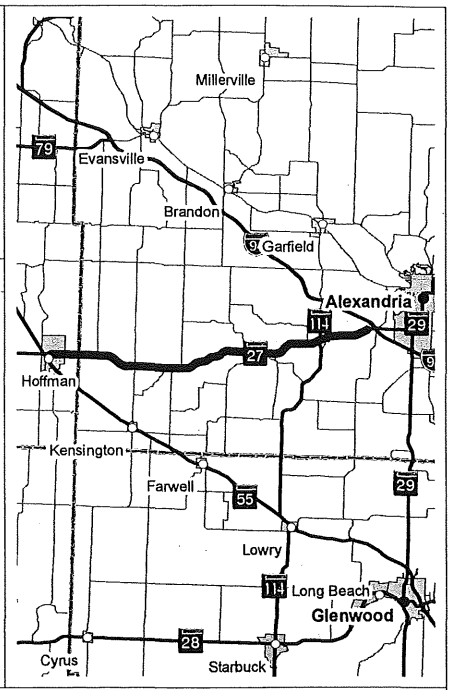
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt

Revised Date: 12/15/2013

PROJECT SUMMARY

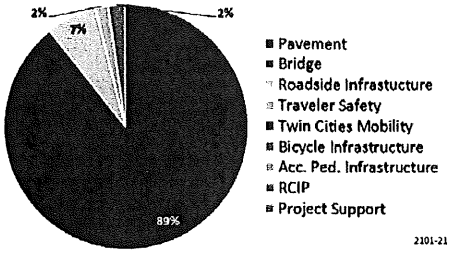
Hwy 27
East of Hwy 55 east to west of I-94
State Project No. 2101-21



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Mill and cold in-place recycle with a bituminous overlay for 17.7 miles between I-94 and Hwy 55. Culverts in poor condition will be replaced and a by-pass lane at County Road 15 will be constructed to improve safety.

Recent Changes and Updates:

The materials design recommendations letter and plan design were completed this year. The letting is in October 2013.
This project is no longer an alternative bid project.

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. Preliminary design has begun. Right of way acquisition is ongoing.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Project designed. Quantities established.

Project Risks:

High water table condition for culvert replacements. Access management throughout construction.

Schedule:

Environmental Approval Date: 5/30/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 12/1/2012
Original Letting Date: 4/17/2014
Current Letting Date: 10/25/2013
Construction Season: 2014
Estimated Substantial Completion: July, 2014

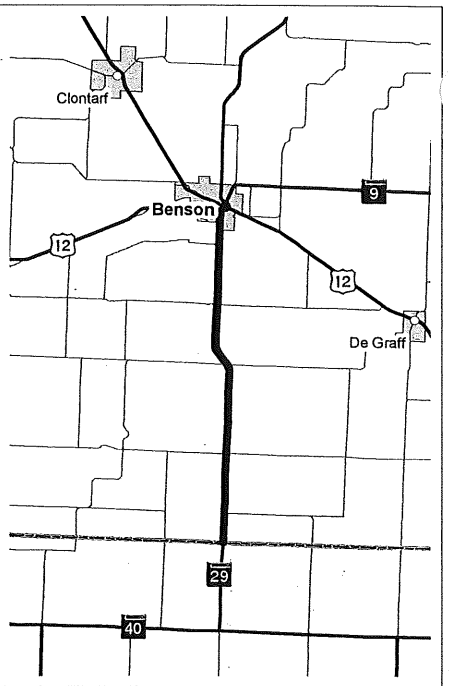
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Revised Date: 12/15/2013

PROJECT SUMMARY

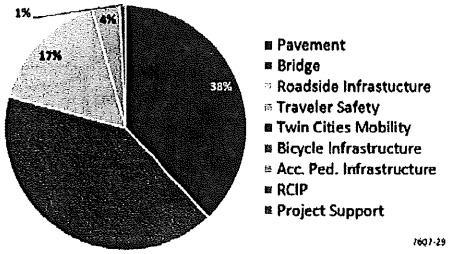
Hwy 29
Hwy 40 to Benson
Bridge 6550, 6551, and, 6552
State Project No. 7607-29



Primary Purpose:

Performance-based need: Bridge & Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing for 14 miles from Benson to Hwy 40. Bridges 6550, 6551 & 6552 will be replaced and grading will be done to tie into the bridges. Culverts that are in poor condition will be replaced.

Recent Changes and Updates:

A consultant has been hired and is starting to work on the design plans. Bridges 6550 and 6551 have been evaluated and replaced with box culverts. Bridge 6552 will be replaced with a bridge.
The winter was extremely hard on the pavement condition. The letting has been moved up to address this issue.

Project History:

Bridge widening is needed to bring up to current standards. Replacement is the only feasible option. Pavement deterioration rates exceeded historic declines. Bridge Replacement 6552 is part of Chapter 152.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 7.3	$ 6.6
Other Construction Elements:	$ 0.9	$ 0.8
Engineering:	$ 1.5	$ 1.4
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 9.8**	**$ 8.9**

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

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates. Assumed two bridges would be replaced with box culverts and one with a bridge.

Project Risks:

The timeline is compressed - it may not be possible to complete bridge design and right of way work in time for the early letting. There is the possibility of separating the project into a pavement project one year and bridge project the following year, which would raise the cost.

Schedule:

Environmental 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: 3/24/2006
Current Letting Date: 5/16/2014
Construction Season: 2014
Estimated Substantial Completion: Nov. 2014

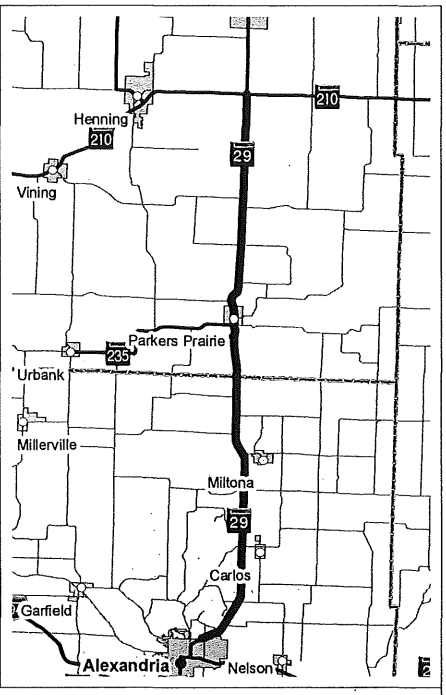
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Dan Kuhn/Bradley Cegla

Revised Date: 12/15/2013

PROJECT SUMMARY

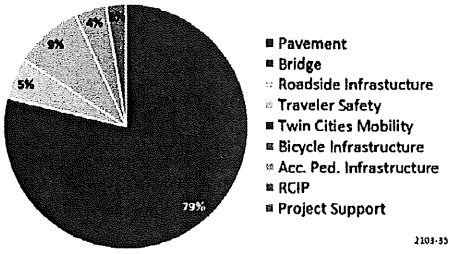
Hwy 29
McKay Avenue in Alexandria to Hwy 210
State Project No. 2103-35



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

30-mile bituminous resurfacing. Culverts in poor condition will be replaced. Numerous by-pass, center left and right turn lanes will be added to address mobility and safety concerns. Lighting at intersection with County Road 5 will be added. Rumble strips will be provided in shoulder and grooved in wet reflective paint on fog line to improve safety.

Recent Changes and Updates:

The project is currently in the design phase. The Parkers Prairie portion was submitted for a CIMS grant and was unsuccessful. This portion has been removed from the current project to work with the city's timelines and acquire ROW. Paving and ADA upgrades will be completed as a future cooperative project between the city, county and state.

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. Scoping was completed in spring 2010. Parkers Prairie provided a recommendation for storm sewer replacement. Cost estimate updated with new inflation rate. Hydraulic recommendation recently completed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.4	$ 8.9
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.8	$ 1.9
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 12.2**	**$ 11.7**

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

Key Cost Estimate Assumptions:

Included 4 percent contingency, updated inflation, added risk for Complete Streets, updated ROW cost.

Project Risks:

Condition of pavement at time of construction. Complete Streets costs.

Schedule:

Environmental Approval Date: 8/23/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 2/1/2013
Construction Limits Established Date: 2/1/2013
Original Letting Date: 4/25/2014
Current Letting Date: 2/28/2014
Construction Season: Summer 2014
Estimated Substantial Completion: Sept. 2014

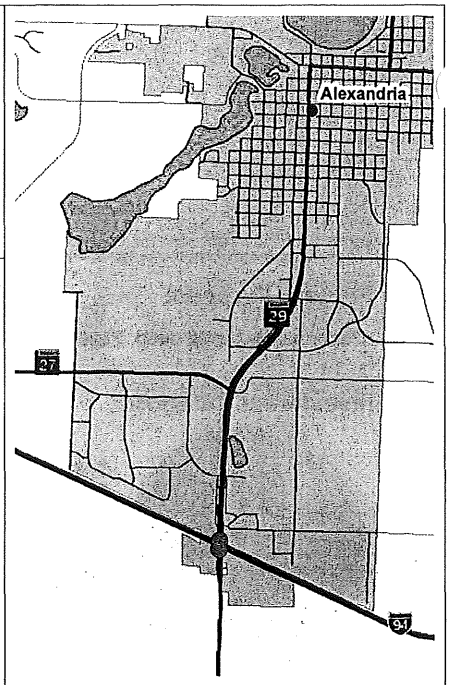
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2013

PROJECT SUMMARY

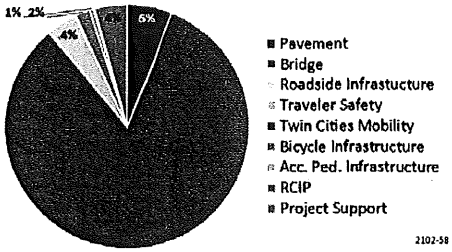
Hwy 29
50th Avenue in Alexandria to County Road 28
Bridge 21813, 21814
State Project No. 2102-58
http://www.dot.state.mn.us/d4/projects/alexi94hwy29/index.html



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Bridges 21813 and 21814, which are part of the interchange in Alexandria on Hwy 29 over I-94. The project is 1.6 miles long. It will replace the interchange and construct a four-lane expansion of Hwy 29 from 500 feet north of 50th Ave. to 0.4 miles south of County Road 28. This project is being done in collaboration with the city and county. A roundabout will be constructed on the south end of the project to improve safety.

Recent Changes and Updates:

Geometric layout has been completed and signed. ROW total acquisition has begun. Design plans are 50 percent complete. Traffic and noise studies are complete. Website is live. Public meeting in October 2012.

Project History:

Bridge abutments have rotated and moved toward the girder ends. Bridges have full depth patches and under deck delimitations. Bridge width and railings are substandard. Bridges built in 1965. Considered Structurally Deficient. Value engineering study is complete. Bridges 21813 and 21814 are part of Chapter 152. This project will help economic development, mobility and safety.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 16.2	$ 16.0
Other Construction Elements:	$ 1.1	$ 1.2
Engineering:	$ 3.0	$ 3.3
Right of Way:	$ 0.1	$ 2.0
Total:	**$ 20.5**	**$ 22.5**

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

Key Cost Estimate Assumptions:

Two-span steel girder structure with tall abutments. Bituminous typical section assumed.

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.

Schedule:

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: 5/28/2013
Geometric Layout Approval Date: 9/6/2013
Construction Limits Established Date: 9/6/2013
Original Letting Date: 1/22/2016
Current Letting Date: 2/27/2015
Construction Season: 2015-2016
Estimated Substantial Completion: Sept. 2016

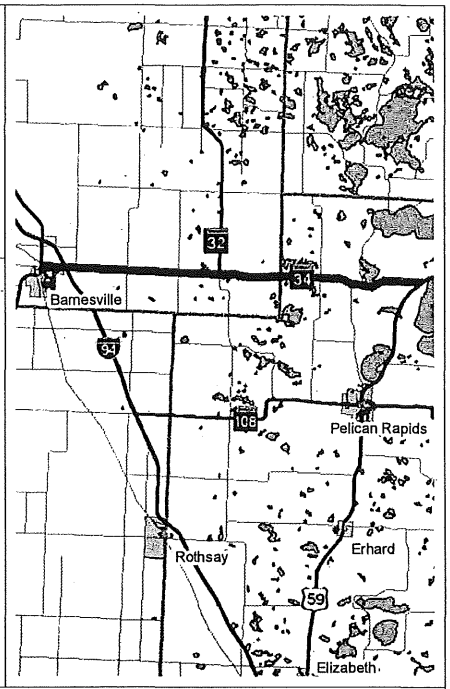
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Bradley Cegla

Revised Date: 12/15/2013

PROJECT SUMMARY

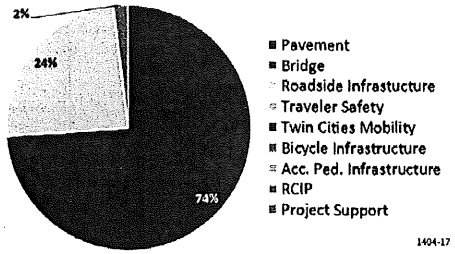
Hwy 34
Hwy 9 in Barnesville to Hwy 59 at Dunvilla
State Project No. 1404-17



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

19 mile long alternative bid pavement rehabilitation project from Hwy 9 in Barnesville to Hwy 59 at Dunvilla. The shoulders will have a 1.5-inch overlay. Safety will be improved by installing 8-inch rumble stripes with wet reflective paint. Culverts in poor condition will be replaced so a detour will be needed.

Recent Changes and Updates:

The pavement fix was changed in July 2012 to 3-inch mill and 4.5-inch overlay from a 4-inch mill and overlay. There was also a decision to fix frost heaves. The hydraulics recommendation was finalized in April 2013. The MDR was also completed in April 2013.

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 Hwy 32 west, resulting in more rapid deterioration of the roadway. The project was scoped in May 2011. The project was extended to include from I-94 to Hwy 9.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 7.2
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 1.7	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.6**	**$ 9.5**

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

Key Cost Estimate Assumptions:

The baseline estimate was adjusted to 2015 year of construction using an inflation rate of 1.0816. A general project risk factor of 5 percent was used to calculate contingency, in addition to the specific risks identified. Assumes project would be a bituminous resurfacing project.

Project Risks:

There is a risk that the edge drains may need repair. This is an alternative bid project and a higher cost fix could be selected. Due to high water, several pipes were condition 0, meaning they could not be inspected. It is assumed that they will not need to be replaced if there were no defects above them.

Schedule:

Environmental 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: 5/20/2011
Current Letting Date: 3/27/2015
Construction Season: 2015
Estimated Substantial Completion: Nov. 2015

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

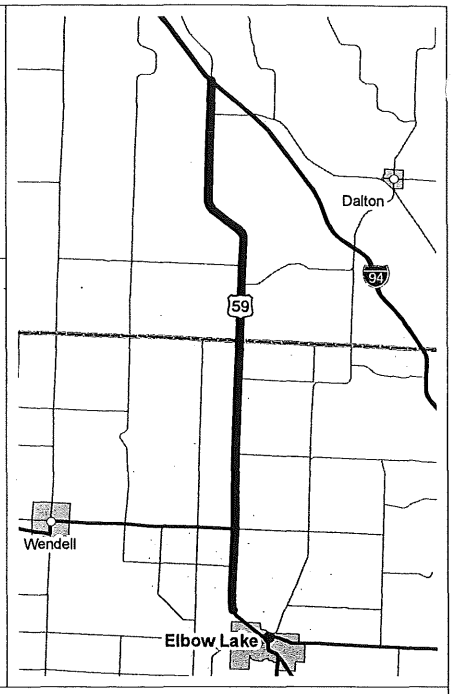
District Engineer: Jody Martinson
Project Manager: Lori Vanderhider

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction complete.

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

Key Cost Estimate Assumptions:

Project complete

Project Description:

This project is 15.5 miles from the north limit of Elbow Lake to I-94. It was a mill and overlay alternative bid project. There was one entrance pipe replaced due to condition.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

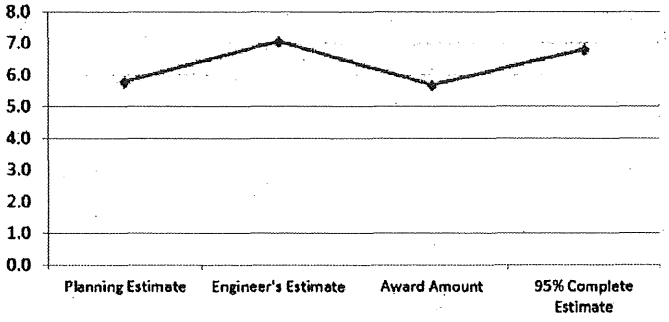
	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.7
Other Construction Elements:	$ 0.5	$ 0.0
Engineering:	$ 1.2	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.6**	**$ 6.6**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 4/1/2012
Original Letting Date: 4/27/2012
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion: June 2013

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

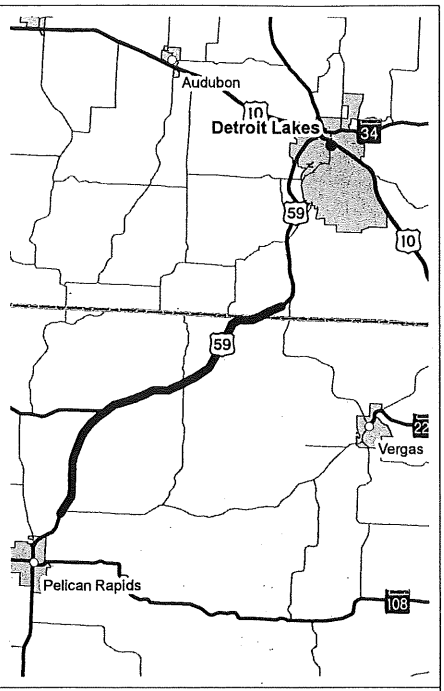
District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt/Brad Cegl

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 59
Pelican Rapids to north Otter Tail county line
Bridge 56023;, 56027
State Project No. 5618-26

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Recent Changes and Updates:

Construction was completed in 2012.

Project History:

This section was last paved in 1990 and prior to that in 1971. It was showing deterioration with increased maintenance. The existing bridges deteriorated faster than anticipated and have required extensive maintenance.

Key Cost Estimate Assumptions:

Project was constructed and completed in October 2012.

Project Description:

3-inch mill and 4.5-inch bituminous overlay on 12.7 miles from the north side of Pelican Rapids to the Ottertail-Becker county line. Centerline and two entrance culvert replacements were replaced. Added inside left turn lanes and Intersection lighting at County Road 4, Hwy 34, County Road 31 and County Road 20. Replaced both bridges over the Pelican River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

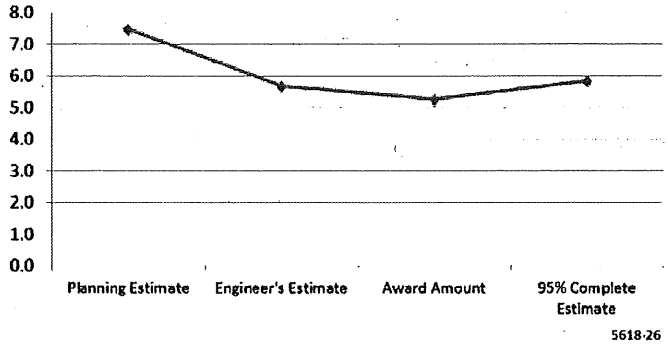
	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 5.1
Other Construction Elements:	$ 0.6	$ 0.0
Engineering:	$ 1.6	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.7**	**$ 5.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 1/10/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 11/1/2011
Original Letting Date: 2/22/2013
Current Letting Date: 3/23/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

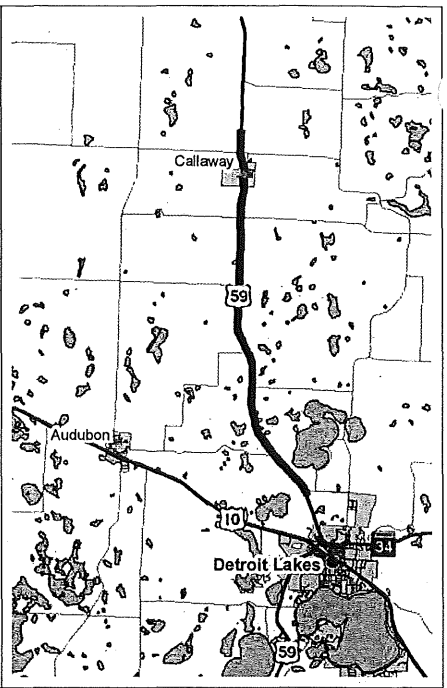
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2013

PROJECT SUMMARY

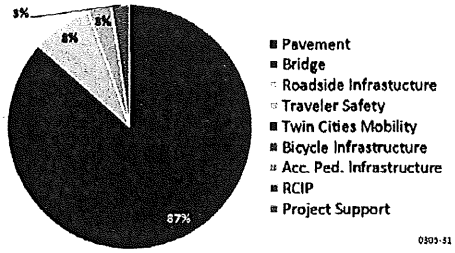
Hwy 59
North of Hwy 34 in Detroit Lakes to south of the Buffalo River
State Project No. 0305-31



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

13.6 miles of 3-inch mill and 3-inch bituminous overlay from Detroit Lakes to north of Callaway. Culverts in poor condition will be replaced. The ride will be improved along with improved drainage along the corridor. The project will also address safety by adding centerline rumbles. Accessibility ramps in Callaway will be brought up to current standards.

Recent Changes and Updates:

After bituminous cores were taken the and materials design recommendation was completed, they showed that a cold-in-place option would not be needed. The scope was amended to decrease the pavement fix and to include paving and ADA work in Callaway. Project plans and provisions have been submitted for the November letting. The cost savings will be used to help fund an additional paving project on Hwy 75 North of Moorhead.

Project History:

Existing pavement conditions are below standard for statewide measures for principal arterial. Also, considerable maintenance resources have been spent patching transverse and longitudinal cracks. Scoping was completed in spring 2010. Updated inflation factor

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.1	$ 5.1
Other Construction Elements:	$ 0.7	$ 0.5
Engineering:	$ 1.6	$ 0.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 6.9**

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

Key Cost Estimate Assumptions:

Retire RR pipe risk and RR flagger risk, removed detour agreement, update inflation and contingency.

Project Risks:

Condition of pavement at time of construction. Complete Streets costs.

Schedule:

Environmental Approval Date: 8/7/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 10/1/2012
Original Letting Date: 3/23/2014
Current Letting Date: 11/22/2013
Construction Season: Summer 2014
Estimated Substantial Completion: Sept. 2014

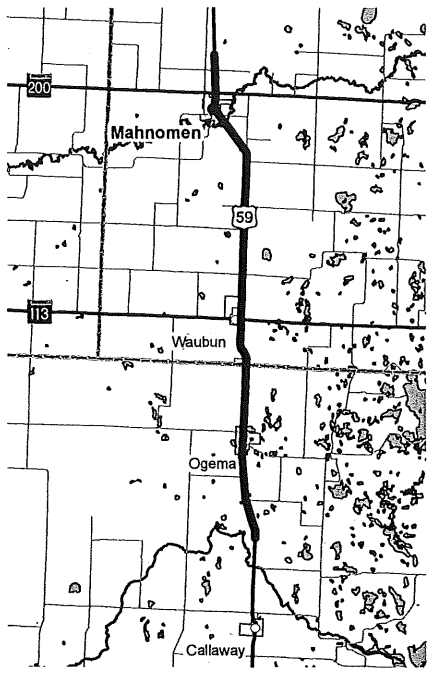
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2013

PROJECT SUMMARY

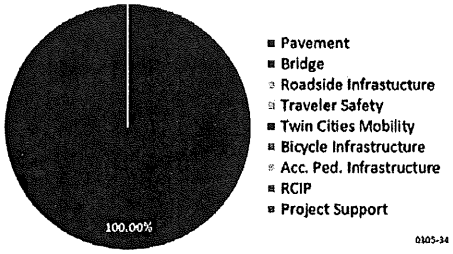
Hwy 59
North of Buffalo River to Hwy 200
State Project No. 0305-34



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous milling and surfacing, shoulder work, culvert replacement and ADA work beginning .4 miles north of the Buffalo River (north of Callaway) where the previous job ended and ending at Hwy 200.

Recent Changes and Updates:

Project scoping is complete. This is the first year this project is in the STIP.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns need to be addressed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.9	$ 8.8
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.4	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.0**	**$ 10.9**

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

Key Cost Estimate Assumptions:

TERO included in estimate.

Project Risks:

Possible signal work at Hwy 200. Possible sidewalk replacement in Ogema. The project is assumed to be a 1.5-inch mill and 3-inch overlay, however, the watershed permit has not been obtained and the material design recommendation is not complete.

Schedule:

Environmental Approval Date: need unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 1/22/2018
Current Letting Date: 3/24/2017
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

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

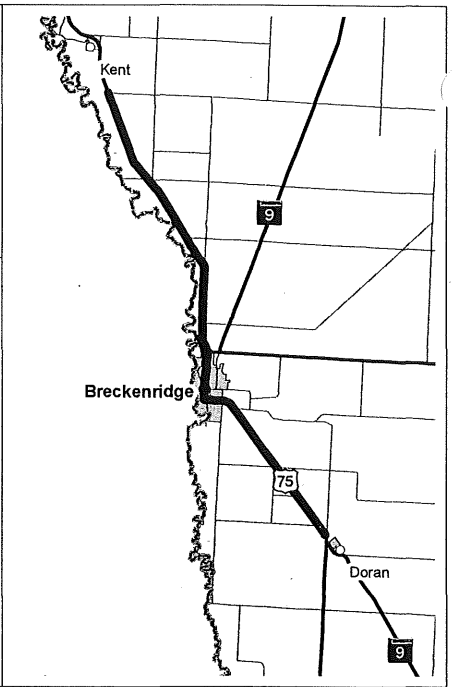
District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 75
Hwy 9 in Doran to Wilkin County Road 20
State Project No. 8407-37

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project is complete. The estimated price of bituminous was $60/ton and was bid at $48/ton. The cost saving was used to pay for consultant design overrun costs.

Project History:

The existing bituminous pavement was severely cracked and potholes were developing as the pavement structure continued to deteriorate. Centerline culverts were in poor condition and needed replacement. In 2010, after bituminous cores were taken the pavement fix was changed. The pavement section adjacent to the project was added along with the culverts in that area. More direction came out on how to address ADA. The city had safety concerns at the intersection north of town. A consultant was hired to study the area and two alternatives were recommended. The first alternative was to install stop signs. This was done prior to the project. The consultant did the design for the second improvement that was initially the city's preferred alternative to address biking desires. After a series of meeting the city decided against the second alternative due to concerns of the trucking industry. The stop signs that were warranted addressed the safety need and the larger fix was removed from the plan.

Key Cost Estimate Assumptions:

Project was constructed.

Project Description:

This project was an 18.5 mile mill and bituminous overlay from Doran to Wilkin County Road 20. It included culvert replacement, hydraulic and ADA improvements in Breckenridge, and rumble strip installation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

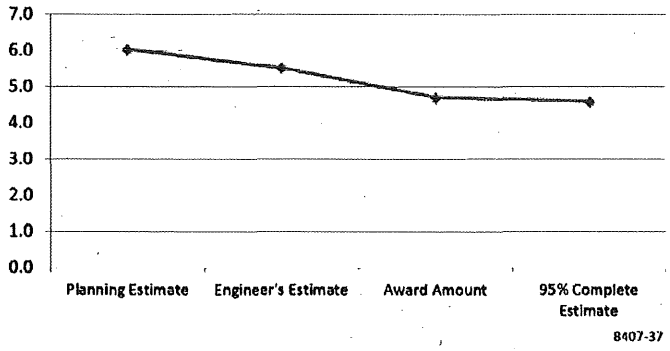
	Baseline Est.	Current Est.
Construction Letting:	$ 6.0	$ 4.7
Other Construction Elements:	$ 0.7	$ 0.6
Engineering:	$ 1.3	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.0**	**$ 6.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: 8/8/2012
Geometric Layout Approval Date: 8/8/2012
Construction Limits Established Date: 8/8/2012
Original Letting Date: 2/28/2014
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: July, 2013

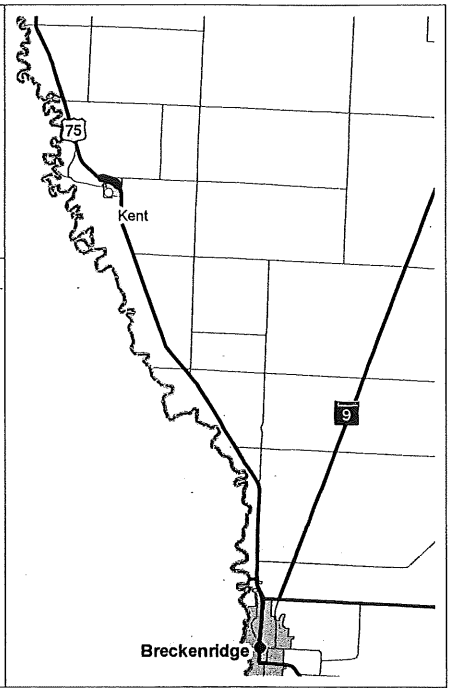
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Jesse Miller

Revised Date: 12/15/2013

PROJECT SUMMARY

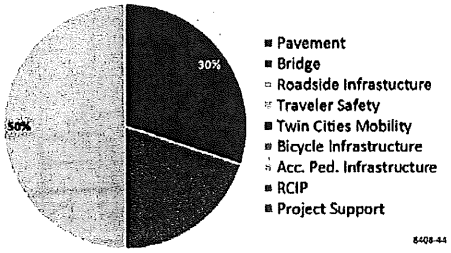
Hwy 75
Near Kent
Bridge 5185, &, 5186
State Project No. 8408-44
http://www.dot.state.mn.us/D4/Projects/Hwy75kent/



Primary Purpose:

Performance-based need: Bridge & Roadside Infrastructure Condition

Investment Category:



Project Description:

Hwy 75 will be realigned to get it out of the flood plain. A new bridge over Whiskey Creek will be constructed. Additionally, a new bridge over BNSF railroad and realignment of county road connections will be constructed. There will be 3.3 miles of construction and bituminous paving. MnDOT has excess right of way that will be released.

Recent Changes and Updates:

Geometric layout approved, noise analysis study, cost-benefit analysis, municipal consent obtained in 2013. Foundation work started and soils appear poor. Letting moved up from 2016 to 2015 as an ELLA to accommodate recommended bridge surcharges. The bridge design may be higher then initially thought to be. The project limits were extended to tie into the adjacent paving projects. Additional cost from any retired contingencies on other projects as well as reducing our BARC and municipal agreement set asides since those projects were not committed to.

Project History:

Bridge 5186 is in poor condition and needs to be replaced. It was on the Chapter 152 bridge list. Annual flooding due to spring melt and large rain events cause Hwy 75 to be detoured. This project will address the safety and mobility issues that are caused due to flooding. Flood mitigation funding allowed for project realignment.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 7.6	$ 9.5
Other Construction Elements:	$ 0.6	$ 0.7
Engineering:	$ 1.5	$ 1.8
Right of Way:	$ 0.7	$ 0.6
Total:	**$ 10.4**	**$ 12.6**

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

Key Cost Estimate Assumptions:

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

Project Risks:

Risks include county road connection coordination; construction season detour route; BNSF railroad agreement and bridge design; environmental issues; flood plain issues; noise analysis study; consultant contract. The materials design recommendation, foundation recommendation and bridge design are not complete.

Schedule:

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: 6/9/2013
Geometric Layout Approval Date: 4/24/2013
Construction Limits Established Date: 4/14/2013
Original Letting Date: 3/28/2000
Current Letting Date: 5/15/2015
Construction Season: 2015/2016
Estimated Substantial Completion: Oct. 2016

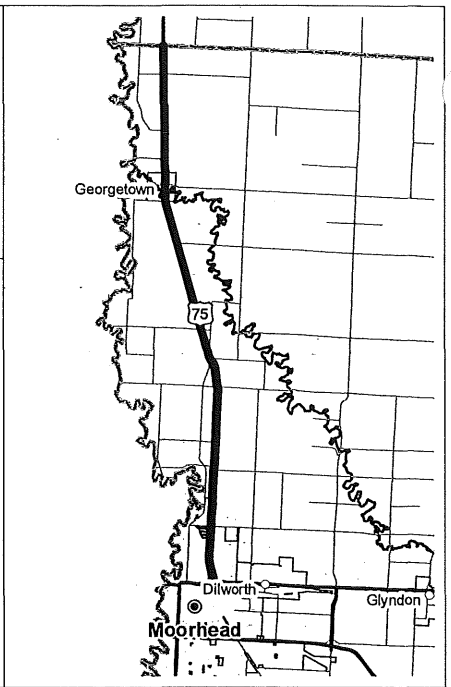
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2013

PROJECT SUMMARY

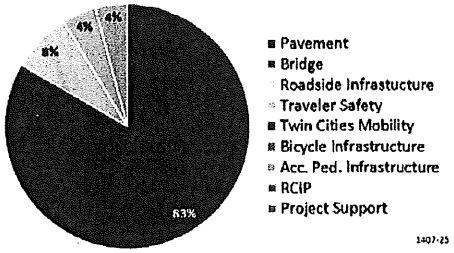
Hwy 75
Hwy 10 to north Clay County line
State Project No. 1407-25



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing, culvert replacement and turn lane construction for 19.4 miles from Hwy 10 in Moorhead to the Clay/Norman County line.

Recent Changes and Updates:

Project is in final design. Right of way acquisition process is beginning. Project was moved forward due to rapid decline of pavement conditions. The project is funded with cost saving from reducing the fix on a paving project on Hwy 59.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns need to be addressed. Turn lane construction is recommended.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.2	$ 5.2
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.2	$ 1.2
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.

Key Cost Estimate Assumptions:

Southern four miles changed from 3-inch bituminous to 2-inch bituminous. Turn lane risk and box culvert risk converted to items included in estimate.

Project Risks:

Right of way acquisition in time to meet letting date.

Schedule:

Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 3/21/2013
Construction Limits Established Date: 3/21/2013
Original Letting Date: 2/19/2016
Current Letting Date: 4/25/2014
Construction Season: 2014
Estimated Substantial Completion: Oct. 2014

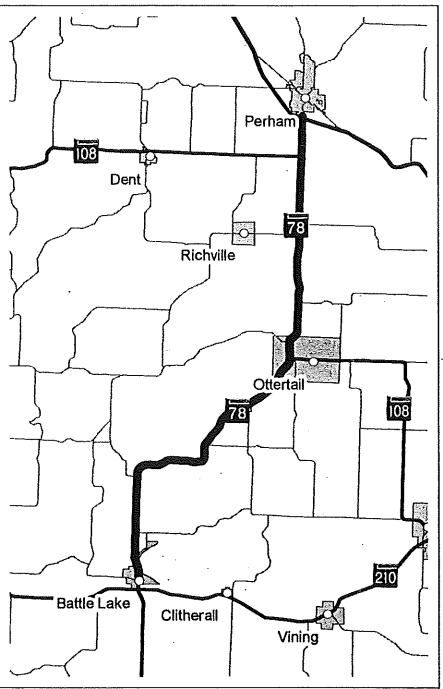
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2013

PROJECT SUMMARY

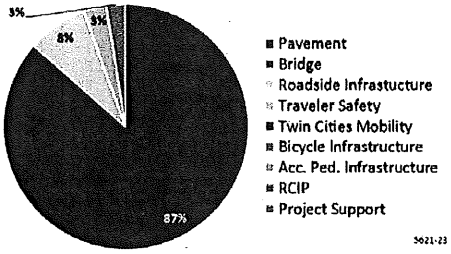
Hwy 78
Battle Lake to Perham
State Project No. 5621-23
http://www.dot.state.mn.us/d4/projects/hwy78/



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

25.6 miles from Hwy 210 in Battle Lake to Hwy 10 near Perham. The majority of the project will be a 3-inch mill and bituminous overlay. A section in Battle Lake will be reconstructed. Bike and pedestrian needs will be met by constructing a wide sidewalk. This section had been extremely wide, so the trucking industry will not be compromised by doing this work. Several safety and mobility concerns will be addressed. Several right turn lanes will be constructed, as well as a bypass lane at County Road 54. The project will include rumble stripes, and centerline rumbles will be installed on the south end of the project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 6.7
Other Construction Elements:	$ 0.9	$ 0.0
Engineering:	$ 1.4	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 6.7**

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

Recent Changes and Updates:

When the project was let there was a great deal of construction work available in the area, and contractor unit prices were slightly higher than normal. However, due to other projects around the state freeing up funds, this project was paid for with FY 13 money instead of FY 14 and cost savings on other projects funded the difference. The project is currently under construction with a completion date of October 2013.

Project History:

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

Key Cost Estimate Assumptions:

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

Project Risks:

Finding unknown materials in the Battle Lake reconstruction including underground tanks and basement openings under sidewalk. Poor soils under culverts.

Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: 9/25/2012
Geometric Layout Approval Date: 10/4/2012
Construction Limits Established Date: 10/4/2012
Original Letting Date: 4/26/2013
Current Letting Date: 5/17/2013
Construction Season: 2013
Estimated Substantial Completion: Nov. 2013

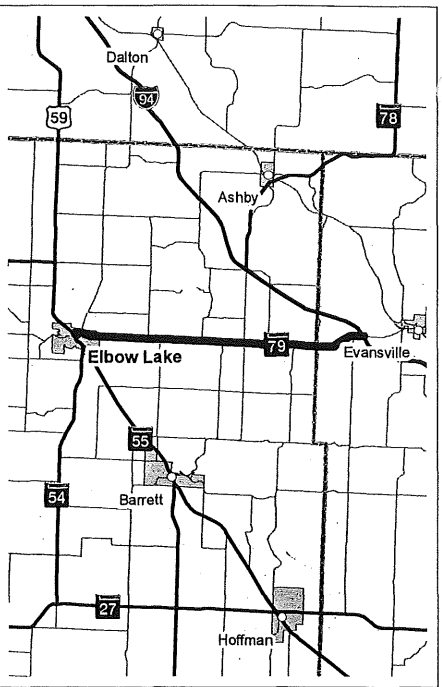
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

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

Revised Date: 12/15/2013

PROJECT SUMMARY

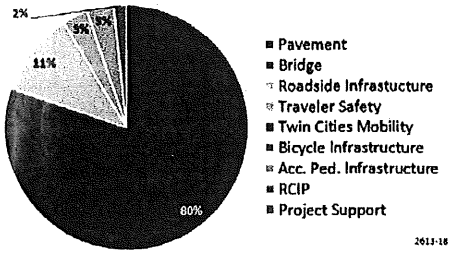
Hwy 79
Elbow Lake to Hwy 94
State Project No. 2613-18



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

12 miles from Hwy 59 in Elbow Lake to I-94. It is a 2inch mill and 3.5-inch bit resurfacing and ADA upgrades. A culvert in poor condition will be replaced. Guard rail will be updated. Subgrade corrections, erosion issues and snow berms are all being investigated. Rumble stripes will be installed

Recent Changes and Updates:

Inflation rates were adjusted.

Project History:

The western limit was extended to include a section of Hwy 59 to the west city limits. ADA work will be included in the project. The project has been scoped.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.5	$ 4.3
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.7**

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

Key Cost Estimate Assumptions:

Project costs were updated to current inflation rates. Contingency includes a 60 percent chance of doing snow sloping, 80 percent chance of erosion corrections, 80 percent chance of frost heave corrections and no chance that the city will request additional work.

Project Risks:

County could include a bike trail, which would add environmental impacts and possibly effect the timing. The city could request additional work. They have plugged a centerline pipe and are planning to address their utilities to be able to handle the hydraulics prior to MnDOT's project. Snow sloping may be required after surveys are complete, hydraulic and materials recommendations are not completed. There are frost heave areas that are being drilled for consideration and erosion issues that will be considered.

Schedule:

Environmental Approval Date: Not needed
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 3/28/2016
Current Letting Date: 3/25/2016
Construction Season: 2016
Estimated Substantial Completion: Oct. 2016

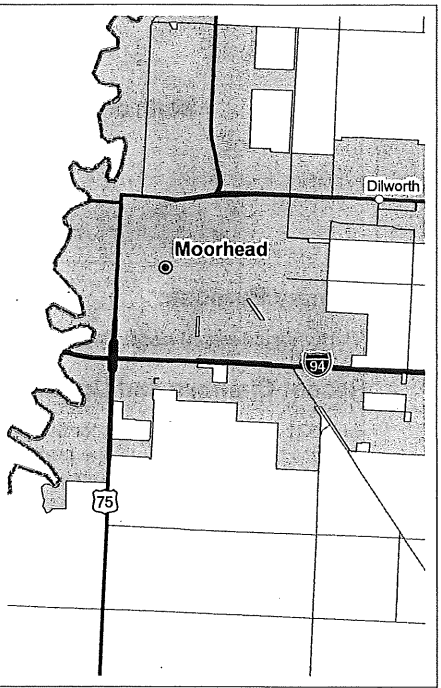
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Les Bjerketvedt

Revised Date: 12/15/2013

PROJECT SUMMARY

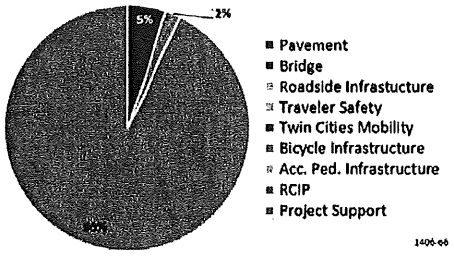
I-94
I-94 and Hwy 75 interchange
Bridge 14813/14814
State Project No. 1406-66



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

Reconstruct the Hwy 75 interchange over I-94 in Moorhead. Both eastbound and westbound auxiliary lanes on I-94 will be extended to 20th Street. Bike and pedestrian traffic will be addressed with the bridge construction. ADA and guardrail will meet standards. Signals will be installed and hydraulic issues addressed.

Recent Changes and Updates:

Value engineering study included alternatives to consider, revised ICE submitted in fall 2013. Once the preferred alternative is selected, design will continue. The delay will not affect the current letting date and may reduce the estimated cost.

Project History:

There is a safety and mobility problem at the interchange of Hwy 75/I-94. This project is the preferred alternative of the Hwy 75 Corridor Transportation Study completed in 2008. The study recommendations will be incorporated into this project. Consultant acquisition was complete in spring 2012. Value engineering study was conducted in fall of 2012. The baseline estimate was the estimate prior to the project's inclusion in a fiscally constraint planned.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 15.0	$ 12.0
Other Construction Elements:	$ 1.2	$ 1.0
Engineering:	$ 3.0	$ 2.3
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 19.4**	**$ 15.0**

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

Key Cost Estimate Assumptions:

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

Project Risks:

Since the consultant has just begun pre-design work, project activities like geotechnical evaluations, surveys, right of way, etc. have not been completed, resulting in many unknowns at this point.

Schedule:

Environmental 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: 6/24/2016
Current Letting Date: 1/24/2016
Construction Season: Summer 2016
Estimated Substantial Completion: Oct. 2016

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

District Engineer: Jody Martinson
Project Manager: Seth Yliniemi

Revised Date: 12/15/2013

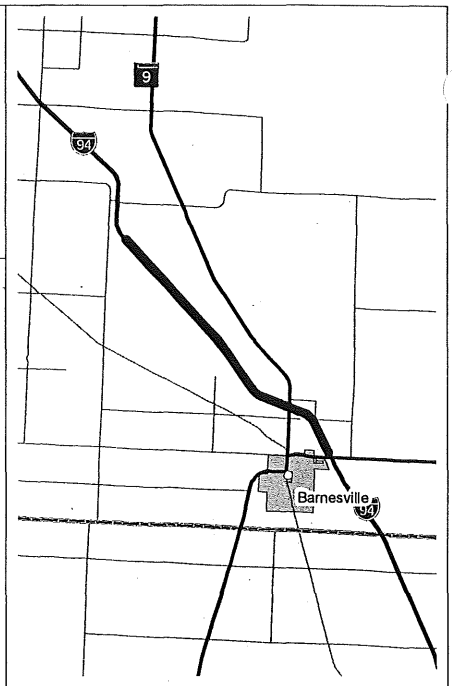
PROJECT SUMMARY

I-94

North of Clay County Road 10 to north of Hwy 34

State Project No. 1480-137

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

MAP-21 accelerated funding for this project forward from 2017 to 2013.The project was constructed/completed in summer 2013. The removal costs of the bonded concrete was higher than anticipated. MAP-21 funded this project and allowed for a new project to be added in 2017.

Project History:

In place surface is concrete and has bituminous overlay sections with numerous cracks/blowups. MAP 21 funding allowed project to be moved forward from 2017 to 2013.

Key Cost Estimate Assumptions:

Project Description:

Nine-mile project on eastbound I-94 from.29 miles north of Clay County Road 10 to the Barnesville exit on Hwy 34. The project removed existing surfacing (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: 2012

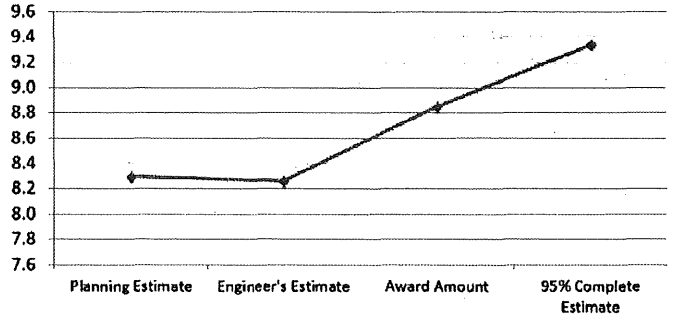
	Baseline Est.	Current Est.
Construction Letting:	$ 8.3	$ 8.9
Other Construction Elements:	$ 0.6	$ 0.0
Engineering:	$ 1.5	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 8.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 1/15/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Fall 2012
Original Letting Date: 1/24/2003
Current Letting Date: 4/26/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

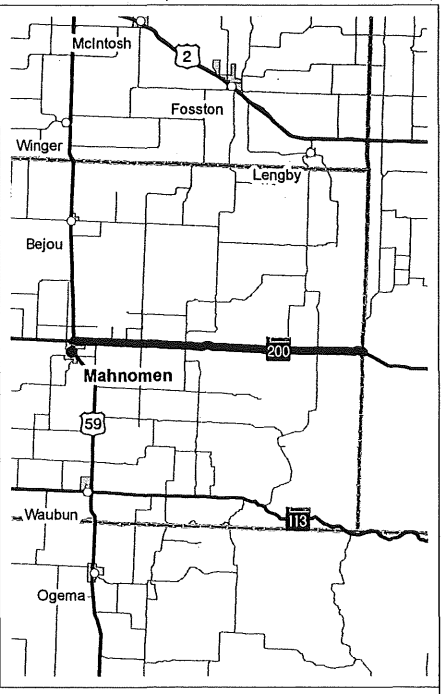
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2013

PROJECT SUMMARY

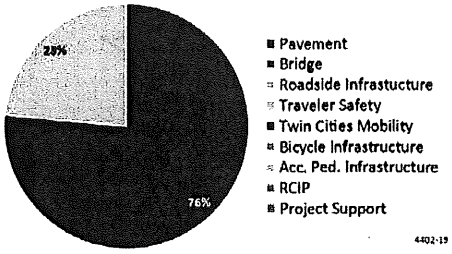
Hwy 200
Hwy 59 to east Mahnomen county line
State Project No. 4402-19



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

19.6 mile project from Hwy 59 in Mahnomen to the Mahnomen/Clearwater county line. Pavement will be rehabbed, centerline culverts in poor condition replaced, flood-prone areas regraded, guardrail replaced and edge rumbles replaced.

Recent Changes and Updates:

Flooding area at Twin Lakes was studied. Retired the risk and added the work to the project scope. The proposed fix is less then the initial risk assumed and cost savings will be used for a pavement preservation project.

Project History:

In place bituminous needs resurfacing. Hydraulic/drainage concerns. Segment has overland flooding due to spring melt and heavy rains. The baseline estimate was completed prior to scoping or being entered into a fiscally constraint plan.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 7.6
Other Construction Elements:	$ 0.4	$ 0.9
Engineering:	$ 1.2	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.8**	**$ 10.0**

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

Key Cost Estimate Assumptions:

This is an alternative bid project. Assumed the cheaper fix will be selected.

Project Risks:

Flood areas. Regrade too expensive to fix through this area, but have not received watershed permit, which may require a higher dollar fix. This is an alternative bid project and the higher cost fix may be chosen.

Schedule:

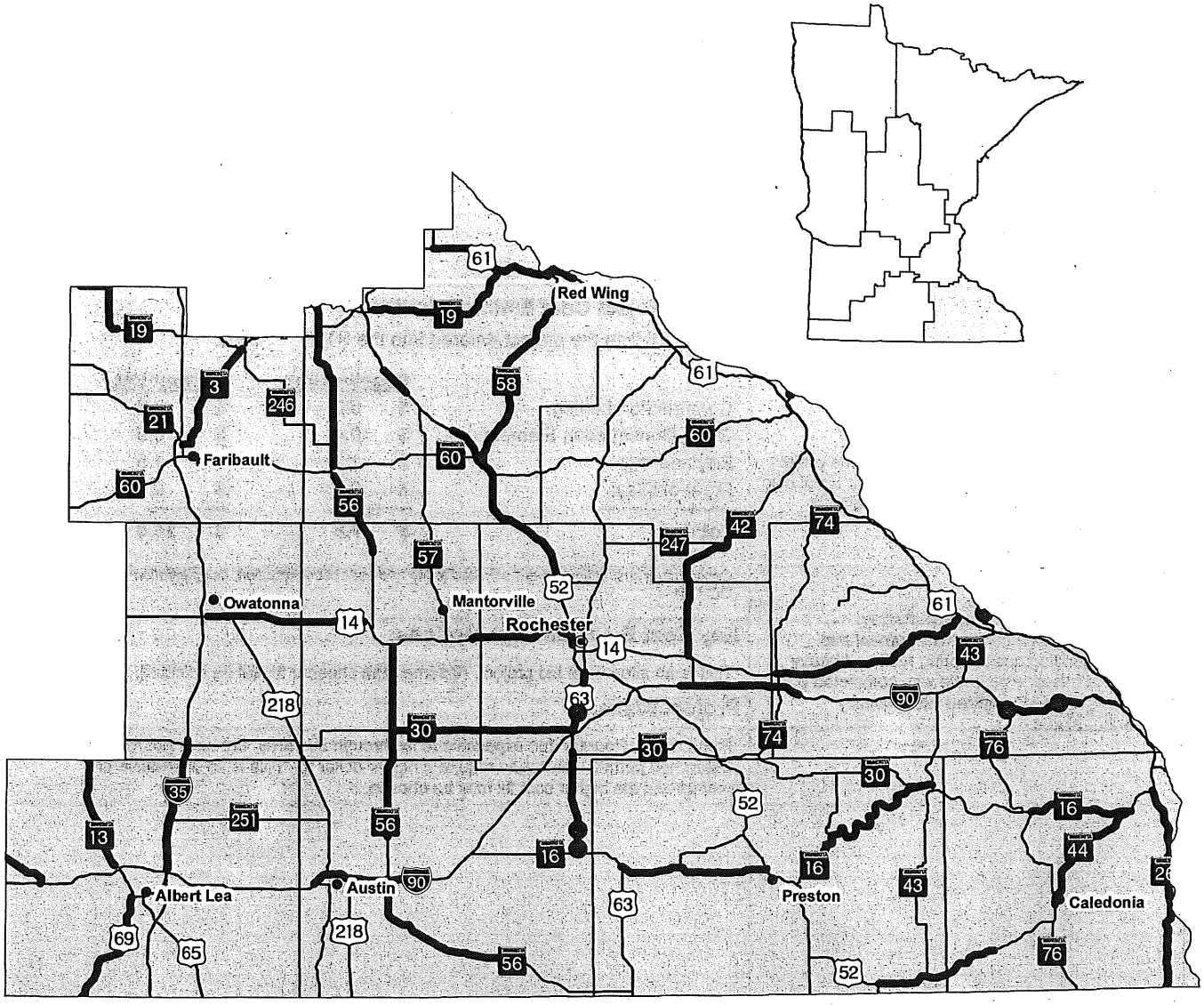
Environmental Approval Date: Pending approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Pending approval
Original Letting Date: 3/25/2016
Current Letting Date: 3/25/2016
Construction Season: 2016
Estimated Substantial Completion: Oct. 2016

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

District Engineer: Jody Martinson
Project Manager: Thomas Pace

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 6



Rochester

*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District 6

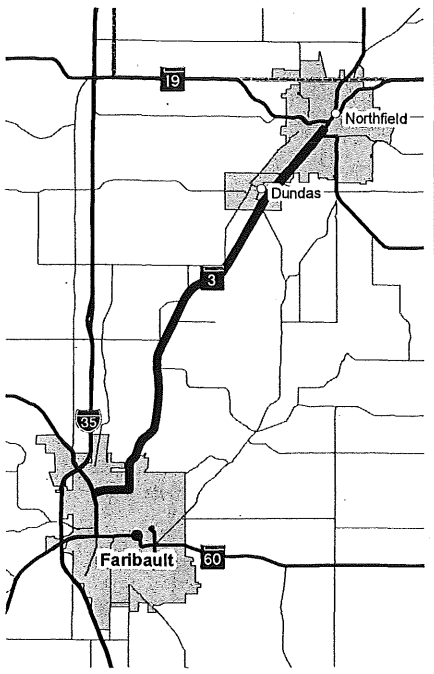
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 3	6612-97	Faribault to Northfield	E 2
Hwy 14	5501-35	County Road 5 (Byron) to Hwy 52	E 3
Hwy 14	7401-34	I-35 to west Steele county line	E 4
Hwy 14	5502-73	Hwy 52 to Olmsted County Road 22	E 5
Hwy 14	7402-28	Hwy 14 from I-35 to Dodge Center	E 6
Hwy 14	8501-61	Hwy 14 from Hwy 74 north to Gilmore Creek	E 7
Hwy 16	2304-48	Pleasant St. E. in Lanesboro to Hwy 43 in Rushford	E 8
Hwy 16	2801-80	From Houston County Bridge 95111 near Hwy 76 to Hokah near Hwy 44	E 9
Hwy 16	2315-15	From Grant Street in Spring Valley to Hwy 52 in Preston	E 10
Hwy 19	2503-30	Cannon Falls to Hwy 61 in Red Wing	E 11
Hwy 19	6602-25	Hwy 13 to 3rd Avenue SE in Lonsdale and southbound I-35 ramps to Armstrong Road and turn lanes at I-35 ramps in Northfield	E 12
Hwy 30	2004-20	Hwy 63 to Hwy 56 in Hayfield	E 13
I-35	7480-122	15.9 miles NB & SB from Owatonna to Faribault	E 14
I-35	7480-113	5 miles south of Owatonna to Faribault	E 15
I-35	2480-104	Freeborn/Steele	E 16
Hwy 42	5506-22	Hwy 14 to north of Hwy 247	E 17
Hwy 43	8503-46	Winona Bridge over Mississippi River	E 18
Hwy 44	2804-33	Houston County from Hwy 44/76 in Caledonia to Hokah	E 19
Hwy 44	2308-26	Hwy 52 to 3rd Ave NW in Spring Grove	E 20
Hwy 52	2506-52	Cannon Falls interchange	E 21
Hwy 52	2505-49	85th Street north of Rochester to 1.3 mile north of Goodhue County Road near Zumbrota	E 22
Hwy 52	2505-48	Elk Run interchange	E 23
Hwy 52	2506-72	North of County Road 1 to south of County Road 9 in Goodhue County	E 24
Hwy 56	2006-27	County Road 24 in West Concord to Home Street in Kenyon	E 25
Hwy 56	2508-31	Trondheim Road in Kenyon to Bridge 6525 over the Cannon River	E 26

Hwy 56	5005-62	Mower County	E 27
Hwy 58	2510-47	Hwy 52 to south of County Road 5	E 28
Hwy 61	2514-119	Hwy 19 to Hwy 316	E 29
Hwy 61	2514-120	Ready Mix entrance in Red Wing to Hwy 19	E 30
Hwy 63	5006-19	Hwy 16 to south end of Root River Bridge (Stewartville)	E 31
Hwy 63	5509-79	Hwy 30 to 28th Street SE in Rochester	E 32
Hwy 63	5509-80	County Road 16 interchange	E 33
I-90	5080-159	I-90 from Hwy 105 to County Road 19	E 34
I-90	8580-149	Mississippi River Bridges - Dresbach	E 35
I-90	8580-156	East of Hwy 74 to east of Hwy 43	E 36
I-90	8580-163	West of Hwy 76 to west of County Road 12	E 37
I-90	5580-90	East of County Road 19 to East of Hwy 74	E 38
I-90	8580-165	Winona	E 39
Hwy 250	2319-16	Bridge 6975 - 1.0 mile north Hwy 16 in Lanesboro Bridge 6977 - 3.4 mile north of Hwy 16	E 40

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Current estimates reflect letting bid amounts.

Project History:

Pavement is showing signs of deterioration and cracking. Culverts, storm sewers and traffic safety are all in need of repairs and improvement.

Key Cost Estimate Assumptions:

It was assumed that traffic would be maintained on Hwy 3 during construction, so no detour costs were included in the estimate. We also assumed no right-of-way costs. The current estimate is the construction bid amount

Project Description:

Medium bituminous overlay on 12.6 miles of Hwy 3. The project began at the intersection of Hwy 21 in Faribault and north on Hwy 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

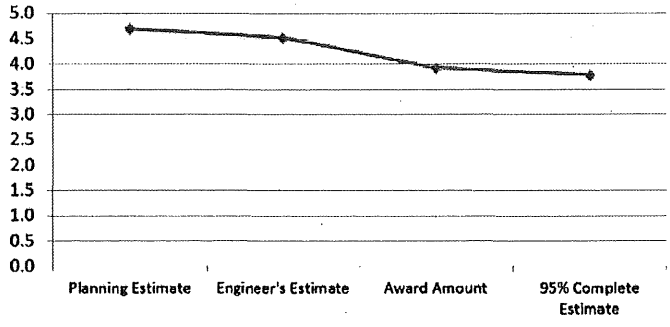
	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 3.9
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.7	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.2**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 12/18/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/24/2014
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

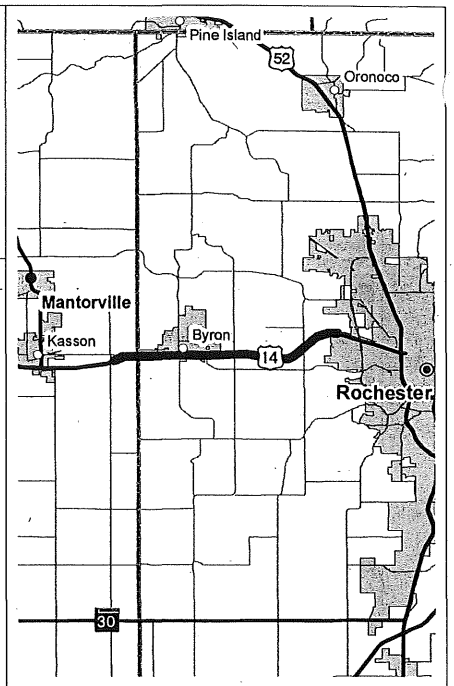
District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 14
County Road 5 (Byron) to Hwy 52
State Project No. 5501-35

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

The project was let in January 2012 and construction began in the summer of 2012. Current estimate is based on project letting costs. The project was substantially complete in October 2012.

Project History:

The pavement exhibited significant distress based on its age.

Key Cost Estimate Assumptions:

Current cost estimates reflect letting bid amount.

Project Description:

Heavy bituminous overlay, minor culvert repairs and guardrail replacements on 8.38 miles of Hwy 14 from Byron to Rochester.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

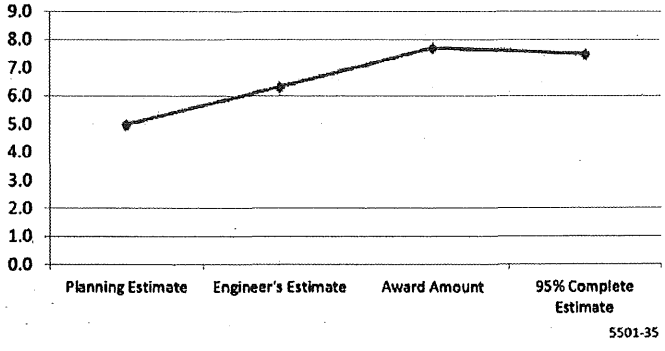
	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 7.7
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 0.5	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 8.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/11/2009
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/27/2012
Current Letting Date: 1/27/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

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

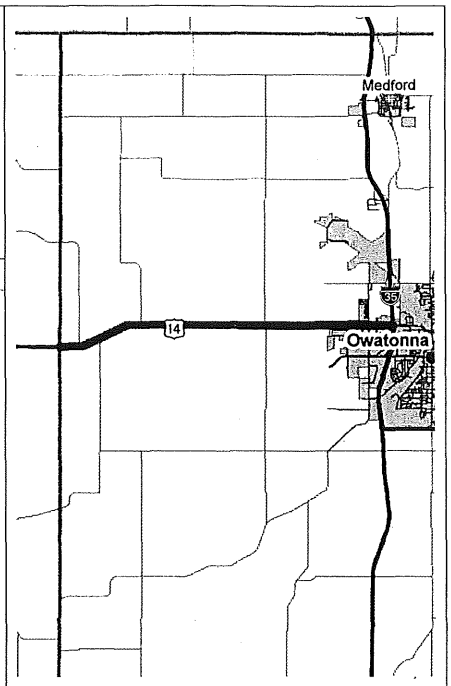
District Engineer: Jeff Vlaminck
Project Manager: Kyle Lake

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 14
I-35 to west Steele county line
State Project No. 7401-34

Substantially Complete



Primary Purpose:

Performance-based need: Interregional Corridor Mobility

Recent Changes and Updates:

The project was let in January 2009 and was substantially complete in summer 2012. The current cost estimate reflects the project construction and updated right of way costs.

Project History:

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

Key Cost Estimate Assumptions:

The current cost estimate reflects the project construction and updated right of way costs.

Project Description:

Four-lane expansion of Hwy 14 from Owatonna to the westerly Steele county line. The majority of the project was on a new alignment, however, the existing interchange at the southerly junction of Hwy 14 and I-35 was reconstructed along with short segments of both Hwy 14 and I-35 in this area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

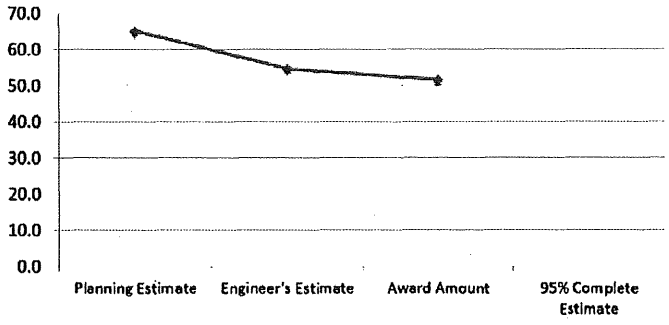
	Baseline Est.	Current Est.
Construction Letting:	$ 65.3	$ 51.8
Other Construction Elements:	$ 0.0	$ 2.1
Engineering:	$ 3.2	$ 10.4
Right of Way:	$ 12.3	$ 11.2
Total:	**$ 80.8**	**$ 75.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2009
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 2009
Construction Limits Established Date: 2009
Original Letting Date: 1/23/2009
Current Letting Date: 1/23/2009
Construction Season: 2009-2012
Estimated Substantial Completion: fall 2012

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

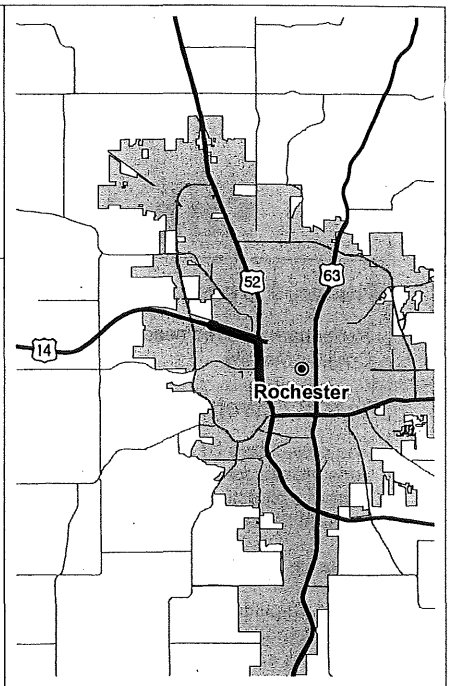
District Engineer: Jeff Vlaminck
Project Manager: Chad Casey

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 14
Hwy 52 to Olmsted County Road 22
State Project No. 5502-73

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

The project was let in February 2011 and construction began in May 2011. The current estimate is based on project letting costs. Construction was completed in November 2011.

Project History:

In 2007 the RQI was rated as poor, indicating the need for improvement.

Key Cost Estimate Assumptions:

Current cost estimates reflect letting bid amount..

Project Description:

Bituminous resurfacing, 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

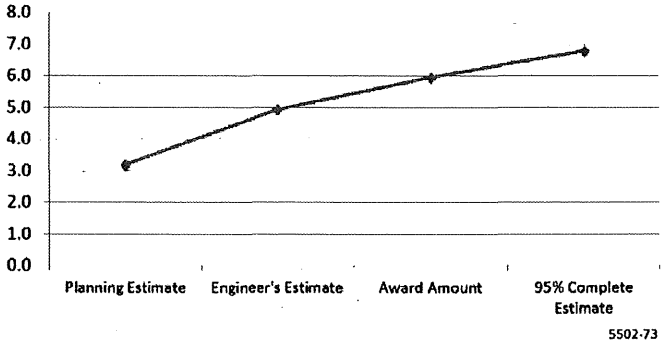
	Baseline Est.	Current Est.
Construction Letting:	$ 3.2	$ 6.0
Other Construction Elements:	$ 0.0	$ 0.2
Engineering:	$ 0.4	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 3.6**	**$ 7.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/26/2010
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 8/17/2009
Construction Limits Established Date: 9/1/2009
Original Letting Date: 11/20/2009
Current Letting Date: 2/25/2011
Construction Season: 2011
Estimated Substantial Completion: Nov. 2011

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

District Engineer: Jeff Vlaminck
Project Manager: Paul Schauer

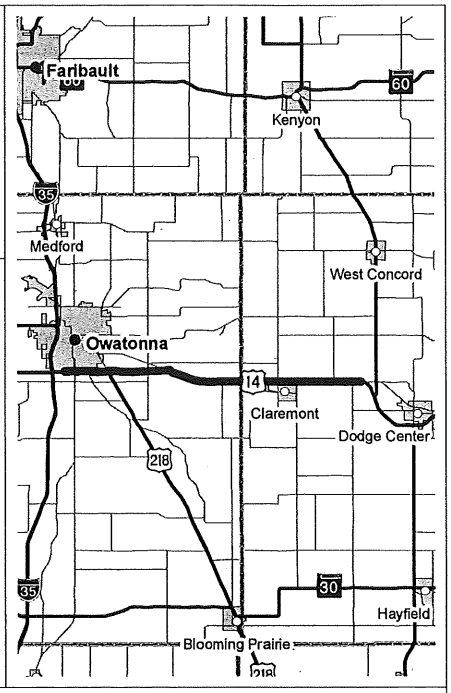
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 14

Hwy 14 from I-35 to Dodge Center

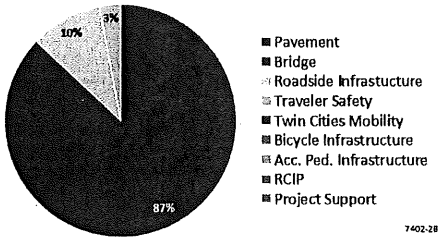
State Project No. 7402-28



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Investment Category:



Project Description:

Medium bituminous resurfacing, drainage improvements and traffic safety improvements over 16.2 miles from I-35 to Dodge Center.

Recent Changes and Updates:

Unknown

Project History:

The RQI for this segment of Hwy 14 and the RSL indicate the need for improvement in the short-term.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. Right of way is not required. It is assumed that traffic will be maintained during construction, so no crossover or detour costs were included.

Project Risks:

No detour agreements are anticipated for this project. Recommended drainage improvements may lead to the need for a detour.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: No
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/23/2015
Current Letting Date: 1/23/2015
Construction Season: 2015
Estimated Substantial Completion: fall 2015

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

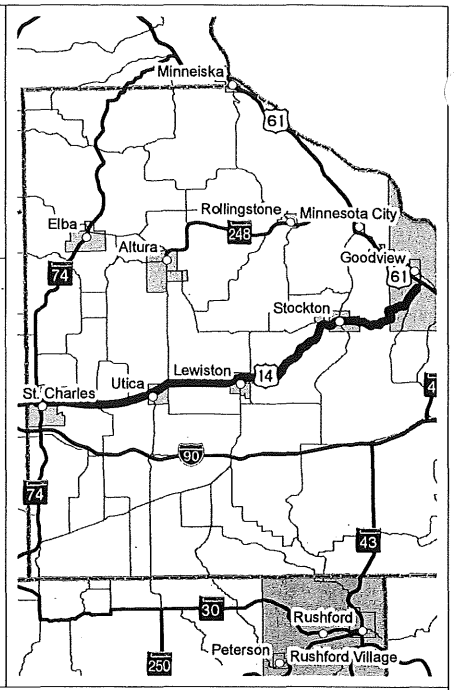
District Engineer: Jeff Vlaminck
Project Manager: Mike Kempinger

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 14
Hwy 14 from Hwy 74 north to Gilmore Creek
State Project No. 8501-61

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

The project was let in March 2012. Current estimates reflects the bid amount.

Project History:

This segment of Hwy 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 RQI and RSL indicated the need for improvement in the short-term.

Key Cost Estimate Assumptions:

Current estimate reflect bid amount

Project Description:

Grading, bituminous resurfacing and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

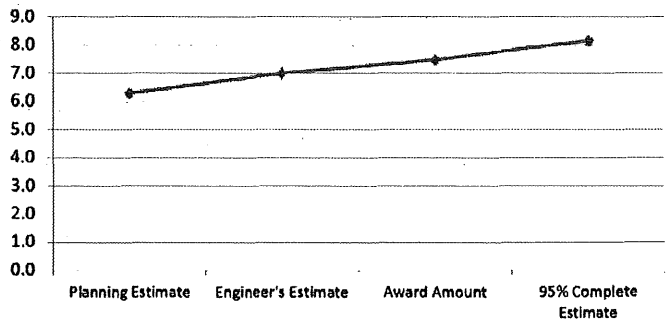
	Baseline Est.	Current Est.
Construction Letting:	$ 6.3	$ 7.5
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 0.6	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 9.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: No
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/25/2013
Current Letting Date: 3/7/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

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

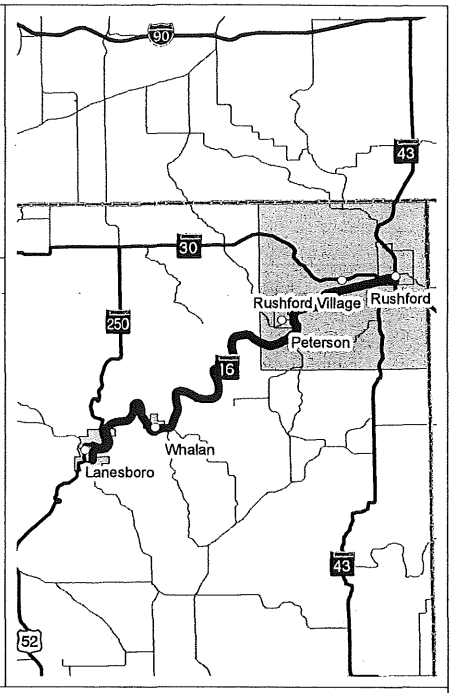
District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 16
Pleasant St. E. in Lanesboro to Hwy 43 in Rushford
State Project No. 2304-48

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction completed in September 2013.
Current estimates reflect letting bid amounts.

Project History:

The RQI for this segment and the RSL indicated the need for improvement.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that there will be no right of way costs.

Project Description:

Full-depth reclamation and bituminous surfacing or concrete overlay along Pleasant St. E. (Lanesboro) to north of Jct Hwy 43 (Rushford). The project was 5.6 miles long.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

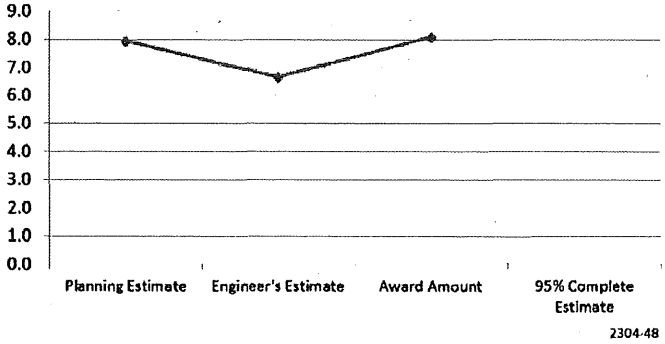
	Baseline Est.	Current Est.
Construction Letting:	$ 8.0	$ 8.1
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.2	$ 1.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.8**	**$ 10.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 12/8/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 1/25/2013
Current Letting Date: 4/5/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

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

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

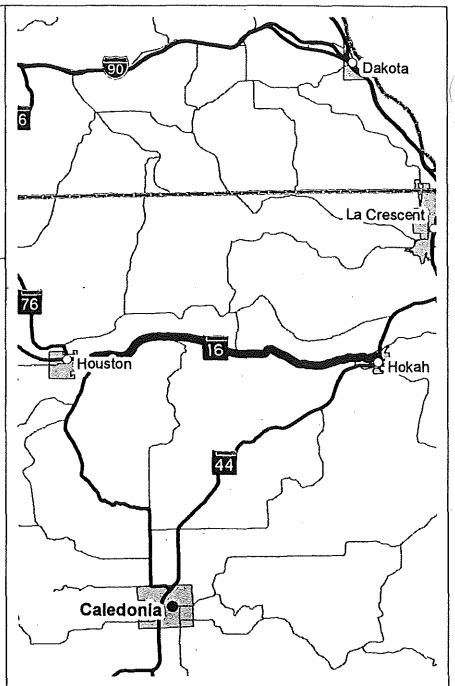
PROJECT SUMMARY

Hwy 16

From Houston County Bridge 95111 near Hwy 76 to Hokah near Hwy 44

State Project No. 2801-80

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

The project was let in February 2010 and was completed in September 2010. The current estimate is based on project letting costs.

Project History:

This section was originally graded in 1926 and paved in the early 1940s. Records show it was last paved in 1985. The pavement showed significant deterioration and distress and major pavement improvements were needed.

Key Cost Estimate Assumptions:

Current estimate reflects bid amount

Project Description:

6-inch pavement reclamation on 11.88 miles of Hwy 16 in Houston County from Houston to Hokah. The project included drainage, traffic safety and roadside safety improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

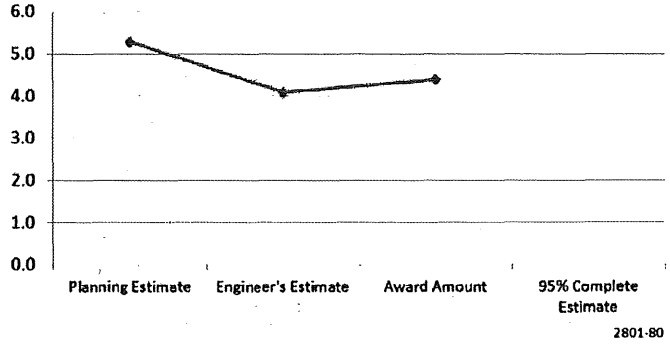
	Baseline Est.	Current Est.
Construction Letting:	$ 5.3	$ 4.4
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.1	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.6**	**$ 5.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 11/16/2009
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 2/12/2010
Current Letting Date: 2/12/2010
Construction Season: 2010
Estimated Substantial Completion: fall 2010

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

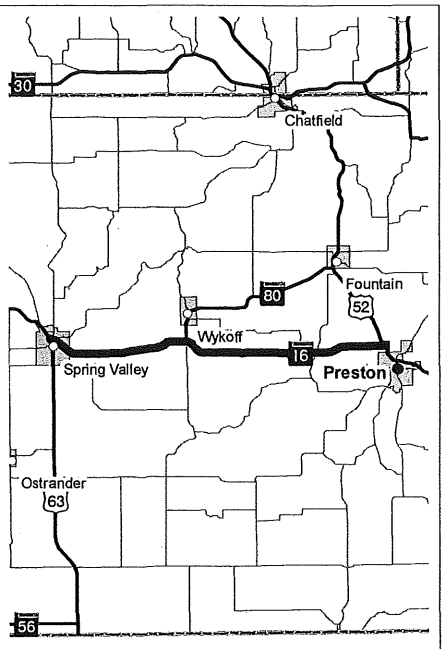
District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 16
From Grant Street in Spring Valley to Hwy 52 in Preston
State Project No. 2315-15

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction completed in September 2013.
Current estimates reflect letting bid amounts

Project History:

Hwy 16 between Spring Valley and Preston was last resurfaced in 1995 with a 2-inch bituminous overlay. The shoulders received additional aggregate. This was a Better Roads for Minnesota project.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that there would be no right of way costs. The current estimate reflects letting bid amount

Project Description:

Bituminous resurfacing of an 15.344-mile section of Hwy 16 from Spring Valley to Hwy 52. A bypass lane was added, and culverts replaced as part of this project.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

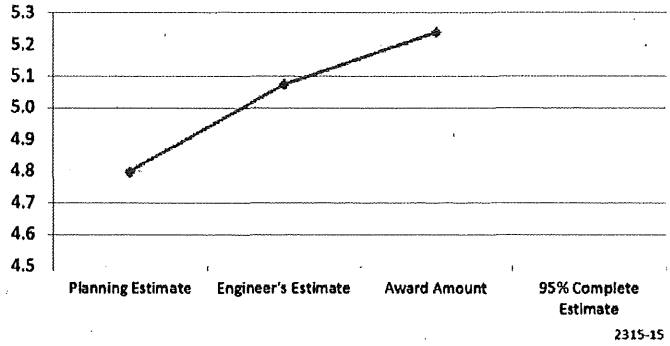
	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 5.2
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.7	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.8**	**$ 6.7**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 11/30/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 1/25/2013
Current Letting Date: 1/25/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

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

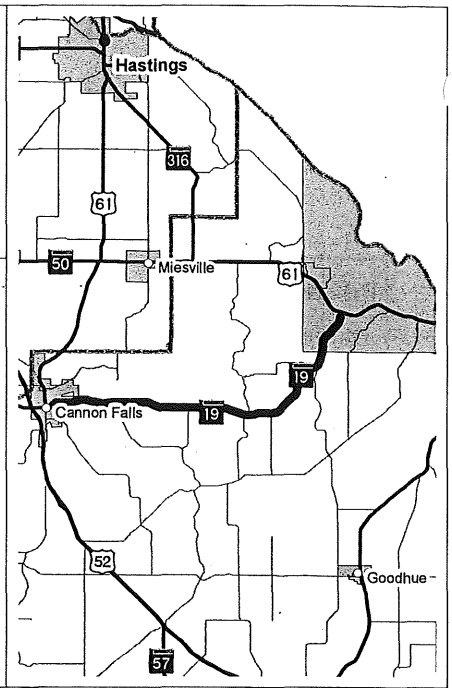
District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 19
Cannon Falls to Hwy 61 in Red Wing
State Project No. 2503-30

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Roadside infrastructure Condition

Recent Changes and Updates:

The current estimate reflects the bid amount and updated information on engineering and right-of-way costs.

Project History:

The RQI for this segment of Hwy 19 and the remaining service life indicated the need for improvement .

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. It was assumed that traffic would be detoured during construction, and these costs were included.

Project Description:

Bituminous reclamation and resurfacing of a 15.56-mile section of Hwy 19 from Cannon Falls to Red Wing. The project also included culvert replacements. A right turn lane and a bypass lane also were constructed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

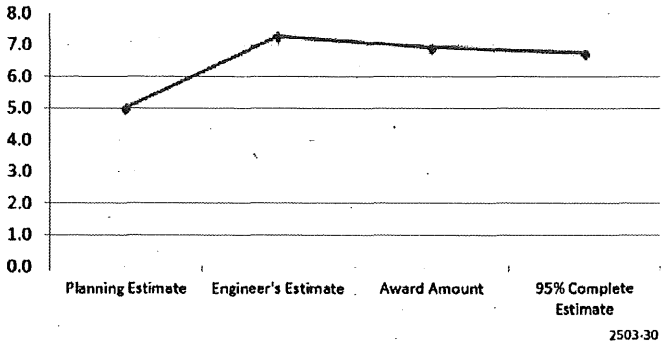
	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 6.9
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 7.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/25/2013
Current Letting Date: 9/26/2011
Construction Season: 2012
Estimated Substantial Completion: Aug. 31, 2012

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

District Engineer: Jeff Vlaminck
Project Manager: Tony Wagner

Revised Date: 12/15/2013

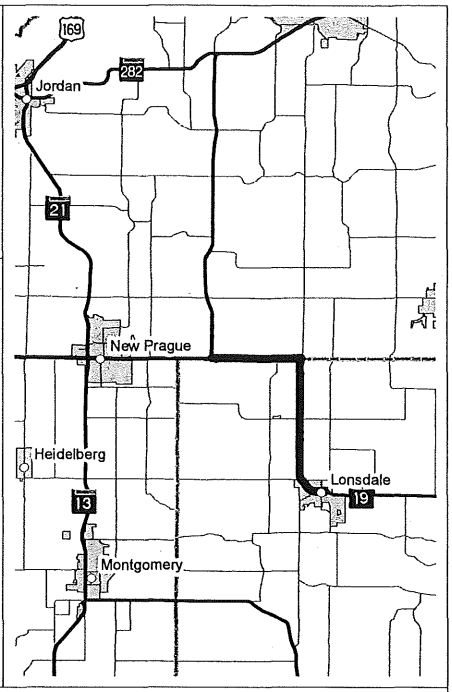
PROJECT SUMMARY

Hwy 19

Hwy 13 to 3rd Avenue SE in Lonsdale and southbound I-35 ramps to Armstrong Road and turn lanes at I-35 ramps in Northfield

State Project No. 6602-25

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

The project was let in March 2010 and construction began in July 2010. The current estimate is based on project letting. Construction was complete in October 2010.

Project History:

Highway condition and traffic data indicated that improvements were needed.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Description:

Mill and overlay 15.08 miles of Hwy 19 with drainage improvements, turn lanes and other traffic safety improvements. Construct two-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

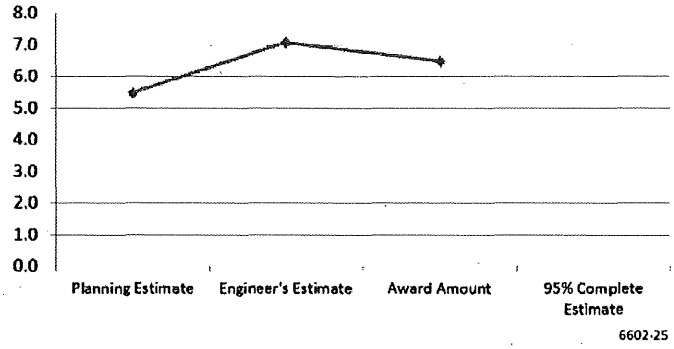
	Baseline Est.	Current Est.
Construction Letting:	$ 5.5	$ 6.5
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 0.2	$ 1.3
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 5.7**	**$ 8.1**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 10/19/2009
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 11/17/2009
Construction Limits Established Date: unknown
Original Letting Date: 1/22/2010
Current Letting Date: 3/26/2010
Construction Season: 2010
Estimated Substantial Completion: Oct. 2010

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

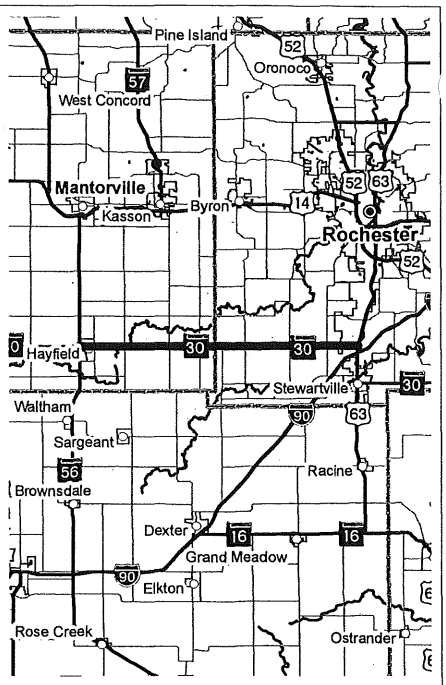
District Engineer: Jeff Vlaminck
Project Manager: Kyle Lake

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 30
Hwy 63 to Hwy 56 in Hayfield
State Project No. 2004-20

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction completed in November 2013.

Project History:

Noticeable pavement cracking and deterioration, and pavement ride quality data required improvements to Hwy 30

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. It was assumed that traffic would be detoured during construction, and these costs were included. The current estimate reflects the bid amount and updated information on engineering and right of way costs.

Project Description:

Bituminous resurfacing from Hwy 56 (Hayfield) to Hwy 63 (Rochester Airport). Several culverts were repaired, lined or replaced. No turn lanes were constructed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

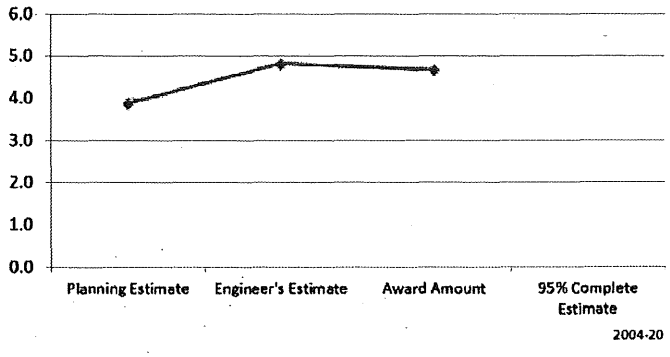
	Baseline Est.	Current Est.
Construction Letting:	$ 3.9	$ 4.7
Other Construction Elements:	$ 0.3	$ 0.0
Engineering:	$ 0.5	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.7**	**$ 5.6**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 8/08/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: Unknown
Current Letting Date: 12/14/2013
Construction Season: Sept- November, 2013
Estimated Substantial Completion: Nov. 2013

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

District Engineer: Jeff Vlaminck
Project Manager: Richard Augustin

Revised Date: 12/15/2013

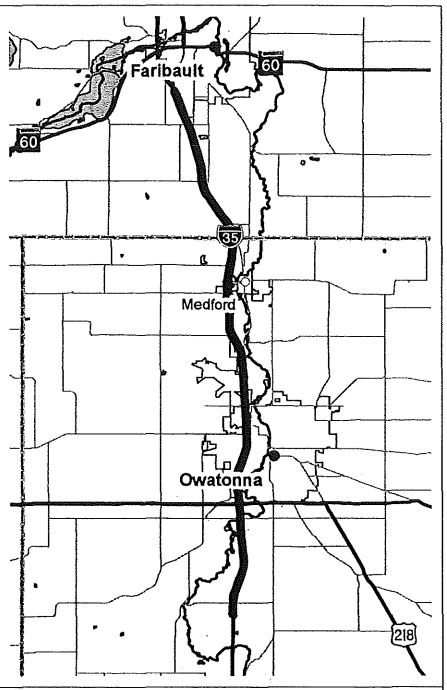
PROJECT SUMMARY

I-35

15.9 miles NB & SB from Owatonna to Faribault

State Project No. 7480-122

Substantially Complete



Primary Purpose:

Pperformance-based Need: Pavement condition

Recent Changes and Updates:

current estimates based on current bid amount

Project History:

15.9 mile mill & paving project removed from project 7480-113 and is a separate project constructed in 2013

Key Cost Estimate Assumptions:

Standard practices used to develop cost estimates for this project. It was assumed that traffic be maintained during construction, and no detour costs were included.

Project Description:

Bituminous mill and resurface of 15.9 miles of I-35, northbound and southbound from Owatonna to Faribault

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 9.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.8**	**$ 10.8**

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

Construction Estimates

During Project Development

(In Millions)

Schedule:

Environmental Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/23/2009
Current Letting Date: 4/1/2013
Construction Season: 2013
Estimated Substantial Completion: Fall 2013

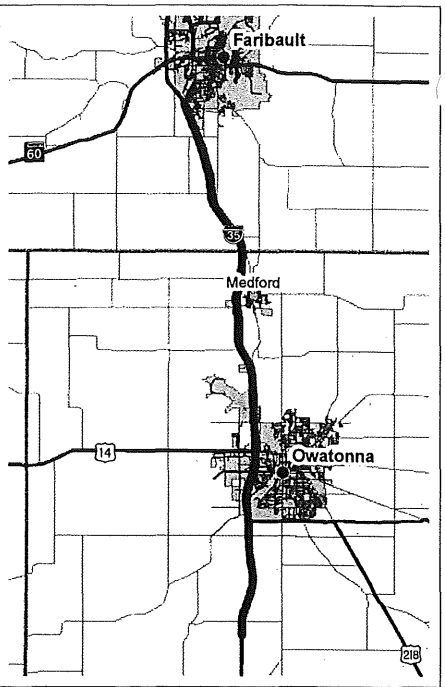
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Richard Augustin

Revised Date: 12/15/2013

PROJECT SUMMARY

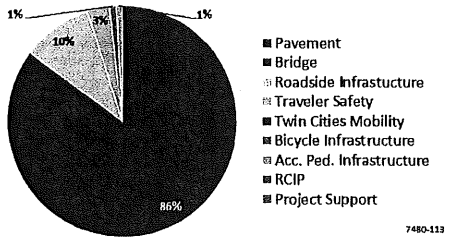
I-35
5 miles south of Owatonna to Faribault
Bridge 74815, 74816,74817, &, 74818
State Project No. 7480-113



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Investment Category:



Project Description:

Replace four bridges over I-35 in Owatonna. Reconstruct pavement on northbound and southbound I-35 and construct an auxiliary lane on northbound and southbound I-35 from Bridge Street to old US 14 west.

Recent Changes and Updates:

The current estimate is based on a new project scope. Paving on I-35 from Owatonna to Faribault has been removed and is a separate project.

Project History:

Four bridges over I-35 in Owatonna are approximately 45 years old, are functionally obsolete and have various structural deficiencies. Two of the four bridges also span the Canadian Pacific Railroad. Traffic safety issues exist on I-35 for traffic entering from Hwy 14 west and to Bridge Street due to existing geometrics.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

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

Project Risks:

Railroad agreement with CPRR will be required for bridge replacement.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/7/2013
Construction Limits Established Date: 8/2/2013
Original Letting Date: 1/23/2009
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2015

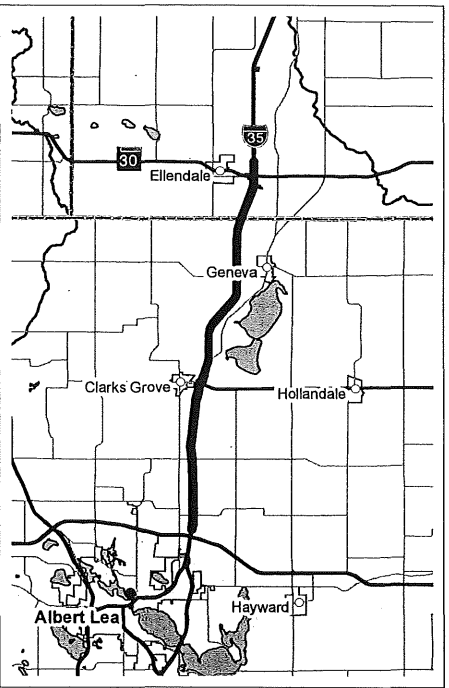
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2013

PROJECT SUMMARY

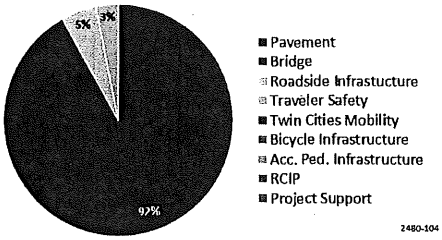
I-35
Freeborn/Steele
State Project No. 2480-104



Primary Purpose:

Performance-based need: Pavement & Roadside Infrastructure Condition

Investment Category:



Recent Changes and Updates:

No changes

Project History:

The purpose of the project is to replace the existing bituminous on concrete roadway structure, extend pavement life and improve ride quality.

Project Description:

Add a new layer of concrete roadway and replace drainage structures and guard rail for 13.7 miles. Project limits are from 0.66 mi. south of County Road 23 to 0.5 mi. north of highway 30.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.7	$ 13.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.3	$ 0.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 14.0**	**$ 14.0**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: In Progress
Construction Limits Established Date: In Progress
Original Letting Date: 11/20/2015
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: In Progress

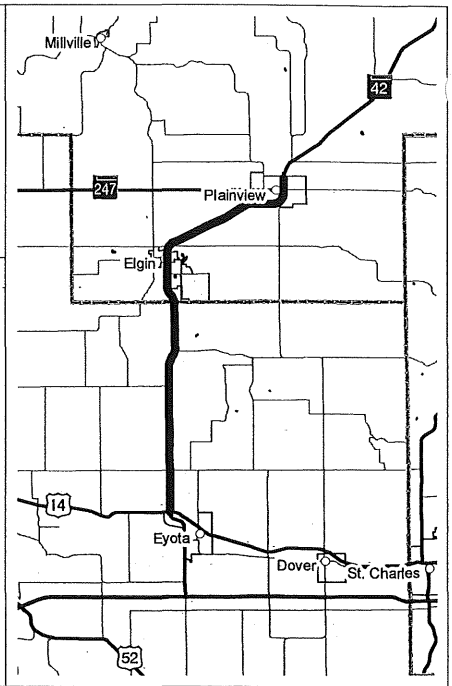
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2013

PROJECT SUMMARY

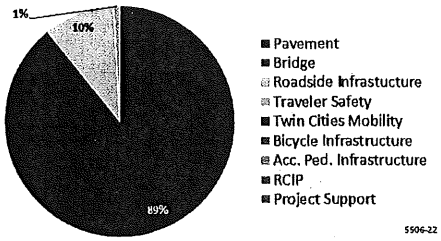
Hwy 42
Hwy 14 to north of Hwy 247
State Project No. 5506-22



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing of 14.8 miles from Hwy 14 to .35 mi north of Hwy 247.

Recent Changes and Updates:

The project was recently scoped and provides the current cost estimate

Project History:

The purpose of the project is to preserve the existing roadway structure, improve pavement life and improve ride quality.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.3
Other Construction Elements:	$ 0.0	$ 0.3
Engineering:	$ 1.2	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.0**	**$ 6.5**

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

Key Cost Estimate Assumptions:

20 percent engineering. Standard practices used to develop cost estimate.

Project Risks:

Scoping is not completed. The competitive bid may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: TBD
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/18/2016
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 2017

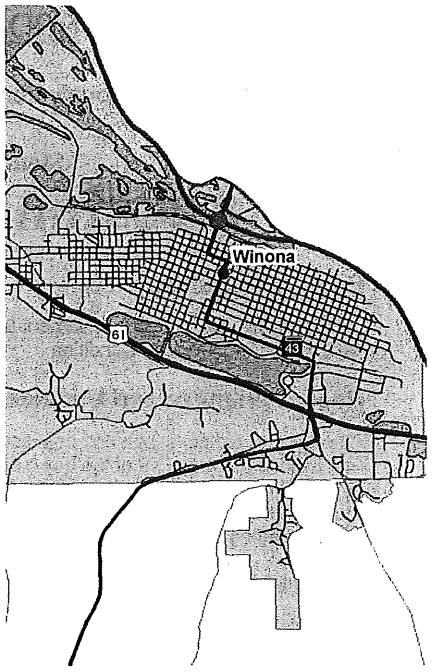
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

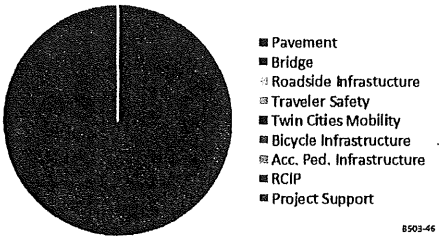
Hwy 43
Winona Bridge over Mississippi River
Bridge 5900
State Project No. 8503-46
http://www.dot.state.mn.us/d6/projects/winobridge/



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Construct a new bridge and rehabilitate the existing bridge, along with associated roadway work. This project is utilizing the CMGC procurement methodology.

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. The current estimate reflects this recommendation. The environmental assessment public hearing was scheduled for October 2013.

Project History:

The Winona Bridge was built in 1941, and recent inspections indicate the need for rehabilitation/replacement. Bridge inspections revealed corrosion issues. The existing bridge was closed to all traffic for one week in 2008 for emergency repairs. It is also considered eligible for the National Register of Historic Places. Because of this, MnDOT is required to investigate preservation of the structure. After significant investigation, MnDOT is recommending rehabilitation of the bridge, along with building a new bridge.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

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

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

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work will not be significant. Contamination issues will not be cost prohibitive. The project has a maximum price cap of $142 million from Chapter 142 funding for engineering and construction with an additional $20 million for right of way acquisition.

Project Risks:

The close proximity of this bridge to the downtown business district of Winona will present challenges. The current bridge is eligible for placement on the NRHP. Numerous environmental permits are required. This project is the first CMGC project for the department.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: 08/19/2013
Geometric Layout Approval Date: 07/01/2013
Construction Limits Established Date: unknown
Original Letting Date: 1/24/2014
Current Letting Date: July 2014
Construction Season: 2014
Estimated Substantial Completion: Dec. 1, 2016

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

District Engineer: Jeff Vlaminck
Project Manager: Terry Ward

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 44
Houston County from Hwy 44/76 in Caledonia to Hokah
Bridge 8158
State Project No. 2804-33

Substantially Complete

Primary Purpose:

Performance-based need: Pavement & Roadside Infrastructure Condition

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 in January 2012 and completed in October 2012. The current estimate reflects letting bid amount

Project History:

The existing pavement exhibited signs of distress and was in need of improvement.

Key Cost Estimate Assumptions:

The project was completed while maintaining traffic.

Project Description:

Bituminous resurfacing on 13 miles of Hwy 44 from Caledonia to Hokah. Also replaced box culvert and constructed turn lanes where appropriate.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

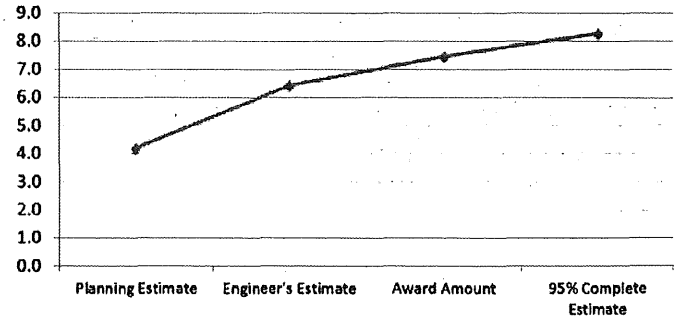
	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 7.1
Other Construction Elements:	$ 0.2	$ 0.3
Engineering:	$ 0.8	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.2**	**$ 8.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 11/14/2011
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: 11/6/2009
Original Letting Date: 1/27/2012
Current Letting Date: 1/27/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 2012

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

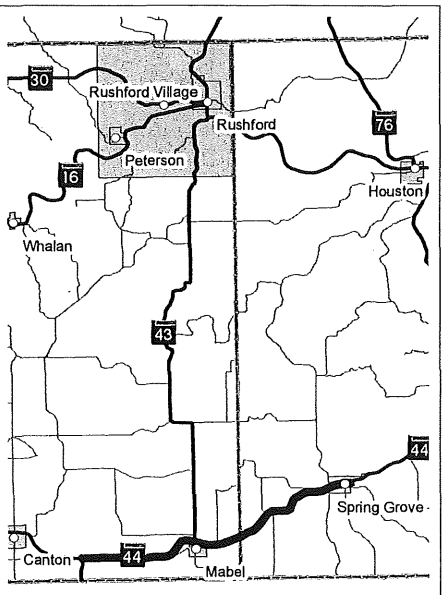
District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 44
Hwy 52 to 3rd Ave NW in Spring Grove
Bridge 4148, 4149, 4150, 4151, &, 8163
State Project No. 2308-26

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Recent Changes and Updates:

Estimated project completion in fall 2013.
Current estimates reflect letting bid amounts

Project History:

The existing pavement exhibited signs of distress and was in need of improvement. The Spring Grove used the municipal agreement program for the reconstruction of Hwy 44 through the city.

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.

Project Description:

Bituminous resurfacing of a 13 mile section of Hwy 44 from Hwy 52 to Spring Grove. Five box culverts and one small culvert were replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

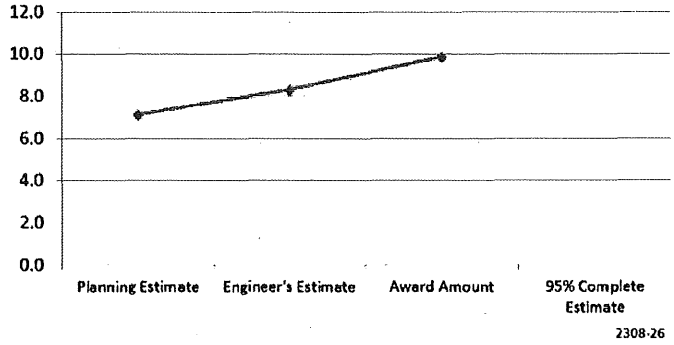
	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 6.5
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 0.7	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.2**	**$ 8.1**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 9/17/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 7/23/2012
Construction Limits Established Date: 7/23/2012
Original Letting Date: 1/24/2014
Current Letting Date: 4/5/2013
Construction Season: 2013
Estimated Substantial Completion: Nov. 1, 2013

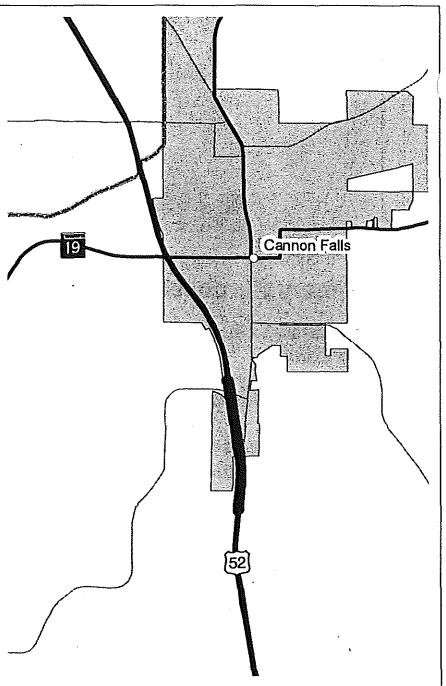
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes

Revised Date: 12/15/2013

PROJECT SUMMARY

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



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

Project Description:

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

Recent Changes and Updates:

The project was awarded funding through the SaM program in January 2011. This funding, along with funding from MnDOT District 6, Goodhue County and Cannon Falls has accelerated the project schedule. Final design of Phase 1 began in June 2011.

Project History:

This intersection is located within the Hwy 52 segment connects the Twin Cities Metro area and Rochester.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

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

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

Key Cost Estimate Assumptions:

The current estimate is the construction bid amount.

Project Risks:

Traffic accommodation during construction, right of way acquisition, and funding.

Schedule:

Environmental Approval Date: 12/2/2009
Municipal Consent Approval Date: 7/19/2011
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 2014
Current Letting Date: 2/22/2013
Construction Season: 2013-2014
Estimated Substantial Completion: 2014

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

District Engineer: Jeff Viaminck
Project Manager: Craig Lenz

Revised Date: 12/15/2013

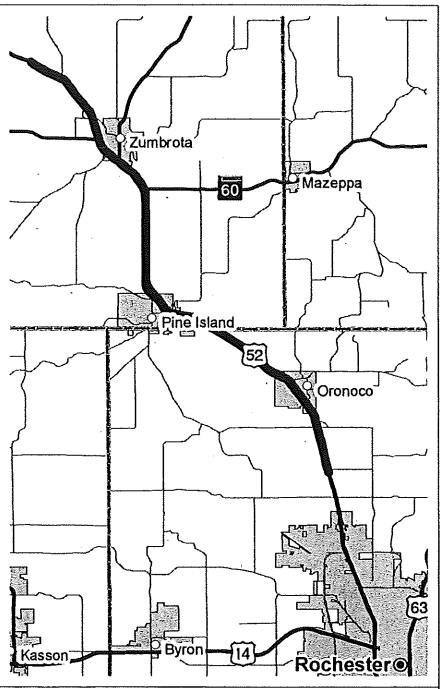
PROJECT SUMMARY

Hwy 52

85th Street north of Rochester to 1.3 mile north of Goodhue County Road near Zumbrota

State Project No. 2505-49

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Current estimates are based on letting bid amounts.

Project History:

Concrete pavement originally placed on various segments in 1983, 1986 and 1989. PQI ranges from 2.2 to 2.8.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. It was assumed that traffic would be maintained during construction, and no crossover or detour costs were included.

Project Description:

Concrete pavement rehabilitation from 85th Street (Rochester) to 1.3 miles north of Goodhue County Road 7 (near Zumbrota).

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

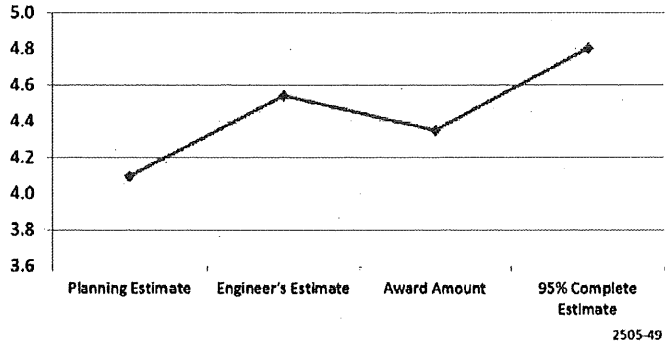
	Baseline Est.	Current Est.
Construction Letting:	$ 4.1	$ 4.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.6	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.7**	**$ 5.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 4/23/2010
Current Letting Date: 3/7/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 5, 2012

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

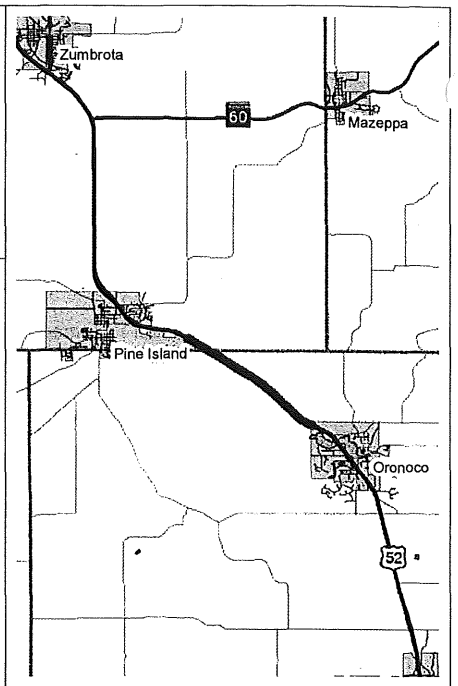
District Engineer: Jeff Vlaminck
Project Manager: Paul Schauer

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

The current estimate reflects the September 2011 design-build project letting. The project is currently under construction.

Project History:

The current Hwy 52 is a four-lane divided highway. The Highway 52 Interregional Corridor Management Plan, completed in 2002, recommends 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' is planned in the vicinity of this interchange. This is a design build project with contract approval granted in November 2010.

Key Cost Estimate Assumptions:

Traffic is assumed not to be detoured during construction.

Project Description:

New interchange constructed in Olmsted County at County Road 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:

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

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: 08/01/2010
Municipal Consent Approval Date: 11/24/2009
Geometric Layout Approval Date: 9/1/2012
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

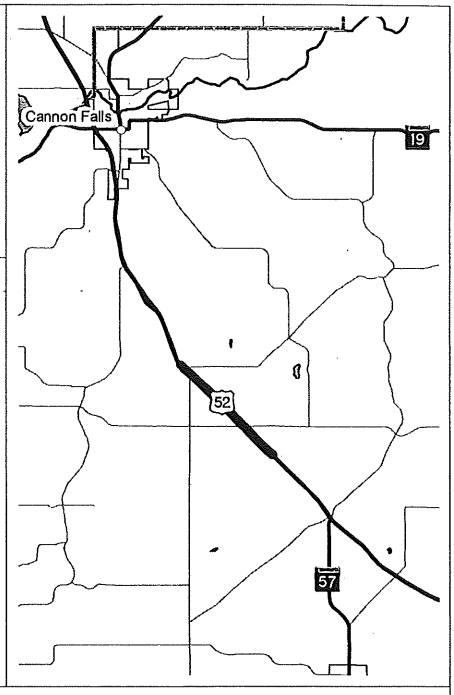
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Terry Ward

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 52
North of County Road 1 to south of County Road 9 in Goodhue County
Bridge 25030
State Project No. 2506-72

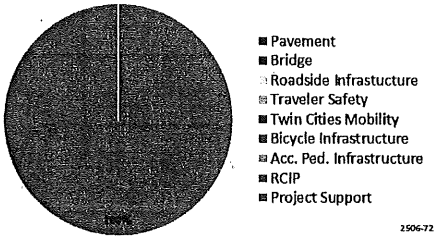


Primary Purpose:

Performance-based need: District Safety Plan

Regional & Community Improvement Priority

Investment Category:



Project Description:

Design and construct an interchange at the intersection of Hwy 52 and County Roadway 9. It also includes safety improvements such as turn lane extensions and center median removals. The project generally consists of grading, surfacing, bridge, drainage/stormwater management, lighting and signing.

The project is primarily located in Goodhue County (Leon Township) between Zumbrota and Cannon Falls. The project limits extend 3.25 miles from 0.10 miles north of County Road 1 to

Recent Changes and Updates:

The project is being let as a low-bid design-build construction letting in December 2013. The RFP was released in September 2013.

Project History:

This intersection is one of the most dangerous rural intersections in the state. This intersection had 88 crashes recorded from 2000 - 2012. Eleven of the crashes were serious injury or fatal. The area has been identified in previous corridor studies for location of an interchange for many reasons, including safety and mobility of both trunk highway and county road traffic.

MnDOT and Goodhue County received funding to construct an interchange and complete other corridor safety improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.3	$ 0.3
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 1.0	$ 1.0
Total:	**$ 8.9**	**$ 8.9**

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

Key Cost Estimate Assumptions:

20 percent engineering of total design-bid-build cost (including ROW) was used to get total cost. The cost estimate will be updated when low-bids are received in December.

Project Risks:

There are currently no outstanding risks on this project. ROW will make offers in October 2013, allowing for construction to proceed in May 2014.

Schedule:

Environmental Approval Date: 7/1/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/7/2013
Construction Limits Established Date: 8/7/2013
Original Letting Date: Unknown
Current Letting Date: 12/18/2013
Construction Season: 2014
Estimated Substantial Completion: Nov. 1, 2014

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

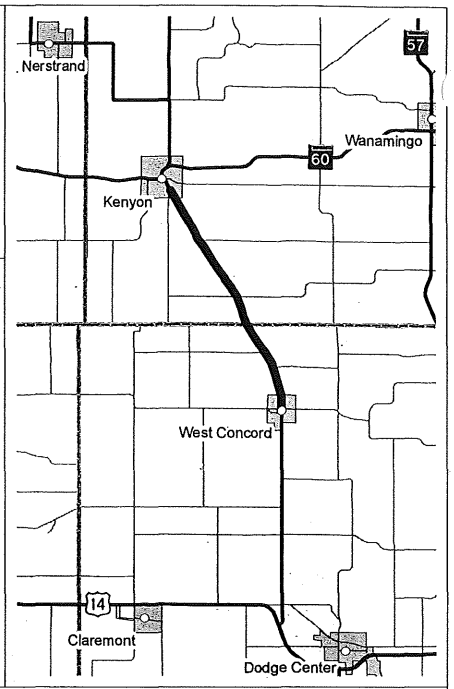
District Engineer: Jeffrey Vlaminck
Project Manager: Heather Lukes

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 56
County Road 24 in West Concord to Home Street in Kenyon
Bridge 5713
State Project No. 2006-27

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Bridge Condition

Recent Changes and Updates:

Construction was completed September 2012.

Project History:

In 1977, three inches of bituminous was placed 24 feet wide, and the gravel shoulders were reconstructed. In 1998, the majority of the roadway was paved with a 1.5-inch bituminous overlay.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Description:

Construction included an alternate bid design for either a bituminous reclamation and resurfacing or a concrete white topping of a 9.2-mile section of Hwy 56 from County Road 24 in West Concord to Kenyon. The project also included replacing Bridge 5713 (1.8 mi. east of County Road 24). Six right turn lanes, and six culvert replacements are included.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

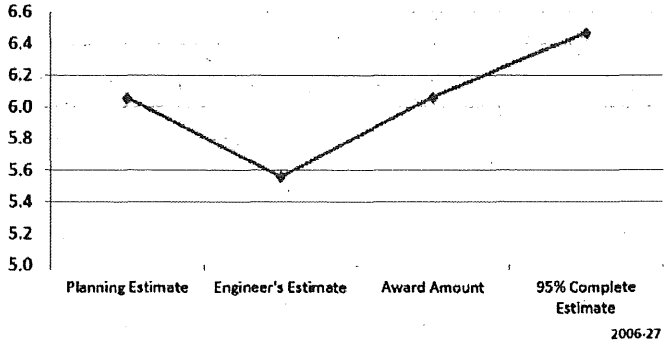
	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 6.9**	**$ 6.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 1/25/2012
Current Letting Date: 10/28/2011
Construction Season: 2012
Estimated Substantial Completion: Aug. 2012

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

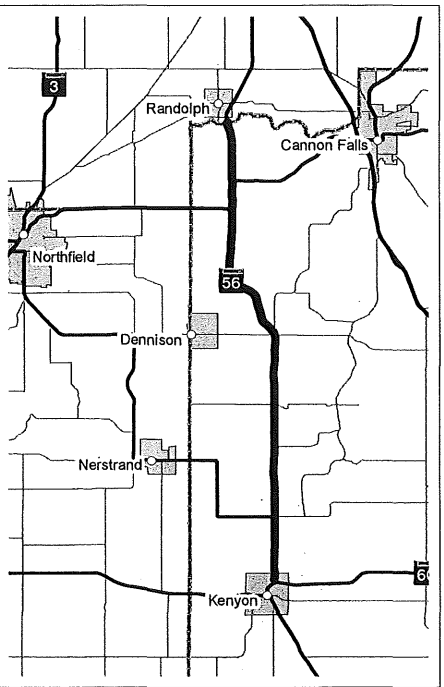
District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 56
Trondheim Road in Kenyon to Bridge 6525 over the Cannon River
State Project No. 2508-31

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

Construction was completed in September 2013.

Project History:

Ride Quality and expected deterioration of the pavement required improvements.

Key Cost Estimate Assumptions:

Detours would be needed, since traffic cannot be maintained on this project. This is a rural project with no local funding expected. The current estimate is the construction bid amount.

Project Description:

Pavement reclamation on 17.56 miles of Hwy 56 in Goodhue County. The project included drainage, traffic safety and roadside improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

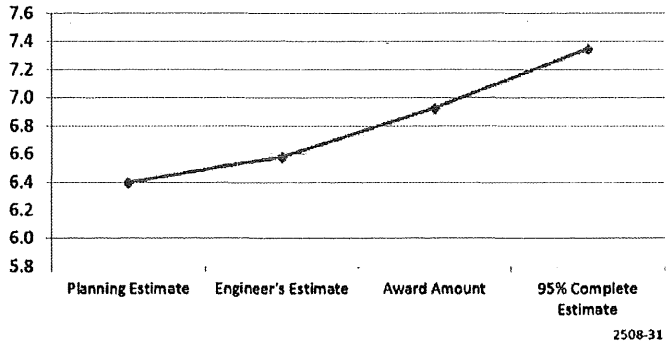
	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 7.1
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.9**	**$ 9.0**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/15/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 1/25/2013
Current Letting Date: 4/5/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

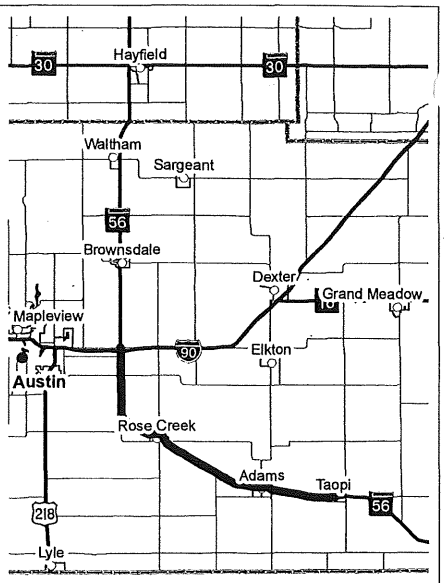
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

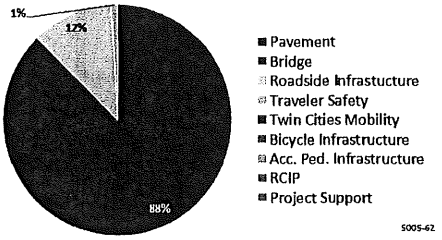
Hwy 56
Mower County
State Project No. 5005-62



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Medium bituminous resurfacing of 16.41 miles from Hwy 14 to Hwy 247. Work includes culvert replacement, culvert repair, edge drains, guard rail replacement, erosion repair, storm sewer repair, rip rap, pavement marking, signing, detour agreement and pedestrian ramps.

Recent Changes and Updates:

Project prioritization factors delayed this project several years. This project was originally proposed to be let in 2013.

Project History:

The purpose of this project is to preserve existing roadway structure, extend pavement life, and improve ride quality.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 5.8	$ 5.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.0**	**$ 7.0**

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

Key Cost Estimate Assumptions:

20 percent engineering cost estimated. Standard practices were used to develop cost estimate.

Project Risks:

Competitive bid may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: TBD
Municipal Consent Approval Date: TBD
Geometric Layout Approval Date: TBD
Construction Limits Established Date: TBD
Original Letting Date: 1/25/2013
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: TBD

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

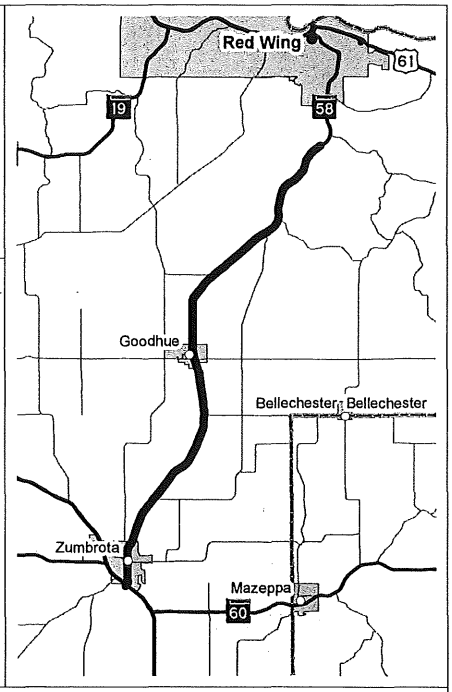
District Engineer: Jeffrey L Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 58
Hwy 52 to south of County Road 5
State Project No. 2510-47

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Recent Changes and Updates:

Construction was completed in July 2013.The current estimate reflects letting bid amount.

Project History:

This segment of Hwy 58 is a rural and urban two-lane undivided highway, with pavement showing serious signs of cracking and deterioration in the urban part of Zumbrota.

Key Cost Estimate Assumptions:

The project was constructed while maintaining traffic on Hwy 58, so no detour costs are included. The current estimate reflects the bid amount and updated information on engineering and right of way costs.

Project Description:

Medium bituminous resurfacing on 18.42 miles of Highway 58. The project includes drainage, traffic safety, roadside, and ADA improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

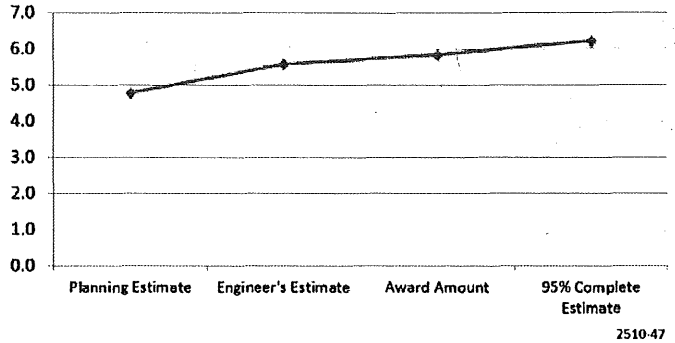
	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 4.8
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.7	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.9**	**$ 5.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/25/2013
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion: fall 2013

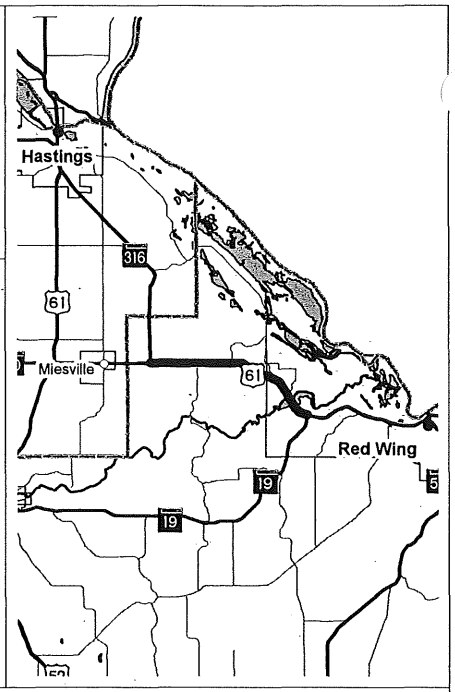
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jake Gasper

Revised Date: 12/15/2013

PROJECT SUMMARY

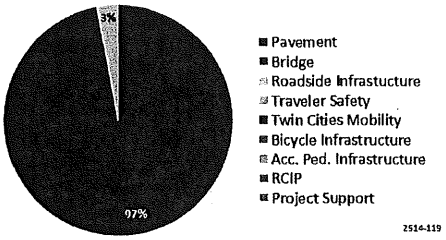
Hwy 61
Hwy 19 to Hwy 316
State Project No. 2514-119



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing on 8.5 miles of both northbound and southbound lanes on Hwy 61. The project will also include traffic safety improvements.

Recent Changes and Updates:

This project will also include traffic safety improvements that include a northbound off-set right turn lane at County Road 18 and northbound and southbound off-set left turn lanes at Hwy 19. The traffic safety improvements are funded by FHWA Highway Safety Improvement Program funds.

Project History:

The four-lane section from Hwy 19 to County Road 18 was graded in 1994. The remaining four-lane section from County Road 18 to Hwy 316, was graded in 1996 (northbound) and 1997 (southbound).

This section of Hwy 61 is in fair condition with significant transverse and longitudinal cracking. As of 2011 the northbound and southbound RQI was rated as fair and has seen increasing deterioration since then.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 4.4	$ 4.8
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 6.1**

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

Key Cost Estimate Assumptions:

No right-of-way will be required. No environmental mitigation will be needed.

Project Risks:

Competitive bids may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 11/22/2013
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: 2014

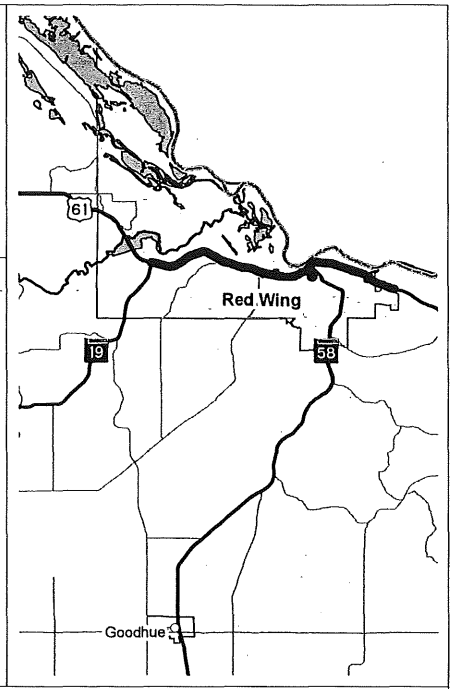
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jacob Gasper

Revised Date: 12/15/2013

PROJECT SUMMARY

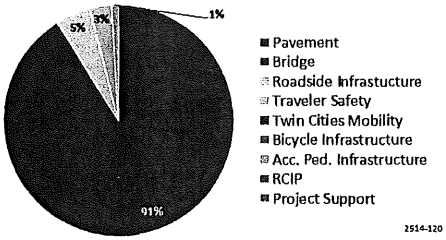
Hwy 61
Ready Mix entrance in Red Wing to Hwy 19
State Project No. 2514-120



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous mill and overlay in the rural sections and a mill and fill on the urban sections. The project will also include drainage and traffic safety improvements.

Recent Changes and Updates:

No changes.

Project History:

The last bituminous overlay was placed in 1996 and followed up in 1998 with crack repair. As of 2011 the RQI was rated as fair, and has continued to deteriorate. The project was proposed in 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.5	$ 4.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.7**	**$ 5.7**

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

Key Cost Estimate Assumptions:

No right of way will be required. No environmental mitigation will be needed.

Project Risks:

If right of way is needed the project schedule and cost would be affected.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 2015

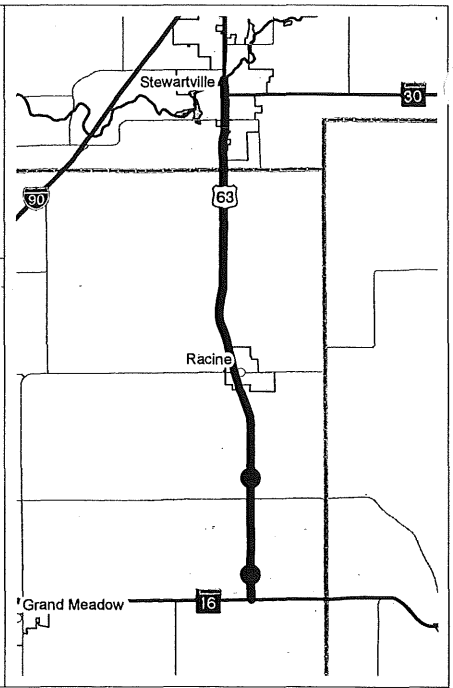
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Chad Hanson

Revised Date: 12/15/2013

PROJECT SUMMARY

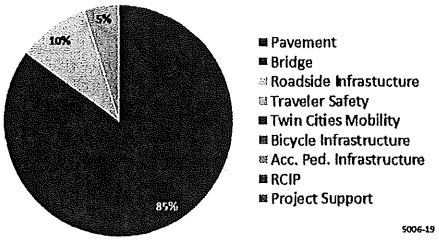
Hwy 63
Hwy 16 to south end of Root River Bridge (Stewartville)
Bridge 50001, &, 50002
State Project No. 5006-19



Primary Purpose:

Performance-based need: Pavement, Bridge & District Safety Plan

Investment Category:



Project Description:

Mill and overlay for 10..4 miles from Hwy 16 to Stewartville, bridge rehabilitation at Deer Creek and Bear Creek, culvert replacements, pedestrian ramp reconstruction in Stewartville and safety improvements in Racine.

Recent Changes and Updates:

Merged with two other projects: a safety improvement project and a bridge rehabilitation project within same corridor. The final estimate will be updated again at project turn-in.

Project History:

In 1993, the urban section in Stewartville was regraded and then overlayed in 2006. Current pavement condition for this segment indicates a need for improvement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 5.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.9	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.6**	**$ 5.9**

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

Key Cost Estimate Assumptions:

20 percent engineering estimate.

Project Risks:

Schedule:

Environmental Approval Date: 10/10/2013
Municipal Consent Approval Date: 10/8/2014
Geometric Layout Approval Date: 9/27/2014
Construction Limits Established Date: 7/2014
Original Letting Date: 1/24/2014
Current Letting Date: 1/24/2014
Construction Season: 2014
Estimated Substantial Completion: 9/2014

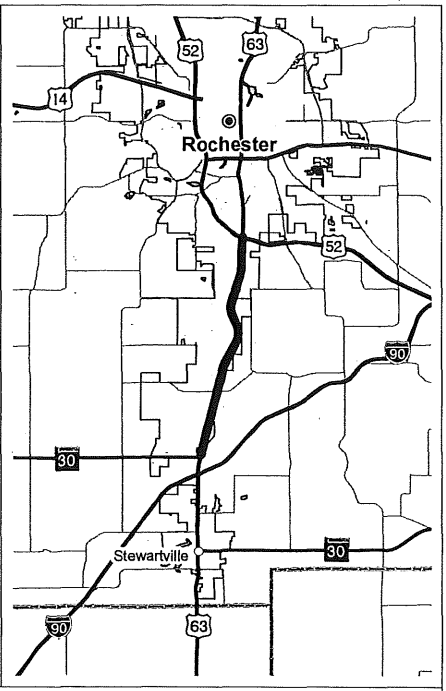
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

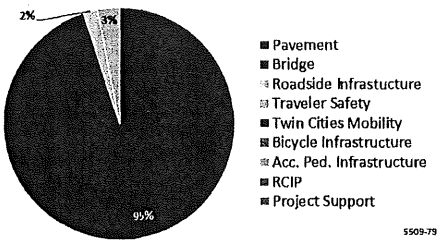
Hwy 63
Hwy 30 to 28th Street SE in Rochester
State Project No. 5509-79



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous resurfacing of 6.3 miles of Hwy 63 near Rochester.

Recent Changes and Updates:

The project was recently scoped and provides the current cost estimate.

Project History:

This project is needed to address pavement deterioration and extend pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 4.8	$ 5.4
Other Construction Elements:	$ 0.0	$ 0.4
Engineering:	$ 1.0	$ 0.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.7**	**$ 6.5**

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

Key Cost Estimate Assumptions:

20 percent engineering estimate. The project was recently scoped and provides a new current estimate.

Project Risks:

Competitive bid may be higher or lower than expected. Soil conditions are unknown.

Schedule:

Environmental Approval Date: TBD
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 2015

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

District Engineer: Jeff Vlaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

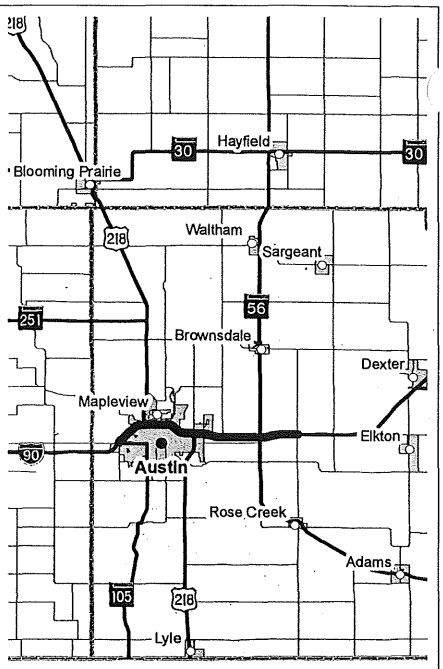
PROJECT SUMMARY

I-90

I-90 from Hwy 105 to County Road 19

State Project No. 5080-159

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Roadside Infrastructure Condition

Recent Changes and Updates:

The current estimate reflects letting bid amount

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.

Key Cost Estimate Assumptions:

The project would be completed while maintaining traffic, however, increased costs for staging were not assumed. It was assumed that concrete barrier would be installed that is similar to what is currently in place.

Project Description:

Rehabilitate deteriorated concrete pavement on 18.93 miles of I-90. In addition, the project improved drainage and replaced the concrete median barrier in Austin.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

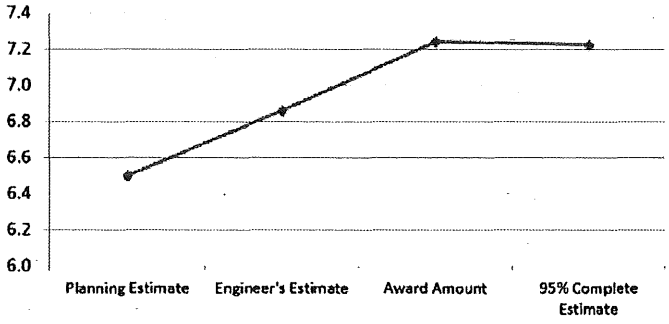
	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	$ 6.5
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.5**	**$ 7.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/27/2012
Current Letting Date: 10/26/2012
Construction Season: 2013
Estimated Substantial Completion: summer 2013

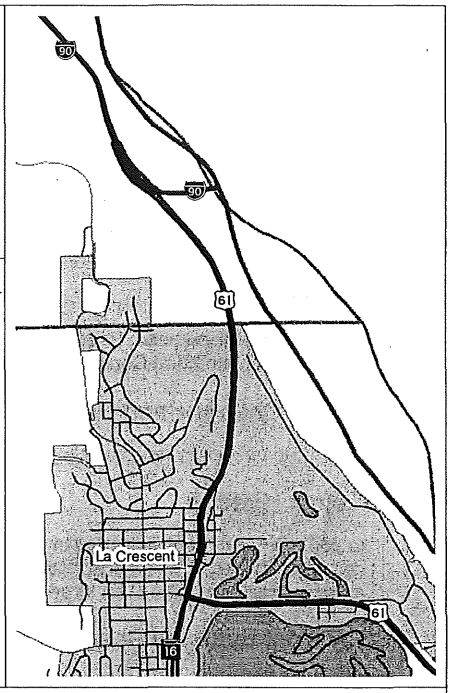
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Paul Schauer

Revised Date: 12/15/2013

PROJECT SUMMARY

I-90
Mississippi River Bridges - Dresbach
Bridge 85801, &, 85802
State Project No. 8580-149
http://www.dot.state.mn.us/dresbachbridge/index.html



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:

Project Description:

Provide two new I-90 river bridges (one in each direction) and provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61/14 and I-90. The project includes grading, concrete surfacing and bridge replacement. New and enhanced bicycle and pedestrian facilities will be provided along Hwy 61 and provisions for future bike/ped facilities are incorporated into the plans.

The river bridges and Minnesota approach are funded partially with Chapter 152 funds. Additionally, the Wisconsin is funding a portion of the bridge replacement, including 100 percent of the Wisconsin approach

Recent Changes and Updates:

The current estimate reflects letting bid amount.

Project History:

The primary purpose of the project is to provide a new structurally sound I-90 river crossing bridge on an important regional river crossing, and to provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61/14 and I-90. Project needs include identified bridge structural deficiencies, roadway operational problems, capacity needs, traffic safety concerns and riverfront access issues.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
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.

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.

Project Risks:

The close proximity of this bridge to Hwy 61, the railroad tracks and the Minnesota rest area make roadway and bridge geometry challenging. Numerous environmental permits will be required.

Schedule:

Environmental Approval Date:
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 12/7/2011
Construction Limits Established Date: 6/14/2011
Original Letting Date: 1/24/2012
Current Letting Date: 10/19/2012
Construction Season: 2013-2016
Estimated Substantial Completion: 2016

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

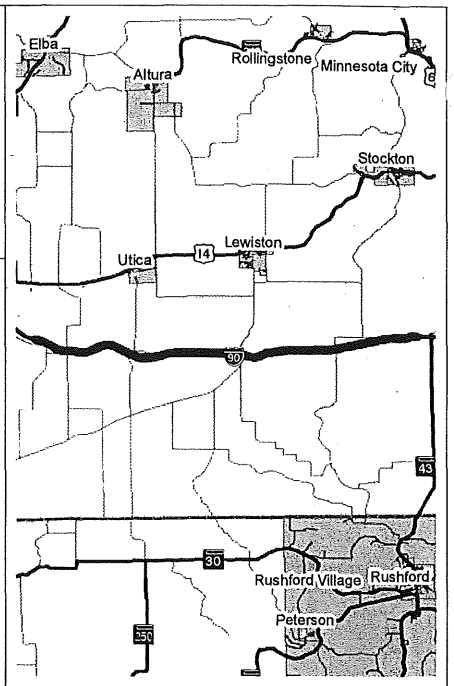
District Engineer: Jeff Vlaminck
Project Manager: Mark Anderson

Revised Date: 12/15/2013

PROJECT SUMMARY

I-90
East of Hwy 74 to east of Hwy 43
Bridge 85820, &, 85824
State Project No. 8580-156

Substantially Complete



Primary Purpose:

Performance-based need: Pavement & Roadside Infrastructure Condition

Recent Changes and Updates:

The current estimate reflects letting bid amount.

Project History:

In 2009 the pavement was rated in good condition. The remaining service life of this roadway was estimated to be three to five years.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates. The costs for a crossover were included.

Project Description:

Unbonded concrete overlay, culverts and bridge replacements on I-90 eastbound from 2.2 miles east of Hwy 74 to 0.5 miles east of Hwy 43.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2006

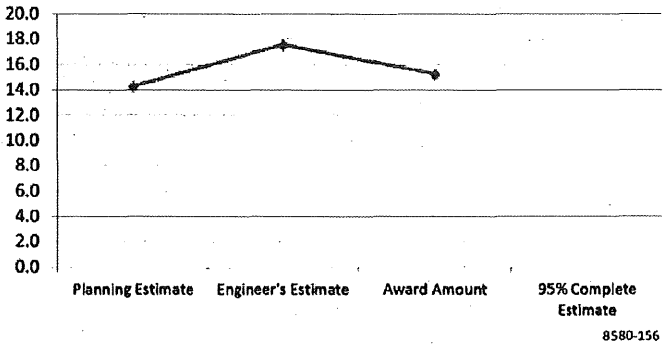
	Baseline Est.	Current Est.
Construction Letting:	$ 14.3	$ 14.3
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 2.9	$ 2.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.8**	**$ 17.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 1/25/2013
Current Letting Date: 2/12/2010
Construction Season: 2010
Estimated Substantial Completion: Aug. 2010

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

District Engineer: Jeff Viaminck
Project Manager: Jacob Rezac

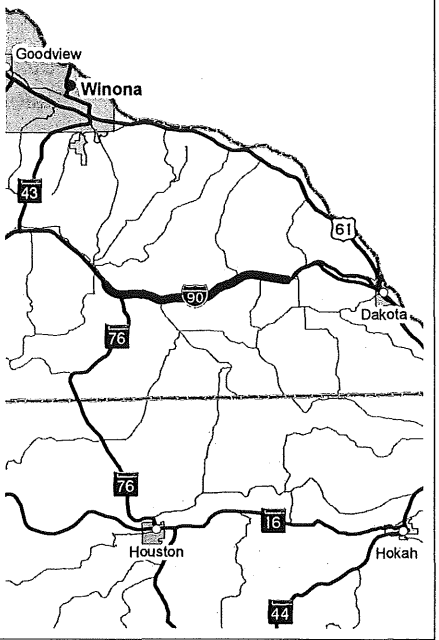
Revised Date: 12/15/2013

PROJECT SUMMARY

I-90

West of Hwy 76 to west of County Road 12

State Project No. 8580-163



Primary Purpose:

Performance-based need: Pavement & District Safety Plan

Investment Category:

Project Description:

Mill and overlay 8.4 miles of I-90, from 0.8 miles west of Hwy 76 to 0.69 miles west of County Road 12. The weigh station ramps will be overlaid and drainage and safety improvements will also be made.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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:	**$ 6.3**	**$ 6.3**

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

Recent Changes and Updates:

Unknown

Project History:

This section of I-90 was originally graded in 1971 and last overlaid in 1997 and 1998. In 2009 the pavement was rated in good condition with a PQI from 2.8 to 3.6.

Key Cost Estimate Assumptions:

Assumed there will be no right of way costs, a 1.5-inch mill and 3-inch overlay and that traffic will be maintained during construction. No crossovers or detour costs were included.

Project Risks:

Coordination will be needed to address maintenance of traffic issues at the Hwy 76 interchange. Project plans do not include replacing approach panels will be replaced on the bridges, however, it could be added at a later time.

Schedule:

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

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

District Engineer: Jeff Viaminck
Project Manager: Jacob Gasper

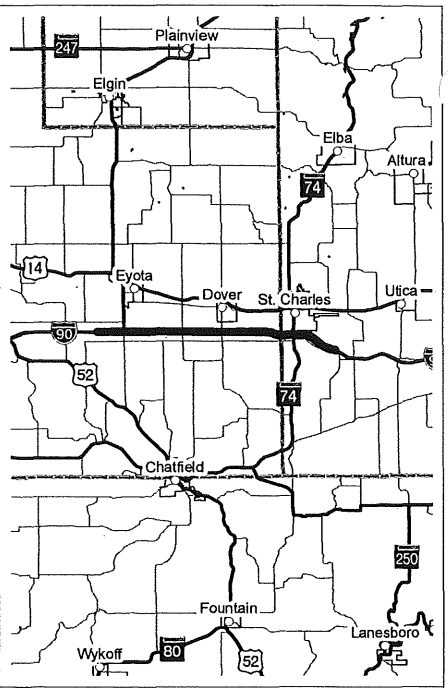
Revised Date: 12/15/2013

PROJECT SUMMARY

I-90

East of County Road 19 to East of Hwy 74

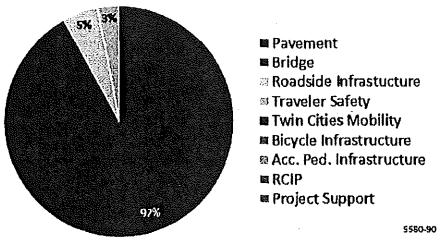
State Project No. 5580-90



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Resurface 12.2 miles of westbound lanes on I-90 from 1.7 miles east of County Road 19 to 2.3 miles east of Hwy 74. The resurfacing will consist of a unbonded concrete overlay. The project also includes culvert repairs and improvements.

Recent Changes and Updates:

None

Project History:

This highway segment is at the end of its life cycle. The purpose of the project is to improve ride quality and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.5	$ 13.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.7	$ 2.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.2**	**$ 16.2**

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

Key Cost Estimate Assumptions:

20 percent engineering estimate. Standard practices were used to develop cost estimates.

Project Risks:

Competitive bid may be higher or lower than expected.

Schedule:

Environmental Approval Date: Unknown
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: unknown
Construction Limits Established Date: unknown
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: 2015

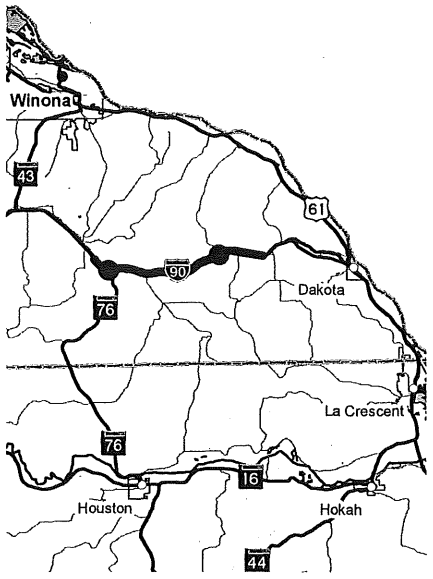
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeff Vlaminck
Project Manager: Jacob Gasper

Revised Date: 12/15/2013

PROJECT SUMMARY

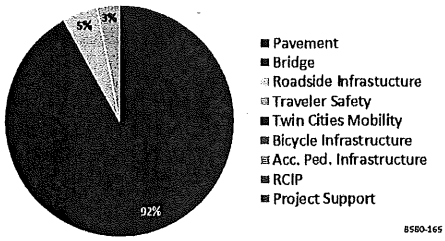
I-90
Winona
Bridge 85830, 85844
State Project No. 8580-165



Primary Purpose:

Performance based need: Pavement & Roadside Infrastructure Condition

Investment Category:



Project Description:

Resurfacing Hwy 90 eastbound lanes with a concrete unbonded overlay. The ramps will be re-graded and several existing culverts will be
replaced or repaired as a part of the project. Repairs will include tying sections of separating pipes and/or aprons.

Recent Changes and Updates:

The project changed from a bituminous mill and overlay to a concrete unbonded overlay.

Project History:

I-90 eastbound is in poor condition and needs repair. The purpose of the project is to improve ride quality and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 8.4	$ 8.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.7	$ 1.7
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.

Key Cost Estimate Assumptions:

20 percent engineering estimate. Standard practices were used to develop cost estimates.

Project Risks:

Competitive bid may be higher or lower than expected. Ramps may be overlaid or regraded.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: 8/15/2013
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: Pending

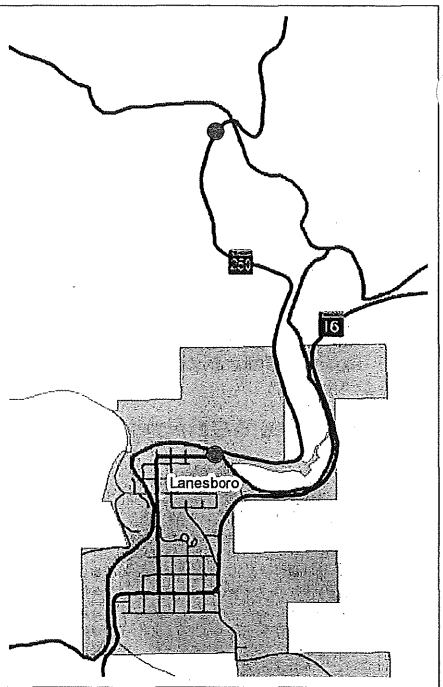
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Jeffrey L. Vlaminck
Project Manager: David Tsang

Revised Date: 12/15/2013

PROJECT SUMMARY

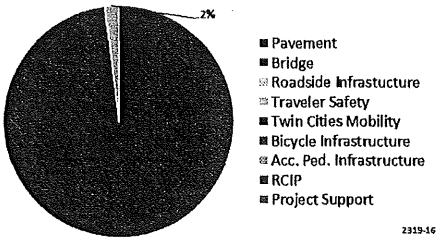
Hwy 250
Bridge 6975 - 1.0 mile north Hwy 16 in
Lanesboro
Bridge 6977 - 3.4 mile north of Hwy 16
Bridge 6975, 6977
State Project No. 2319-16



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace bridges over the north and south branches of the Root River in and to the north of Lanesboro.

Recent Changes and Updates:

The current estimate is based on updated information

Project History:

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

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 9.0	$ 6.7
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.7	$ 1.3
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 11.0**	**$ 8.3**

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

Key Cost Estimate Assumptions:

Environmental impacts of roadway approach work will not be significant. Traffic is assumed to be detoured during construction. Municipal consent is attainable, if required.

Project Risks:

The roadway approach work could lead to significant environmental issues. It is anticipated traffic will be detoured during construction. Municipal consent from Lanesboro may be required.

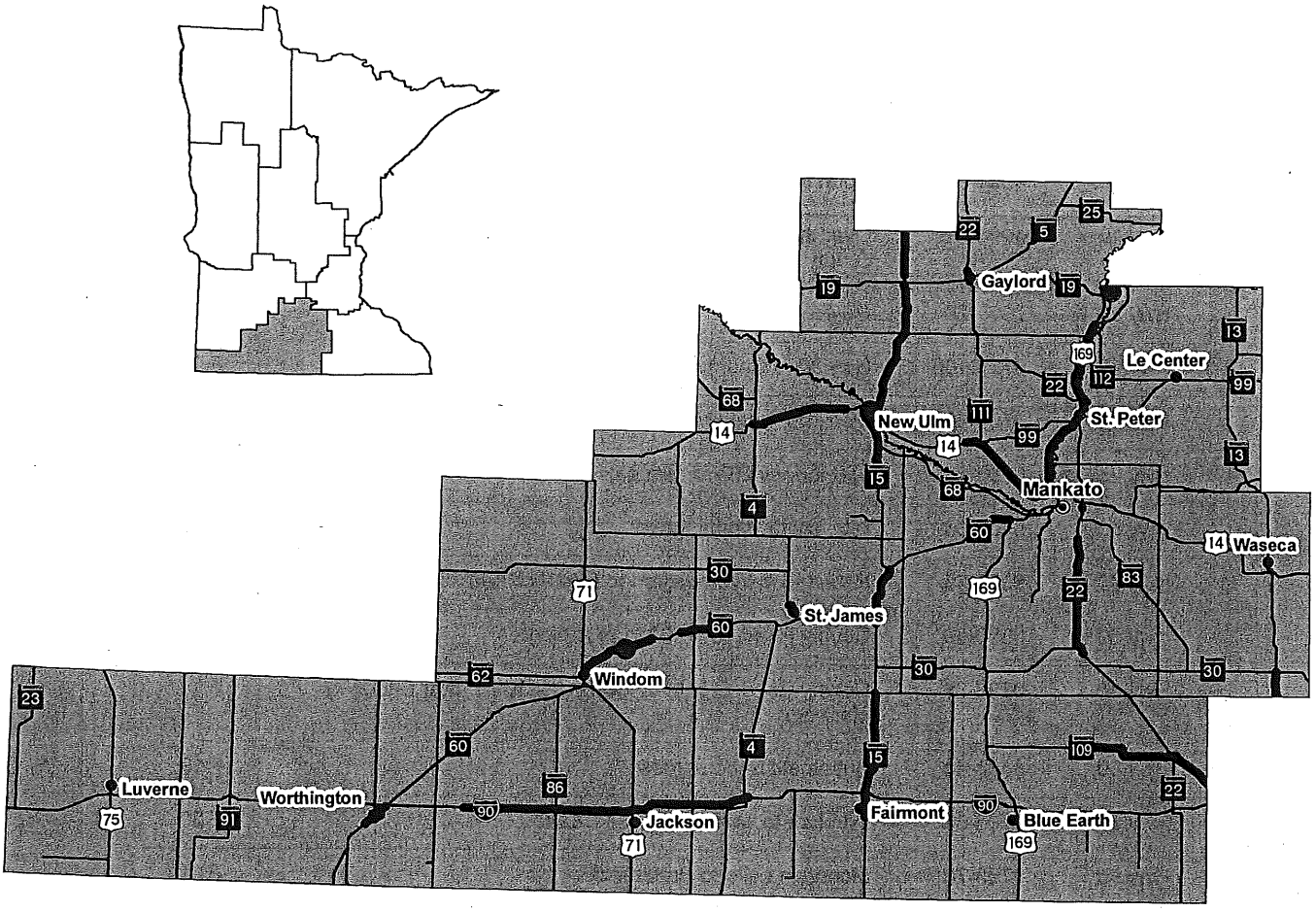
Schedule:

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

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500
District Engineer: Jeff Viaminck
Project Manager: Kjersti Anderson

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 7



Mankato

*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

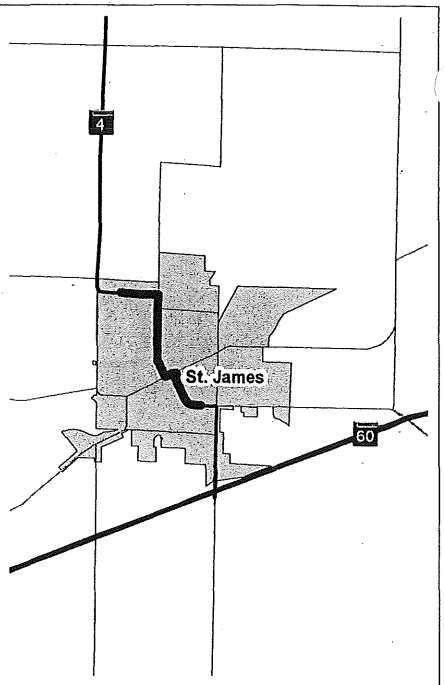
District Project Summary
District 7

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	8302-38	South of 10th Ave to 11th Ave in St. James	F 2
Hwy 14	5203-85	County Road 6 to Lor Ray Drive in North Mankato	F 3
Hwy 14	0804-113	East limits of Sleepy Eye to West limits of New Ulm	F 4
Hwy 15	5204-112	From Hwy 14 at New Ulm to Hwy 19 at Winthrop	F 5
Hwy 15	8304-113	Hwy 15 and Hwy 60	F 6
Hwy 15	0805-113	From Township Road 46 to 7th Street North in New Ulm	F 7
Hwy 15	4603-45	Johnson Street to Goeman Road in Fairmont	F 8
Hwy 15	4604-32	North of I-90 to County Road 54 in Truman	F 9
Hwy 19	4004-112	Over the Union Pacific railroad, east of Sibley/LeSueur county line	F 10
Hwy 22	7207-20	Gaylord	F 11
Hwy 22	0704-100	Hwy 30 to County Road 90	F 12
Hwy 22	0704-88	Mankato, from Hwy 83 to County Road 12	F 13
Hwy 23	6703-23	I-90 to Hwy 269 in Jasper	F 14
Hwy 60	5305-56	Bigelow to Worthington	F 15
Hwy 60	5305-58	Paul Ave in Worthington to County Road 35	F 16
Hwy 60	5305-59	County Road 35 to I90 in Worthington	F 17
Hwy 60	0708-35	County Road 115 (Cray Corner) to North Star Bridge in Mankato	F 18
Hwy 60	8308-44	Butterfield to St. James	F 19
Hwy 60	1703-69	Windom to west of Mountain Lake	F 20
Hwy 60	1703-70	Mountain Lake to Butterfield	F 21
Hwy 62	1704-27	Hwy 59 to west limits of Windom	F 22
Hwy 71	3205-29	Jackson, over the Des Moines River	F 23
I-90	3280-120	Lakefield to Sherburn, westbound lanes only	F 24
I-90	3280-121	East of Hwy 86 to Jackson/Martin county line	F 25
I-90	3280-122	County Road 5 to east of Hwy 86	F 26
Hwy 109	2212-28	Winnebago to Wells	F 27
Hwy 109	2206-13	Hwy 22 in Wells to I-90 in Alden	F 28

Hwy 169	5209-66	St. Peter to Le Sueur, south of the Minnesota River Bridge	F 29
Hwy 169	2207-32	Blue Earth from the south limits at 14th Street to County Road 6	F 30
Hwy 169	5211-59	Hwy 14 in Mankato to St. Peter	F 31
Hwy 169	5211-61	Hwy 14 in Mankato to St. Peter	F 32

PROJECT SUMMARY

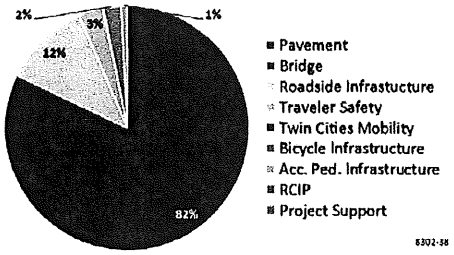
Hwy 4
South of 10th Ave to 11th Ave in St. James
State Project No. 8302-38
http://www.dot.state.mn.us/d7/projects/hwy4stjames/



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This is a roadway reconstruction project for 1.6 miles in St James from south of 10th Ave to 11th Ave. The roadway will be reconstructed with a concrete surface and paved shoulders. The sidewalk will be replaced and constructed to meet ADA standards. In addition, the storm sewer, sanitary sewer and water main will be replaced.

Recent Changes and Updates:

Project has been scoped. The city has requested concrete surfacing so this project will not be an alternate bid. Some temporary easements will be needed in the process of making the sidewalks ADA compliant. In addition, some right of way will need to be acquired for the intersection modifications and will be determined through the layout process. Traffic will be detoured.

Project History:

Existing 1951 concrete throughout the corridor is in very poor condition with an RQI of 0.3, well below the poor threshold. Multiple city utility breaks occur each winter due to poor utilities below the roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 4.7	$ 4.7
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.2
Total:	**$ 6.4**	**$ 6.3**

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

Key Cost Estimate Assumptions:

Construction Cost: MnDOT share -$4.7 million, local share - $5.5 million. Cost estimate based on concrete pavement. Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

Local funding of needs on project.

Schedule:

Environmental 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: 6/30/2016
Current Letting Date: 2/26/2016
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

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

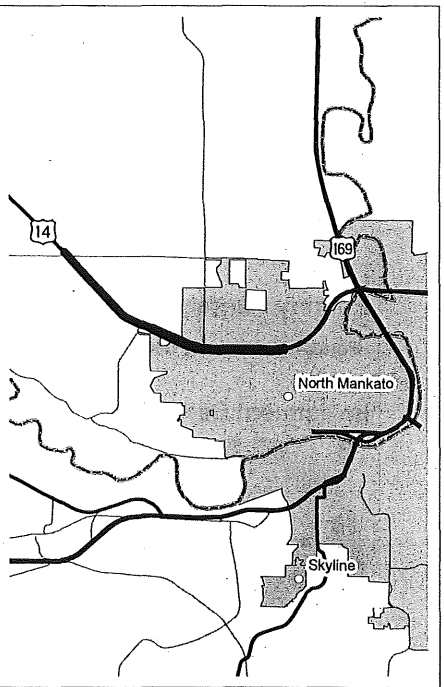
District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

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

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

Opened to traffic October 2013. This project was let as a design-build project with a $23.5 million low bid that included detail design and a one-year construction period. Because it was higher than expected (for both MnDOT and local partner cost responsibilities), the bids were rejected and MnDOT decided to do the design in-house. The construction cost came down substantially with design changes in grading, drainage, a two-year construction period and reducing contractor risk. Also, good bid prices were obtained at the time of letting the design-bid-build project.

Project History:

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

SP 5203-85 was completed in the fall of 2012. It constructed the Hwy 14 eastbound lanes, realigned County Road 6, and constructed the roundabout at Pleasant View Drive. SP 5203-103 will be substantially complete in the fall of 2013. Constructing a new modified diamond interchange at Hwy 14/County Road 41 created short spacing between the County Road 41 and Lookout Drive ramps. This is also the first roundabout in North Mankato.

Key Cost Estimate Assumptions:

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

Project Description:

Reconstruction and expansion from two to four lanes for approximately 1.8 miles, construction of a new interchange at Hwy 14 and County Road 41, realignment of the Hwy 14 and County Road 6 intersection, roundabouts at the Hwy 14 entrance and exit ramp intersections with County Road 41 frontage road and intersection.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

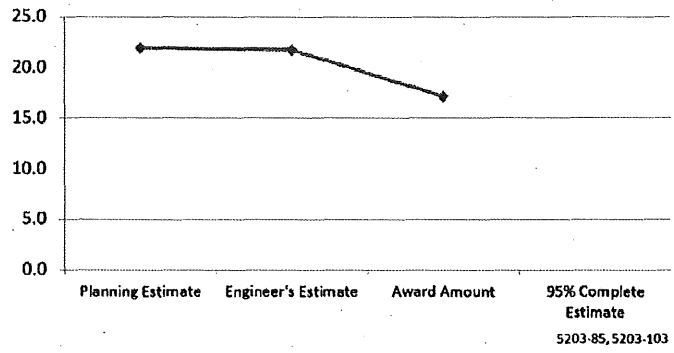
	Baseline Est.	Current Est.
Construction Letting:	$ 22.0	$ 16.2
Other Construction Elements:	$ 2.4	$ 2.4
Engineering:	$ 4.0	$ 1.8
Right of Way:	$ 4.0	$ 2.0
Total:	**$ 32.4**	**$ 22.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 05/01/2004
Municipal Consent Approval Date: 4/19/2011
Geometric Layout Approval Date: 3/8/2011
Construction Limits Established Date: 12/20/2010
Original Letting Date: 37653
Current Letting Date: 40991
Construction Season: 2012; 2013
Estimated Substantial Completion: Oct. 2013

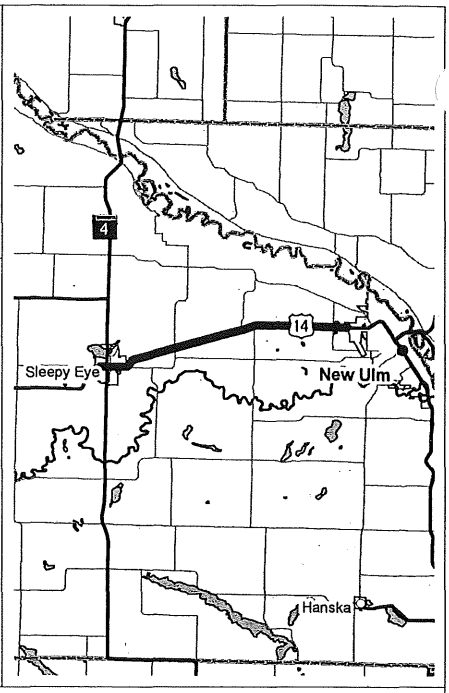
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Revised Date: 12/15/2013

PROJECT SUMMARY

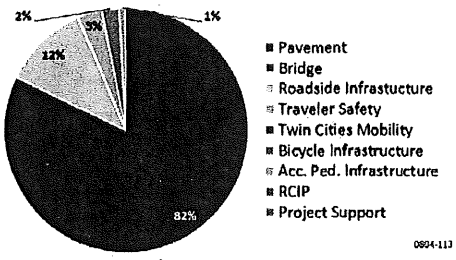
Hwy 14
East limits of Sleepy Eye to West limits of New Ulm
State Project No. 0804-113



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Mill and overlay 10 miles of Hwy 14 from the east side of Sleepy Elye to the west side of New Ulm.

Recent Changes and Updates:

The project has been scoped and no detour should be necessary.

Project History:

The purpose of this project is to provide a smooth ride by resurfacing the roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 4.3	$ 4.3
Other Construction Elements:	$ 0.4	$ 0.4
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.5**	**$ 5.5**

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

Key Cost Estimate Assumptions:

Estimate is based on bituminous pavement. Some contingency included based on additional pipe replacements and detour needs. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

There may be a need to replace a few culverts within the project limits.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

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

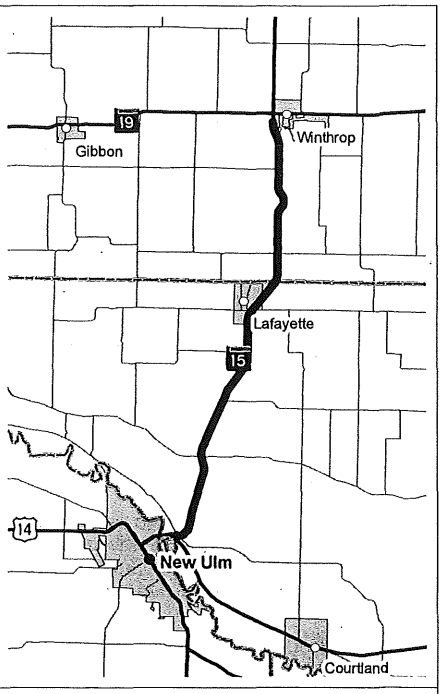
District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 15
From Hwy 14 at New Ulm to Hwy 19 at Winthrop
State Project No. 5204-112

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2013. Contract was modified to include special surface treatment.

Project History:

This segment had severe roughness and poor condition of bituminous shoulders. The pavement preservation project was funded through the Better Roads program.

Key Cost Estimate Assumptions:

Estimated in 2011 dollars inflated to 2013 dollars.

Project Description:

This project resurfaced the roadway with a bituminous overlay and also included reclamation of the shoulders for 17. miles from Hwy 14 at New Ulm to Hwy 19 at Winthrop. Edgeline rumble strips and centerline rumble strips will be added.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

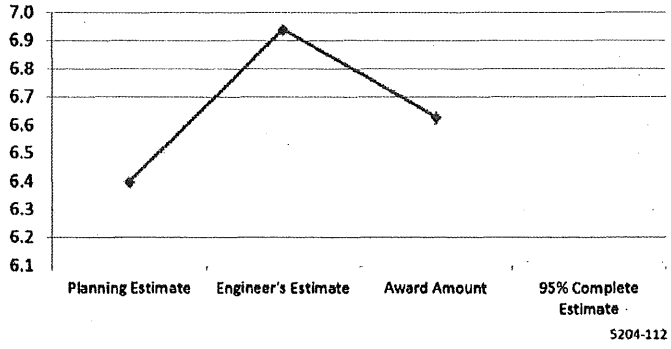
	Baseline Est.	Current Est.
Construction Letting:	$ 6.4	$ 6.4
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 8.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 3/16/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 5/8/2012
Current Letting Date: 5/18/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

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

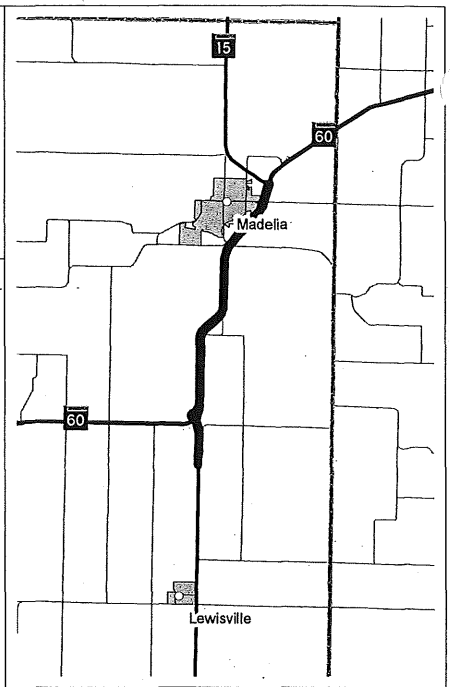
District Engineer: Greg Ous
Project Manager: Susan Museus

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 15
Hwy 15 and Hwy 60
State Project No. 8304-113

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2012.

Project History:

This segment had rough pavement due to concrete faulting and damaged panels. The pavement preservation project was funded through the Better Roads program.

Key Cost Estimate Assumptions:

Base estimate in 2011 dollars inflated to 2013 dollars. Current estimate is the awarded bid taken from the abstract.

Project Description:

3-inch bituminous overlay plus 5/8-inch ultrathin bonded wearing course.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

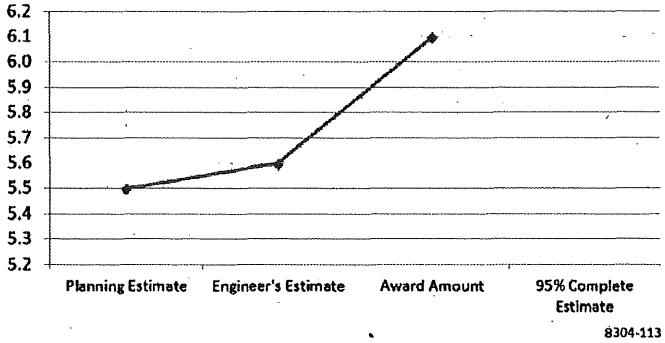
	Baseline Est.	Current Est.
Construction Letting:	$ 5.5	$ 6.0
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.1**	**$ 7.6**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/28/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 4/27/2012
Current Letting Date: 4/27/2012
Construction Season: 2012
Estimated Substantial Completion: 2012

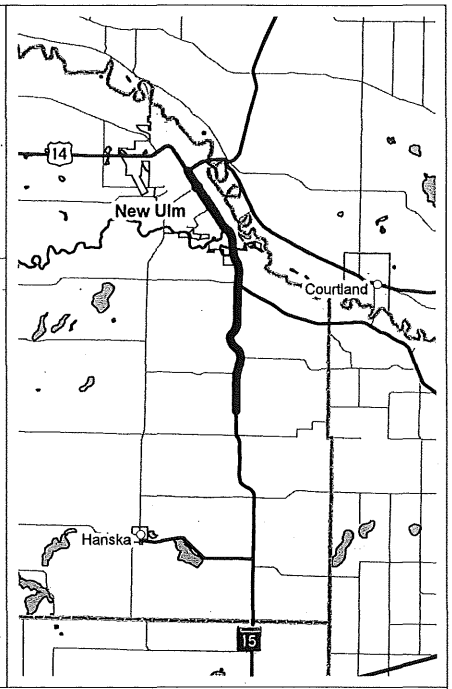
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Bob Williams

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 15
From Township Road 46 to 7th Street North in New Ulm
State Project No. 0805-113



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:

Project Description:

Mill and overlay 8.5 miles of Hwy 15 from 1.5 miles south of Searles to the west junction of Hwy 14/Hwy 15 in New Ulm.

Recent Changes and Updates:

The project has been scoped, and a minimal amount of risks have been identified.

Project History:

The purpose of this project is to provide a smooth riding surface and reconstruct the failing sidewalk and pedestrian ramps to meet ADA guidelines.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.2
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 9.1**	**$ 9.1**

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

Key Cost Estimate Assumptions:

Estimate is based on bituminous pavement, ADA work and bridge repairs. It includes contingency based on additional ADA work, possible turn lane extensions and detour staging due to pipe work. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

Minimal detours may be needed due to culvert replacements in the rural section of the project and in the urban area due to spot pavement replacements. Permits may be needed is some areas where there is sidewalk replacement.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

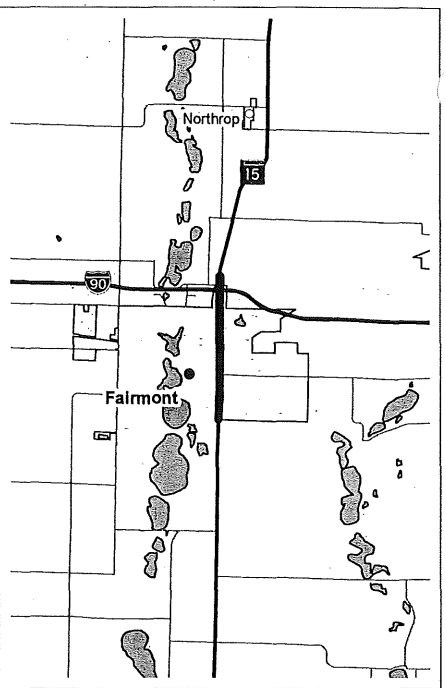
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

PROJECT SUMMARY

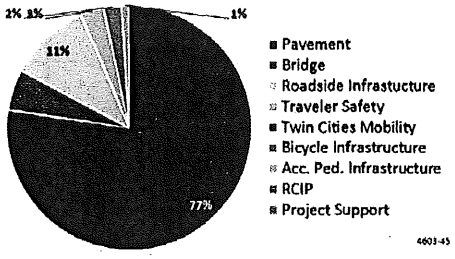
Hwy 15
Johnson Street to Goeman Road in Fairmont
State Project No. 4603-45



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This section of Hwy 15 includes the urban section of roadway from the south end of the project at Johnson Street to the north end at Goemann Road. The roadway work will consist of milling and a bituminous overlay

Recent Changes and Updates:

The project scope has been done for this project. Additional scoping needs to be done for the city's utilities and the life cycle cost analysis.

Project History:

The project will resurface the pavement to preserve and extend the design life of the existing pavement structure and achieve a smooth riding surface; rehabilitate bridge 46002 over Center Creek; reconstruct pedestrian ramps and sidewalks to meet ADA guidelines and update signals with flashing yellow arrows.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.1	$ 6.1
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 7.9**	**$ 7.9**

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

Key Cost Estimate Assumptions:

It is assumed the project will include a mill and overlay, that the project can be done under traffic and that approach panel work on Bridge 40002 is done as part of the roadway work. The current estimate is in 2013 dollars inflated to 2017 dollars.

Project Risks:

The LCCA may show an alternate fix has the lowest life cycle cost. This would warrant a change in the proposed fix or an exception.

A detour may be needed to replace the approach panels if it is determined that the bridge needs to be closed to complete concrete work.

City utilities in Fairmont have not been investigated, and their underground condition is not known. If utility work is needed it could impact project costs and/or project limits.

Schedule:

Environmental 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: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

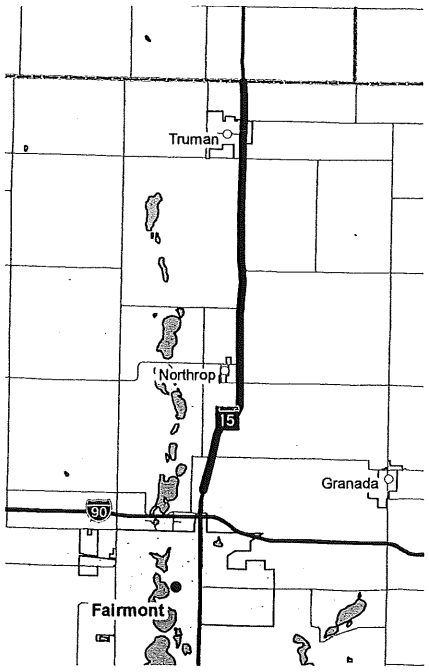
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2013

PROJECT SUMMARY

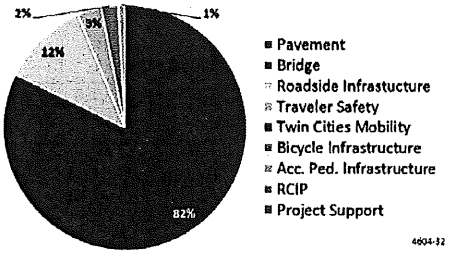
Hwy 15
North of I-90 to County Road 54 in Truman
State Project No. 4604-32



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Bituminous overlay for 11.3 miles from 0.6 miles north of I90 to County Road 54 in Truman. It also includes ADA improvements in Truman.

Recent Changes and Updates:

This project has been scoped.

Project History:

The road surface is rough and deteriorating. This project will resurface the pavement to achieve a smooth riding surface.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.1	$ 5.1
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 1.0
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.

Key Cost Estimate Assumptions:

The estimate is based on mill and bituminous overlay with ADA work. Contingency is based on ultra thin bonded wearing course. Estimated in 2012 dollars inflated to 2014 dollars.

Project Risks:

Edge drains need to be inspected and evaluated to determine if they need work or replacement. Catch basins in Truman may need limited repairs.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 8/8/2013
Original Letting Date: 3/28/2014
Current Letting Date: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

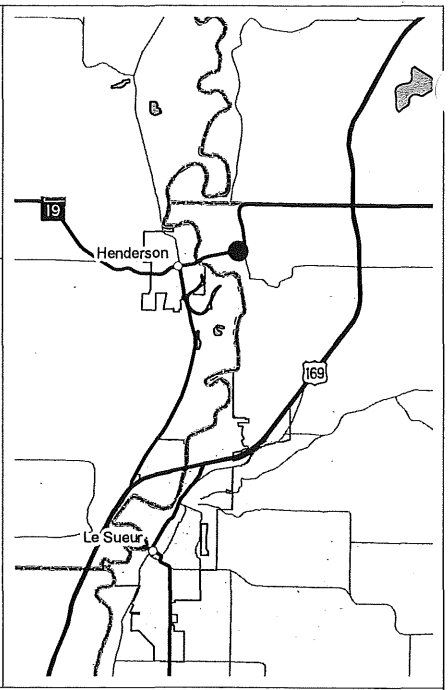
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2013

PROJECT SUMMARY

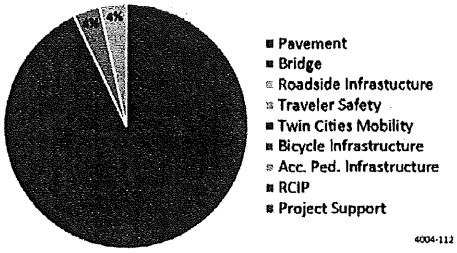
Hwy 19
Over the Union Pacific railroad, east of Sibley/LeSueur county line
Bridge 5369
State Project No. 4004-112



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace bridge 5369 over the Union Pacific Railroad, and the associated grading and paving on the ends of the bridge to match the in place profile.

Recent Changes and Updates:

Project has been scoped, and a detour will be needed along with some right of way acquisition to accommodate the additional grading needed due to raising the grade.

Project History:

The existing bridge is failing. Sight distance is poor at the county road intersection. The project will replace the bridge with a structure that minimizes maintenance and provides improved sight distance for the local road connection.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 3.0	$ 6.0
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.6	$ 0.6
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 4.2**	**$ 7.2**

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

Key Cost Estimate Assumptions:

The cost estimate is based on the one slope alternative. $1.4M is included as contingency for poor soils and a longer bridge to accommodate a third future railroad track. Estimated in 2010 dollars inflated to 2016 dollars.

Project Risks:

Potential grade changes may be needed to provide clearance over the railroad, depending on structure type. Utilities are unknown at this time. Will require an agreement with the railroad.

Schedule:

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

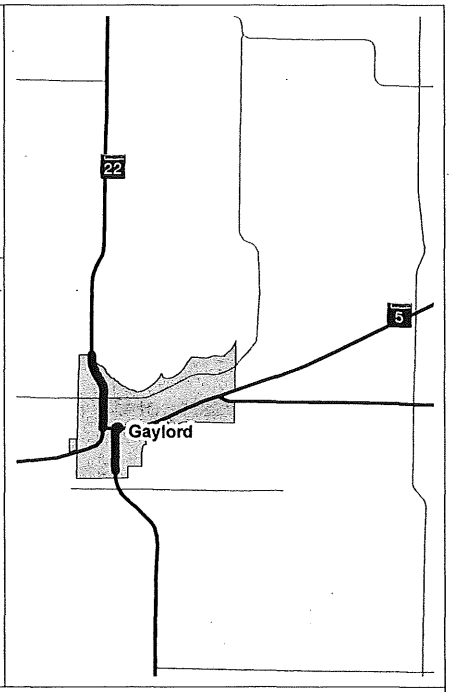
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Revised Date: 12/15/2013

PROJECT SUMMARY

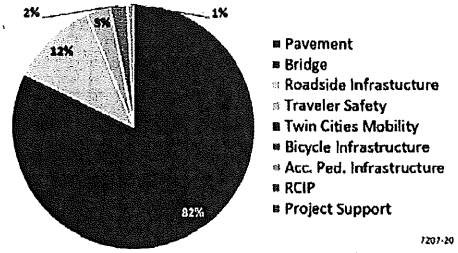
Hwy 22
Gaylord
State Project No. 7207-20



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project will reconstruct approximately 1.5 miles of Hwys 5, 19 and 22 and will overlay another 0.3 miles of Hwy 22. All work is in Gaylord. The project will also replace failing city utilities.

Recent Changes and Updates:

Detailed design is under way.

Project History:

This project was first identified as a resurfacing project, but has since been revised to be primarily a full reconstruction to accommodate the replacement of failing city utilities. The portion of Hwy 22 south of the railroad tracks remains a mill and overlay section.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 5.1	$ 5.1
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.1	$ 1.1
Right of Way:	$ 0.3	$ 0.3
Total:	**$ 7.1**	**$ 7.1**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project. Local cost share adds an additional $1.9 million to the construction letting cost estimate. The estimate is based on bituminous pavement with a contingency added for possible concrete pavement in the downtown area. Estimated in 2012 dollars inflated to 2014 dollars.

Project Risks:

Fluctuations in bituminous and concrete pavement prices may increase project costs. Accommodations for business access during construction may also raise project costs. Some contaminated soils have been identified.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: 1/23/2013
Construction Limits Established Date: 9/20/2012
Original Letting Date: 12/20/2013
Current Letting Date: 4/25/2014
Construction Season: 2014 - 2015
Estimated Substantial Completion: fall 2015

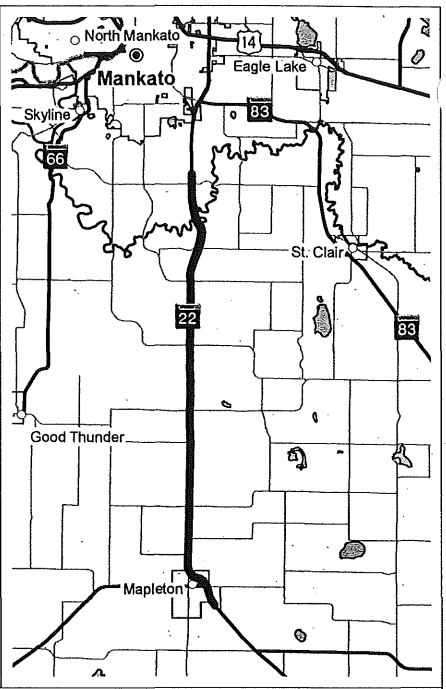
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Revised Date: 12/15/2013

PROJECT SUMMARY

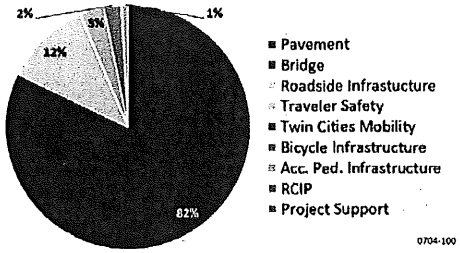
Hwy 22
Hwy 30 to County Road 90
State Project No. 0704-100



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project consists of milling and unbonded concrete overlay, and paving the shoulders for 12.85 miles from Hwy 30 to County Road 90.

Recent Changes and Updates:

Bridge No. 5959 over the Big Cobb River and Bridge 6497 over the LeSueur River are scheduled to be replaced. These bridge projects have been scoped as separate projects and costs would be in addition to the costs for highway work. Due to the significant project costs, the highway project may have to be staged over multiple years due to budget and program limitations.

Project History:

Hwy 22 from Mapleton to County Road 90 is a minor arterial. The existing pavement is continuing to deteriorate and the ride quality is very poor, especially during the spring and winter seasons due to the frost heaving at pavement joints.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 25.9	$ 25.9
Other Construction Elements:	$ 2.9	$ 2.9
Engineering:	$ 4.6	$ 4.6
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 33.5**	**$ 33.5**

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

Key Cost Estimate Assumptions:

Estimate based on concrete pavement.

Estimated in 2011 dollars inflated to 2017 dollars.

Project Risks:

Project may require to be staged over multiple years. Additional cost for edge drain repair/replacement maybe needed. The investigation of chronic frost heaving at the joints may show that the pavement is too far gone and an overlay would not correct the problem, at which point reconstruction of the roadway would be the most cost effective repair option. If this is the case, further materials investigation would be required and the cost of the fix would significantly increase.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: need Unknown
Construction Limits Established Date: need Unknown
Original Letting Date: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017 - 2018
Estimated Substantial Completion: late fall 2018

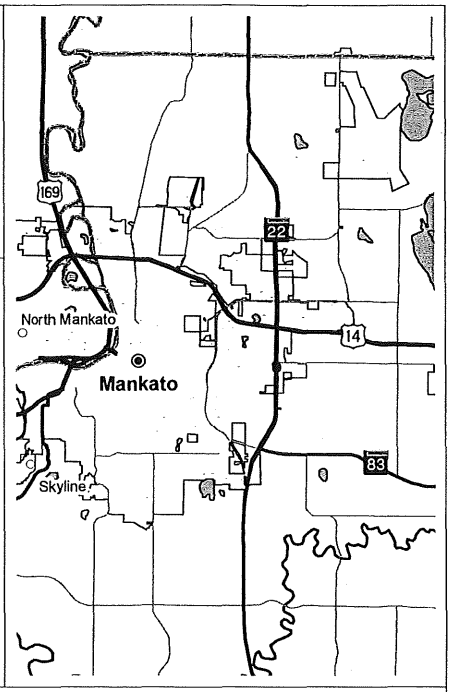
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2013

PROJECT SUMMARY

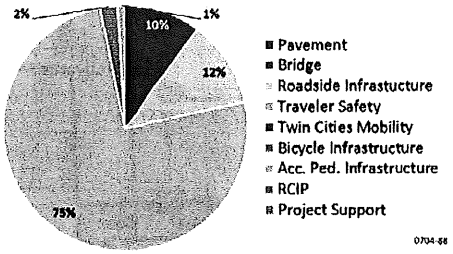
Hwy 22
Mankato, from Hwy 83 to County Road 12
State Project No. 0704-88



Primary Purpose:

Performance-based need: District Safety Plan

Investment Category:



Project Description:

The project consists of construction of roundabouts on Hwy 22 at the intersections of Madison Avenue and Adams Street, concrete pavement rehabilitation, and installation of flashing yellow arrows at intersecting side roads.

Recent Changes and Updates:

MnDOT is partnering with the city and county to optimize construction staging. Project limits are being extended to address traffic signal modifications at the surrounding intersections.

Project History:

Construct roundabouts to improve safety and reduce signal delay. The intersections of Hwy 22 with Madison Avenue and Adams Street have the highest crash rating in District 7.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 6.6	$ 5.6
Other Construction Elements:	$ 0.4	$ 1.0
Engineering:	$ 1.3	$ 1.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.3**	**$ 7.9**

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

Key Cost Estimate Assumptions:

Project can be constructed in one construction season.

In addition to MnDOT's construction share of $4.44 million, the city and county share includes $2.6 million.

Estimated in 2012 dollars inflated to 2014 dollars.

Project Risks:

Local funding needs for the project. Construction staging and traffic control.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 6/10/2013
Construction Limits Established Date: 6/10/2013
Original Letting Date: 1/25/2014
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: late fall 2014

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

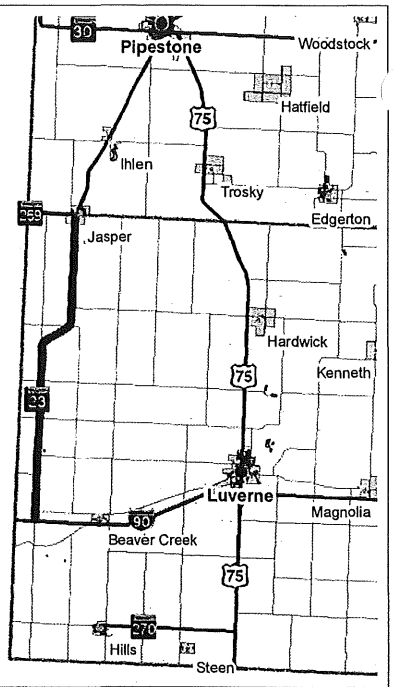
District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Project was completed in 2013.

Project History:

This pavement preservation project was funded with Better Roads funding.

Key Cost Estimate Assumptions:

Base estimate is in 2011 dollars inflated to 2013 dollars. Current estimate is the awarded bid taken from the abstract.

Project Description:

Pavement reclamation from I-90 to TH 269 in Jasper.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

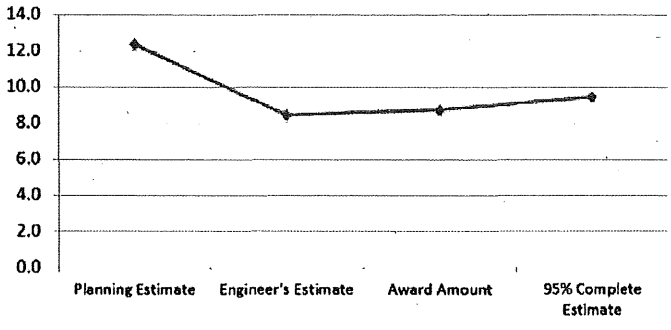
	Baseline Est.	Current Est.
Construction Letting:	$ 12.4	$ 8.8
Other Construction Elements:	$ 0.0	$ 0.9
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 1.8	$ 1.8
Total:	**$ 15.1**	**$ 12.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 3/12/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 5/18/2012
Current Letting Date: 5/18/2012
Construction Season: 2013
Estimated Substantial Completion: fall 2013

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

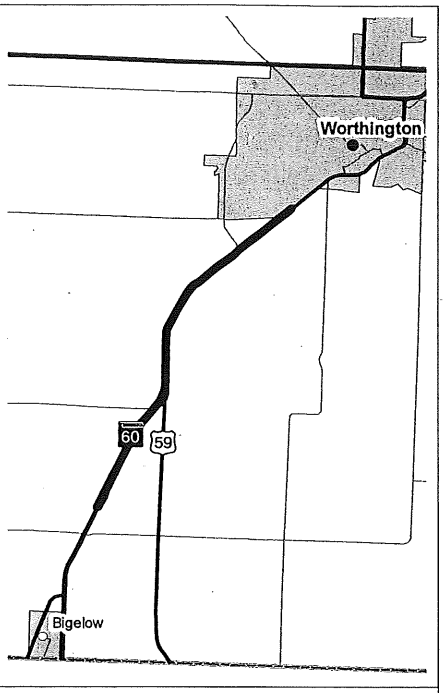
District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2013

PROJECT SUMMARY

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

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

Project will be substantially completed in the fall of 2013.

Project History:

The existing road was constructed in 1930s, and the 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). Initial baseline estimate did not include full scoping, soil investigations were not complete and the alignment had not been set in the Worthington area. MnDOT constrained construction limits to avoid a dump, spent less than anticipated on right of way and reduced other costs as the project was developed and contingency 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 percent annual inflation.

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: 2009

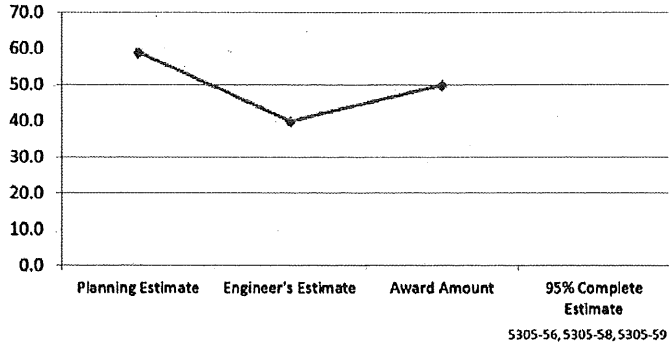
	Baseline Est.	Current Est.
Construction Letting:	$ 59.1	$ 45.6
Other Construction Elements:	$ 17.5	$ 17.5
Engineering:	$ 19.3	$ 9.8
Right of Way:	$ 22.7	$ 11.5
Total:	**$ 118.6**	**$ 84.4**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 02/01/2005
Municipal Consent Approval Date: 8/17/2009
Geometric Layout Approval Date: 2/5/2009
Construction Limits Established Date: 39783
Original Letting Date: 3/1/2010
Current Letting Date: 7/9/2010
Construction Season: 2010 - 2013
Estimated Substantial Completion: 2013

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

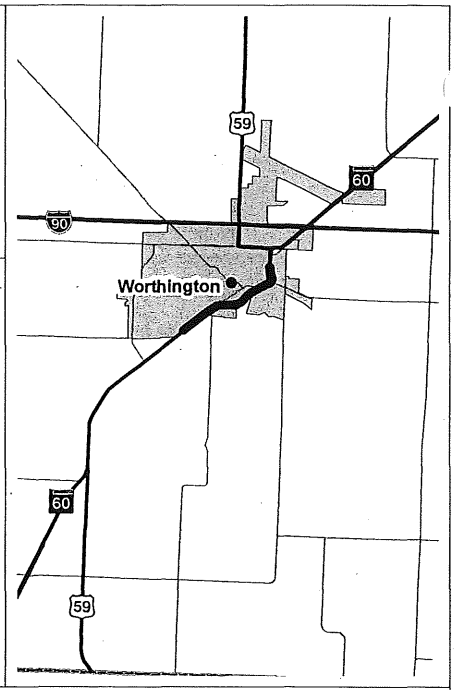
District Engineer: Greg Ous
Project Manager: Rolin Sinn

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 60
Paul Ave in Worthington to County Road 35
State Project No. 5305-58

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

Project is substantially completed in the fall of 2013. Construction letting and right-of-way costs are actual costs - as let.

Project History:

The project is substantially complete. Construction cost is the actual amount.

Key Cost Estimate Assumptions:

Base estimate in 2011 dollars inflated to 2012 dollars. Current estimate is the awarded bid taken from the abstract.

Project Description:

This project includes grading, concrete and bituminous surfacing and a roundabout for new four-lane expressway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

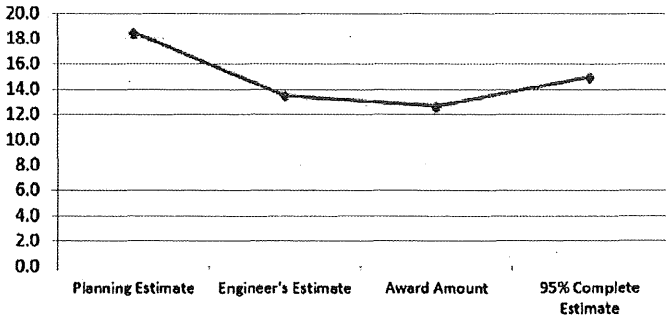
	Baseline Est.	Current Est.
Construction Letting:	$ 18.5	$ 12.6
Other Construction Elements:	$ 3.7	$ 3.7
Engineering:	$ 3.2	$ 3.2
Right of Way:	$ 5.0	$ 5.0
Total:	**$ 30.4**	**$ 24.5**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2004
Municipal Consent Approval Date: 12/30/2010
Geometric Layout Approval Date: 8/17/2010
Construction Limits Established Date: 4/4/2007
Original Letting Date: 12/17/2010
Current Letting Date: 5/6/2011
Construction Season: 2012
Estimated Substantial Completion: 2012

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

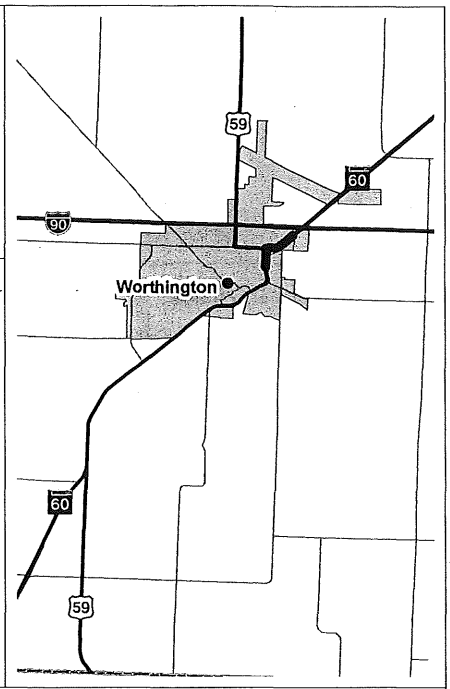
District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 60
County Road 35 to I90 in Worthington
State Project No. 5305-59

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Recent Changes and Updates:

This project was substantially completed in the fall of 2013.

Project History:

This project is under construction.

Key Cost Estimate Assumptions:

Base estimate is in 2009 dollars inflated to 2012 dollars. The current estimate is the awarded bid taken from the abstract.

Project Description:

This project includes grading, concrete and bituminous surfacing and a roundabout for a four-lane urban expressway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

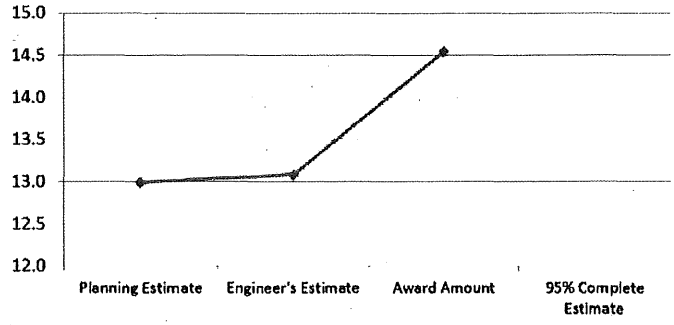
	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 14.5
Other Construction Elements:	$ 2.8	$ 2.8
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 2.1	$ 3.0
Total:	**$ 19.4**	**$ 21.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2004
Municipal Consent Approval Date: 6/13/2011
Geometric Layout Approval Date: 1/13/2011
Construction Limits Established Date: 1/24/2011
Original Letting Date: 12/16/2011
Current Letting Date: 5/18/2012
Construction Season: 2012-2013
Estimated Substantial Completion: 2013

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

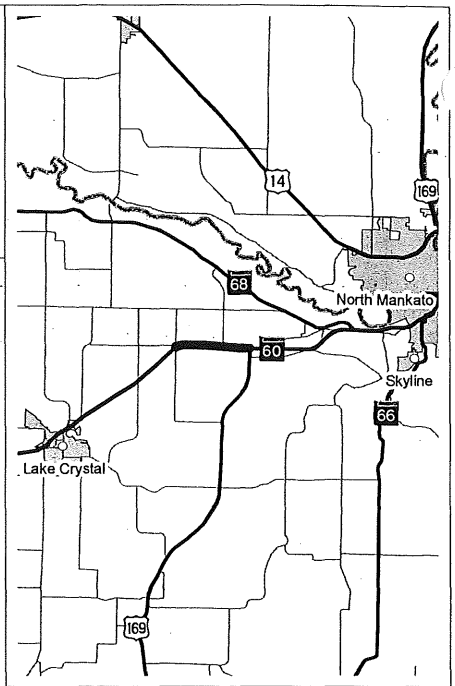
District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 60
County Road 115 (Cray Corner) to North Star Bridge in Mankato
State Project No. 0708-35

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project is complete.

Project History:

This road was rough and deteriorating.

Key Cost Estimate Assumptions:

Estimated in 2008 dollars inflated to 2012 dollars.

Project Description:

This project included mill and overlay, ADA Improvements and ramp reconstruction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

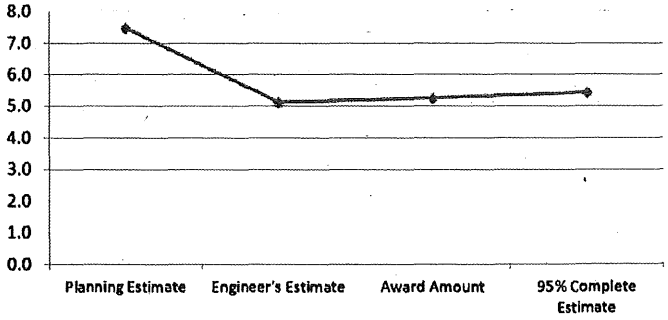
	Baseline Est.	Current Est.
Construction Letting:	$ 7.5	$ 7.5
Other Construction Elements:	$ 1.3	$ 1.3
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.3**	**$ 10.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 2/24/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 3/23/2012
Current Letting Date: 3/23/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

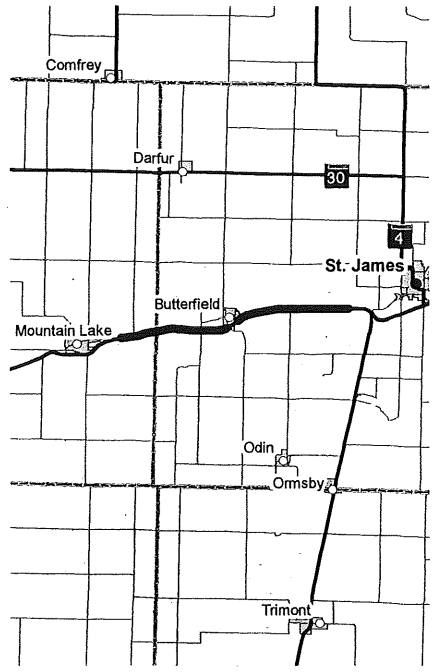
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Peter Harff

Revised Date: 12/15/2013

PROJECT SUMMARY

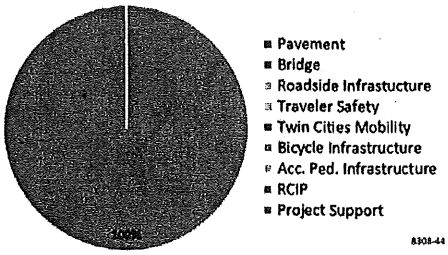
Hwy 60
Butterfield to St. James
Bridge 83040
State Project No. 8308-44



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project completes Hwy 60 as a four-lane divided roadway between Butterfield and the existing four-lane section end near St. James (5.9 miles).

Recent Changes and Updates:

The project has been let for 2013-2014 construction. Grading operations are substantially complete. Costs were lower because contingency items were not retired until near plans-completion date (e.g. deciding not to include wick drains in the embankment). Also, good bid prices were obtained at the time of letting.

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 EIS were completed. A supplemental final EIS was completed in 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 20.1	$ 14.2
Other Construction Elements:	$ 3.0	$ 2.9
Engineering:	$ 4.0	$ 3.8
Right of Way:	$ 1.5	$ 1.4
Total:	**$ 28.6**	**$ 22.3**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project. The current estimate is based on the final plan estimate in 2013 dollars.

Project Risks:

Soils or other issues may be discovered during construction.

Schedule:

Environmental Approval Date: 2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 1/12/2010
Construction Limits Established Date: 9/2/2011
Original Letting Date: 5/17/2013
Current Letting Date: 5/17/2013
Construction Season: 2013 to 2014
Estimated Substantial Completion: fall 2014

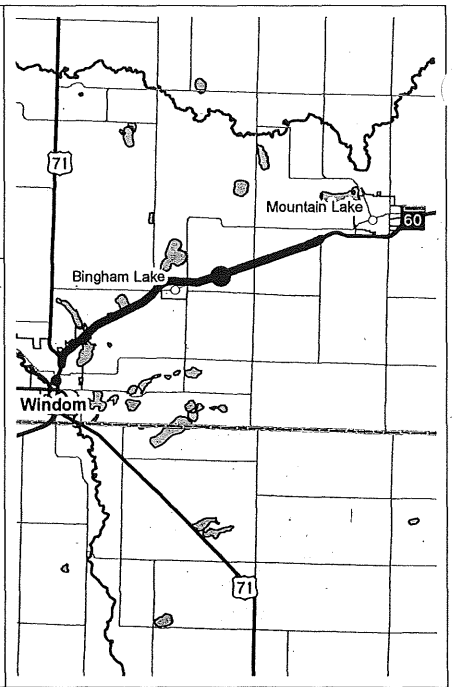
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Revised Date: 12/15/2013

PROJECT SUMMARY

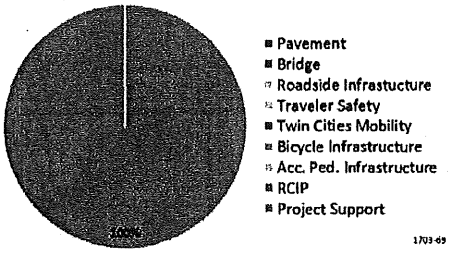
Hwy 60
Windom to west of Mountain Lake
Bridge 8260
State Project No. 1703-69



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project completes Hwy 60 as a four-lane divided roadway between the east edge of Windom and the west end of the existing four-lane section west of Mountain Lake. This includes construction through Bingham Lake.

Recent Changes and Updates:

Final Scoping Report was completed in 2013. Development of the formal geometric layout is underway.

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 EIS were completed. A supplemental final EIS was completed in 2013.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 27.1	$ 27.1
Other Construction Elements:	$ 3.0	$ 3.0
Engineering:	$ 4.9	$ 4.9
Right of Way:	$ 1.5	$ 1.5
Total:	**$ 36.5**	**$ 36.5**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project. The estimate is based on bituminous pavement and retaining wall systems at Clear Lake and Warren Pond. It includes contingency based on concrete pavement option and additional CPR work. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

Soils and Foundations investigations have not been completed. Embankment designs at Clear Lake and Warren Pond may have considerable costs and need to be approved by the regulatory agencies. Bingham Lake connections will require municipal consent.

Schedule:

Environmental 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: 2/24/2017
Current Letting Date: 2/24/2017
Construction Season: 2017 - 2018
Estimated Substantial Completion: fall 2018

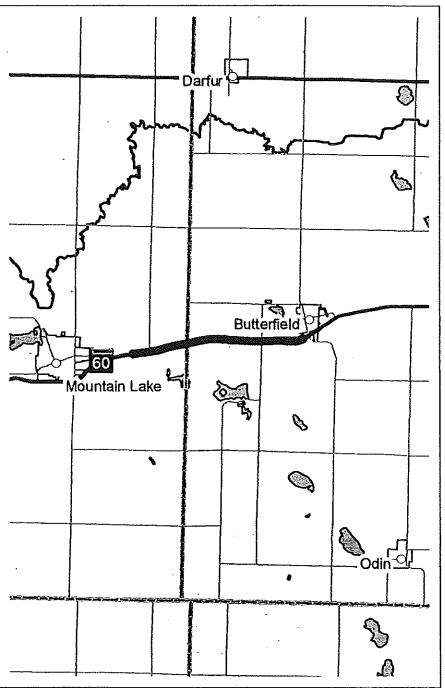
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Steve Bowers

Revised Date: 12/15/2013

PROJECT SUMMARY

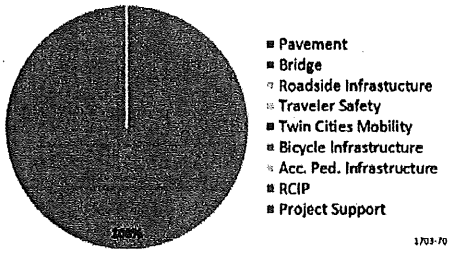
Hwy 60
Mountain Lake to Butterfield
State Project No. 1703-70
http://www.dot.state.mn.us/d7/projects/hwy60stjames/index.html



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This 4.5 mile project constructs a four-lane expressway along existing alignment from Mountain Lake to Butterfield, reduces access locations and reconstruct existing shoulders.

Recent Changes and Updates:

Right of way is working on acquiring property. The right of way cost will most likely be going up, based on land value appraisals.

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 EIS have been completed. A supplemental final EIS was completed.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 13.8	$ 14.5
Other Construction Elements:	$ 2.1	$ 2.1
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 0.6	$ 0.6
Total:	**$ 19.3**	**$ 20.0**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop the cost estimates for this project. The estimate is based on bituminous pavement option. Estimated in 2012 dollars inflated to 2015 dollars.

Project Risks:

Soil testing has been partially completed. Substantial muck excavation may be identified that would require correction and may elevate project costs.

Schedule:

Environmental Approval Date: 1983 & 2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 8/14/2012
Construction Limits Established Date: 3/15/2013
Original Letting Date: 12/19/2014
Current Letting Date: 12/19/2014
Construction Season: 2015
Estimated Substantial Completion: fall 2016

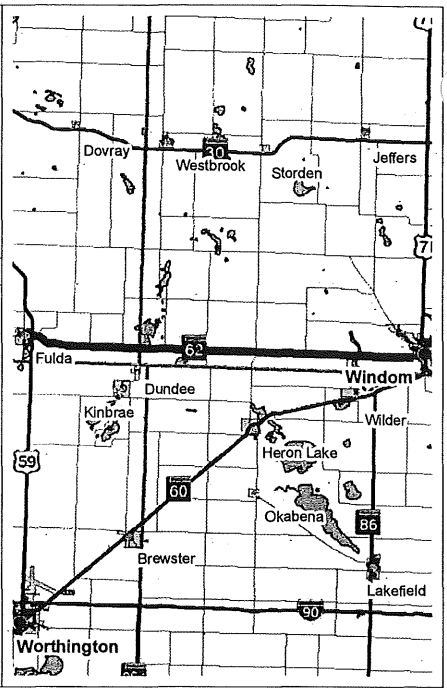
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Glen Coudron

Revised Date: 12/15/2013

PROJECT SUMMARY

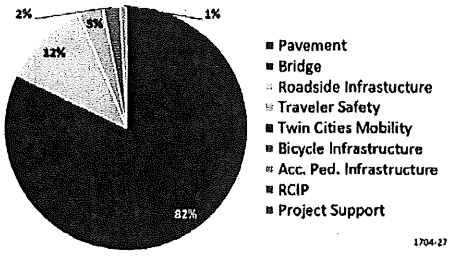
Hwy 62
Hwy 59 to west limits of Windom
State Project No. 1704-27



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project will resurface the pavement with a bituminous overlay and pave two feet of the shoulders, for 23.2 miles from Hwy 59 in Fulda to west limits of Windom. Several culverts will also be repaired.

Recent Changes and Updates:

Cost change was due to year of construction change and associated inflation factors.

Project History:

This is a pavement preservation project that was moved up from FY 2015 to FY 2014 to be funded with Better Roads.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.1	$ 14.7
Other Construction Elements:	$ 1.6	$ 1.7
Engineering:	$ 2.8	$ 2.9
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 18.6**	**$ 19.4**

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

Key Cost Estimate Assumptions:

The original project was alternate bid. The estimate was based on bituminous pavement with contingency for concrete pavement.
The current estimate is in 2010 dollars inflated to 2014 dollars.

Project Risks:

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

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 5/30/2012
Original Letting Date: 3/22/2013
Current Letting Date: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2014

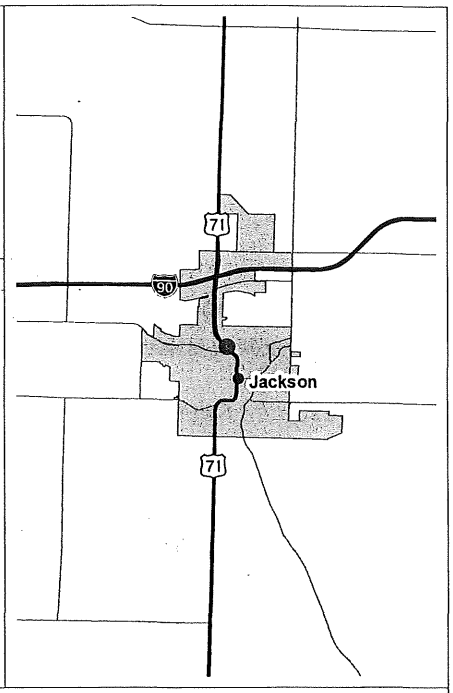
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Kent Purrier

Revised Date: 12/15/2013

PROJECT SUMMARY

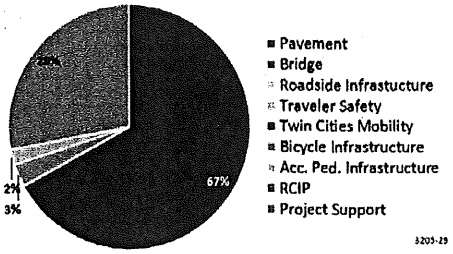
Hwy 71
Jackson, over the Des Moines River
Bridge 6741
State Project No. 3205-29
http://www.dot.state.mn.us/roadwork/future



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace a bridge over the Des Moines River in Jackson.

Recent Changes and Updates:

After updating the 2004 layout that narrowed the width of the bridge, the planning cost estimate decreased, and a new baseline cost estimate was established. CIMS solution to be added to include safety improvements (turn lane, truck lane, etc.), partnering with the city and county.

Project History:

The project replaces an aging bridge. Plans were substantially completed in 2004, but the project was delayed due to reprioritizing needs vs. funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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:	**$ 7.1**	**$ 7.1**

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

Key Cost Estimate Assumptions:

The estimate is based on bituminous pavement. The current estimate is in 2011 dollars inflated to 2015 dollars.

Project Risks:

Needs municipal consent. Project is adjacent to a delisted Superfund site and environmental assessment is needed.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 3/2013
Original Letting Date: 11/15/2004
Current Letting Date: 3/27/2015
Construction Season: 2015
Estimated Substantial Completion: fall 2015

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

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

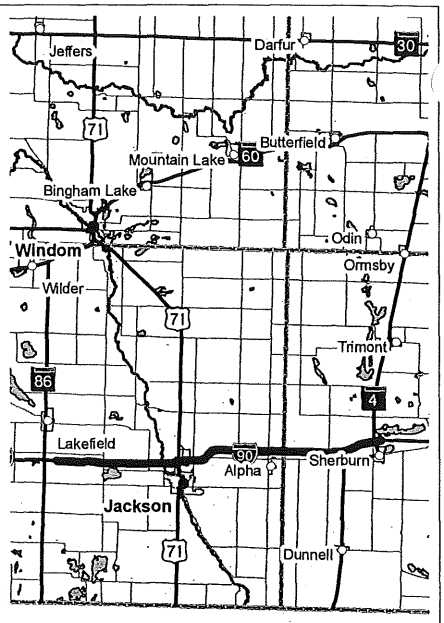
Revised Date: 12/15/2013

PROJECT SUMMARY

I-90

Lakefield to Sherburn, westbound lanes only

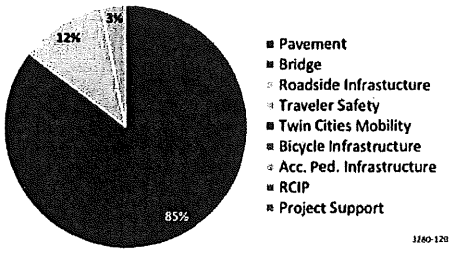
State Project No. 3280-120



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Mill and overlay 22.8 miles of I-90 westbound lanes from 0.2 miles east of Hwy 86 to 0.80 mi. east of Hwy 4.

Recent Changes and Updates:

The project has been scoped and no detour or additional right of way is needed at this time.

Project History:

This project preserves the westbound lanes to produce a safe and smooth surface.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 8.8	$ 8.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.6	$ 1.6
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.

Key Cost Estimate Assumptions:

Estimate based on medium resurfacing (3 inch) with high tension median guardrail. Estimate in 2012 dollars inflated to 2015 dollars.

Project Risks:

Consideration of the removal of the railroad bridge at Jackson

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 5/6/2013
Original Letting Date: 3/27/2015
Current Letting Date: 3/27/2015
Construction Season: 2015
Estimated Substantial Completion: fall 2015

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

District Engineer: Greg Ous
Project Manager: Bob Williams

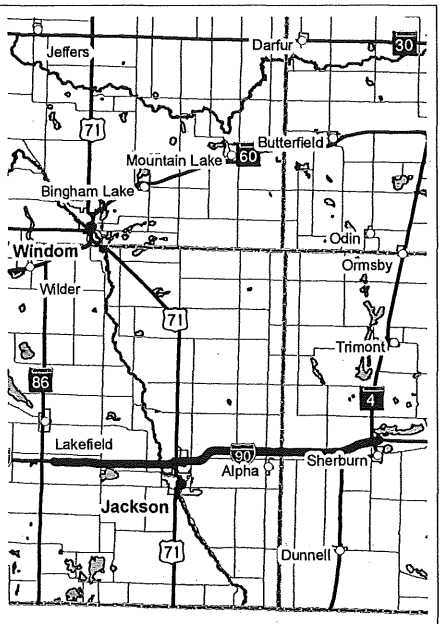
Revised Date: 12/15/2013

PROJECT SUMMARY

I-90

East of Hwy 86 to Jackson/Martin county line

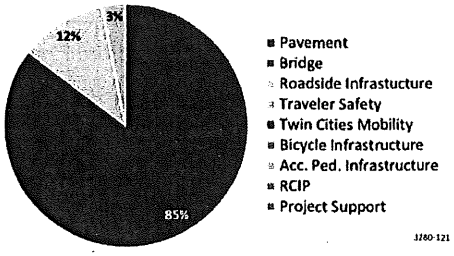
State Project No. 3280-121



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Mill and a bituminous overlay for 22.3 miles on the east bound lanes from 0.2 miles east of Hwy 86 to 0.80 miles east of Hwy 4.

Recent Changes and Updates:

This project has been scoped, and no work will occur outside of the right of way. No ADA work is needed as the project is located on the interstate.

Project History:

Mill and overlay the eastbound lanes to preserve the mainline and produce a safe and smooth riding surface.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 8.5	$ 8.5
Other Construction Elements:	$ 1.0	$ 1.0
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 11.2**	**$ 11.2**

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

Key Cost Estimate Assumptions:

Estimate based on medium mill and overlay project. Estimate in 2010 dollars inflated to 2017 dollars.

Project Risks:

No significant risks have been identified.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 5/6/2013
Original Letting Date: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017
Estimated Substantial Completion: fall 2017

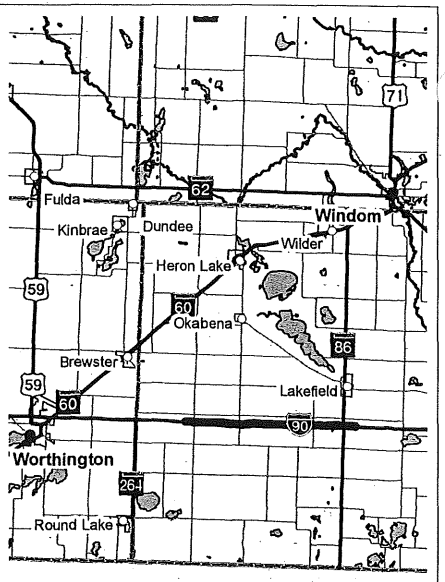
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Bob Williams

Revised Date: 12/15/2013

PROJECT SUMMARY

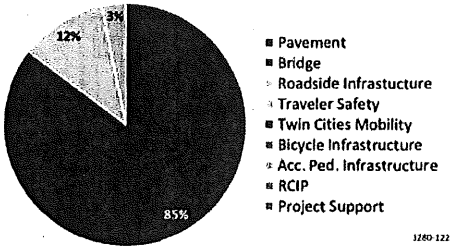
I-90
County Road 5 to east of Hwy 86
State Project No. 3280-122



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Mill and a bituminous overlay for 22.3 miles on the westbound lanes from 0.1 mile west of Co Rd 5 to 0.74 mile east of Hwy 86.

Recent Changes and Updates:

This project has been scoped, and no work will occur outside of the right of way. No ADA work is needed as this project is located on the interstate.

Project History:

Mill and overlay the westbound lanes to preserve the mainline and produce a safe and smooth riding surface.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 6.2	$ 6.2
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 0.9	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 7.6**	**$ 7.6**

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

Key Cost Estimate Assumptions:

Estimate based on medium 2-inch mill and 3-inch overlay with high tension median guardrail. Estimated in 2010 dollars inflated to 2017 dollars.

Project Risks:

No significant risks have been identified.

Schedule:

Environmental Approval Date: Approval Pending
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: 5/6/2013
Original Letting Date: 3/27/2015
Current Letting Date: 1/1/2017
Construction Season: 1/1/2017
Estimated Substantial Completion: fall 2017

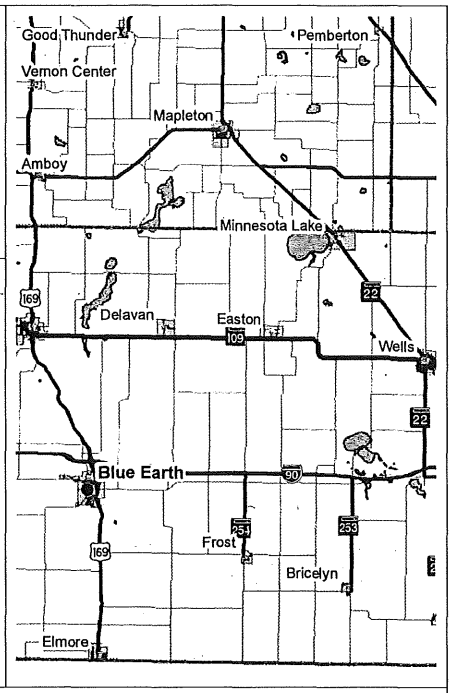
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Bob Williams

Revised Date: 12/15/2013

PROJECT SUMMARY

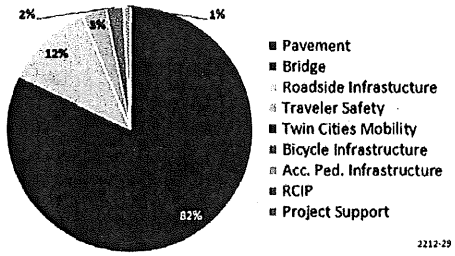
Hwy 109
Winnebago to Wells
State Project No. 2212-28, 2212-29



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Reclaim 11.9 miles of Hwy 109 from Winnebago to Wells. This will be done as either a bituminous reclamation or concrete alternate paving.

Recent Changes and Updates:

These are two separate projects. SP 2212-28 is substantially complete, and SP 2212-29 will be constructed in 2014.

Project History:

These are pavement preservation projects.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 14.3	$ 15.6
Other Construction Elements:	$ 2.5	$ 1.7
Engineering:	$ 2.9	$ 3.3
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 19.7**	**$ 20.7**

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

Key Cost Estimate Assumptions:

The construction letting cost estimate for the 2014 project is $9 million. Current estimates for both projects are in 2010 dollars inflated to 2012 and 2014 dollars.

Project Risks:

There is an airport in Wells that could pose some restrictions. Traffic must be maintained through the three towns.

Schedule:

Environmental 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: 1/1/2013
Current Letting Date: 5/18/12; 1/24/14
Construction Season: 2012; 2014
Estimated Substantial Completion: 2014

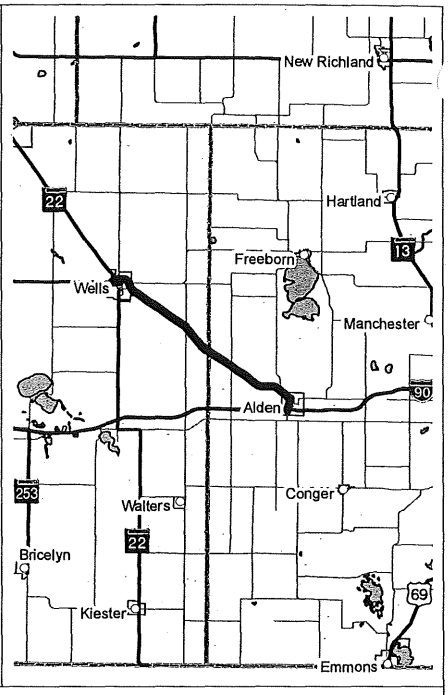
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Craig Felber

Revised Date: 12/15/2013

PROJECT SUMMARY

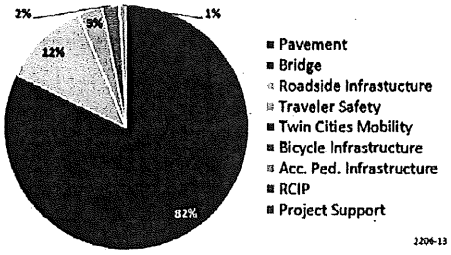
Hwy 109
Hwy 22 in Wells to I-90 in Alden
State Project No. 2206-13



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Medium mill and overlay on Hwy 109 from the Hwy 22 intersection in Wells to the I-90 intersection in Alden. Pedestrian ramps will also be updated to meet current ADA guidelines in Wells and Alden.

Recent Changes and Updates:

The project has been scoped and pedestrian ramps in Wells and Alden will be replaced to meet ADA requirements. There is a railroad crossing in Alden, and a railroad agreement will be needed.

Project History:

This project will resurface the pavement to achieve a smooth riding surface. It will also reconstruct pedestrian ramps to meet ADA guidelines.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 5.9	$ 5.9
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 1.0	$ 1.0
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.

Key Cost Estimate Assumptions:

The key cost estimate assumption is the pavement fix, which is estimated to be a medium resurfacing of a 2-inch mill and a 3.5-inch overlay. Transverse joint repairs are estimated at 15 joints per mile. Estimated in 2012 dollars inflated to 2017 dollars.

Project Risks:

47 pipes with a condition of 3 or 4 have been identified. These pipes should be inspected for possible lining or replacement.

The two bridge box culverts and one maintenance box culvert should be further evaluated for extension or replacement. This scope assumes the three culverts will be extended. Right of way may be needed at these sites.

This project includes road sections in Wells and Alden. The cities may ask for a different road fix.

Schedule:

Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 1/1/2017
Current Letting Date: 1/1/2017
Construction Season: 2017
Estimated Substantial Completion: Oct. 2017

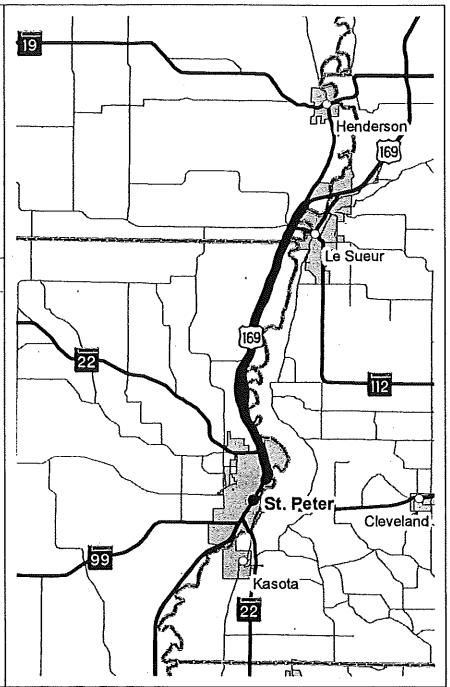
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Andrew Lawver

Revised Date: 12/15/2013

PROJECT SUMMARY

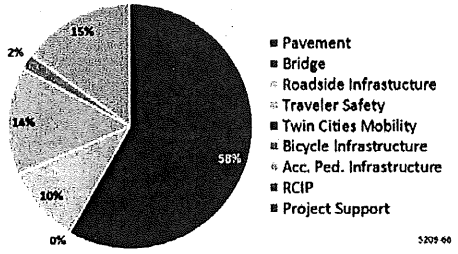
Hwy 169
St. Peter to Le Sueur, south of the Minnesota River Bridge
State Project No. 5209-66
http://www.dot.state.mn.us/d7/projects/floodmitigation/



Primary Purpose:

Performance-based need: Flood Mitigation

Investment Category:



Project Description:

This project will raise the grade of southbound lanes in two areas (1.8 miles) and preserve southbound lanes in non-grade raise areas (8.9 miles) between St Peter and Le Sueur.

Recent Changes and Updates:

Project scope was updated to include the additional work to regrade sections of the road to be reconstructed for high water events. This project is an alternate bid project.

Project History:

When the highway was originally constructed in the early 1960s, the Minnesota River high water elevation was assumed at 751.0, and the roadway was constructed accordingly. The actual 100 year flood elevation in this area ranges from about 756.0 to 756.6.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 11.3	$ 13.2
Other Construction Elements:	$ 0.9	$ 1.1
Engineering:	$ 2.3	$ 2.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 14.5**	**$ 16.9**

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

Key Cost Estimate Assumptions:

Bituminous alternative used for cost estimate. Geofoam to be used in muck areas. Current estimate is in 2012 dollars inflated to 2014 dollars.

Project Risks:

Inconsistent soil in areas to be grade raised.

Schedule:

Environmental 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: 4/25/2014
Current Letting Date: 3/28/2014
Construction Season: 2014
Estimated Substantial Completion: fall 2014

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

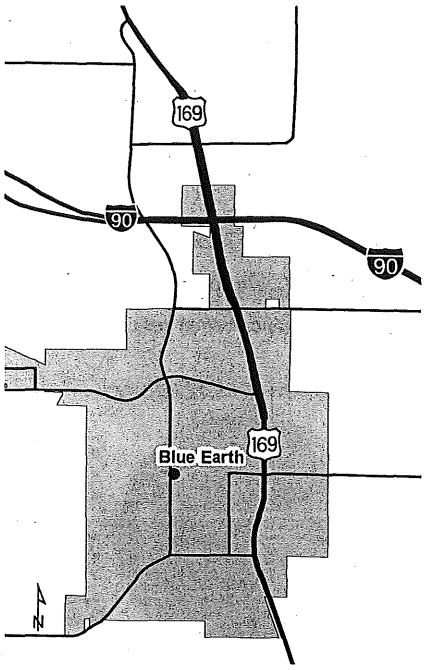
District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
Blue Earth from the south limits at 14th Street to County Road 6
Bridge 22001
State Project No. 2207-32, 2208-42
mndot.gov/d7/projects/169blueearth/

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Open to traffic in fall 2013.

Project History:

This project improves deteriorated pavement and sub-surface utilities. Access and safety improvements are also necessary at intersections.

Key Cost Estimate Assumptions:

Base estimated in 2010 dollars inflated to 2013 dollars. Current estimate is the awarded bid taken from the abstract.

Project Description:

This project is a reconstruction from 550 feet north of railroad bridge to County Road 44, including new pavement, curb and gutter, sidewalks, three roundabouts, storm sewer, sanitary sewer and water main. From 14th Street to north of railroad bridge and County Road 44 to County Road 6, it will be a bituminous overlay.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2007

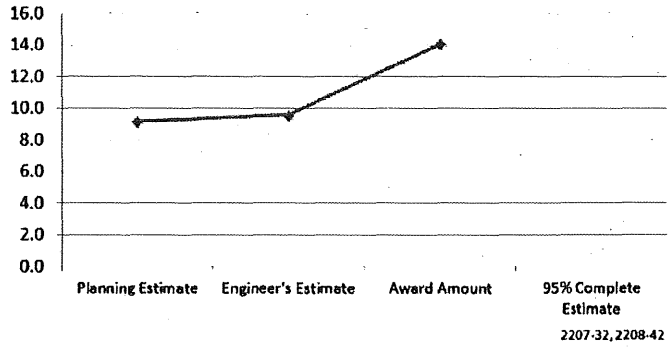
	Baseline Est.	Current Est.
Construction Letting:	$ 9.2	$ 10.8
Other Construction Elements:	$ 0.9	$ 0.9
Engineering:	$ 1.4	$ 1.8
Right of Way:	$ 0.5	$ 0.1
Total:	**$ 12.0**	**$ 13.6**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 9/2008
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 4/2012
Construction Limits Established Date: 4/2011
Original Letting Date: 12/14/2007
Current Letting Date: 4/26/2013
Construction Season: 2013
Estimated Substantial Completion: spring 2014

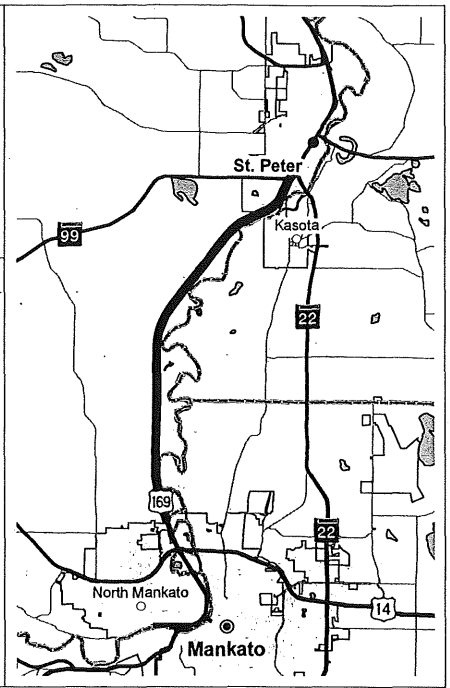
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Brett Benzkofer

Revised Date: 12/15/2013

PROJECT SUMMARY

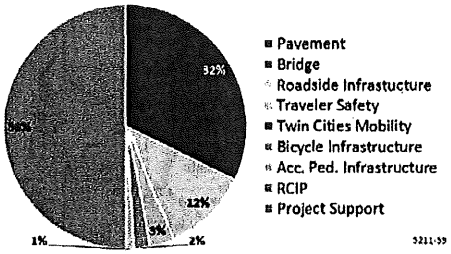
Hwy 169
Hwy 14 in Mankato to St. Peter
State Project No. 5211-59
http://www.dot.state.mn.us/d7/projects/floodmitigation/



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:



Project Description:

This project reconstructs and raises 3.2 miles of Hwy 169 over a 9.1 mile stretch from Mankato to St. Peter. It includes installing a median barrier down the center of Hwy 169 to mitigate cross median crashes.

Recent Changes and Updates:

The project has been scoped and will be alternate bid.

Project History:

This project received a $9.8 million federal grant from the Economic Development Administration, U.S. Department of Commerce.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 14.6	$ 14.6
Other Construction Elements:	$ 1.2	$ 1.2
Engineering:	$ 2.7	$ 2.7
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.

Key Cost Estimate Assumptions:

Estimated based on bituminous pavement and high tension median guardrail. A detour will be required. Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

Consideration of accommodating a trail facility on the river (east) side in slope to be analyzed. Consideration of intersection lighting at the Seven Mile Creek Park Entrance. Potentially replacing Bridge 8846 and extending other culverts as necessary. Right of way may need to be acquired. Seven Mile Creek Park is a 6(f) property. Wetlands are present along the route.

Schedule:

Environmental 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: 11/20/2015
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: fall 2016

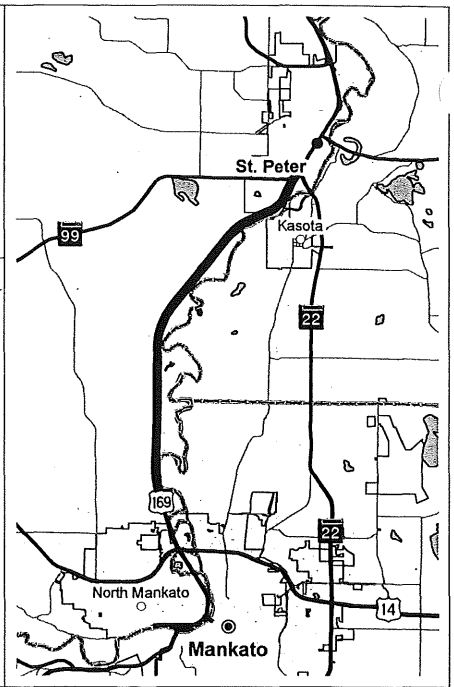
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

PROJECT SUMMARY

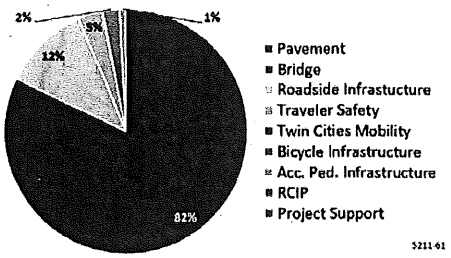
Hwy 169
Hwy 14 in Mankato to St. Peter
State Project No. 5211-61



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

The project preserves 5.9 miles of Hwy 169 over a 9.2 mile stretch from Mankato to St. Peter. It also installs a median barrier down the center of Hwy 169 to mitigate cross median crashes.

Recent Changes and Updates:

Project has been scoped and will be alternate bid.

Project History:

This project is the counterpart to SP 5211-59, which is the reconstruction project from Mankato to St Peter. This project does not have EDA funding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 10.2	$ 10.2
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 1.8	$ 1.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.6**	**$ 12.6**

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

Key Cost Estimate Assumptions:

Estimated based on bituminous pavement with high tension median guardrail.
Estimated in 2012 dollars inflated to 2016 dollars.

Project Risks:

No significant risks identified.

Schedule:

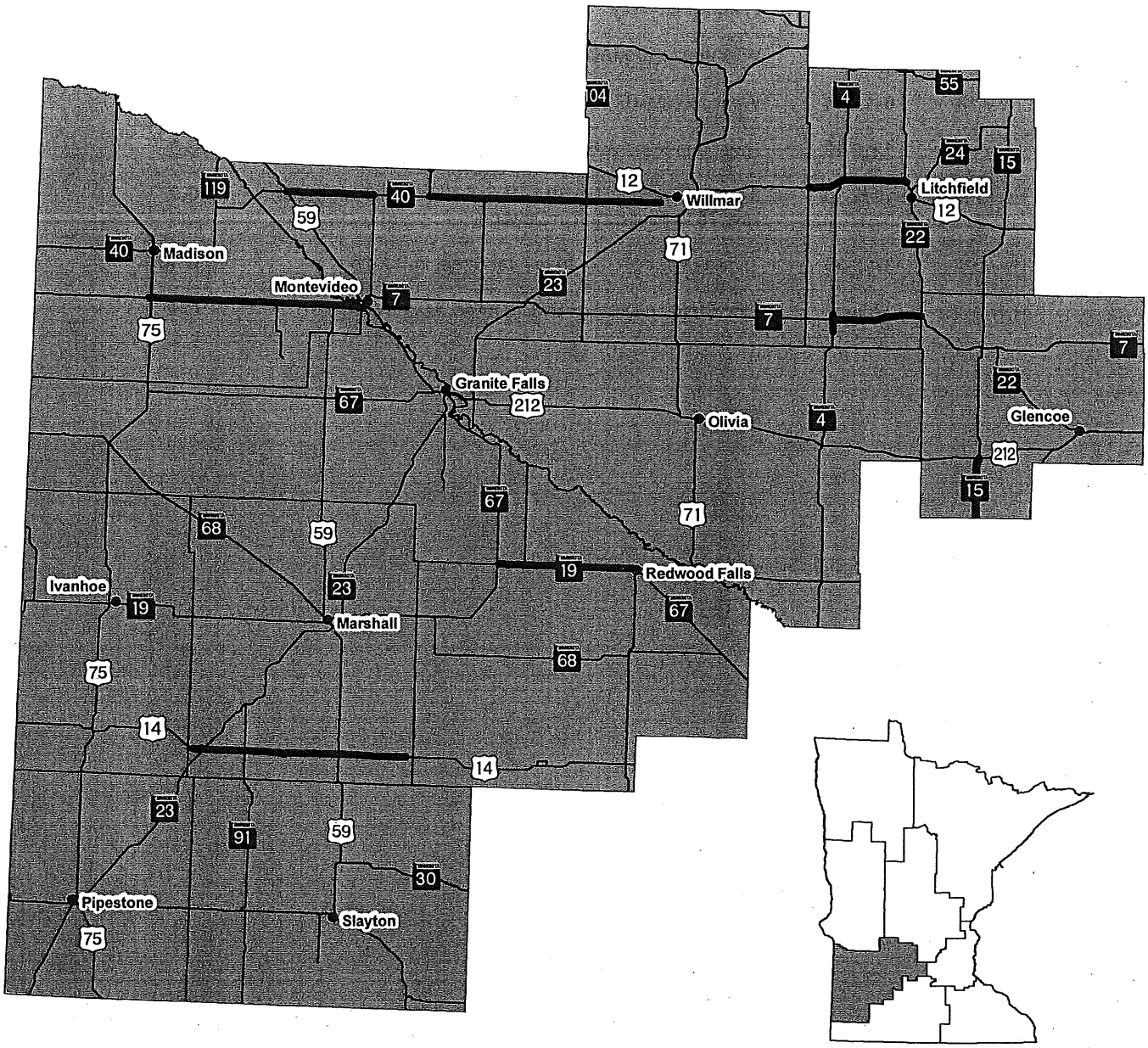
Environmental Approval Date: need Unknown
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 10/20/2015
Current Letting Date: 10/20/2015
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

District Engineer: Greg Ous
Project Manager: Zachary Tess

Revised Date: 12/15/2013

Major Highway Projects 2011-17
District 8



*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

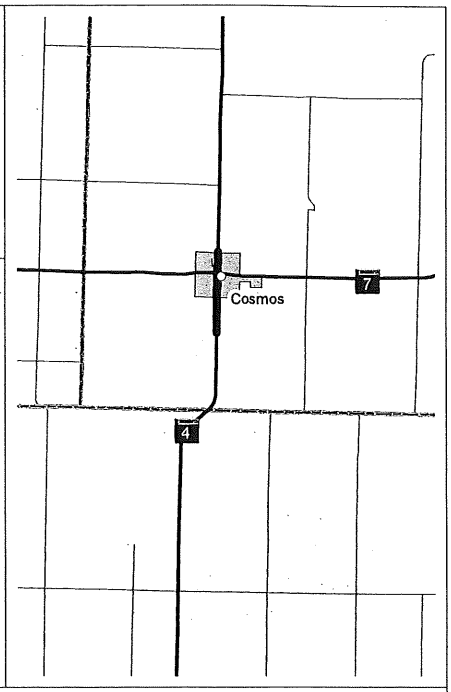
District Project Summary
District 8

ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 4	4701-27	Cosmos	G 2
Hwy 7	4703-26	Cosmos to Hwy 22	G 3
Hwy 12	4704-47	West County line to Hwy 22	G 4
Hwy 14	4201-41	Florence to Tracy	G 5
Hwy 15	4303-89	Winthrop to Brownton	G 6
Hwy 19	6403-34	West Jct Hwy 67 to Redwood Falls	G 7
Hwy 40	1210-10	Hwy 59 to Kandiyohi County Road 5	G 8
Hwy 212	1212-30	3.2 miles west of Hwy 59 to Hwy 59 and .2 miles west of Hwy 75 to First Street in Dawson	G 9
Hwy 212	3706-39	.2 miles west of Hwy 75 to First Street in Dawson	G 10
Hwy 212	3706-41	First Street in Dawson to 3.15 miles west of Hwy 59	G 11

PROJECT SUMMARY

Hwy 4
Cosmos
State Project No. 4701-27

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction is complete.

Project History:

The need for this project is a result of deteriorating pavement, with a rough ride and high maintenance costs. The project improved pavement condition and addressed failing utilities under the roadway, including significant water main breaks under Hwy 4 that needed repair. In addition, Hwy 4 was a wide corridor that was no longer needed for existing or projected traffic volumes and a more complete street design was incorporated to provide a streetscape that is more pedestrian friendly and appropriate for the context. A one-time competitive grant from FHWA helped cover some of the cost. The project was selected from a national competitive process.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Engineer's estimate (preliminary) type. Current estimate for construction letting includes approximately $900,000 in local share costs, which is not reflected in the baseline estimate.

Project Description:

This project reconstructed the roadway through Cosmos, a distance of approximately one mile. The project included the narrowing the driving surface, pedestrian/bike crossing improvements, and underground infrastructure replacement.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

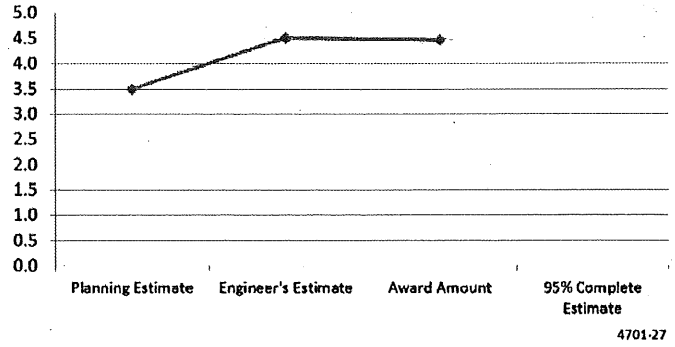
	Baseline Est.	Current Est.
Construction Letting:	$ 3.5	$ 4.5
Other Construction Elements:	$ 0.2	$ 0.4
Engineering:	$ 0.7	$ 0.9
Right of Way:	$ 0.2	$ 0.1
Total:	**$ 4.6**	**$ 5.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 5/21/2012
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: 8/21/2012
Construction Limits Established Date: 8/11/2011
Original Letting Date: 12/14/2012
Current Letting Date: 12/14/2012
Construction Season: 2013
Estimated Substantial Completion: fall 2013

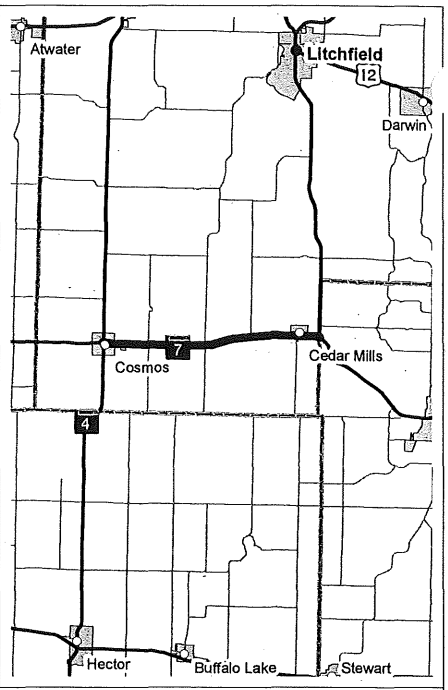
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Revised Date: 12/15/2013

PROJECT SUMMARY

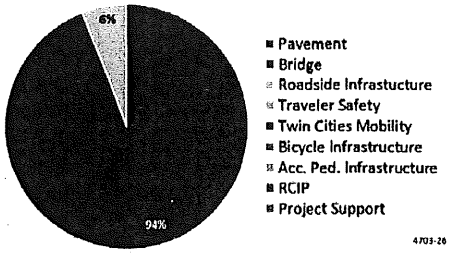
Hwy 7
Cosmos to Hwy 22
State Project No. 4703-26



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project is a mill and overlay of approximately ten miles from the City of Cosmos to the west junction of MN 22. It also includes 1.7 miles of full depth bituminous replacement near the bridges.

Recent Changes and Updates:

The current estimate was revised to reflect a change in scope for the project from a 4 1/2-inch mill and bituminous overlay to a 3 inch bituminous resurfacing. The change reflects further refining of the needed pavement investment after additional investigation.

Project History:

This roadway was identified has having deteriorated pavement, resulting in a rough ride and high maintenance costs. The project will strengthen pavement, improve ride quality, and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Planning level estimate type.

Project Risks:

None.

Schedule:

Environmental Approval Date: 11/15/2010
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 2/27/2009
Current Letting Date: 12/20/2013
Construction Season: 2014
Estimated Substantial Completion: fall 2014

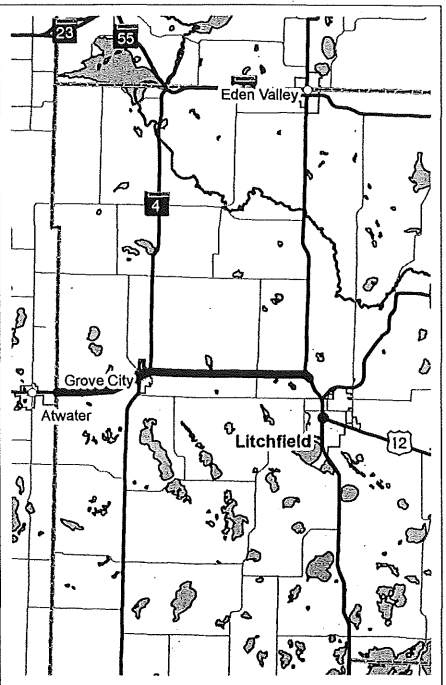
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2013

PROJECT SUMMARY

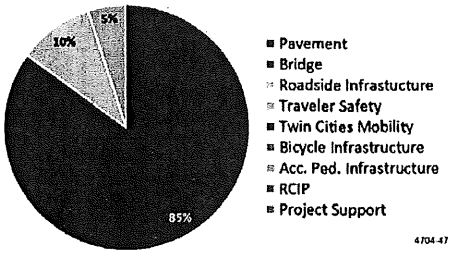
Hwy 12
West County line to Hwy 22
State Project No. 4704-47



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This is an alternate bid project and will either be a bituminous reclamation or a concrete overlay. The project is approximately 11-miles in length and will include some minor culvert repairs.

Recent Changes and Updates:

The project scope was increased as a part of a statewide effort to increase investment on pavement for principal arterials in order to improve the long-term condition of the system. Funding for the increased scope was provided from special statewide funding.

Project History:

This project was identified as having rough riding pavement and deteriorating condition of the underlying structure that was resulting in high maintenance costs. This project will provide long-term improvement to the ride condition and stabilize the structure, resulting in reduced maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 2.0	$ 5.0
Other Construction Elements:	$ 0.1	$ 0.0
Engineering:	$ 0.4	$ 0.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 2.5**	**$ 5.6**

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

Key Cost Estimate Assumptions:

Assumes reclamation, but project is an alternative bid. Engineering estimates reflect 20 percent of construction letting. Planning level estimate type.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/21/2014
Current Letting Date: 11/21/2014
Construction Season: 2015
Estimated Substantial Completion: fall 2015

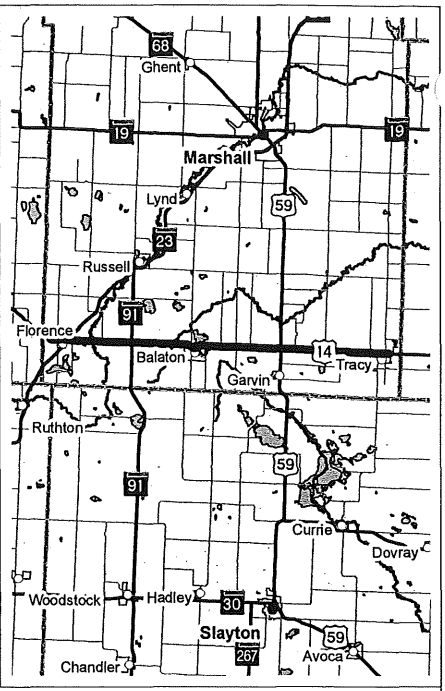
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2013

PROJECT SUMMARY

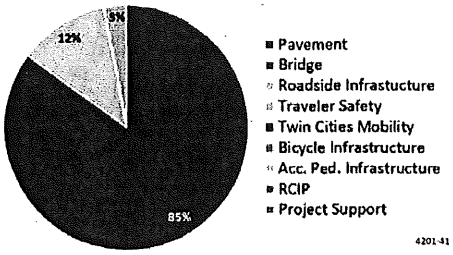
Hwy 14
Florence to Tracy
State Project No. 4201-41



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project is approximately 20 miles of 1.5-inch bituminous overlay from Florence to Tracy. The project also includes a 1.5-inch mill and 3-inch bituminous overlay in Balaton, along with 1.5 miles of full depth bituminous replacement.

Recent Changes and Updates:

A full-depth bituminous replacement section was added to the scope of work to address underlying structural concerns. Additional cost for the work was funded through savings from other projects.

Project History:

This project was identified and prioritized based upon the existing and predicted poor ride condition of the pavement. In addition, the underlying structure of the a 1.5 mile portion of this roadway has full depth bituminous which has structural condition issues. This project will improve the ride condition and replace 1.5 miles of full depth bituminous, which will result in reduced maintenance costs and longer pavement life.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 3.5	$ 5.2
Other Construction Elements:	$ 0.1	$ 0.2
Engineering:	$ 0.7	$ 0.9
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 4.3**	**$ 6.2**

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

Key Cost Estimate Assumptions:

Includes a 1.5 mile stretch of full depth bituminous replacement. Engineering estimate reflects 20 percent of construction letting. Planning level estimate type.

Project Risks:

Unknown sub-base issues within full-depth replacement section.

Schedule:

Environmental Approval Date: 3/18/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/22/2013
Current Letting Date: 11/22/2013
Construction Season: 2014
Estimated Substantial Completion: fall 2014

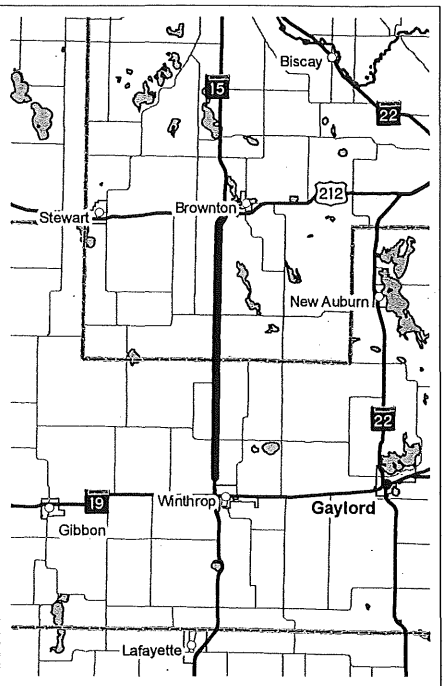
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Revised Date: 12/15/2013

PROJECT SUMMARY

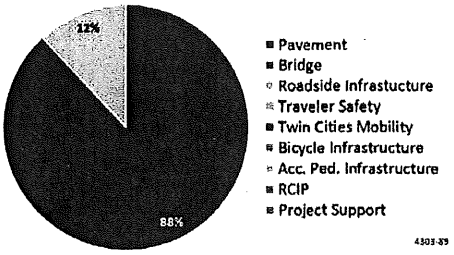
Hwy 15
Winthrop to Brownton
State Project No. 4303-89



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This is approximately a 12 mile project consisting of a 3-inch bituminous resurfacing from Winthrop to Brownton.

Recent Changes and Updates:

This project was advanced into FY 2016 of the STIP and is a candidate for an Early Let and Late Award.

Project History:

This project was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve the ride condition and result in reduced maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2015

	Baseline Est.	Current Est.
Construction Letting:	$ 4.2	$ 4.2
Other Construction Elements:	$ 0.1	$ 0.1
Engineering:	$ 0.8	$ 0.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 5.1**	**$ 5.1**

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

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Planning level estimate type.

Project Risks:

This project is an ELLA and the District would like to construct it in the summer of 2015

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 5/15/2015
Current Letting Date: 5/15/2015
Construction Season: 2015
Estimated Substantial Completion: fall 2015

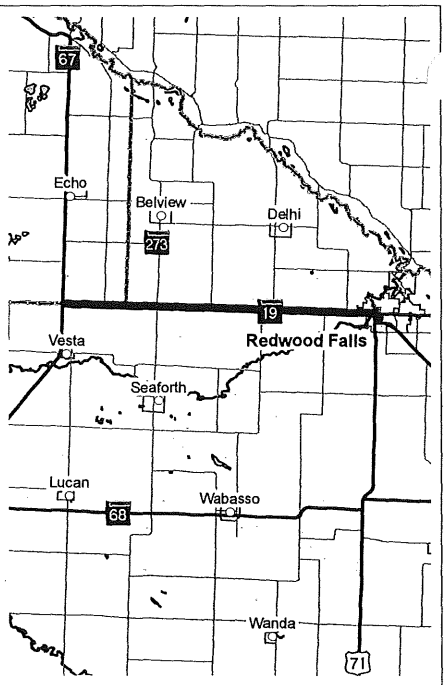
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Kelly Brunkhorst

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 19
West Jct Hwy 67 to Redwood Falls
State Project No. 6403-34



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:

Project Description:

This project is approximately 15 miles of 1.5-inch mill and 3-inch bituminous overlay.

Recent Changes and Updates:

None.

Project History:

This segment was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve the ride condition and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2017

	Baseline Est.	Current Est.
Construction Letting:	$ 5.0	$ 5.0
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.0	$ 1.0
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.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Planning level estimate type.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/18/2016
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: fall 2017

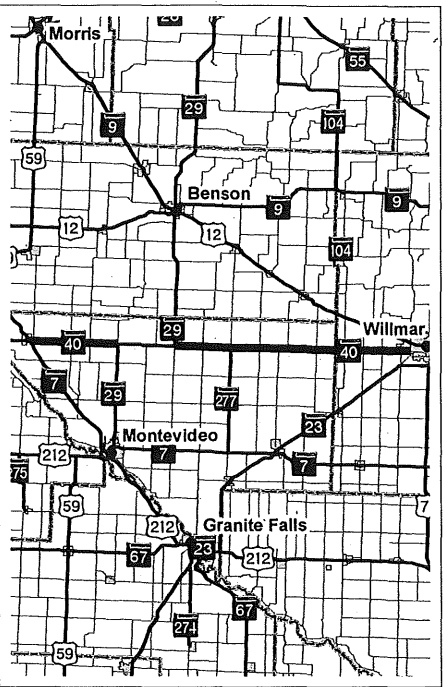
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Nick Klisch

Revised Date: 12/15/2013

PROJECT SUMMARY

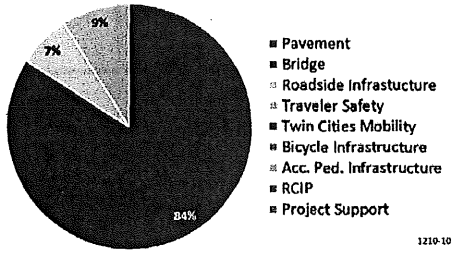
Hwy 40
Hwy 59 to Kandiyohi County Road 5
State Project No. 1210-10



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

This project will be a bituminous overlay from U.S. Hwy 59 to the junction with Kandiyohi County State Aid Highway 5. The project will cover just over 40 miles of roadway.

Recent Changes and Updates:

None

Project History:

This segment was identified as having rough pavement resulting in high maintenance costs. The project's purpose is to improve ride condition and reduce maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2016

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Planning Level estimate type.

Project Risks:

No significant project risks.

Schedule:

Environmental Approval Date: Pending Approval
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 12/18/2015
Current Letting Date: 12/18/2015
Construction Season: 2016
Estimated Substantial Completion: fall 2016

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

District Engineer: Jon Huseby
Project Manager: Allan Rice

Revised Date: 12/15/2013

PROJECT SUMMARY

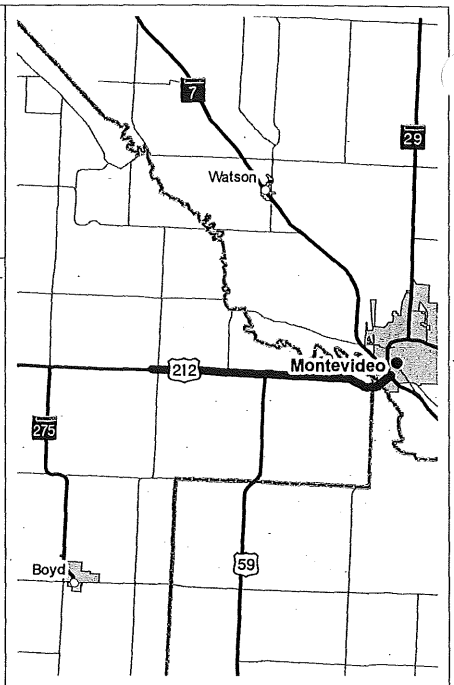
Hwy 212

3.2 miles west of Hwy 59 to Hwy 59 and .2 miles west of Hwy 75 to First Street in Dawson

State Project No. 1212-30, &, 3706-39

http://www.dot.state.mn.us/d8/projects/hwy212and75/

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction is complete. The increase in cost from the planning estimate to the engineer's estimate is because this project was originally planned as two independent projects. Only SP 1212-30 was included in the original planning estimate. SP 3706 had a separate estimate at that time. Later the two projects were tied together into a single project with one estimate.

Project History:

These two segments were identified as having rough riding pavement and a deteriorating underlying pavement structure that was resulting in high maintenance costs. The purpose was to provide a long-term improvement to the ride conditions and underlying structure, resulting in reduced maintenance costs on both sections of Hwy 212. The two projects were tied together for letting to allow for lower bids (economy of scale) and better coordination of work during construction.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Substantially Complete estimate type.

Project Description:

This project is about seven miles of mill and concrete overlay between the west and east junctions of Hwy 59 and about nine miles of mill and concrete overlay between Hwy 75 and First Street in Dawson.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

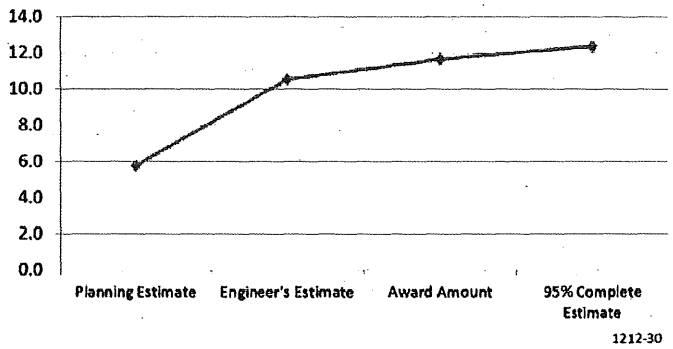
	Baseline Est.	Current Est.
Construction Letting:	$ 12.0	$ 11.7
Other Construction Elements:	$ 0.4	$ 1.2
Engineering:	$ 2.6	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 15.0**	**$ 15.2**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 6/1/2011
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 2/27/2009
Current Letting Date: 1/13/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

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

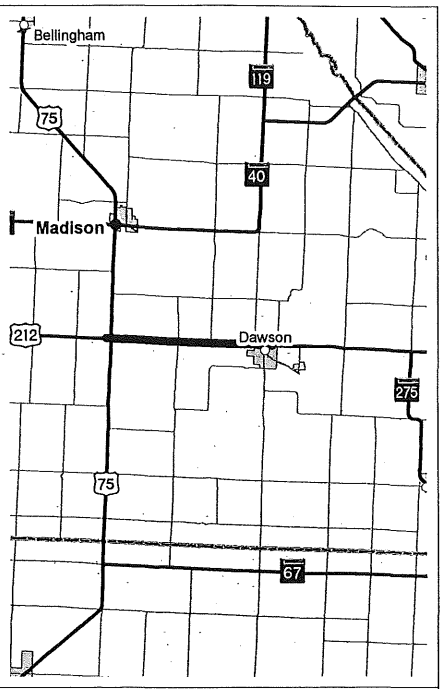
District Engineer: Jon Huseby
Project Manager: Allan Rice

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 212
.2 miles west of Hwy 75 to First Street in Dawson
State Project No. 3706-39
http://www.dot.state.mn.us/d8/projects/hwy212and75/

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

Construction is complete.

Project History:

This segment was identified as having rough riding pavement and deteriorating underlying pavement structure, resulting in high maintenance costs. The project's purpose was to provide a long-term improvement to the ride condition and underlying structure, resulting in reduced maintenance costs.

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Substantially complete estimate type.

Project Description:

This project was about nine miles of milling and concrete overlay from just west of Hwy 75 to First Street in Dawson.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
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.

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: 6/6/2007
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 1/23/2009
Current Letting Date: 1/13/2012
Construction Season: 2012
Estimated Substantial Completion: fall 2012

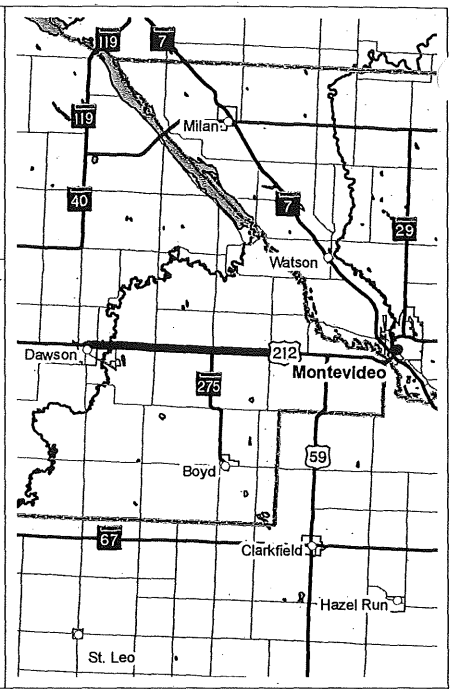
Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Ryan Barney

Revised Date: 12/15/2013

PROJECT SUMMARY

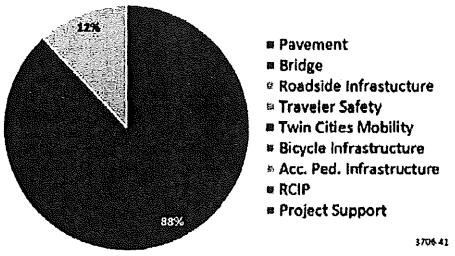
Hwy 212
First Street in Dawson to 3.15 miles west of Hwy 59
State Project No. 3706-41



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Provide a new driving surface for the roadway from First Street in Dawson to about three miles from the western junction of Hwy 59. The project is approximately nine miles in length and will be an alternative bid selection project.

Recent Changes and Updates:

Refined the project scope by reducing the amount of work to be performed within the city limits of Dawson in order to provide a more consistent pavement section through the city.

Project History:

This segment was identified as having rough riding pavement and deteriorating condition of the underlying structure, resulting in high maintenance costs. This project's purpose is to provide long-term improvements to the ride condition and stabilize the structure, resulting in reduced maintenance costs.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 7.0	$ 5.4
Other Construction Elements:	$ 0.2	$ 0.2
Engineering:	$ 1.4	$ 1.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 8.6**	**$ 6.7**

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

Key Cost Estimate Assumptions:

Engineering estimates reflect 20 percent of construction letting. Planning level estimate type.

Project Risks:

No significant project risks.

Schedule:

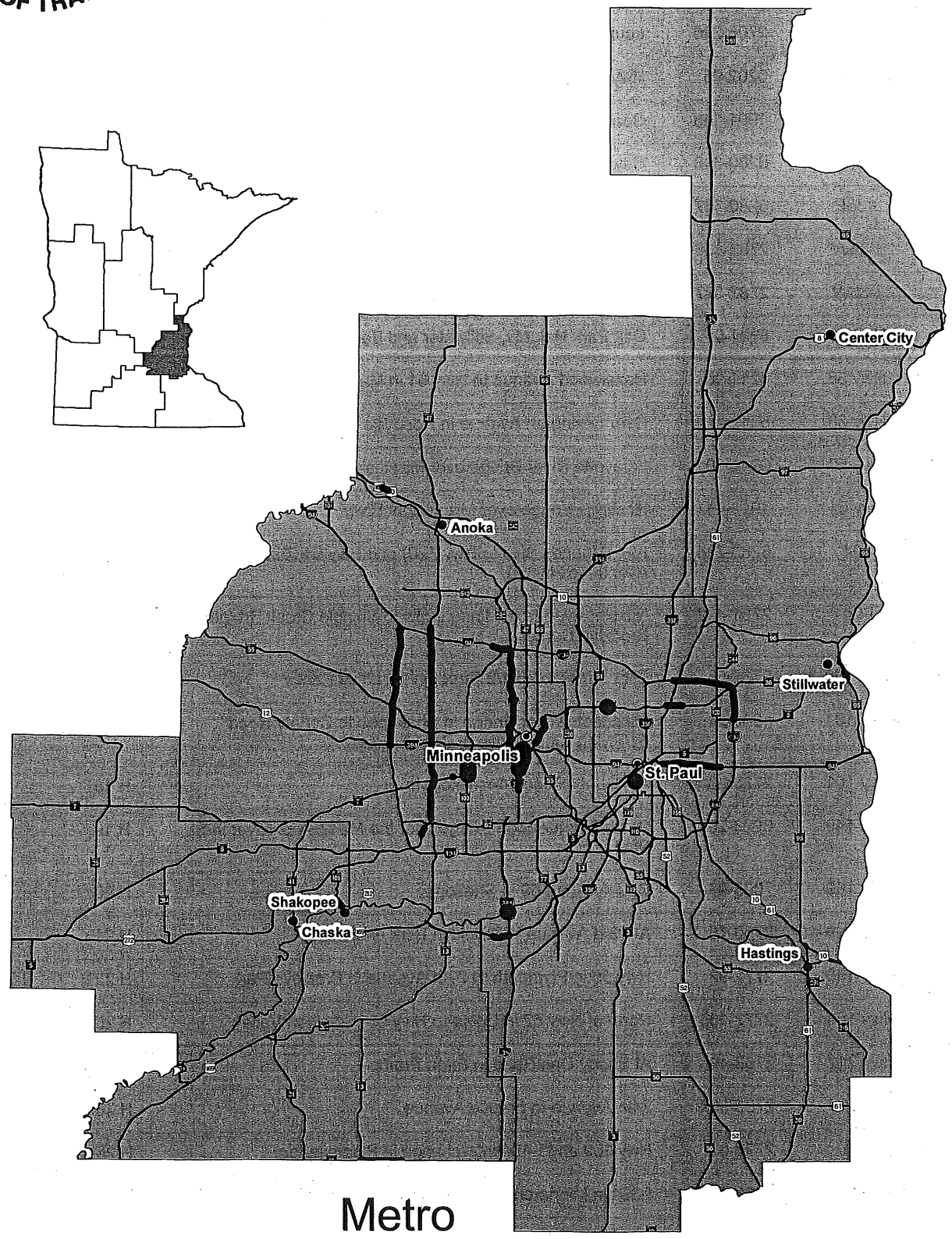
Environmental Approval Date: 3/26/2013
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 8/23/2013
Current Letting Date: 9/27/2013
Construction Season: 2014
Estimated Substantial Completion: fall 2014

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

District Engineer: Jon Huseby
Project Manager:

Revised Date: 12/15/2013

Major Highway Projects 2011-17
Metro District



Metro

*Corridors of Commerce projects are not included in this section. They are discussed on page 13 of the full report

District Project Summary
District Metro

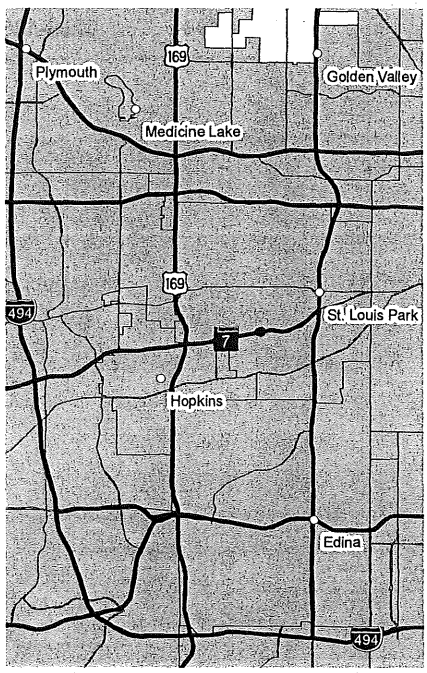
ROUTE	State Project #	PROJECT LOCATION	PAGE
Hwy 7	2706-226	Louisiana Ave in St. Louis Park	H 2
Hwy 10	0202-95	Hwy 10 at County Road 83 (Armstrong Blvd) interchange	H 3
Hwy 13	1901-148	County Road 5 in Burnsville	H 4
I-35E	6280-308	Cayuga Bridge between University Ave and Maryland Ave	H 5
I-35E	6280-367	I-35E between Pennsylvania Ave and Little Canada Road	H 6
I-35W	2783-136	3rd and 4th Street ramp to Johnson Street in Minneapolis	H 7
I-35W	2782-327	43rd Street to I-94 Commons	H 8
Hwy 36	8221-01	Oak Park Heights, Stillwater and Bayport	H 9
Hwy 36	6211-90	Hazelwood Avenue to Hwy 61 in Maplewood	H 10
Hwy 36	6212-148	Over Lexington Avenue in Roseville	H 11
Hwy 52	6244-30	Lafayette River Bridge over Mississippi River in St. Paul	H 12
Hwy 61	1913-64	Hastings Bridge over Mississippi River	H 13
I-94	6283-234	I-94 (Mounds Blvd to Hwy 120) and Hwy 61 (Burns Avenue to Hwy 5)	H 14
I-94	2781-432	Nicollet Avenue in Minneapolis to Shingle Creek Bridge in Brooklyn Center	H 15
Hwy 100	2734-33	36th Street to 25 1/2 Street in St. Louis Park	H 16
Hwy 101	1009-24	Minnesota River Bridge in Shakopee to County Road 61/Flying Cloud Drive in Chanhassen	H 17
Hwy 101	2738-28	At County Road 144 in Rogers	H 18
Hwy 149	6223-20	Smith Avenue High Bridge over the Mississippi River in St. Paul	H 19
Hwy 169	7005-97	County Road 69 in Shakopee	H 20
Hwy 169	2750-75	At 93rd Avenue in Brooklyn Park and Osseo	H 21
Hwy 169	2772-92	Hwy 55 in Plymouth to 77th Avenue in Brooklyn Park	H 22
Hwy 169	2772-105	North of Hwy 62 in Edina to Hwy 55 in Golden Valley	H 23
Hwy 212	2763-49	At Shady Oak Road in Eden Prairie	H 24
I-494	2785-367	34th Avenue to France Avenue	H 25
I-494	2776-03	Hwy 169 and I-494 interchange in Bloomington	H 26
I-494	2785-330	I-394 in Minnetonka to I-94/494/694 in Maple Grove	H 27

I-694	6286-56	40th Street in Oakdale to west of Hwy 61 in Vadnais Heights	H 28
I-694	6285-135	Lexington Avenue to west of Old Highway 10	H 29

PROJECT SUMMARY

Hwy 7
Louisiana Ave in St. Louis Park
State Project No. 2706-226
http://www.dot.state.mn.us/metro/projects/hwy7stlouispark/

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvements

Recent Changes and Updates:

The project is under construction and was let for $22,295,084.

Project History:

Hwy 7 is a principal arterial roadway that traverses the southern metropolitan area. Metro District, in partnership with Hennepin County and St. Louis Park, have been working to convert Hwy 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 with Louisianna Avenue. The project is being developed and delivered by St. Louis Park. Funding for the project has been fully identified.

Key Cost Estimate Assumptions:

Contaminated soils and an elevated water table were not originally identified in the estimate.

Project Description:

Construction of a grade separated interchange at the intersection of Hwy 7 and Louisianna Avenue in St. Louis Park.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 15.4	$ 22.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.2	$ 0.0
Right of Way:	$ 2.7	$ 2.7
Total:	**$ 20.3**	**$ 25.0**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates Not Yet Available

Schedule:

Environmental Approval Date: 11/9/2011
Municipal Consent Approval Date: 2012
Geometric Layout Approval Date: 2012
Construction Limits Established Date: 2012
Original Letting Date: 4/22/2011
Current Letting Date: 2/14/2013
Construction Season: 2013
Estimated Substantial Completion: 2013

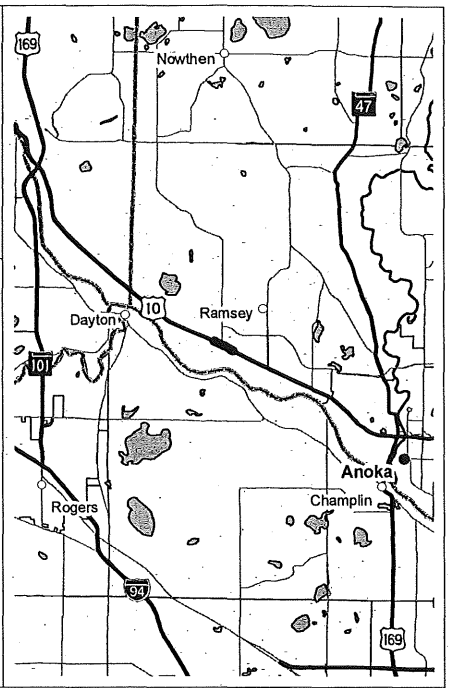
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: April Crockett

Revised Date: 12/15/2013

PROJECT SUMMARY

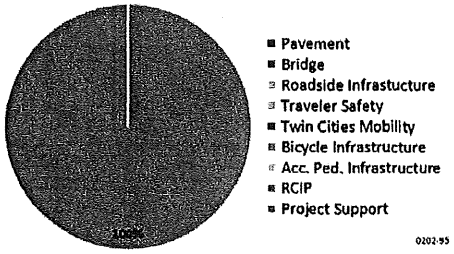
Hwy 10
Hwy 10 at County Road 83 (Armstrong Blvd) interchange
Bridge 2, Bridges, (#'s, not, assigned)
State Project No. 0202-95
http://ww2.anokacounty.us/v3_highway/County



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:



Project Description:

Construct Hwy10/County Road 83 interchange and railroad grade- separation, access closures, and frontage road.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 23.0	$ 23.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.0	$ 5.0
Right of Way:	$ 7.0	$ 7.0
Total:	**$ 35.0**	**$ 35.0**

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

Recent Changes and Updates:

Consultant hired for final design

Project History:

Project received CIMS ($10 mmillion) and potential for CTIB ($10 million) funding.

Key Cost Estimate Assumptions:

Funding identified is $7.2 million short.

Project Risks:

Full funding package.

Schedule:

Environmental Approval Date: 6/4/2013
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 10/1/2013
Construction Limits Established Date: 1/1/2014
Original Letting Date: 11/2014
Current Letting Date: 11/2014
Construction Season: 2015
Estimated Substantial Completion: late 2015

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

District Engineer: Scott McBride
Project Manager: Anoka County

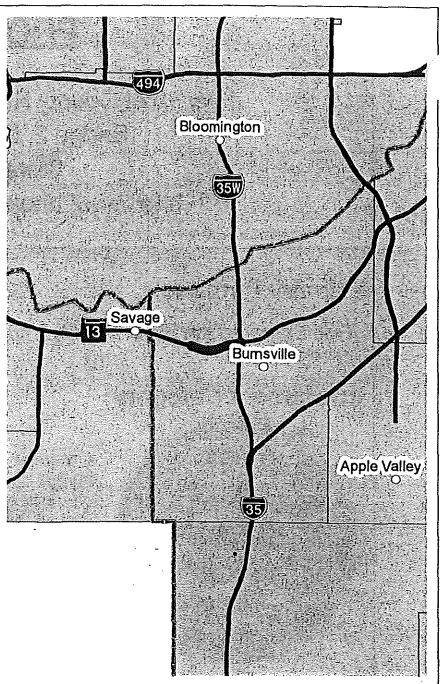
Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 13
County Road 5 in Burnsville
Bridge 19036
State Project No. 1901-148

http://www.co.dakota.mn.us/EnvironmentRoads/Reports/Road/StateHwy13Cou

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Recent Changes and Updates:

Current reflects the low bid. Right of way was purchased by Dakota County and is estimated at $10.6M.

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 an unacceptable LOS of E and F during peak hours.This intersection ranked 21st in the state's top worst crash cost intersections in 2009.

Key Cost Estimate Assumptions:

Standard practices were used to develop costs. Construction will occur while Hwy 13 is open to traffic. MnDOT completed design work and Dakota County will complete construction oversight.

Project Description:

Construct a grade separated interchange at Hwy 13/County Road 5 in Burnsville. The project will add a new bridge (with trail) to carry County Road 5 over Hwy 13. Construction will include noise walls, retaining wall and ponding.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 27.9	$ 27.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.8	$ 0.0
Right of Way:	$ 10.0	$ 10.6
Total:	**$ 39.7**	**$ 38.1**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates Not Yet Available

Schedule:

Environmental Approval Date: 2/14/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 7/28/2011
Construction Limits Established Date: need Unknown
Original Letting Date: 2013
Current Letting Date: 9/15/2012
Construction Season: 2013/2014
Estimated Substantial Completion: 2014

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

District Engineer: Scott McBride
Project Manager: Dakota County

Revised Date: 12/15/2013

PROJECT SUMMARY

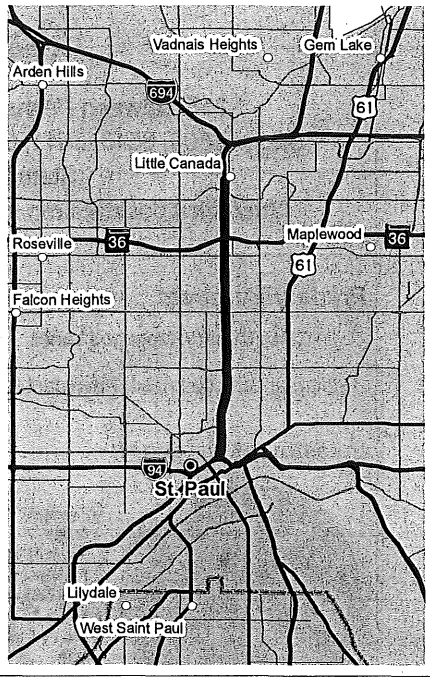
I-35E

Cayuga Bridge between University Ave and Maryland Ave

Bridge 6515, 9265, 6517

State Project No. 6280-308

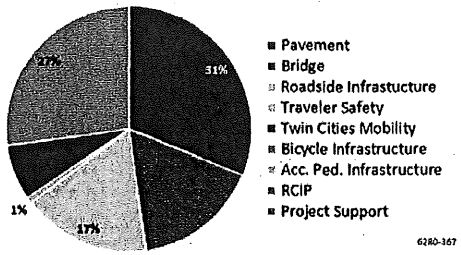
http://www.dot.state.mn.us/projects/cayuga



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Cayuga Bridge (6515), Pennsylvania Ave. Bridge (9265), BNSF RR Bridge (6517). Replace the Pennsylvania interchange with the interchange at Cayuga to solve safety and operational problems. Improve geometrics on 35E. Extend auxiliary lane from Pennsylvania to Maryland.

Recent Changes and Updates:

Late start to construction season and under-estimated asbestos has delayed completion of Cayuga St. to Westminster Street. The estimate reflects construction letting of $116 million.

Project History:

The Cayuga Bridge was built in 1965. Since then it has undergone bridge repair and paint in 1975 and "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.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
Construction Letting:	$ 143.9	$ 116.0
Other Construction Elements:	$ 5.3	$ 11.0
Engineering:	$ 24.4	$ 25.5
Right of Way:	$ 11.3	$ 18.2
Total:	**$ 184.9**	**$ 170.7**

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

Key Cost Estimate Assumptions:

Risk added for roadway construction (i.e. soils, water resources, pavement design), environmental cleanup and oversight, railroad agreement ($4,926,980 estimate), and utility relocation ($3 million).

Project Risks:

High potential for environmental contamination and poor soils. North/south and east/west non-motorized connectivity issues and potential for scope and budget increases.

Schedule:

Environmental Approval Date: 9/15/2011
Municipal Consent Approval Date: 9/5/2012
Geometric Layout Approval Date: 5/10/2012
Construction Limits Established Date: 5/16/2011
Original Letting Date: 4/25/2014
Current Letting Date: 11/16/2012
Construction Season: 2012-2015
Estimated Substantial Completion: 2015

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

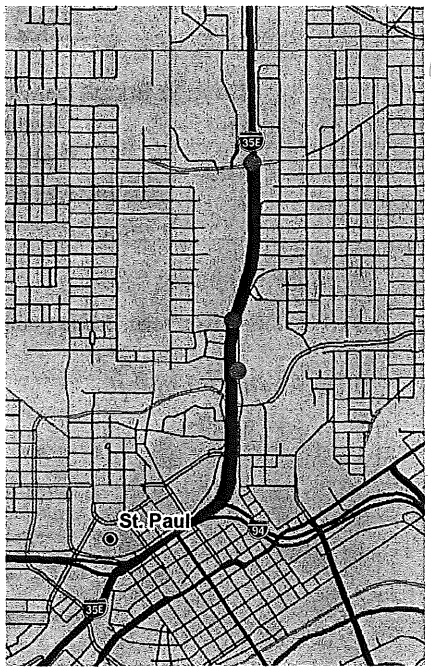
District Engineer: Scott McBride
Project Manager: Joey Lundquist

Revised Date: 12/15/2013

PROJECT SUMMARY

I-35E

I-35E between Pennsylvania Ave and Little Canada Road
Bridge 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120
State Project No. 6280-367
http://www.dot.state.mn.us/metro/projects/35estpaul/mnpass.html

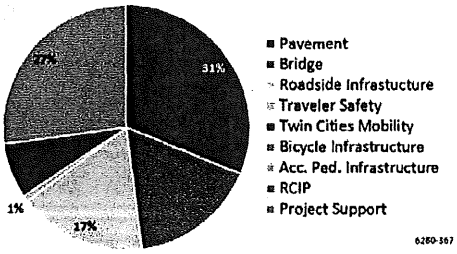


Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based need: Pavement Condition

Investment Category:



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, and replacement of the I-35E mainline bridges at Roselawn, County Road B and Hwy 36.

Recent Changes and Updates:

2013 $300,000 for design build contract. Construction letting of $98.6 million is reflected in the current estimate.

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 construction of the MnPASS Express Lanes and 35E/Cayuga.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 73.6	$ 98.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 18.4	$ 22.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 92.0**	**$ 120.8**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

Standard construction and project risks assumed. Legal actions by unsuccessful bidders. Unresolved non-motorized issues.

Schedule:

Environmental Approval Date: Marcn 2013
Municipal Consent Approval Date: 2/20/2013
Geometric Layout Approval Date: 2/12/2013
Construction Limits Established Date: 2/12/2013
Original Letting Date: 6/14/2013
Current Letting Date: 7/24/2013
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

Minnesota Department of Transportation
District M
1501 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Revised Date: 12/15/2013

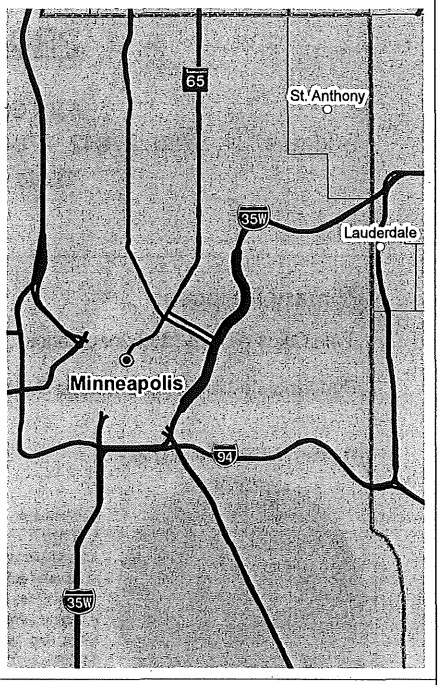
PROJECT SUMMARY

I-35W

3rd and 4th Street ramp to Johnson Street in Minneapolis

State Project No. 2783-136

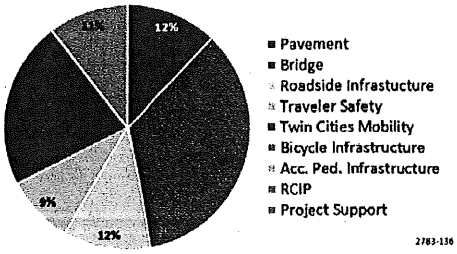
http://www.dot.state.mn.us/metro/projects/i35wandfourthst/



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based need: Bridge Condition

Investment Category:



Project Description:

Construct new ramp from downtown Minneapolis to northbound I-35W and auxiliary lane from 3rd and 4th Street north to Johnson St.

Recent Changes and Updates:

Noise wall voting is nearly complete. Four walls have been voted down, two walls are still pending as of August 2013. Voting is expected to close by the end of October 2014.

Project History:

This TED selected project is being developed by Hennepin County for a design-build letting. The project is experiencing issues with noise mitigation and historic properties.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
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.

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.

Project Risks:

Historical review and noise mitigation are potential risks.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: 12/29/2011
Geometric Layout Approval Date: 10/28/2011
Construction Limits Established Date: 10/28/2011
Original Letting Date: 2/14/2012
Current Letting Date: 9/28/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

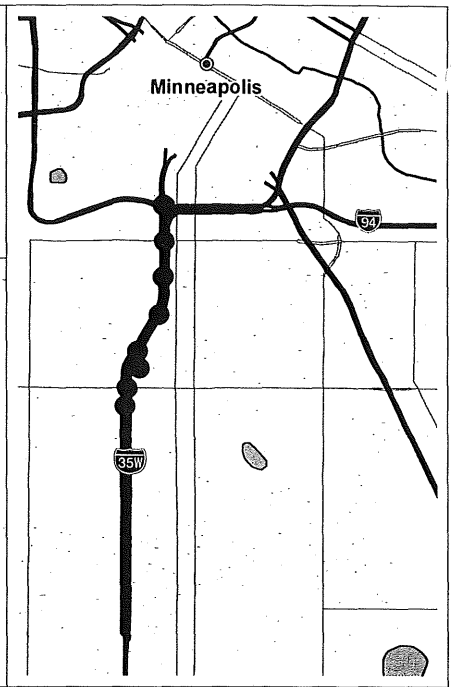
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2013

PROJECT SUMMARY

I-35W
43rd Street to I-94 Commons
Bridge 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872
State Project No. 2782-327

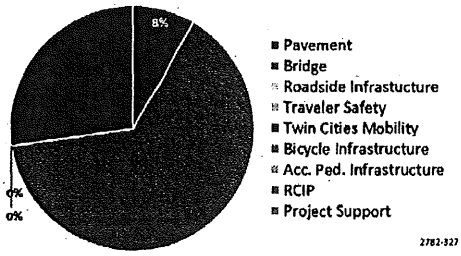


Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Bridges 27842, 27843, 27871 and 27868. Adjust horizontal and/or vertical alignment of I-94, I-35, and Hwy 65. Replace 31st Street, Lake Street, Midtown Greenway, 28th Street, 26th Street, 24th Avenue pedestrian bridge and Franklin Ave Bridges, along with all pavement from 42nd Street to I-94 Commons. Includes transit access project.

Recent Changes and Updates:

Hennepin County is the lead agency on this project. Other partners are Minneapolis and the Metropolitan Council. Public involvement is ongoing, with municipal consent expected by summer 2014.

Project History:

This project has been pursued since the mid-90s. The current schedule has the project letting in June 2017.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 265.5	$ 265.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 44.5	$ 44.5
Right of Way:	$ 3.6	$ 3.6
Total:	**$ 313.6**	**$ 313.6**

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

Key Cost Estimate Assumptions:

The baseline estimate includes the MnDOT portion ($121 million). This large project will include pieces done in partnership with Minneapolis, Hennepin County and the Metropolitan Council.

Project Risks:

Full funding for the project has not been identified. Storm water tunnels/drainage also present a potential project risk. Traffic impacts during construction.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 7/21/2017
Current Letting Date: 6/2/2017
Construction Season: 2017
Estimated Substantial Completion: 2020

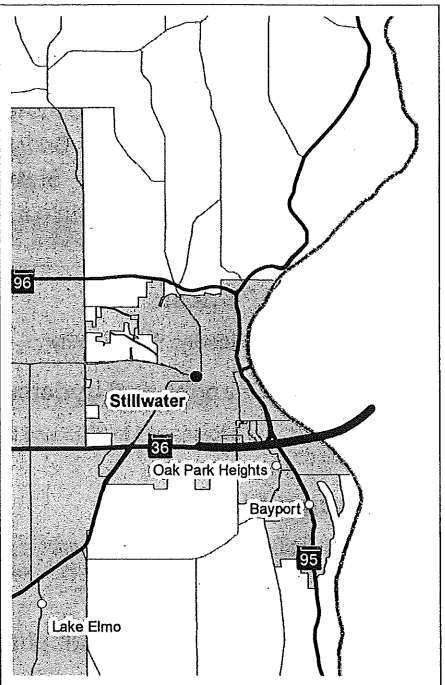
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2013

PROJECT SUMMARY

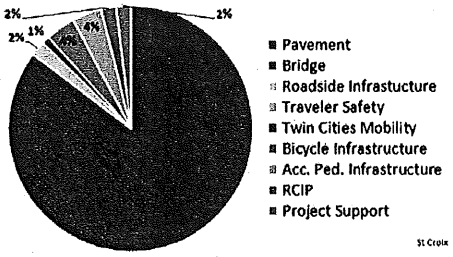
Hwy 36
Oak Park Heights, Stillwater and Bayport
Bridge 82043, 82047, 82048, 82045
State Project No. 8221-01, 8214-114, 8221-82045A
www.mndot.gov/stcroixcrossing/



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace a major river bridge over the St. Croix River and construct/reconstruct 7 miles of highway (4 in Minn. and 3 in Wisc.). In Minnesota, reconstruct two intersections (Hwy 36/Osgood, Hwy 36/Greeley) and one interchange (Hwy 36/Hwy 95). In Wisconsin, construct one overpass (WIS 64/WIS 36) and one interchange (WIS 64/County Rd E). Convert the Stillwater Lift Bridge to a bicycle/pedestrian bridge and construct a 4.5 mile bicycle and pedestrian loop trail that connects the lift bridge and the new St. Croix Crossing with trails in both states. Project costs are split between MnDOT and WisDOT.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

	Baseline Est.	Current Est.
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:

The project is under construction. The design-build contract for the Minnesota approach work on Hwy 36/95 began in June 2013 and is expected to be complete in fall 2014.The river bridge pier foundations began construction in May 2013 and should be complete in early 2014. Work for the river bridge superstructure contract will begin in 2014 and finish in fall 2016. Mitigation items are being implemented.

Project History:

The Stillwater Lift Bridge (Bridge 4654) 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 supplemental final environmental impact study. Congressional action was granted in March 2012 to allow the project to proceed.

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 DOT and include construction, right-of-way and risk.

Financial plan is being updated based on all current costs and letting information.

Project Risks:

Permits, cost and schedule are potential risks.

Schedule:

Environmental Approval Date: 9/5/2012
Municipal Consent Approval Date: 8/23/2012
Geometric Layout Approval Date: 2005
Construction Limits Established Date: 2013
Original Letting Date: 1995
Current Letting Date: 2/15/2013
Construction Season: 2013-2017
Estimated Substantial Completion: fall 2016

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

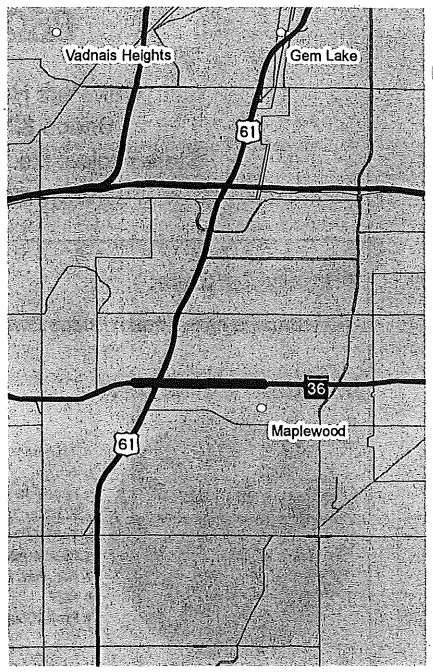
District Engineer: Scott McBride
Project Manager: Jon Chiglo

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 36
Hazelwood Avenue to Hwy 61 in Maplewood
Bridge 62067, 62004, (ped)
State Project No. 6211-90
http://www.dot.state.mn.us/metro/projects/hwy36maplewood/

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Recent Changes and Updates:

Project was accelerated to 2013 and let for $17.8 million.

Project History:

This project is partially funded with regional solicitation funds and TED funds. Project was accelerated from 2014 to 2013.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Description:

Construct 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: 2010

	Baseline Est.	Current Est.
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.

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: 6/15/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 5/10/2012
Construction Limits Established Date: 5/10/2012
Original Letting Date: 2014
Current Letting Date: 12/7/2013
Construction Season: 2013
Estimated Substantial Completion: Oct. 2013

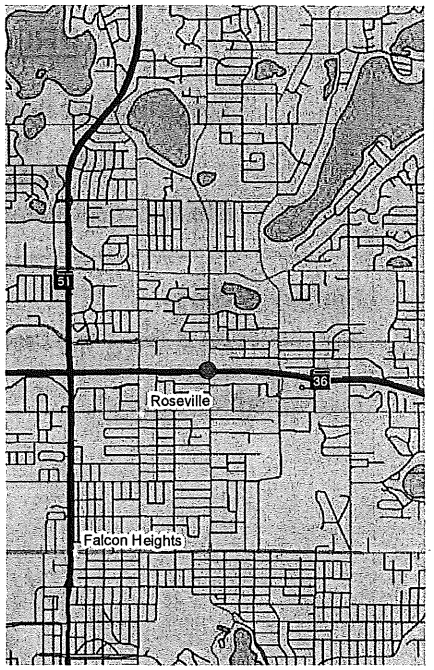
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: City of Maplewood

Revised Date: 12/15/2013

PROJECT SUMMARY

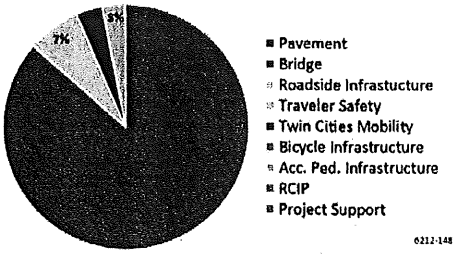
Hwy 36
Over Lexington Avenue in Roseville
Bridge 5723
State Project No. 6212-148



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Replace Lexington Avenue Bridge 5723, reconstruct Lexington Avenue and access ramps, replace two signals at the ramp terminals, address ADA deficiencies on multiuse trail, construct guardrail, drainage ponds, and storm sewers.

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 Hwy 36 mainline. New bridges will have three eastbound lanes and two westbound lanes.

Project History:

This bridge is structurally deficient and functionally obsolete (sufficiency rating of 61). Built in 1938, the deck was replaced in 1956 and bituminous overlay in 1999. NBI condition ratings: deck-4, superstructure-4, substructure-5. The bridge needs to be replaced to provide a safe structure for the traveling public that meets current design standards.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 19.5	$ 9.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.5	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 23.0**	**$ 11.9**

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

Key Cost Estimate Assumptions:

Lexington Avenue will be closed to traffic during construction of new west bound bridge. Four lanes of traffic will be maintained on Hwy 36 during construction.

Project Risks:

Staged construction of bridge to allow Lexington Avenue to remain open, possible ponding needs, possible retaining wall needs, utility impacts, and earthwork questions due to lack of soil borings along the modified Hwy 36 alignment.

Schedule:

Environmental Approval Date: 8/7/2012
Municipal Consent Approval Date: need Unknown
Geometric Layout Approval Date: 1/15/2014
Construction Limits Established Date: 7/24/2014
Original Letting Date: 1/25/2002
Current Letting Date: 10/23/2014
Construction Season: 2016
Estimated Substantial Completion: Nov. 2016

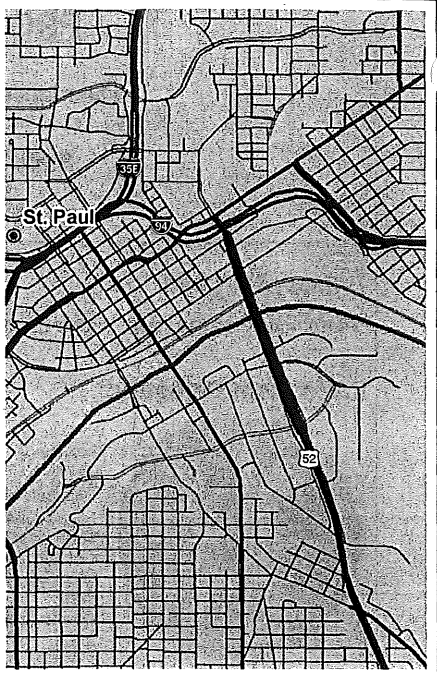
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 52
Lafayette River Bridge over Mississippi River in St. Paul
Bridge 62026, 9800
State Project No. 6244-30
http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:

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: 2009

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

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

Recent Changes and Updates:

Funded through the bridge replacement program in STIP (FY 2011). Northbound bridge completion expected by late 2013 and southbound by late 2015. The construction letting cost is $130.4 million.

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.

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 construct.

Project Risks:

Probable environmental contamination, potential need to build LRT bridge footings in river, permits required from FAA and Coast Guard. The location of LRT maintenance facility and relocation of utilities - Xcel transmission lines as well as water main.

Schedule:

Environmental Approval Date: 9/17/2009
Municipal Consent Approval Date: 5/1/2010
Geometric Layout Approval Date: 2/16/2009
Construction Limits Established Date: 4/1/2009
Original Letting Date: (10/21/2011)
Current Letting Date: 11/19/2010
Construction Season: 2011-2016
Estimated Substantial Completion: 2015

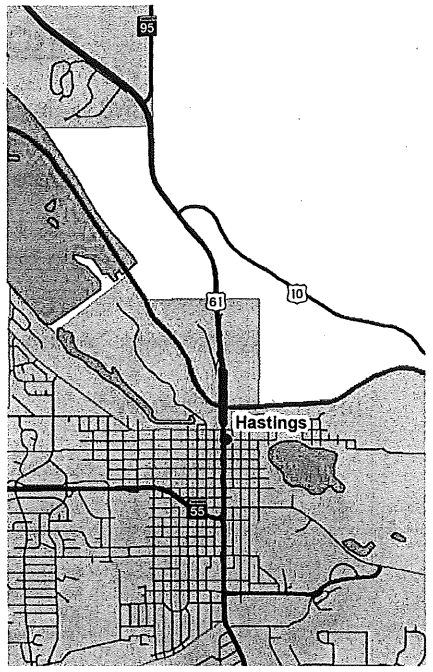
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 61
Hastings Bridge over Mississippi River
Bridge 19004
State Project No. 1913-64
http://www.dot.state.mn.us/metro/projects/hastingsbridge/index.html



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:

Project Description:

Replace the existing two-lane bridge with a 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.

Recent Changes and Updates:

Project construction began in 2010 with ribbon cutting in November 2013. Project will be complete in 2014.

Project History:

Design-build project to replace Bridge 5895 (19004) in Hastings. RFP, prelim design and property acquisition in fall 2009. Shortlist design-build teams in mid-October 2009. Costs for this project have been lower than originally estimated for many reasons, including an original estimate that assumed more expensive design elements, two bridge options, use of driven piles rather than drilled shafts, contingency for various risks, and letting at a time when bids were generally lower.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2008

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Contractors have chosen a tied-arch bridge design. Hudson Manufacturing will remain in operation during and after the project.

Project Risks:

Rehabilitating the existing bridge, first "planned" major structure in design-build, 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. Ribbon cutting on project set for late November 2013.

Schedule:

Environmental Approval Date: 12/14/2009
Municipal Consent Approval Date: 11/16/2009
Geometric Layout Approval Date: 10/1/2009
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: June, 2014

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

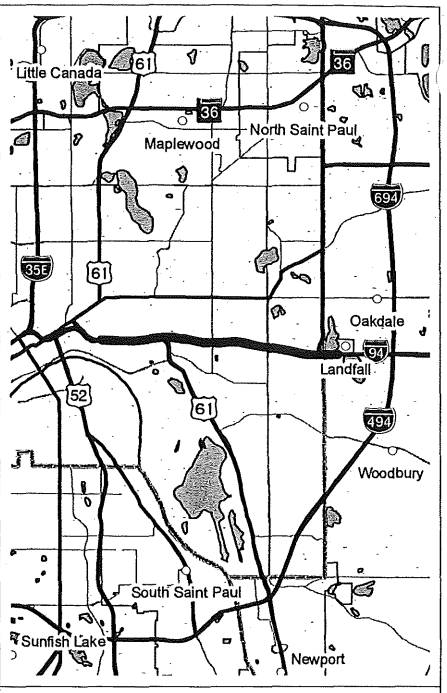
District Engineer: Scott McBride
Project Manager: Steve Kordosky

Revised Date: 12/15/2013

PROJECT SUMMARY

I-94

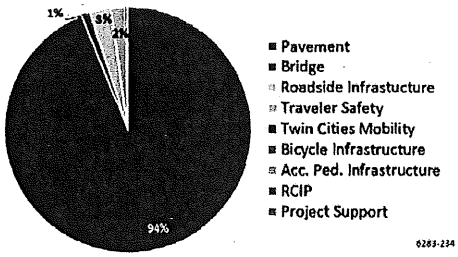
I-94 (Mounds Blvd to Hwy 120) and Hwy 61 (Burns Avenue to Hwy 5)
Bridge 9147, 9148, 62706, 62838, 62861, 62862, 62868, 62869, and, 62870
State Project No. 6283-234



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay on I-94 from mounds Blvd to east of Ruth St., bituminous resurfacing to east of Hwy 120 and on Hwy 61 north of Mounds Blvd, white topping etc. Repair bridges 9147, 9148, 62706, 62838, 62861, 62862, 62868, 62869, and 62870. Signals, signing, lighting, guardrail, concrete median barrier, drainage, TMS and ADA are also included.

Recent Changes and Updates:

The scope of the project has changed in three ways. It was extended geographically from Mounds Blvd to east of Hwy 120. It was changed from a major CPR to an unbonded concrete overlay. It was combined and scoped together with SP 6221-100 on Hwy 61.

Project History:

The present ride (smoothness) of this section ranges from 1.8 to 3.1 (spring 2009), placing this section in the poor to fair categories. The concrete area on the east end has had two minor joint repairs, the most recent in 2004. Previously patched areas were B-3 (shallow) type joint repairs and many are now failing. Also some pavement failures are patched with bituminous and causing a rough ride. The present short bituminous section around White Bear Ave is in fair shape, but has some areas of longitudinal cracking and wide reflective joints are being patched by maintenance. An unbonded concrete overlay has been proposed. This project is tied to SP 6283-175, SP 6283-233 and SP 8282-119, and is associated with SP 6221-100.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 32.5	$ 32.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.5	$ 6.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 39.0**	**$ 39.0**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Risks:

None expected other than substantial traffic impacts.

Schedule:

Environmental Approval Date: 5/14/2015
Municipal Consent Approval Date: NA
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 11/20/2015
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: 2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7501

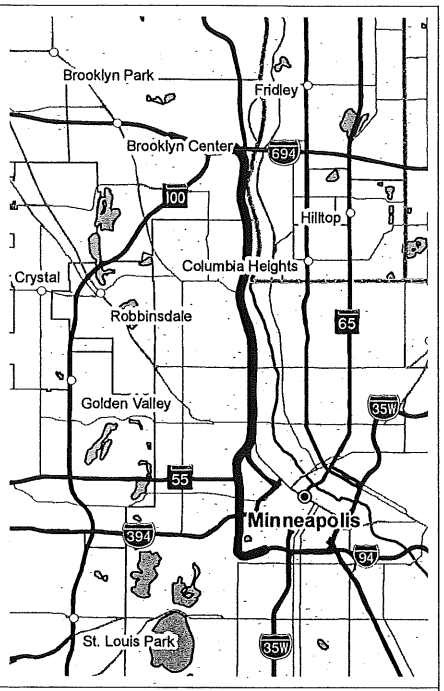
District Engineer: Scott McBride
Project Manager:
Revised Date: 12/15/2013

PROJECT SUMMARY

I-94

Nicollet Avenue in Minneapolis to Shingle Creek Bridge in Brooklyn Center

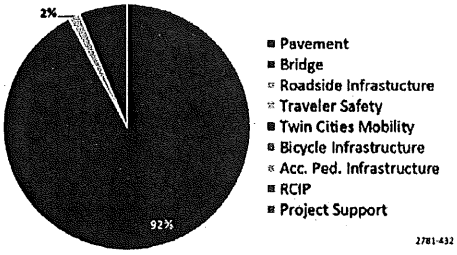
State Project No. 2781-432



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Major concrete pavement repair and diamond grinding, drainage and misc. repair on 50 bridges.

Recent Changes and Updates:

Additional risk and contingency have been added to the estimate to account for the risks associated with this major CPR project. Construction staging work is underway.

Project History:

This project is tied to two other projects on I-94: fiber wrap (SP 2781-452) and tile repair/replacement in the Lowry Hill Tunnel (SP 2781-453). Scoping for this pavement preservation project was completed in December 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 23.4	$ 37.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.3	$ 3.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 25.7**	**$ 40.7**

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

Key Cost Estimate Assumptions:

The current estimate includes linked projects described in project history.

Project Risks:

This project involves CPR, which introduces risk to a project because exact quantities needed won't be known until construction begins.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 2017
Current Letting Date: 6/2/2017
Construction Season: 2017
Estimated Substantial Completion: 2018

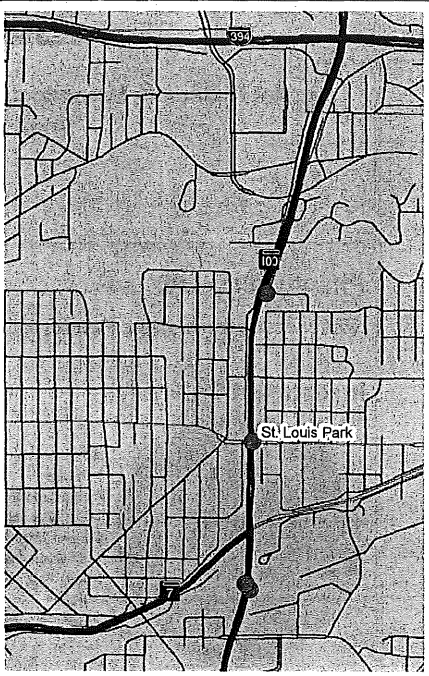
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Dale Gade

Revised Date: 12/15/2013

PROJECT SUMMARY

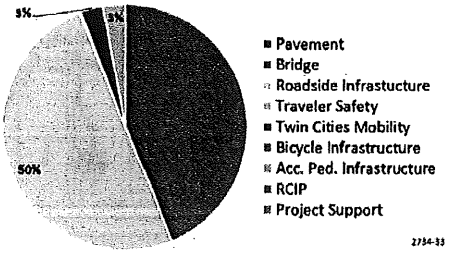
Hwy 100
36th Street to 25 1/2 Street in St. Louis Park
Bridge 5308, 5309, 5462, 5598,
State Project No. 2734-33
http://www.dot.state.mn.us/metro/projects/hwy100slp/



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based need: Roadside Infrastructure Condition

Investment Category:



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.

Recent Changes and Updates:

Agreements (railroad, HCRRA, utilities, city and county) and right of way acquisition are in process. Retirement of risk and contingency have contributed to the deviation from the baseline estimate.

Project History:

Concept layout with CORSIM analysis was developed for reconstruction of a four-lane freeway to a six-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 was rescoped to reduce costs and address substandard bridges. The preferred alternative was selected end of 2010/early 2011.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 60.0	$ 46.8
Other Construction Elements:	$ 4.0	$ 3.6
Engineering:	$ 13.0	$ 9.3
Right of Way:	$ 3.0	$ 4.5
Total:	**$ 80.0**	**$ 64.2**

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

Key Cost Estimate Assumptions:

Assumes approval of the reduced scope design standards.

Project Risks:

Agreements with CP Rail, HCRRA, utilities, city and county. Right of way acquisition - Holiday Station

Schedule:

Environmental Approval Date: 6/10/2013
Municipal Consent Approval Date: 12/3/2012
Geometric Layout Approval Date: 9/17/2013
Construction Limits Established Date: 8/15/2012
Original Letting Date: 2016
Current Letting Date: 5/16/2014
Construction Season: 2014-2016
Estimated Substantial Completion: 2016

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

District Engineer: Scott McBride
Project Manager: April Crockett
Revised Date: 12/15/2013

PROJECT SUMMARY

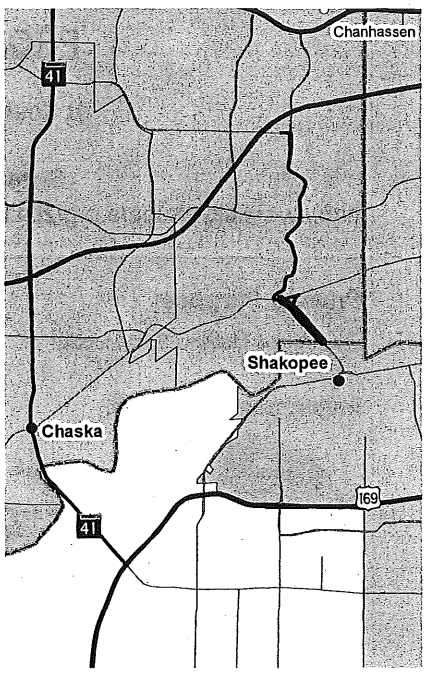
Hwy 101

Minnesota River Bridge in Shakopee to County Road 61/Flying Cloud Drive in Chanhassen

Bridge 10004

State Project No. 1009-24

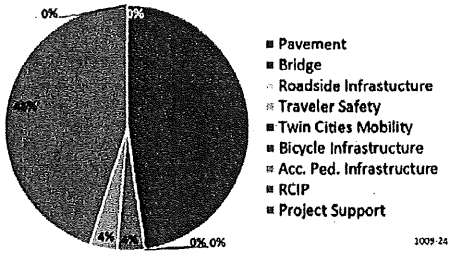
http://www.dot.state.mn.us/metro/projects/hwy101river/index.html



Primary Purpose:

Performance-based need: Bridge & Flood Mitigation

Investment Category:



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 at County Road 61/Flying Cloud Drive in Chanhassen. Carver County is the project lead, which now includes work on Flying Cloud Drive and a roundabout at the intersection of Hwy 101 and Flying Cloud Drive.

Recent Changes and Updates:

The project is scheduled for a spring 2014 letting date. Overall project costs have increased due to additional scope added to the project in the area of the Flying Cloud Drive/Hwy 101/Bluff Creek Drive. Carver County is lead for the project. MnDOT funds are $20 million for flood mitigation project.

Project History:

Hwy 101 is a two-lane roadway over the Minnesota River 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 Minnesota River in the southwest metro to be open during flooding. Hwy 101 was selected as the option to move forward from the Flood Mitigation Study. A four-lane section was developed after the study for Hwy 101, and Carver County is now the lead agency. The project includes a roundabout at Hwy 101 and Flying Cloud Drive and additional widening along Flying Cloud Drive to the intersection of Bluff Creek Drive.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 42.0	$ 54.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.2	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 46.2**	**$ 54.0**

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

Key Cost Estimate Assumptions:

Permanent ROW impacts will result due to Carver County's expanded scope. Plans are currently under development.

Project Risks:

Very poor soils and possibly artesian conditions are found all over the project area. Deep muck and poor soils have resulted in a design that includes pile supported embankment, a longer bridge and muck excavation. Archeological site was discovered in the area of Flying Cloud Drive and Bluff Creek Drive.

Schedule:

Environmental Approval Date: 9/4/2013
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Summer 2013
Construction Limits Established Date: need Unknown
Original Letting Date: 5/16/2014
Current Letting Date: 5/15/2014
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

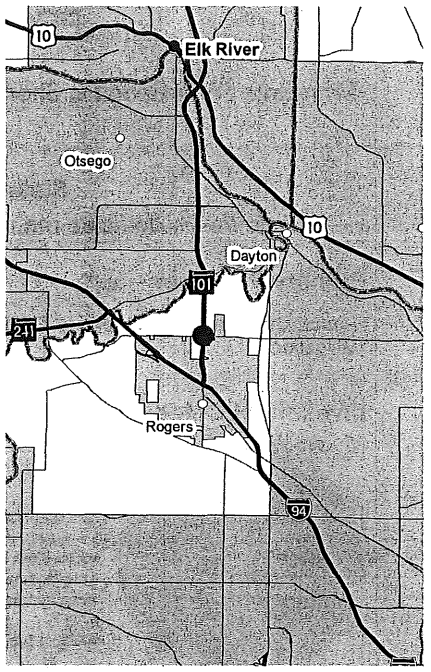
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Sheila Kauppi

Revised Date: 12/15/2013

PROJECT SUMMARY

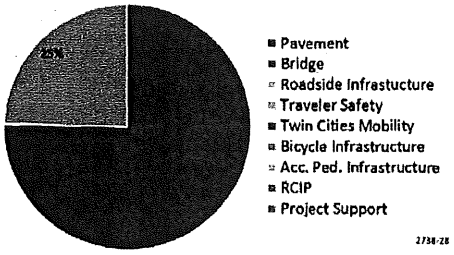
Hwy 101
At County Road 144 in Rogers
Bridge 27299
State Project No. 2738-28
http://www.cityofrogers.org/2011-County Road-144-and-th-101-interchange-link



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:



Project Description:

Construction of a grade-separated interchange at the intersection of Hwy 101 and County Road 144 in Rogers.

Recent Changes and Updates:

Design is ready for turn-in for a February Letting. Local governments are working through a difficult ROW process.

Project History:

Hwy 101 is a four-lane, major arterial roadway in the northwestern Metro. In 2003 Hwy 101 was reconstructed from County Road 36 to Hwy 10, converting it from a two-lane expressway to a four-lane controlled access facility.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2012

	Baseline Est.	Current Est.
Construction Letting:	$ 16.2	$ 17.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.2	$ 3.4
Right of Way:	$ 3.0	$ 2.0
Total:	**$ 22.6**	**$ 22.4**

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

Key Cost Estimate Assumptions:

Assumes full utilization of SaM and STP funds.

Project Risks:

Local acquisition of right of way for the project.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 9/25/2012
Construction Limits Established Date: 9/15/2012
Original Letting Date: 11/22/2013
Current Letting Date: 2/28/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

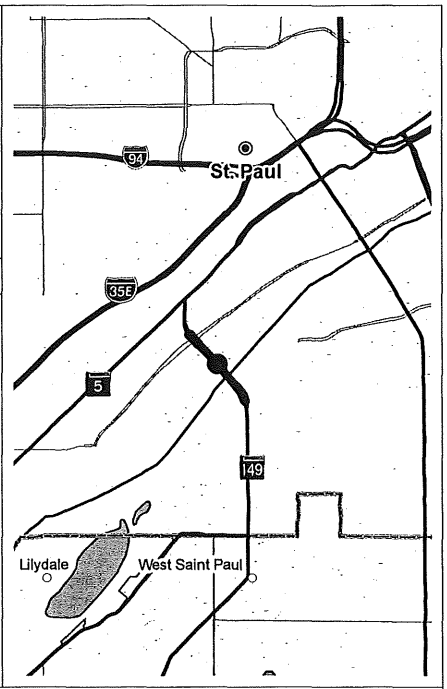
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Revised Date: 12/15/2013

PROJECT SUMMARY

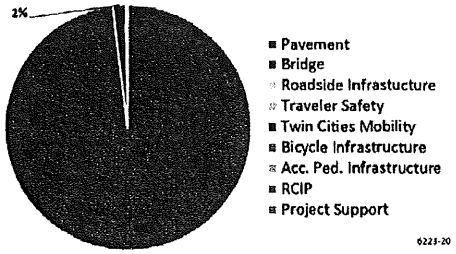
Hwy 149
Smith Avenue High Bridge over the Mississippi River in St. Paul
Bridge 62090
State Project No. 6223-20



Primary Purpose:

Performance-based need: Bridge Condition

Investment Category:



Project Description:

Redeck the Smith Avenue High Bridge over the Mississippi River. Associated miscellaneous work, such as approach panels also will be replaced with this project. ADA facilities adjacent to the bridge will also be upgraded to comply with the current standards.

Recent Changes and Updates:

No recent changes have occurred.

Project History:

A low-slump concrete overlay was placed on the deck when it was first constructed in 1986. Ground penetrating radar results in 2009 exhibited 7 percent of the deck needs replacement. The bridge was built with uncoated rebar in the bottom of the deck. 10 percent of the bottom deck exhibits visual spalling, delamination and water saturation along with extensive transverse cracks. The loose and falling concrete from the deck bottom cannot be controlled without major expense and thus the entire bridge deck will be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 14.2	$ 14.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.0**	**$ 16.5**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates for this project.

Project Risks:

Environmental issues and permits required to demolish and construct over the Mississippi River.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: Pending
Construction Limits Established Date: Pending
Original Letting Date: 6/14/2017
Current Letting Date: late 2016
Construction Season: 2017
Estimated Substantial Completion: late 2017

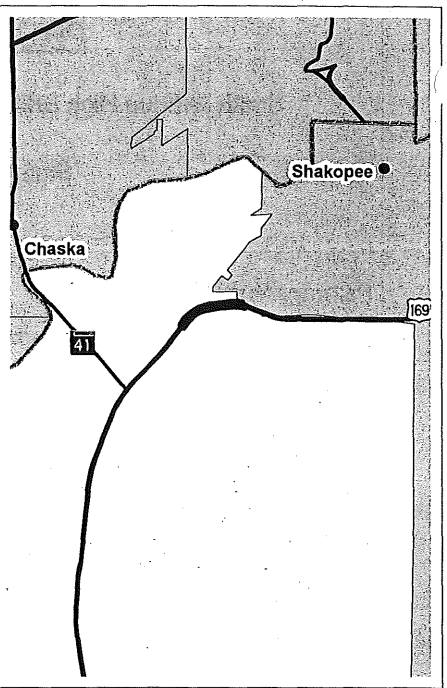
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Revised Date: 12/15/2013

PROJECT SUMMARY

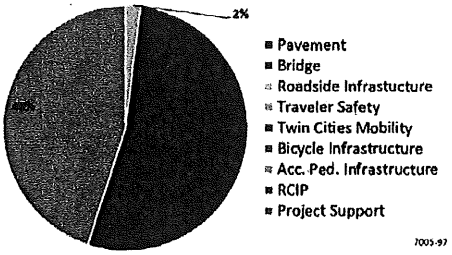
Hwy 169
County Road 69 in Shakopee
Bridge 70007
State Project No. 7005-97
http://www.scottcounty69and169.com/



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Investment Category:



Project Description:

Construct a grade separated interchange at Hwy 169/CR 69 in Shakopee. The construction will add a new bridge (with trail) to carry County Road 69 over Hwy 169. Construction will include noise walls and ponding.

Recent Changes and Updates:

Project cost reflects bid prices. $12.2 million of SaM funds were initially identified for this project. Approximately $2.5 million of unused funds resulted from a low bid.

Project History:

The 2002 Hwy 169 Interregional Corridor Plan suggested that the Hwy 69 intersection with Hwy 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 Hwy 41 river crossing alignment because the Hwy 41 river crossing decision would help clarify system reconfiguration requirements on the regional highway system (Hwy 169, Hwy 41, Hwy 78, Hwy 69) needed to support the preferred river crossing alignment.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

	Baseline Est.	Current Est.
Construction Letting:	$ 15.4	$ 10.9
Other Construction Elements:	$ 0.5	$ 0.0
Engineering:	$ 2.8	$ 0.0
Right of Way:	$ 0.1	$ 0.0
Total:	**$ 18.8**	**$ 10.9**

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

Key Cost Estimate Assumptions:

Baseline total cost estimate includes all construction costs, right of way, utility work, agreements, project delivery costs and risk contingency calculated as part of the SaM application and award. The current estimate reflects bid price. Scott County hired a consultant to complete road plans, bridge design was completed. Scott County will perform construction engineering.

Project Risks:

The project was awarded in October 2013. Construction will begin in 2013 and continue into 2014.

Schedule:

Environmental Approval Date: 6/15/2012
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 7/31/2012
Construction Limits Established Date: Not needed
Original Letting Date: 6/3/2016
Current Letting Date: 10/8/2013
Construction Season: 2013
Estimated Substantial Completion: 2014

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

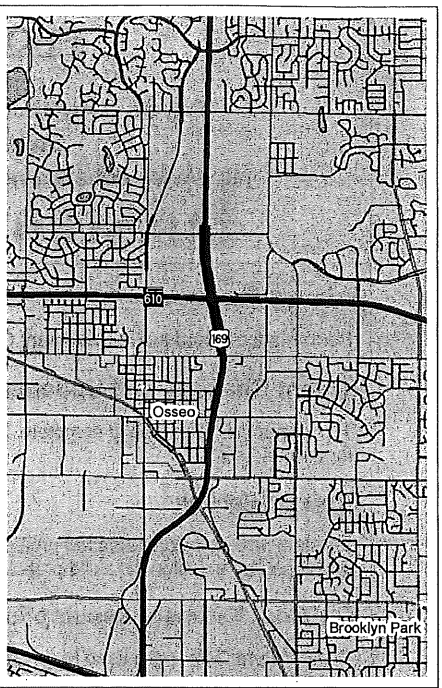
District Engineer: Scott McBride
Project Manager: Scott County

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
At 93rd Avenue in Brooklyn Park and Osseo
State Project No. 2750-75
http://www.dot.state.mn.us/metro/projects/hwy169brooklynpark/

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Spot Mobility

Recent Changes and Updates:

This project is under construction and was let for $8,146,306.90. A competitive bid environment contributed to the difference between the construction baseline estimate and letting amount.

Project History:

TH 169 is a principal arterial in the western metro area. The proposed project will remove the last signal between County Road 81 and Hwy 610.This will extend the controlled access freeway from County Road 81 to Hwy 610.

Key Cost Estimate Assumptions:

This project was let for $8,146,306.90.

Project Description:

Construction of a grade-separated interchange at the intersection of Hwy 169 and 93rd Avenue.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

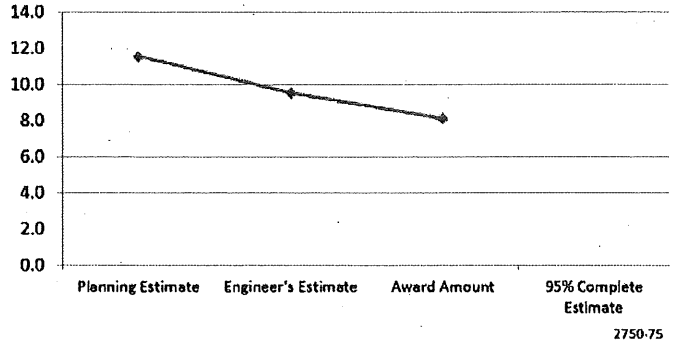
	Baseline Est.	Current Est.
Construction Letting:	$ 11.6	$ 8.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.3	$ 2.4
Right of Way:	$ 5.0	$ 7.4
Total:	**$ 18.9**	**$ 17.9**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 12/23/2011
Municipal Consent Approval Date: 6/15/2011
Geometric Layout Approval Date: 12/15/2010
Construction Limits Established Date: 12/15/2010
Original Letting Date: 6/12/2015
Current Letting Date: 10/26/2012
Construction Season: 2014
Estimated Substantial Completion: 2014

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

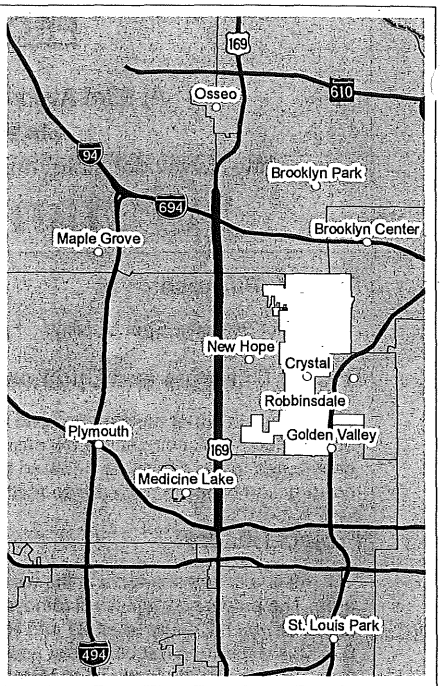
District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Revised Date: 12/15/2013

PROJECT SUMMARY

Hwy 169
Hwy 55 in Plymouth to 77th Avenue in Brooklyn Park
State Project No. 2772-92
http://www.dot.state.mn.us/metro/projects/hwy169resurface/

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project is substantially complete. It was let for $13,844,493.67.

Project History:

This is a pavement preservation project being developed as a design bid build project.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Description:

Pavement preservation on Hwy 169 from just north of Hwy 55 to 77th Avenue. 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: 2010

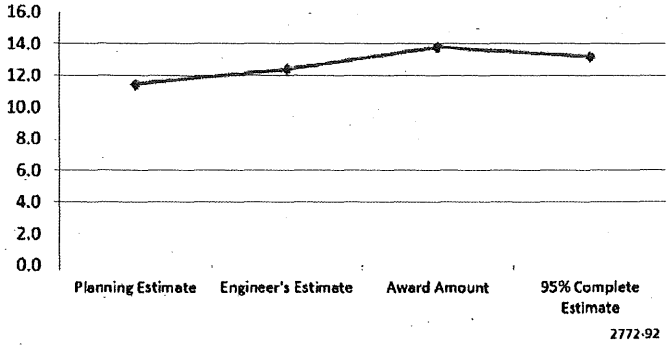
	Baseline Est.	Current Est.
Construction Letting:	$ 11.5	$ 13.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.2	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.7**	**$ 13.8**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Not needed
Original Letting Date: 11/22/2013
Current Letting Date: Spring 2013
Construction Season: 2013
Estimated Substantial Completion: 2013

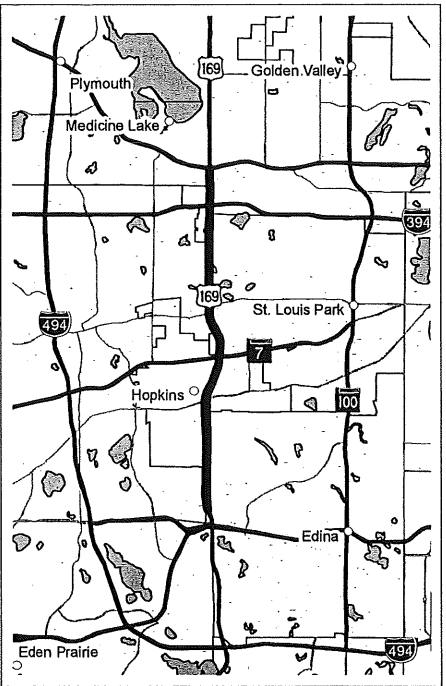
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Dale Gade

Revised Date: 12/15/2013

PROJECT SUMMARY

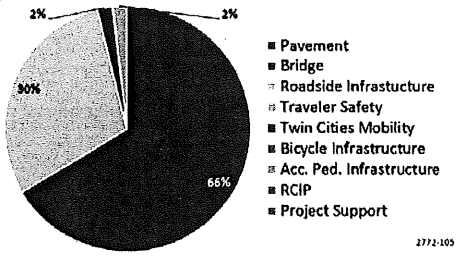
Hwy 169
North of Hwy 62 in Edina to Hwy 55 in Golden Valley
State Project No. 2772-105



Primary Purpose:

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Concrete pavement repair project with diamond grinding, mill and overlay and drainage work.

Recent Changes and Updates:

Metro District is meeting with local units of government to work through construction staging. The district materials office is reviewing the scope of this CPR project with construction.

Project History:

Scoping for this pavement preservation project was completed in October 2012.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 16.5	$ 16.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.3	$ 0.0
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.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates for this project.

Project Risks:

This project involves CPR which introduces risk because exact quantities needed won't be known until construction begins.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: NA
Construction Limits Established Date: NA
Original Letting Date: 6/14/2017
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 2018

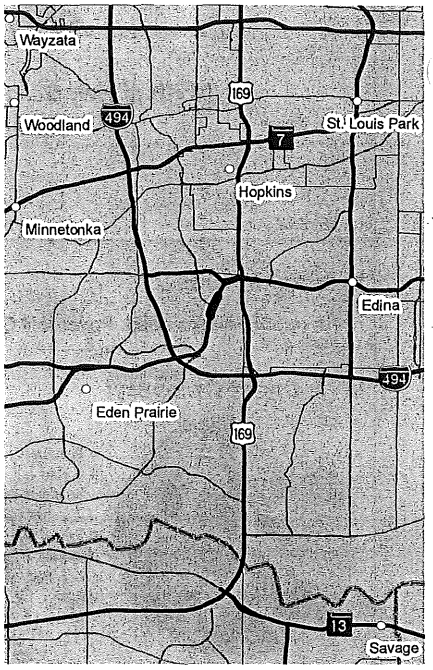
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jeff Gibbens

Revised Date: 12/15/2013

PROJECT SUMMARY

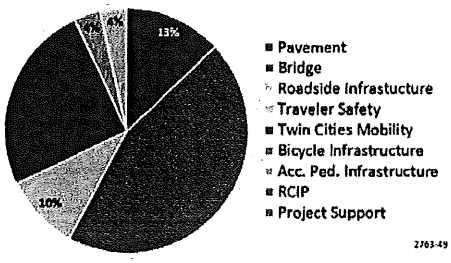
Hwy 212
At Shady Oak Road in Eden Prairie
State Project No. 2763-49



Primary Purpose:

Twin Cities Mobility: Spot Mobility Improvement Performance-based need: Bridge Condition

Investment Category:



Recent Changes and Updates:

This project continues to move forward. Coordination with MnDOT and Southwest LRT is ongoing.

Project History:

TH 212 is a principal arterial in the western metro area. The proposed project will reconstruct the existing diamond interchange to provide additional capacity on Shady Oak Road and improve access to Hwy 212.

Project Description:

Reconstruct an existing local interchange to handle additional capacity.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
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.

Key Cost Estimate Assumptions:

Local governments are providing cost estimates and engineering. MnDOT has oversight and review of project design. The project received $7.1 million in 2012 TED funding, which constitutes the extent of MnDOT's share of the project.

Project Risks:

This is a locally led project. There are logistical challenges related to this type of partnership.

Schedule:

Environmental Approval Date: Local Prep
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: pending
Construction Limits Established Date: Pending
Original Letting Date: 8/15/2014
Current Letting Date: 8/15/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

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

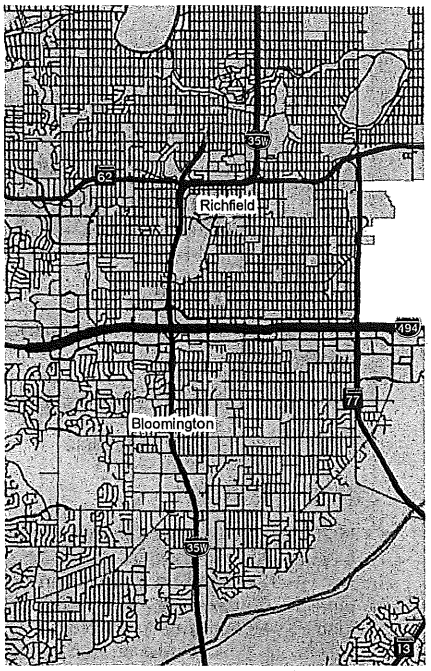
District Engineer: Scott McBride
Project Manager: April Crockett

Revised Date: 12/15/2013

PROJECT SUMMARY

I-494
34th Avenue to France Avenue
Bridge 9126
State Project No. 2785-367, 2785-364, 2785-378
http://www.dot.state.mn.us/metro/projects/i494richfield/

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project is under construction and was let for $25,915,594. A favorable bid environment contributed to the change from the baseline estimate.

Project History:

This project required close coordination with the Xerxes Avenue Bridge. Additional capacity on I-494 has been identified in Met Council and MnDOT's long range plans as being managed.

Key Cost Estimate Assumptions:

This project is under construction and was let for $25,915,594.

Project Description:

Mill and overlay, as well as construction of a westbound auxiliary lane from Penn Avenue to northbound Hwy 100. The Xerxes Ave Bridge will also be replaced.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	Baseline Est.	Current Est.
Construction Letting:	$ 40.5	$ 25.9
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.5	$ 4.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 45.0**	**$ 30.4**

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental Approval Date: 3/24/2011
Municipal Consent Approval Date: 4/1/2012
Geometric Layout Approval Date: 11/19/2010
Construction Limits Established Date: Not needed
Original Letting Date: 2012
Current Letting Date: 6/8/2012
Construction Season: 2012-2013
Estimated Substantial Completion: 2013

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

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2013

PROJECT SUMMARY

I-494

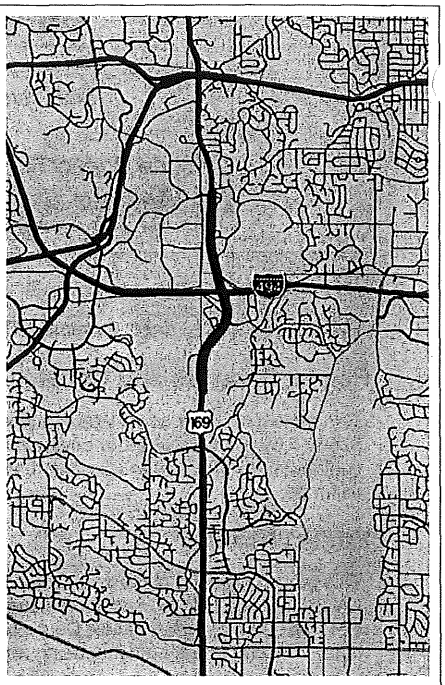
Hwy 169 and I-494 interchange in Bloomington

Bridge 27R25-29, 27V95-97, 27V91, 27A16-18, 27589

State Project No. 2776-03

http://www.dot.state.mn.us/metro/projects/i19...

Substantially Complete



Primary Purpose:

Twin Cities Mobility: Strategic Capacity Enhancements

Recent Changes and Updates:

Project is substantially complete

Project History:

In 2003, the project was identified to receive BAP funding and developed for letting, but those funds were used to make up shortfalls on other projects. Approximately $7.5 million in HPP funding was assigned to the project for right of way acquisitions. However, with no identified funding, the project was moved to the last year of the Metro District ten-year program. The project was then rescope to a lower cost options. Risks included the potential failure of FHWA to approve the interstate access request for rescoped project. In addition, two system movements were not built as part of the interchange and may need to be constructed in the future.

Key Cost Estimate Assumptions:

Design-build delivery process. Bid letting amount was $125.2 million.

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: 2010

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

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

Construction Estimates

During Project Development

(In Millions)

Construction Estimates
Not Yet Available

Schedule:

Environmental 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

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

District Engineer: Scott McBride
Project Manager: Michael Beer

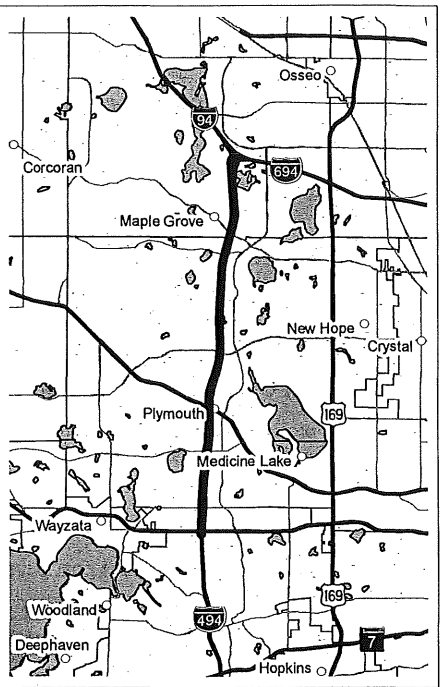
Revised Date: 12/15/2013

PROJECT SUMMARY

I-494

I-394 in Minnetonka to I-94/494/694 in Maple Grove

State Project No. 2785-330

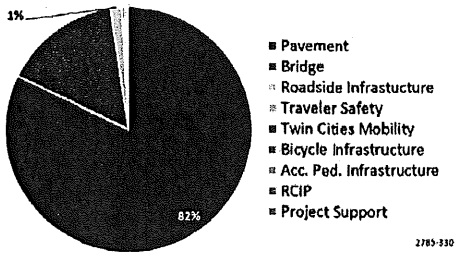


Primary Purpose:

Twin Cities Mobility: Managed Lanes

Performance-based need: Pavement Condition

Investment Category:



Project Description:

Unbonded concrete overlay, concrete pavement repair, right side dynamic shoulder, signing, striping, drainage, TMS, noise walls, redecking and bridge widening.

Recent Changes and Updates:

MnDOT is working to obtain municipal consent in late fall 2013.

Project History:

MnDOT received formal approval late in summer 2013 to construct a dynamic shoulder as part of this project. Work with the Metropolitan Council is ongoing in terms of the long-term vision for a managed lane in this corridor.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2013

	Baseline Est.	Current Est.
Construction Letting:	$ 61.2	$ 61.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.8	$ 11.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 73.0**	**$ 73.0**

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

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Risks:

This project involves CPR, which introduces risk because exact quantities needed won't be known until construction begins. The managed lane vs. dynamic shoulder risk has been resolved, though may need to be managed in the future as the project develops.

Schedule:

Environmental Approval Date: Pending
Municipal Consent Approval Date: Pending
Geometric Layout Approval Date: 8/22/2013
Construction Limits Established Date: Spring 2013
Original Letting Date: 7/28/2008
Current Letting Date: 6/6/2014
Construction Season: 2014
Estimated Substantial Completion: 2016

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

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Revised Date: 12/15/2013

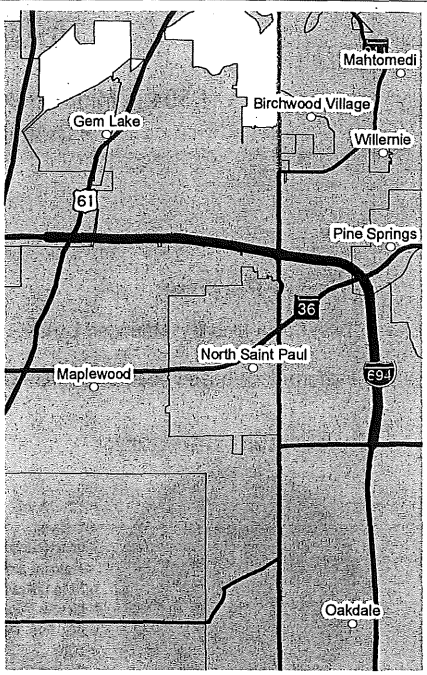
PROJECT SUMMARY

I-694

40th Street in Oakdale to west of Hwy 61 in Vadnais Heights

State Project No. 6286-56

Substantially Complete



Primary Purpose:

Performance-based need: Pavement Condition

Recent Changes and Updates:

This project was completed in November of 2012. The current estimate does not include engineering.

Project History:

Pavement project to address poor pavement condition.

Key Cost Estimate Assumptions:

Standard practices were used to develop cost estimates.

Project Description:

Unbonded concrete overlay from 40th St. in Oakdale to just west of Hwy 61 in Vadnais Heights.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2011

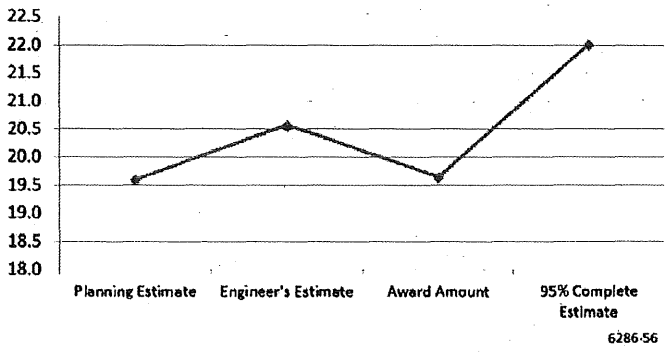
	Baseline Est.	Current Est.
Construction Letting:	$ 19.6	$ 22.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.9	$ 0.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 23.5**	**$ 22.2**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 6/29/2011
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: 9/14/2011
Construction Limits Established Date: 9/14/2011
Original Letting Date: 8/26/2011
Current Letting Date: 4/13/2012
Construction Season: 2012
Estimated Substantial Completion: Oct. 1, 2012

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

District Engineer: Scott McBride
Project Manager: Marc Briese

Revised Date: 12/15/2013

PROJECT SUMMARY

I-694

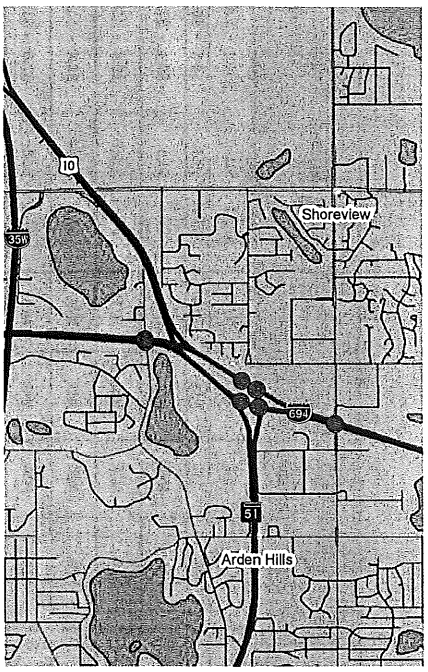
Lexington Avenue to west of Old Highway 10

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

Substantially Complete



Primary Purpose:

Performance-based need: Bridge Condition

Recent Changes and Updates:

The project was let in 2011. A favorable bid climate can account for the differences between the baseline estimate and the current estimate.

Project History:

The project is currently under construction with substantial completion and open to traffic in late 2013.

Key Cost Estimate Assumptions:

Standard practices were used to develop estimates.

Project Description:

Realign a portion of I-694 in the Arden Hills area from Old Hwy 10 (Snelling Ave,) on the west to the beginning of the westbound exit ramp to Lexington Avenue. Remove nine bridges. Realign several highway sections and construct a new connection between the north and southbound lanes of I-694. Hwy 51 will have two loops that allow for merging. No new right of way is required.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2010

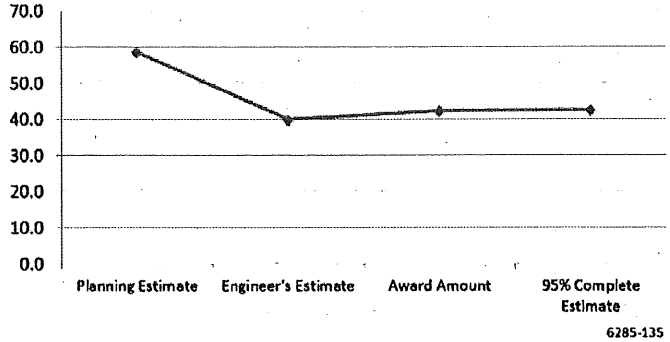
	Baseline Est.	Current Est.
Construction Letting:	$ 58.8	$ 43.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.8	$ 11.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 70.6**	**$ 55.3**

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

Construction Estimates

During Project Development

(In Millions)



Schedule:

Environmental Approval Date: 12/27/2010
Municipal Consent Approval Date: 6/2011
Geometric Layout Approval Date: 3/12/2010
Construction Limits Established Date: need Unknown
Original Letting Date: 12/17/2010
Current Letting Date: 6/24/2011
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

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

District Engineer: Scott McBride
Project Manager: Mark Lindeberg

Revised Date: 12/15/2013

Major Highway Projects (2018-2029)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
1	Hwy 65	0112, 3110	Not assigned	2018	N/A	Bituminous resurfacing from 1.4 mile south of the Sandy River to 0.1 mile north of the Swan River	N/A	N/A	N/A	N/A	$11.1 - $16.0	$14.4 - $20.9
1	Hwy 61	3805-99	Not assigned	2018	N/A	Replace Bridge #3589 at the Stewart River	N/A	N/A	N/A	N/A	$3.7 - $5.3	$4.8 - $6.9
1	Hwy 53	6916-104	Not assigned	2017	N/A	Bituminous resurfacing from 1100 feet south of Haines Road to 620 feet south of Midway Road	N/A	N/A	N/A	N/A	$4.1 - $5.9	$5.4 - $7.7
1	Hwy 210	0120-	Not assigned	2019	N/A	Bituminous resurfacing from east of Hwy 169 to west of Hwy 65	N/A	N/A	N/A	N/A	$7.6 - $10.9	$9.8 - $14.2
1	Hwy 73	6929-19	Not assigned	2018	N/A	Bituminous resurfacing from 1.4 miles south of County Road 18 to Hwy 169	N/A	N/A	N/A	N/A	$7.2 - $10.4	$9.4 - $13.6
1	Hwy 135	6912-77	Not assigned	2018	N/A	Bituminous resurfacing from east of Hwy 53 to 0.2 mile north of Hwy 37	N/A	N/A	N/A	N/A	$5.9 - $8.5	$7.6 - $11.0
1	Hwy 73	6928-28	Not assigned	2018	N/A	Bituminous resurfacing from 0.17 mile south of County Road 191 to 1.4 mile south of County Road 18	N/A	N/A	N/A	N/A	$4.7 - $6.8	$6.1 - $8.8
1	Hwy 169	6935	Not assigned	2020	N/A	Bituminous resurfacing on the southbound roadway from 0.3 mile south of County Road 5 to 0.03 mile west of County Road 109	N/A	N/A	N/A	N/A	$5.3 - $7.7	$6.9 - $10.0
1	Hwy 1	3803	Not assigned	2020	N/A	Bituminous resurfacing from Isabella NFD-172 to T-92 Rt Salveson Road	N/A	N/A	N/A	N/A	$4.5 - $6.5	$5.9 - $8.5
1	Hwy 65	3609	Not assigned	2020	N/A	Bituminous resurfacing from 0.6 mile south of County Road 8 to Hwy 71	N/A	N/A	N/A	N/A	$4.3 - $6.2	$5.6 - $8.1
1	Hwy 1	6901	Not assigned	2020	N/A	Bituminous resurfacing from 1.6 miles east of Hwy 65 to Hwy 73	N/A	N/A	N/A	N/A	$3.6 - $5.2	$4.7 - $6.8
3	Hwy 25	8604-XX	Kelvin Howieson	2018	Bradshaw Avenue in Buffalo to Hwy 55	Urban reconstruction in Buffalo	N/A	N/A	N/A	N/A	$7.5 - $9.1	$9.5 - $11.4
3	Hwy 95	3006-39	Claudia Dumont	2018	Cambridge	Urban reconstruction in from Fern Street to Davis Street in Cambridge	N/A	N/A	N/A	N/A	$6.2 - $7.6	$8.4 - $10.1
3	Hwy 10	7102-XX	Claudia Dumont	2018	At Elk River/Lake Ornono in Elk River	Bridge replacement in Elk River	N/A	N/A	N/A	N/A	$7.5 - $9.1	$9.1 - $11.0
3	Hwy 10	8001-XX	Jim Hallgren	2018	Wadena	Urban reconstruction from west of 3rd Street NW to east of 2nd Street NE in Wadena	N/A	N/A	N/A	N/A	$3.9 - $4.7	$5.7 - $6.6
3	Hwy 25	0508-XX	Claudia Dumont	2018	Foley to Little Rock	Mill existing surface 3" and pave new bituminous 3"	N/A	N/A	N/A	N/A	$5.4 - $6.6	$6.5 - $7.9
3	Hwy 23	3302-XX	Claudia Dumont	2018	Hwy 65 in Mora to Hwy 107	Bituminous resurfacing	N/A	N/A	N/A	N/A	$4.1 - $5.1	$4.9 - $6.1
3	Hwy 55	8606-XX	Claudia Dumont	2019	Annandale	Urban reconstruction from west of Wright County Road 5 to Popular Avenue in Annandale	N/A	N/A	N/A	N/A	$4.6 - $5.6	$6.0 - $7.2
3	Hwy 200	1106-XX	Jim Hallgren	2019	Hwy 371 in Walker to Hwy 84	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.6 - $6.8	$6.7 - $8.2
3	Hwy 65	3004-XX	Claudia Dumont	2019	South of Main Street/County Road 45 to the north end of the four-lane	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.4 - $6.6	$6.5 - $7.9
3	Hwy 55	8606-XX	Claudia Dumont	2019	Annandale to Buffalo	Bituminous resurfacing	N/A	N/A	N/A	N/A	$4.5 - $5.5	$5.4 - $6.6
3	Hwy 169	4814-XX	Jim Hallgren	2019	Near Pine Center Road (Mille Lacs County Road 35)	Rehab Bridge #3355 over White Fish Creek, 2.2 miles south of county line	N/A	N/A	N/A	N/A	$4.3 - $5.3	$5.2 - $6.4
3	Hwy 210	1805-74	Jim Hallgren	2020	Brainerd	Replace Bridge #5060 in Brainerd over the Mississippi River	N/A	N/A	N/A	N/A	$13.6 - $16.6	$19.3 - $22.9
3	I-94	8680-XX	Claudia Dumont	2020	Monticello to Clearwater	Place a new concrete surface on top of existing concrete surface (mainline direction TBD)	N/A	N/A	N/A	N/A	$11.7 - $14.3	$14.0 - $17.2
3	Hwy 84	1110/1111-XX	Jim Hallgren	2020	Pine River to Hwy 200	Bituminous resurfacing	N/A	N/A	N/A	N/A	$10.8 - $13.2	$13.0 - $15.8
3	Hwy 95	3005-XX	Claudia Dumont	2020	East of Mille Lacs/Isanti county line to west of County Road 14/70	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.9 - $7.2	$7.1 - $8.6
3	Hwy 24	8611-XX	Claudia Dumont	2020	Annandale	Urban reconstruction from Hwy 55 to Poplar Avenue in Annandale	N/A	N/A	N/A	N/A	$4.7 - $5.7	$5.8 - $7.0
3	I-94	8680-XX	Claudia Dumont	2021	Monticello to Clearwater	Place a new concrete surface on top of existing concrete surface (mainline direction TBD)	N/A	N/A	N/A	N/A	$11.7 - $14.3	$14.0 - $17.2
3	Hwy 27	4904-XX	Jim Hallgren	2023	Little Falls	Replace Bridge #5907 over the Mississippi River in Little Falls	N/A	N/A	N/A	N/A	$11.9 - $14.5	$14.5 - $17.6
4	Hwys 28, 104, 29	6103-32	Thomas Pace	2018	Glenwood	ADA, signal, drainage and reconstruction	Pending approval	Pending approval	Pending approval	Pending approval	$5.2 - $7.8	$6.8 - $10.1

Major Highway Projects (2018-2029)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
4	Hwy 12	7604-22	Not assigned	2018	Hwy 59 to Benson	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.8 - $5.6	$4.9 - $7.3
4	Hwy 78	N/A	Not assigned	2018/2019	I-94 to Battle Lake	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$6.5 - $9.7	$8.4 - $12.6
4	I-94 WB	N/A	Not assigned	2019	One mile west of County Road 11 to County Road 88	Concrete rehab	Pending approval	Pending approval	Pending approval	Pending approval	$5.4 - $8.0	$7.0 - $10.5
4	I-94 EB	N/A	Not assigned	2019	East of the Ottertail/Grant county line to Hwy 79	Concrete rehab	Pending approval	Pending approval	Pending approval	Pending approval	$4.8 - $7.2	$6.2 - $9.4
4	Hwy 28	N/A	Not assigned	2019	Graceville to Chokio	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.9 - $5.9	$5.1 - $7.6
4	Hwy 12	N/A	Not assigned	2019/2020	Hwy 75 to Hwy 59	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$8.2 - $12.2	$10.6 - $15.9
4	Hwy 54	N/A	Not assigned	2020	Hwy 27 to Hwy 55	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$4.3 - $6.5	$5.6 - $8.4
4	Hwy 55	2609-28	Not assigned	2020	Elbow Lake to Barrett	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$6.4 - $9.6	$8.3 - $12.5
4	Hwy 28	N/A	Not assigned	2020	Chokio to Morris	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.9 - $5.9	$5.1 - $7.6
4	Hwy 34	0303-58	Lori Vanderhider	2021	Detroit Lakes to Park Rapids	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$11.9 - $17.9	$15.5 - $23.2
4	Hwy 119	N/A	Not assigned	2021	South Dakota Boarder to Hwy 12	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$5.2 - $7.8	$6.8 - $10.1
4	Hwy 9	N/A	Not assigned	2021	Barnsville to Breckenridge	Thin mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$4.4 - $6.6	$5.7 - $8.6
4	Hwy 75	N/A	Not assigned	2021/2022	CSAH-22 to the Clay county line	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$5.2 - $7.8	$6.8 - $10.1
4	I-94 WB	N/A	Not assigned	2021	Otter tail to Grant/Douglas county line	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$3.8 - $5.8	$5.0 - $7.5
4	Hwy 9	N/A	Not assigned	2022	Barnsville	Thick mill and overlay and ADA	Pending approval	Pending approval	Pending approval	Pending approval	$3.7 - $5.5	$4.8 - $7.2
4	Hwy 87	N/A	Not assigned	2022	Hwy 10 to Wadena	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$9.9 - $14.9	$12.9 - $19.3
4	I-94	N/A	Not assigned	2022	Hwy 75 to Hwy 336	Medium mill and overlay east and west bound lanes	Pending approval	Pending approval	Pending approval	Pending approval	$4.2 - $6.2	$5.4 - $8.1
4	Hwy 114	N/A	Not assigned	2023	One mile north of County Road 24 to I-94	Medium mill and overlay	Pending approval	Pending approval	Pending approval	Pending approval	$5.9 - $8.9	$7.7 - $11.5
6	Hwy 63	NEW	Not assigned	2018	N/A	Mill and resurface from north of County Road 14 to County Road 78	N/A	N/A	N/A	N/A	$7.9 - $11.4	$9.5 - $13.7
6	Hwy 14	NEW	Not assigned	2018	N/A	Mill and resurface from east of County Road 19 to Hwy 74	N/A	N/A	N/A	N/A	$5.0 - $7.3	$6.0 - $8.7
6	Hwy 52	NEW	Not assigned	2018	N/A	Mill and resurface from County Road 7 to 2 miles south of Hwy 19	N/A	N/A	N/A	N/A	$4.8 - $7.0	$5.8 - $8.4

Major Highway Projects (2018-2029)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
6	Hwy 52	NEW	Not assigned	2018	N/A	Mill and resurface from County Road 5 to south Hwy I-90	N/A	N/A	N/A	N/A	$4.4 - $6.3	$5.2 - $7.6
6	I-90	NEW	Not assigned	2018	N/A	Resurface westbound lanes from Hwy 13 to County Road 46	N/A	N/A	N/A	N/A	$4.1 - $5.9	$4.9 - $7.1
6	Hwy 61	NEW	Not assigned	2019	Hwy 42 to Lake City	Mill and resurface from Hwy 42 to one mile north of Lake City	N/A	N/A	N/A	N/A	$10.9 - $15.7	$13.1 - $18.9
6	Hwy 16	NEW	Not assigned	2019	I-90 to Spring Valley	Mill and resurface from I-90 to Spring Valley	N/A	N/A	N/A	N/A	$5.5 - $7.9	$6.6 - $9.5
6	Hwy 60	NEW	Not assigned	2019	Faribault to Kenyon	Mill and resurface from east Faribault to Kenyon	N/A	N/A	N/A	N/A	$4.7 - $6.8	$5.6 - $8.2
6	Hwy 60	NEW	Not assigned	2019	N/A	Mill and resurface from Hwy 52 to Hwy 63	N/A	N/A	N/A	N/A	$4.3 - $6.2	$5.2 - $7.5
6	I-90	NEW	Not assigned	2019	N/A	Mill and resurface from near Hwy 61 Dakota	N/A	N/A	N/A	N/A	$3.6 - $5.2	$4.4 - $6.3
6	Hwy 63	2515-21AC	Not assigned	2019	Red Wing	Bridge rehab or replace the Hwy 63 bridge over the Mississippi River	N/A	N/A	N/A	N/A	$21.8 - $31.5	$26.2 - $37.8
6	Hwy 61	NEW	Not assigned	2020	N/A	Mill and resurface from north of I-90 to County Road 15	N/A	N/A	N/A	N/A	$12.1 - $17.5	$14.6 - $21.0
6	Hwy 60	NEW	Not assigned	2020	N/A	Mill and resurface from Hwy 63 to Hwy 61	N/A	N/A	N/A	N/A	$8.7 - $12.5	$10.4 - $15.1
6	Hwy 63	2515-21AC1	Not assigned	2020	N/A	Bridge rehab or replace the Red Wing highway 63 bridge over the Mississippi River	N/A	N/A	N/A	N/A	$8.7 - $12.6	$10.5 - $15.1
6	Hwy 218	NEW	Not assigned	2021	N/A	Mill and resurface from Hwy 30 to Hwy 14	N/A	N/A	N/A	N/A	$5.6 - $8.1	$6.7 - $9.7
6	Hwy 42	NEW	Not assigned	2021	N/A	Mill and resurface from north of Hwy 247 to Hwy 61	N/A	N/A	N/A	N/A	$4.7 - $6.8	$5.7 - $8.2
6	Hwy 63	NEW	Not assigned	2021	N/A	Mill and resurface from the Iowa/Minnesota state line to Hwy 16	N/A	N/A	N/A	N/A	$4.5 - $6.4	$5.3 - $7.7
6	Hwy 61	NEW	Not assigned	2022	N/A	Mill and resurface from Hwy 247 to northwest of Hwy 60	N/A	N/A	N/A	N/A	$12.4 - $17.9	$14.9 - $21.5
6	I-35	NEW	Not assigned	2022	N/A	Concrete pavement rehab from the Iowa/Minnesota state line to north of Hwy 30	N/A	N/A	N/A	N/A	$8.9 - $12.8	$10.6 - $15.3
6	Hwy 57	NEW	Not assigned	2022	Kasson to Wanamingo	Mill and resurface from Kasson to Wanamingo	N/A	N/A	N/A	N/A	$7.9 - $11.4	$9.5 - $13.7
6	Hwy 218	NEW	Not assigned	2022	N/A	Mill and resurface from I-90 to Hwy 30	N/A	N/A	N/A	N/A	$6.1 - $8.8	$7.3 - $10.6
6	I-90	NEW	Not assigned	2022	N/A	Concrete pavement rehab from near County Road 19 to near Hwy 74	N/A	N/A	N/A	N/A	$4.0 - $5.8	$4.8 - $7.0
6	I-90	NEW	Not assigned	2022	N/A	Concrete pavement rehab from Hwy 13 to County Road 46	N/A	N/A	N/A	N/A	$3.8 - $5.5	$4.5 - $6.6
6	Hwy 52	NEW	Not assigned	2023	N/A	Mill and resurface from Hwy 63 to 85th Street	N/A	N/A	N/A	N/A	$9.3 - $13.4	$11.1 - $16.1
6	Hwy 14	NEW	Not assigned	2023	N/A	Mill and resurface from County Road 4 to Hwy 218 and from Hwy 56 to County Road 19	N/A	N/A	N/A	N/A	$6.4 - $9.2	$7.7 - $11.1
6	Hwy 61	NEW	Not assigned	2023	Lake City to Red Wing	Mill and resurface from north of Lake City to south of Red Wing	N/A	N/A	N/A	N/A	$4.1 - $5.9	$4.9 - $7.1
7	Hwy 14	5203-104	Zachary Tess	2018	Nicollet to North Mankato	Four lane expansion between North Mankato and Nicollet	N/A	N/A	N/A	N/A	$14.0 $21.0	$17.0 $26.0
7	I-90	2280-132	Kent Purrier	2018	Hwy 22 bridge to Alden	Bituminous resurfacing from Hwy 22 bridge to the west limits of Alden	N/A	N/A	N/A	N/A	$10.7 - $21.3	$10.7 - $21.3
7	Hwy 60	1703-73	Steve Bowers	2018	Windom	Bituminous resurfacing and install ADA ramps and APS from 6th Street (Hwy 62) to 490th Ave	N/A	N/A	N/A	N/A	$3.8 - $7.6	$3.8 - $7.6
7	Hwy 169	5209-74	Zachary Tess	2018	St Peter	Bituminous overlay of NB lanes from Union Street to 1000' north of Hwy 93	N/A	N/A	N/A	N/A	$4.0 - $8.5	$4.0 - $8.5
7	Hwy 14	0803-38	Glen Coudron	2018	Springfield to Sleepy Eye	Bituminous resurfacing from 0.25 miles east of Co Rd 5 (east of Springfield) to the west limits of Sleepy Eye	N/A	N/A	N/A	N/A	$5.0 - $9.8	$5.0 - $9.8
7	Hwy 91	5308-29	Kent Purrier	2018	Adrian to the Murray county line	Bituminous resurfacing	N/A	N/A	N/A	N/A	$8.5 - $16.5	$8.5 - $16.5
7	Hwy 14	0804-81	Zachary Tess	2019	Minnesota River in New Ulm	Replace bridge #9200 over the Minnesota River in New Ulm, provide pedestrian crossing, adjust ramps (paid over three years - 2018-2020)	N/A	N/A	N/A	N/A	$30.0 - $36.5	$44.0 - $51.4
7	Hwy 14	0804-XX	Zachary Tess	2019	New Ulm	Replace bridge #9294 over the DM&E railroad and MSAS 111 in New Ulm (paid over two years - 2018-2019)	N/A	N/A	N/A	N/A	$12.0 - $17.3	$14.4 - $20.8
7	I-90	XX80-XX	Not assigned	2019	Sherburn to Fairmont	Overlay roadway with bituminos	N/A	N/A	N/A	N/A	$6.0 - $8.7	$7.2 - $10.4
7	Hwy 60	8309-XX	Not assigned	2019	St James	Overlay roadway with bituminous from three miles west of St James to 7 miles east of St James	N/A	N/A	N/A	N/A	$6.2 - $9.0	$7.4 - $10.8
7	Hwy 71	3206-XX	Not assigned	2019	I-90 to Hwy 30.	Bituminous resurfacing	N/A	N/A	N/A	N/A	$12.2 - $17.7	$14.6 - $21.2
7	Hwy 22	2203-XX	Not assigned	2019	Iowa border to I-90	Bituminous resurfacing	N/A	N/A	N/A	N/A	$5.0 - $7.2	$6.0 - $8.6

Major Highway Projects (2018-2029)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate	Total Project Cost Estimate
7	Hwy 263	4609-XX	Not assigned	2019	Ceylon to I-90	Bituminous resurfacing	N/A	N/A	N/A	N/A	$4.7 - $6.8	$5.6 - $8.2
7	Hwy 14	5202-XX	Not assigned	2020	Hwy15 to Nicollet	Bituminous resurfacing	N/A	N/A	N/A	N/A	$7.5 - $10.8	$9.0 - $13.0
7	Hwy 22	5205-XX	Not assigned	2020	St Peter to Hwy 111	Bituminous resurfacing	N/A	N/A	N/A	N/A	$7.5 - $10.8	$9.0 - $13.0
7	I-90	XX80-XX	Not assigned	2021	Interstate pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$6.7 - $9.8	$8.0 - $11.8
7	Hwy	XXXX-XX	Not assigned	2021	NHS pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.2 - $29.1	$24.2 - $34.9
7	Hwy	XXXX-XX	Not assigned	2021	NHS bridge	Replace bridges	N/A	N/A	N/A	N/A	$6.3 - $9.1	$7.6 - $10.9
7	Hwy	XXXX-XX	Not assigned	2021	Non-NHS pavements	Milling and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.3 - $29.4	$24.1 - $35.3
7	I90	XX80-XX	Not assigned	2022	Interstate pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$6.7 - $9.8	$8.0 - $11.8
7	Hwy	XXXX-XX	Not assigned	2022	NHS pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.2 - $29.1	$24.2 - $34.9
7	Hwy	XXXX-XX	Not assigned	2022	NHS bridge	Replace bridges	N/A	N/A	N/A	N/A	$6.3 - $9.1	$7.6 - $10.9
7	Hwy	XXXX-XX	Not assigned	2022	Non-NHS pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.3 - $29.4	$24.1 - $35.3
7	I90	XX80-XX	Not assigned	2023	Interstate pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$6.7 - $9.8	$8.0 - $11.8
7	Hwy	XXXX-XX	Not assigned	2023	NHS pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.2 - $29.1	$24.2 - $34.9
7	Hwy	XXXX-XX	Not assigned	2023	NHS bridge	Replace bridges	N/A	N/A	N/A	N/A	$6.3 - $9.1	$7.6 - $10.9
7	Hwy	XXXX-XX	Not assigned	2023	Non-NHS pavements	Mill and overlay or overlaying the roadway	N/A	N/A	N/A	N/A	$20.3 - $29.4	$24.1 - $35.3
8	Hwy 23	4203-50	Susan Karnowski	2016	Cottonwood to Granite Falls	Mill and concrete overlay	Pending approval	Not Needed	Not Needed	Not Needed	$23.4 - $29.5	$28.9 - $36.5
8	Hwy 212	8712-32	Adam Ahrndt	2019	Chippewa County Road 42 to Granite Falls	Mill 3" of existing pavement and replace with 3" of new bituminous	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$5.3 - $6.1
8	Hwy 19	6402-22	TBD	2021	Marshall to Hwy 67	Mill 1.5" of existing pavement and replace with 3" of new bituminous.	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$10.1 - $11.6
8	Hwy 15	4304-91	Nathan Pederson	2021	In Hutchinson from 5th Avenue to 2nd Avenue	Reconstruct three to seven blocks of downtown Hutchinson	Pending approval	Pending approval	Pending approval	Pending approval	$5.6 - $7.4	$9.3 - $12.3
8	Hwy 19	4204-	TBD	2022	In Marshall from 4th Street to Bruce Street	Reconstruction of highway through downtown of Marshall	Pending approval	Pending approval	Pending approval	Pending approval	$10.4 - $14.3	$17.9 - $24.5
8	Hwy 15	4305-	TBD	2022	Hutchsinon to McLeod County Road 18	Overlay the existing pavement with 4.5" of new bituminous.	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$6.1 - $7.1
8	Hwy 68	4210-49	Ryan Barney	2022	Canby to Marshall	Improve the condition and operation of poor drainage structures along the corridor through replacement.	Not needed	Not needed	Not needed	Not needed	$7.8 - $9.9	$10.9 - $13.7
8	Hwy 277	1213-	TBD	2023	Hwy 7 to Hwy 40	Reclaim existing pavement and overlay with new bituminous pavement.	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$7.1 - $8.2
8	Hwy 75	3702-35	Adam Ahrndt	2023	Madison to Hwy 7	Overlay existing rural pavement with 3" of bituminous and mill	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$6.8 - $7.9
8	Hwy 14	4102-25	Adam Ahrndt	2023	Lake Benton to Florence	Mill 1.5" of existing pavement and replace with 1.5" of new bituminous pavement.	Not needed	Not needed	Not needed	Not needed	$0.0 - $0.0	$5.0 - $5.8
M	I-35W	1981-124	Sheila Kauppi	2020-22	I-35W Minnesota River Bridge in Burnsville	Replace Bridge #5983	Need unknown	Need unknown	Need unknown	Need unknown	$43.0 - $85.0	$50.0 - $100.0
M	Hwy 610	2771-37	Jerome Adams	2018-2019	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	Pending	Pending	Aug-13	Pending	$100.0 - $120.0	$150.0 - $175.0
M	I-94	2781-XXX	Ron Rauchle	2020-2021	I-94 from downtown Minneapolis to downtown St. Paul	Improvments necessary to implement a managed lane on I-94, including improvments at the Hwy 280 interchange, with possible direct connections to both downtowns	Not known	Not known	Not known	Not known	$45.0 - $55.0	
M	Hwy 65	2710-XXX	Ron Rauchle	2019	Hwy 65 over the Mississippi River in Minneapolis	Major rehabilitation of Bridge #2440 including deck, railings and superstructure	Not known	Not known	Not known	Not known	$30.0 - $36.0	
M	I-35	8280-47	Ryan Coddington	2018	I-35 from north of 35E/35W split to north of Hwy 8	Unbonded concrete overlay, bridge replacements at northbound 35W over south bound 35E and east bound Hwy 8 over I-35	Not yet initiated	NA	not yet initiated	not yet initiated	$45.0 - $50.0	$50.0 - $55.0
M	I-494	N/A	Not assigned	2020	Hardman Ave to the Minnesota River	Minor concrete pavement repair, diamond grind and medium mill and overlay from Hardman Avenue to the Minnesota River	Need unkown	Need unkown	Need unkown	Need unkown	$20.0 - $24.0	
M	Hwy 169	N/A	Not assigned	2018	Hwy 25 to Hwy 282	Unbonded concrete overlay from north of Hwy 25 to Hwy 282	Need unkown	Need unkown	Need unkown	Need unkown	$12.0 - $16.0	
M	Hwy 65	N/A	Not assigned	2019	County Road 10 to 153rd Avenue	Medium mill and overlay from County Road 10 to 153rd Avenue	Need unkown	Need unkown	Need unkown	Need unkown	$10.0 - $14.0	
M	Hwy 169	N/A	Not assigned	2019	Hwy 19 to Hwy 25	Unbonded concrete overlay, minor CPR and diamond grind from Hwy 19 to Hwy 25	Need unkown	Need unkown	Need unkown	Need unkown	$14.9 - $21.5	
M	I-35W	N/A	Not assigned	2022-24	Minneapolis to Hwy 10	I-35W north managed lane in Minneapolis to Hwy 10	Need unkown	Need unkown	Need unkown	Need unkown	$90.0 - $110.0	

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1	3801-18	Hwy 1	US Forest Route #553 to US Forest Route #424 (New Tomahawk Road)	Reconstruction of Hwy 1 from US Forest Route 553 to US Forest route 424 (New Tomahawk Road) and was 5.3 miles long.	2012	$10.4	A 2
1	3801-92 3802-21	Hwy 1	South of the Kawishiwi River to west of T-273 and southeast of County Road 2 to Isabella	Bituminous resurfacing and drainage improvements on 17.7 miles from 0.2 mile south of the Kawishiwi River to 0.17 mile west of T-273, and from 0.63 mile southeast of County Road 2 to Isabella.	2015	$8.6	A 3
1	6904-46	Hwy 1	West of the Six Mile Lake Road to east of Bradach Road in St. Louis County	Combination of reconstruction and pavement reclamation on 5.7 miles from 0.1 mile west of the Six Mile Lake Road to 0.1 mile east of Bradach Road in the Eagles Nest Lake Area.	2016-2017	$25.2	A 4
1	6904-49	Hwy 1	Tower to Ely	Bituminous milling and surfacing on 25.5 mile from Alder Street in Tower to 0.1 mile west of Six Mile Lake Road, from 0.1 mile east of Bradach Road to 0.17 mile west of 3rd Avenue West in Ely, and from the east Junction of Hwy 169 to east of Halfway Road.	2013-2014	$10.8	A 5
1	6937-69100D	Hwy 2	Bong Bridge over Saint Louis River	The proposed rehabilitation of Bridge 69100, which carries Hwy 2 over the Saint Louis River, is a joint effort between the Minnesota and Wisconsin Departments of Transportation. The proposed work includes bridge deck replacement, modular joint replacement, spot concrete spall repairs, support cable work and painting.	2014	$8.3	A 6
1	3606-57	Hwy 11	In International Falls, from east of County Road 332 to the east shore of Dove Island	Bituminous resurfacing and bridge work on Bridge 36004 on 11 mile of Hwy 11 in International Falls, from 0.25 mile east of County Road 332 to the east shore of Dove Island.	2015	$6.5	A 7
1	0901-67	Hwy 23	15.9 miles NE of the south Carlton County line	Replacement of the bridge that carries Hwy 23 over the Burlington Northern Santa Fe Rail Road. The new bridge is planned for construction on a new alignment to allow use of the existing structure during construction. The project is located approximately 15.9 miles northeast of the southern Carlton County line.	2015	$5.0	A 8
1	6910-89	Hwy 23	Becks Road to I-35	Bituminous resurfacing, drainage, ADA improvements and bridge replacement at Kingsbury Creek. The project is 4.7 miles long, from Becks Road to I-35.	May 2015 - November 2016	$15.1	A 9
1	6911-38	Hwy 33	North of County Road 116 to Hwy 53	Bituminous resurfacing for 15 miles from 0.13 mile north of County Road 116 to the junction of Hwy 53.	2013	$5.7	A 10
1	0905-53	Hwy 33	I-35 to 1.4 miles north in Cloquet	Removal and replacement of pavement for 2 miles from I-35 to 1.4 miles north in Cloquet. Includes signal replacement at Doddridge Avenue.	2014	$7.8	A 11
1	0980-138	I-35	North of Sturgeon Lake to south of Mahtowa	Unbonded concrete overlay on I-35 from 1.8 miles south of the north Pine county line to 2.6 miles south of Carlton County Road 4. All 13.2 miles of the southbound lanes and 4.5 miles of the northbound lanes were preserved.	2011 - 2012	$19.4	A 12
1	0980-139	I-35	St. Louis River to Boundary Avenue	Unbonded concrete overlay for 10 miles in each direction from the St. Louis River to Boundary Avenue. I-35 traffic was reduced to one lane in each direction with a lower speed limit during construction.	2012 & 2013	$38.7	A 13

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1	5880-173	I-35	Sandstone to 3 miles south of Willow River	Unbonded concrete overlay in each direction on I-35 for 12.3 miles from Sandstone to three miles south of the Willow River. Traffic was 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 14
1	5880-180	I-35	North of Pine County Road 33 to south of the Carlton county line	The project is 9.3 miles long. It is located on northbound I-35 from 0.9 mile north of Pine County Road 33 to 1.8 miles south of the Carlton county line. The work consists of bituminous milling and surfacing.	2017	$6.5	A 15
1	5880-186	I-35	I-35 Bridges #9784 and #9783 over the BNSF railroad south of Hwy 48	The project is located on I 35, approximately 0.2 mile south of Hwy 48 and includes the replacement of Bridge 9783 and 9784 over the Burlington Northern Santa Fe railroad and associated approach work.	2016	$7.2	A 16
1	6947-50	Hwy 37	In Hibbing from east of Hwy 169 to west of County Road 25, and from County Road 788/County Road 62 to County Road 7	The project is 11 miles long and consists of bituminous milling and surfacing on Hwy 37 from 0.29 mile east of Hwy 169 in Hibbing to 0.07 mile west of County Road 25 and from County Road 788/County Road 62 to County Road 7.	2017	$5.4	A 17
1	3108-70	Hwy 38	Pughole Lake to Marcell	The project is 14 miles long, rom Pughole Lake to Marcell. The work consists of bituminous reclamation and surfacing, drainage and other road improvements.	2017	$15.8	A 18
1	6918-80	Hwy 53	Between Eveleth and Virginia, relocate Hwy 53 away from United Taconite Operations	The project is located in St. Louis County, between Eveleth and Virginia. The proposed project is to abandon Hwy 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.	2015	#Error	A 19
1	6920-48	Hwy 53	South of County Road 652 (Goodell Road) to south limits of Cook	The project is located in Saint Louis County from 0.25 mile south of County Road 652 (Goodell Road) to the south city limits of Cook and involves expanding 9.5 miles of the existing two-lane highway to four lanes.	2013	$42.9	A 20
1	3608-49	Hwy 53	South of Keyes Road to Crescent Drive in International Falls.	The project is 34 miles long, from 1.3 miles south of Keyes Road to Crescent Drive in International Falls. The work includes bituminous milling and surfacing and drainage improvements.	2015	$18.3	A 21
1	6917-142	Hwy 53	South of the Hwy 37, Lyon Spring area	The project consists of bituminous pavement rehabilitation on north bound Hwy 53 from approximately 6.5 miles south of Hwy 37 in the Lyon Spring Area. The project is 6.4 miles long.	2017	$8.2	A 22
1	3808-35	Hwy 61	North of Hwy 1 to south of UT 81 (Little Marias area)	The project is 5.3 miles long and includes bituminous pavement reclamation and surfacing and shoulder reconstruction on Hwy 61 in the Little Marais area from 3.2 miles north of Hwy 1 to 0.31 mile south of UT 81.	2013/2014	$12.9	A 23
1	1602-49	Hwy 61	South of County Road 5 to north of County Road 7	The project is 14 miles long, from 1.15 miles south of County Road 5 to 1.23 miles north of County Road 7. The work includes bituminous milling and surfacing, drainage improvements and bridge repair.	2014	$8.7	A 24

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1	5811-12	Hwy 70	East of Hwy 361 to the Minnesota/Wisconsin state line	The project is 9 miles long and includes bituminous milling and surfacing , profile corrections, drainage and turn lanes on Hwy 70 from 0.1 mile east of Hwy 361 to the Minnesota/Wisconsin Border.	2015	$9.6	A 25
1	3115-51	Hwy 169	Pokegama Avenue in Grand Rapids	The project included reconstruction, and bituminous milling and surfacing on Pokegama Avenue from 3rd Street North to 13th Street Southeast in Grand Rapids.	2012	$9.4	A 26
1	6934-115	Hwy 169	North of Nashwauk to Hwy 73	The project was 6.5 miles long and included bituminous surfacing and drainage improvements from 2.8 miles north of Nashwauk to the west junction of Hwy 73.	2013	$5.3	A 27
1	6936-17	Hwy 169	County Road 26 to the Pike River Bridge	The project was 1.5 miles long and included the reconstruction of Hwy 169 south of County Road 26 to the south end of Bridge 69087 (Pike River) in the Thirteen Hills Area.	Fall 2012	$6.0	A 28
1	6934-116	Hwy 169	Hibbing	The project is 7.5 miles long. It consists of bituminous resurfacing and drainage improvements in Hibbing on Hwy 169 from the south junction of Hwy 73 to the north junction of Hwy 73 and from the north junction of Hwy 73 to 0.26 mile east of County Road 5.	2017	$5.6	A 29
1	3614-20	Hwy 217	Little Fork to Hwy 53	The project is 17 miles long and includes bituminous pavement rehabilitation on TH 217 from the east limit of Little Fork to Hwy 53. Work on Bridge 9028A consists of expansion joints, redeck, repaint and repair of the superstructure.	2016	$8.6	A 30
1	6981-9030E	I-535	Bridge over St. Louis River	The project is located in St. Louis County on I-535 and spans the St. Louis River at the Wisconsin border. The proposed project provides for bridge rehabilitation, including structural steel repair, expansion, joint replacement and painting.	2012-2013	$16.6	A 31
1	0106-29	Hwy 200, Hwy 169	Hwy 200 from Hwy 6 to Hwy 2, and on Hwy 169 from Hwy 200 to south of the Aitkin/Itasca county line	The project was 37 miles long and included bituminous resurfacing and drainage improvements on Hwy 200 from Hwy 6 to Hwy 2, and on Hwy 169 from Hwy 200 to 3 miles south of the Aitkin/Itasca county line.	2012	$9.0	A 32
2	3101-35M	Hwy 1	Hwy 6 to Hwy 38	Six-mile long bituminous resurfacing and reconstruction in Effie.	2012	$7.2	B 2
2	3602-25	Hwy 1	From the east end of Northome to the north junction of Hwy 6	24-mile long bituminous resurfacing and culvert replacements.	2012	$6.3	B 3
2	4509-05	Hwy 1	Over the Red River of the North at Oslo	Rehabilitation of the bridge over the Red River between Minnesota and North Dakota at Oslo.	2014	$9.5	B 4
2	0406-59	Hwy 2	Intersection of Hwy 2 & Hwy 89 west of Bemidji	Construct a partial interchange at the existing at-grade intersection of US 2 and MN 89 west of Bemidji.	2015	$6.1	B 5
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 and painting.	2016	$27.5 - $17.4	B 6
2	6002-72	Hwy 2	Slope protection in Crookston	Design-build for slope protection of Hwy 2 adjacent to the Red Lake River in Crookston.	2014	$7.0	B 7
2	5408-30	Hwy 9	From Ada to the Norman/Polk county line	18-mile long bituminous reclamation and overlay.	2013	$5.0	B 8
2	3501-14	Hwy 11	From the Red River to the west end of Karlstad	21-mile long bituminous resurfacing and two box culvert bridge replacements.	2014	$8.7	B 9

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2	3604-72M	Hwy 11	From 1 mile west of Indus to 1 mile west of Loman	Reconstruction of a nine-mile rural segment, including grading roadside ditches, widening shoulders, culvert replacements and new bituminous surfacing.	2012	$7.1	B 10
2	3604-73M	Hwy 11	From one mile west of Loman to the west junction of Hwy 71 at Pelland	11-mile resurfacing of this rural segment including grading roadside ditches, widening shoulders, culvert replacements and new bituminous surfacing.	2014	$8.2	B 11
2	4503-14	Hwy 32	From the north end of Thief River Falls to the north end of Middle River	This is a 22-mile long pavement resurfacing project. It 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	$12.2	B 12
2	3505-19	Hwy 59	From Hwy 175 to the Canadian border	18-mile long bituminous resurfacing.	2017	$5.4	B 13
2	4507-48	Hwy 75	From the north limits of Warren to the south end of Stephen	18-mile long bituminous resurfacing with culvert replacements.	2012	$6.5	B 14
2	6011-24	Hwy 75	12 miles north of Hwy 2 to south of Hwy 1 in Warren	20-mile long bituminous resurfacing with seven box culvert bridge replacements.	2014	$7.9	B 15
2	6304-13	Hwy 92	From Hwy 32 to Hwy 59	13-mile long bituminous resurfacing and bridge replacement	2014	$5.4	B 16
2	5407-31	Hwy 200	From Hwy 75 to the west limits of Ada	13 miles of concrete road surface will be improved with a bituminous overlay. The in-place concrete will be cracked before resurfacing to relieve stresses that might cause pavement buckling in the future.	2014	$7.0	B 17
2	6016-37	Hwy 220	From the west limits of Climax to the east junction of Hwy 2	26-mile long bituminous resurfacing project.	2011	$4.5	B 18
2	1120-55	Hwy 371	From Walker to Cass Lake	20-mile long bituminous resurfacing with turn lane construction.	2015	$5.3	B 19
3	0502-103	Hwy 10	Benton County Road 4 to railroad crossing near St. Germain Street in St. Cloud	Unbonded concrete overlay on Hwy 10 from Benton County Road 4 to .2 miles west of railroad crossing near St. Germain street in St. Cloud and reconstruction on Hwy 15 from Hwy 10 to 1 mile south.	2014 & 2015	$17.2	C 2
3	0502-96	Hwy 10	At Benton County Road 2 in Rice	Construct new interchange (new Bridges 05009 and 05012) at junction with Benton County Road 2 in Rice.	Summer 2013	$15.1	C 3
3	7101-61M	Hwy 10	Anoka/Sherburne County line to Elk River	Bituminous resurfacing on Hwy 10 from Anoka/Sherburne County line to Norfolk Avenue in Elk River.	2013	$6.0	C 4
3	7102-122	Hwy 10	Clear Lake to Big Lake	Unbonded concrete overlay along the westbound lane from Hwy 24 in Clear Lake to Hwy 25 in Big Lake.	Fall 2011, Summer 2012	$15.7	C 5
3	0502-107	Hwy 10	Benton Co. Rd. 3/Golden Spike Road interchange in Sauk Rapids	Locally let construction at the Benton County Road 3/Golden Spike Road interchange in Sauk Rapids.	2014	$8.4	C 6
3	8602-51	Hwy 12	Delano NW Business Park	Construct intersection at Delano NW Business Park.	2013	$6.4	C 7
3	7303-48	Hwy 15	Hwy 15 and 33rd Street in St. Cloud	City/county led project to construct a new interchange (Br. 73046) at TH 15 and 33rd Street in St. Cloud.	2014 -2015	$12.4	C 8
3	7321-47	Hwy 15	Stearns County Road 120 in St. Cloud/Sartell	Construct new interchange (Br. 73017) at County Road 120 in Sartell and St. Cloud.	2012-2013	$18.0	C 9
3	0503-75	Hwy 23	Hwy 95 east of St. Cloud to Hwy 25 in Foley	Construct a four-lane expressway and bridge from Hwy 95 east of St. Cloud to Hwy 25 in Foley. Resurface and upgrade pedestrian ramps from Hwy 25 in Foley to 1.7 miles east.	2011-2012	$37.8	C 10

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3	7108-23	Hwy 24	Bridge over Mississippi River in Clearwater	Replace Br. 6557 over Mississippi River at Clearwater. Construct new Bridge 71004.	2015 & 2016	$30.0	C 11
3	8605-50	Hwy 25	Monticello	Reconstruction from 0.5 miles south of Wright Co. Rd. 106 to south of School Boulevard in Monticello. Includes traffic signal installation at Co. Rd. 106 and resurfacing from south of School Boulevard to junction of I-94.	2015	$7.7	C 12
3	7708-38	Hwy 71	Long Prairie to Bertha, excluding Browerville	Resurfacing from north of Todd Co. Rd 56/Riverside Dr. in Long Prairie to south of Co. Rd. 24/Main St. in Bertha, excluding Browerville.	2013	$6.7	C 13
3	7318-38	Hwy 71	Belgrade to Sauk Centre	Bituminous resurfacing from east junction Hwy 55 in Belgrade to I-94 in Sauk Centre.	2016	$7.4	C 14
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	$12.1	C 15
3	7380-223	I-94	Collegeville to St. Joseph	Unbonded concrete overlay from Stearns Co. Rd. 159 at Collegeville to County Road 75.	2016	$8.0	C 16
3	7380-238	I-94	St. Cloud to Clearwater	Unbonded concrete overlay from Stearns County Road 75 in St. Cloud to Stearns/Wright County line near Clearwater.	2013	$17.2	C 17
3	7380-239	I-94	St. Joseph to bridge over Sauk River	Unbonded concrete overlay from Stearns County Road 75 west of St. Joseph to west end of Bridges 73865 and 73866 over the Sauk River.	2016	$15.6	C 18
3	8680-145	I-94	Wright County Road 19 to County Road 37 in Albertville	Construct I-94/County Road 19 and I-94/County Road 37 interchange in Albertville.	2012	$11.3	C 19
3	8680-158	I-94	Monticello	Reconstruct mainline and replacement pavement from west of TH 25 to Wright County Road 18, including westbound and eastbound auxiliary lanes.	2014	$18.6	C 20
3	3006-36	Hwy 95	Rum River Bridge in Cambridge	Replace Bridge 9173 (with new Bridge 30001) over the Rum River 0.6 mi. west of Cambridge.	2014	$7.0	C 21
3	4812-83	Hwy 169	Mille Lacs County Road 148 to north of County Road 19	Resurfacing, including turn lane extensions, signing and minor hydraulics repair from Mille Lacs Co. Rd. 148/70th Street to 0.75 miles north of Mille Lacs County Road 19.	2013	$6.2	C 22
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 Street to north of Hwy 12, and on southbound lane from Sherburne Hwy 4 to Hwy 29 exit ramp in Princeton.	2013	$7.3	C 23
3	7106-82	Hwy 169	Elk River to Zimmerman	Mill and overlay from Hwy 10 in Elk River to Sherburne Co. Rd. 4 in Zimmerman, including extension of turn lanes and ADA improvements.	2012	$10.4	C 24
3	7323-11	Hwy 238	Albany to Upsala	Pavement reclamation project from Albany to Upsala, including quarter mile of urban work in Albany.	Unknown	$8.5	C 25
3	1810-98	Hwy 371	Nisswa	TH 371 North Stage 1: Reconstruction of four-lane through Nisswa, including construction of bicycle-pedestrian tunnel.	2012/2013	$6.5	C 26
3	1814-06	Hwy 371B	Brainerd	Reconstruction, including sidewalks and curb and gutter from Hwy 210 (Washington Street) to Willow Street in Brainerd.	2016	$9.0	C 27

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4	7606-26	Hwy 9	Hwy 104 to Benson	Resurface 17 miles of road from Hwy 104 into Benson and replace the bridge over Mudd Creek east of Benson.	2013	$6.7	D 2
4	8402-17	Hwy 9	Doran to Herman	Resurface, replace culverts and upgrade guardrail on two segments of Hwy 9 and one segment of Hwy 55. Curb ramps in all towns located within these segments will also be brought up to current standards. The first section on Hwy 9 is 13 miles long, from Doran to Hwy 55. The second section on Hwy 9 is 19.6 miles long, from Hwy 27 in Herman to Hwy 28 in Morris. The section on Hwy 55 is 5 miles long, from Wendell to Hwy 59.	2015	$12.7	D 3
4	2601-19	Hwy 9	Herman to Hwy 55	Resurface 18.5 miles between Herman and the junction of Hwy 55 with three-inch mill and three-inch inlay, updated guardrail and riprap at bridge locations. Curb ramps in Tintah will be brought up to standards. Several poor culverts will be addressed.	2017	$5.6	D 4
4	1401-166	Hwy 10	Hwy 10/75 Phase II and signals	Pedestrian ramp improvements; traffic signal replacements and revisions; ITS, including fiber optic, cameras and vehicle detection installation; HAWK pedestrian signal	2013	$6.8	D 5
4	0301-60	Hwy 10	Detroit Lakes	Pavement rehabilitation for less then two miles between the two highways, ADA improvements, signals and lighting. The project is located on Hwy 10 from Airport Road to Hwy 59 and on Hwy 59 from Hwy 10 to Holmes Street. It will connect downtown Detroit Lakes to the big box stores on the west side of town for both pedestrian and vehicular traffic. A bridge on Hwy 59 will be constructed, as well as the city street running under the bridge. From the city street a frontage road and trail system will be constructed along both Hwy 59 and Hwy 10.	Summer 2015	$12.0	D 6
4	5606-43	Hwy 10	Southeast of Hwy 78 to west of Becker County Road 75	This project was located on Hwy 10 west bound between the junction of Hwy 78 to Becker County Road 75. It was an 18 mile two-inch bituminous mill, 3.5-inch pave, 1.5-inch overlay on shoulders (no milling) and overlay ramps at County Road 67. 1.5-inch intermittent rumble strips will be milled in.	2013	$6.0	D 7
4	7605-89	Hwy 12	Benson to Kerkhoven	1.5-inch mill and three-inch overlay from County Road 25 east of Benson to Kerkhoven.	2017	$6.9	D 8
4	2101-21	Hwy 27	East of Hwy 55 east to west of I-94	Mill and cold in-place recycle with a bituminous overlay for 17.7 miles between I-94 and Hwy 55. Culverts in poor condition will be replaced and a by-pass lane at County Road 15 will be constructed to improve safety.	2014	$10.2	D 9
4	7607-29	Hwy 29	Hwy 40 to Benson	Bituminous resurfacing for 14 miles from Benson to Hwy 40. Bridges 6550, 6551 & 6552 will be replaced and grading will be done to tie into the bridges. Culverts that are in poor condition will be replaced.	2014	$8.9	D 10

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4	2103-35	Hwy 29	McKay Avenue in Alexandria to Hwy 210	30-mile bituminous resurfacing. Culverts in poor condition will be replaced. Numerous by-pass, center left and right turn lanes will be added to address mobility and safety concerns. Lighting at intersection with County Road 5 will be added. Rumble strips will be provided in shoulder and grooved in wet reflective paint on fog line to improve safety.	Summer 2014	$11.7	D 11
4	2102-58	Hwy 29	50th Avenue in Alexandria to County Road 28	Replace Bridges 21813 and 21814, which are part of the interchange in Alexandria on Hwy 29 over I-94. The project is 1.6 miles long. It will replace the interchange and construct a four-lane expansion of Hwy 29 from 500 feet north of 50th Ave. to 0.4 miles south of County Road 28. This project is being done in collaboration with the city and county. A roundabout will be constructed on the south end of the project to improve safety.	2015-2016	$22.5	D 12
4	1404-17	Hwy 34	Hwy 9 in Barnesville to Hwy 59 at Dunvilla	19 mile long alternative bid pavement rehabilitation project from Hwy 9 in Barnesville to Hwy 59 at Dunvilla. The shoulders will have a 1.5-inch overlay. Safety will be improved by installing 8-inch rumble stripes with wet reflective paint. Culverts in poor condition will be replaced so a detour will be needed.	2015	$9.5	D 13
4	2611-16	Hwy 59	Elbow Lake to I-94	This project is 15.5 miles from the north limit of Elbow Lake to I-94. It was a mill and overlay alternative bid project. There was one entrance pipe replaced due to condition.	2013	$6.6	D 14
4	5618-26	Hwy 59	Pelican Rapids to north Otter Tail county line	3-inch mill and 4.5-inch bituminous overlay on 12.7 miles from the north side of Pelican Rapids to the Ottertail-Becker county line. Centerline and two entrance culvert replacements were replaced. Added inside left turn lanes and Intersection lighting at County Road 4, Hwy 34, County Road 31 and County Road 20. Replaced both bridges over the Pelican River.	2012	$5.9	D 15
4	0305-31	Hwy 59	North of Hwy 34 in Detroit Lakes to south of the Buffalo River	13.6 miles of 3-inch mill and 3-inch bituminous overlay from Detroit Lakes to north of Callaway. Culverts in poor condition will be replaced. The ride will be improved along with improved drainage along the corridor. The project will also address safety by adding centerline rumbles. Accessibility ramps in Callaway will be brought up to current standards.	Summer 2014	$6.9	D 16
4	0305-34	Hwy 59	North of Buffalo River to Hwy 200	Bituminous milling and surfacing, shoulder work, culvert replacement and ADA work beginning .4 miles north of the Buffalo River (north of Callaway) where the previous job ended and ending at Hwy 200.	2017	$10.9	D 17
4	8407-37	Hwy 75	Hwy 9 in Doran to Wilkin County Road 20	This project was an 18.5 mile mill and bituminous overlay from Doran to Wilkin County Road 20. It included culvert replacement, hydraulic and ADA improvements in Breckenridge, and rumble strip installation.	2013	$6.4	D 18

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4	8408-44	Hwy 75	Near Kent	Hwy 75 will be realigned to get it out of the flood plain. A new bridge over Whiskey Creek will be constructed. Additionally, a new bridge over BNSF railroad and realignment of county road connections will be constructed. There will be 3.3 miles of construction and bituminous paving. MnDOT has excess right of way that will be released.	2015/2016	$12.6	D 19
4	1407-25	Hwy 75	Hwy 10 to north Clay County line	Bituminous resurfacing, culvert replacement and turn lane construction for 19.4 miles from Hwy 10 in Moorhead to the Clay/Norman County line.	2014	$7.1	D 20
4	5621-23	Hwy 78	Battle Lake to Perham	25.6 miles from Hwy 210 in Battle Lake to Hwy 10 near Perham. The majority of the project will be a 3-inch mill and bituminous overlay. A section in Battle Lake will be reconstructed. Bike and pedestrian needs will be met by constructing a wide sidewalk. This section had been extremely wide, so the trucking industry will not be compromised by doing this work. Several safety and mobility concerns will be addressed. Several right turn lanes will be constructed, as well as a bypass lane at County Road 54. The project will include rumble stripes, and centerline rumbles will be installed on the south end of the project.	2013	$6.7	D 21
4	2613-18	Hwy 79	Elbow Lake to Hwy 94	12 miles from Hwy 59 in Elbow Lake to I-94. It is a 2inch mill and 3.5-inch bit resurfacing and ADA upgrades. A culvert in poor condition will be replaced. Guard rail will be updated. Subgrade corrections, erosion issues and snow berms are all being investigated. Rumble stripes will be installed	2016	$5.7	D 22
4	1406-66	I-94	I-94 and Hwy 75 interchange	Reconstruct the Hwy 75 interchange over I-94 in Moorhead. Both eastbound and westbound auxiliary lanes on I-94 will be extended to 20th Street. Bike and pedestrian traffic will be addressed with the bridge construction. ADA and guardrail will meet standards. Signals will be installed and hydraulic issues addressed.	Summer 2016	$15.0 - $33.0	D 23
4	1480-137	I-94	North of Clay County Road 10 to north of Hwy 34	Nine-mile project on eastbound I-94 from.29 miles north of Clay County Road 10 to the Barnesville exit on Hwy 34. The project removed existing surfacing (bituminous overlay and bonded concrete overlay) and place unbonded concrete overlay. Also replace bituminous shoulders on ramps.	2013	$8.9	D 24
4	4402-19	Hwy 200	Hwy 59 to east Mahnomen county line	19.6 mile project from Hwy 59 in Mahnomen to the Mahnomen/Clearwater county line. Pavement will be rehabbed, centerline culverts in poor condition replaced, flood-prone areas regraded, guardrail replaced and edge rumbles replaced.	2016	$10.0	D 25
6	6612-97	Hwy 3	Faribault to Northfield	Medium bituminous overlay on 12.6 miles of Hwy 3. The project began at the intersection of Hwy 21 in Faribault and north on Hwy 3 through Dundas to the south side of the Cannon River Bridge in Northfield.	2013	$5.2	E 2
6	5501-35	Hwy 14	County Road 5 (Byron) to Hwy 52	Heavy bituminous overlay, minor culvert repairs and guardrail replacements on 8.38 miles of Hwy 14 from Byron to Rochester.	2012	$8.9	E 3

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6	7401-34	Hwy 14	I-35 to west Steele county line	Four-lane expansion of Hwy 14 from Owatonna to the westerly Steele county line. The majority of the project was on a new alignment, however, the existing interchange at the southerly junction of Hwy 14 and I-35 was reconstructed along with short segments of both Hwy 14 and I-35 in this area.	2009-2012	$75.5	E 4
6	5502-73	Hwy 14	Hwy 52 to Olmsted County Road 22	Bituminous resurfacing, 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	Hwy 14 from I-35 to Dodge Center	Medium bituminous resurfacing, drainage improvements and traffic safety improvements over 16.2 miles from I-35 to Dodge Center.	2015	$7.3	E 6
6	8501-61	Hwy 14	Hwy 14 from Hwy 74 north to Gilmore Creek	Grading, bituminous resurfacing and ADA improvements.	2012	$9.3	E 7
6	2304-48	Hwy 16	Pleasant St. E. in Lanesboro to Hwy 43 in Rushford	Full-depth reclamation and bituminous surfacing or concrete overlay along Pleasant St. E. (Lanesboro) to north of Jct Hwy 43 (Rushford). The project was 5.6 miles long.	2013	$10.4	E 8
6	2801-80	Hwy 16	From Houston County Bridge 95111 near Hwy 76 to Hokah near Hwy 44	6-inch pavement reclamation on 11.88 miles of Hwy 16 in Houston County from Houston to Hokah. The project included drainage, traffic safety and roadside safety improvements.	2010	$5.5	E 9
6	2315-15	Hwy 16	From Grant Street in Spring Valley to Hwy 52 in Preston	Bituminous resurfacing of an 15.344-mile section of Hwy 16 from Spring Valley to Hwy 52. A bypass lane was added, and culverts replaced as part of this project.	2013	$6.7	E 10
6	2503-30	Hwy 19	Cannon Falls to Hwy 61 in Red Wing	Bituminous reclamation and resurfacing of a 15.56-mile section of Hwy 19 from Cannon Falls to Red Wing. The project also included culvert replacements. A right turn lane and a bypass lane also were constructed.	2012	$7.8	E 11
6	6602-25	Hwy 19	Hwy 13 to 3rd Avenue SE in Lonsdale and southbound I-35 ramps to Armstrong Road and turn lanes at I-35 ramps in Northfield	Mill and overlay 15.08 miles of Hwy 19 with drainage improvements, turn lanes and other traffic safety improvements. Construct two-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	2004-20	Hwy 30	Hwy 63 to Hwy 56 in Hayfield	Bituminous resurfacing from Hwy 56 (Hayfield) to Hwy 63 (Rochester Airport). Several culverts were repaired, lined or replaced. No turn lanes were constructed.	Sept- November, 2013	$5.6	E 13
6	7480-122	I-35	15.9 miles NB & SB from Owatonna to Faribault	Bituminous mill and resurface of 15.9 miles of I-35, northbound and southbound from Owatonna to Faribault	2013	$10.8	E 14
6	7480-113	I-35	5 miles south of Owatonna to Faribault	Replace four bridges over I-35 in Owatonna. Reconstruct pavement on northbound and southbound I-35 and construct an auxiliary lane on northbound and southbound I-35 from Bridge Street to old US 14 west.	2014	$30.4	E 15
6	2480-104	I-35	Freeborn/Steele	Add a new layer of concrete roadway and replace drainage structures and guard rail for 13.7 miles. Project limits are from 0.66 mi. south of County Road 23 to 0.5 mi. north of highway 30.	2015	$14.0	E 16
6	5506-22	Hwy 42	Hwy 14 to north of Hwy 247	Bituminous resurfacing of 14.8 miles from Hwy 14 to .35 mi north of Hwy 247.	2017	$6.5	E 17

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6	8503-46	Hwy 43	Winona Bridge over Mississippi River	Construct a new bridge and rehabilitate the existing bridge, along with associated roadway work. This project is utilizing the CMGC procurement methodology.	2014	$158.6	E 18
6	2804-33	Hwy 44	Houston County from Hwy 44/76 in Caledonia to Hokah	Bituminous resurfacing on 13 miles of Hwy 44 from Caledonia to Hokah. Also replaced box culvert and constructed turn lanes where appropriate.	2012	$8.9	E 19
6	2308-26	Hwy 44	Hwy 52 to 3rd Ave NW in Spring Grove	Bituminous resurfacing of a 13 mile section of Hwy 44 from Hwy 52 to Spring Grove. Five box culverts and one small culvert were replaced.	2013	$8.1	E 20
6	2506-52	Hwy 52	Cannon Falls interchange	Construct a diamond interchange and a second overpass to replace the two signalized intersections on Hwy 52 in Cannon Falls. The project will also construct a frontage/backage road system to maintain access to existing streets and businesses. Goodhue County Road 24 will be re-routed from its current location at the northern most signalized intersection to the new interchange.	2013-2014	$39.5	E 21
6	2505-49	Hwy 52	85th Street north of Rochester to 1.3 mile north of Goodhue County Road near Zumbrota	Concrete pavement rehabilitation from 85th Street (Rochester) to 1.3 miles north of Goodhue County Road 7 (near Zumbrota).	2012	$5.0	E 22
6	2505-48	Hwy 52	Elk Run interchange	New interchange constructed in Olmsted County at County Road 12 in Pine Island in area of 520th St. and County Road 31, plus replacement of box culvert.	2011-2012	$43.3	E 23
6	2506-72	Hwy 52	North of County Road 1 to south of County Road 9 in Goodhue County	Design and construct an interchange at the intersection of Hwy 52 and County Roadway 9. It also includes safety improvements such as turn lane extensions and center median removals. The project generally consists of grading, surfacing, bridge, drainage/stormwater management, lighting and signing. The project is primarily located in Goodhue County (Leon Township) between Zumbrota and Cannon Falls. The project limits extend 3.25 miles from 0.10 miles north of County Road 1 to 1.1 miles south of County Road 9 in Goodhue County.	2014	$8.9	E 24
6	2006-27	Hwy 56	County Road 24 in West Concord to Home Street in Kenyon	Construction included an alternate bid design for either a bituminous reclamation and resurfacing or a concrete white topping of a 9.2-mile section of Hwy 56 from County Road 24 in West Concord to Kenyon. The project also included replacing Bridge 5713 (1.8 mi. east of County Road 24). Six right turn lanes, and six culvert replacements are included.	2012	$6.9	E 25
6	2508-31	Hwy 56	Trondheim Road in Kenyon to Bridge 6525 over the Cannon River	Pavement reclamation on 17.56 miles of Hwy 56 in Goodhue County. The project included drainage, traffic safety and roadside improvements.	2013	$9.0	E 26

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6	5005-62	Hwy 56	Mower County	Medium bituminous resurfacing of 16.41 miles from Hwy 14 to Hwy 247. Work includes culvert replacement, culvert repair, edge drains, guard rail replacement, erosion repair, storm sewer repair, rip rap, pavement marking, signing, detour agreement and pedestrian ramps.	2017	$7.0	E 27
6	2510-47	Hwy 58	Hwy 52 to south of County Road 5	Medium bituminous resurfacing on 18.42 miles of Highway 58. The project includes drainage, traffic safety, roadside, and ADA improvements.	2013	$5.9	E 28
6	2514-119	Hwy 61	Hwy 19 to Hwy 316	Bituminous resurfacing on 8.5 miles of both northbound and southbound lanes on Hwy 61. The project will also include traffic safety improvements.	2014	$6.1	E 29
6	2514-120	Hwy 61	Ready Mix entrance in Red Wing to Hwy 19	Bituminous mill and overlay in the rural sections and a mill and fill on the urban sections. The project will also include drainage and traffic safety improvements.	2015	$5.7	E 30
6	5006-19	Hwy 63	Hwy 16 to south end of Root River Bridge (Stewartville)	Mill and overlay for 10..4 miles from Hwy 16 to Stewartville, bridge rehabilitation at Deer Creek and Bear Creek, culvert replacements, pedestrian ramp reconstruction in Stewartville and safety improvements in Racine.	2014	$5.9	E 31
6	5509-79	Hwy 63	Hwy 30 to 28th Street SE in Rochester	Bituminous resurfacing of 6.3 miles of Hwy 63 near Rochester.	2015	$6.5	E 32
6	5509-80	Hwy 63	County Road 16 interchange	Reconstruct the interchange of County Road 16 and Hwy 63 in Olmsted County to address existing geometric and functional deficiencies, including inadequate sight distance, a narrow bridge deck, lack of turn lanes at ramp junctions, limited accommodation for non-motorized travel and poor access management within the interchange area. The bridge reconstruction will also incorporate space for pedestrians and bicyclists to enhance safety on County Road 16.	2015	$11.5	E 33
6	5080-159	I-90	I-90 from Hwy 105 to County Road 19	Rehabilitate deteriorated concrete pavement on 18.93 miles of I-90. In addition, the project improved drainage and replaced the concrete median barrier in Austin.	2013	$7.5	E 34
6	8580-149	I-90	Mississippi River Bridges - Dresbach	Provide two new I-90 river bridges (one in each direction) and provide a reconstructed interchange that improves traffic safety, capacity and access on and between Hwy 61/14 and I-90. The project includes grading, concrete surfacing and bridge replacement. New and enhanced bicycle and pedestrian facilities will be provided along Hwy 61 and provisions for future bike/ped facilities are incorporated into the plans.The river bridges and Minnesota approach are funded partially with Chapter 152 funds. Additionally, the Wisconsin is funding a portion of the bridge replacement, including 100 percent of the Wisconsin approach costs.	2013-2016	$212.8	E 35
6	8580-156	I-90	East of Hwy 74 to east of Hwy 43	Unbonded concrete overlay, culverts and bridge replacements on I-90 eastbound from 2.2 miles east of Hwy 74 to 0.5 miles east of Hwy 43.	2010	$17.8	E 36

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6	8580-163	I-90	West of Hwy 76 to west of County Road 12	Mill and overlay 8.4 miles of I-90, from 0.8 miles west of Hwy 76 to 0.69 miles west of County Road 12. The weigh station ramps will be overlaid and drainage and safety improvements will also be made.	2015	$6.3	E 37
6	5580-90	I-90	East of County Road 19 to East of Hwy 74	Resurface 12.2 miles of westbound lanes on I-90 from 1.7 miles east of County Road 19 to 2.3 miles east of Hwy 74. The resurfacing will consist of a unbonded concrete overlay. The project also includes culvert repairs and improvements.	2015	$16.2	E 38
6	8580-165	I-90	Winona	Resurfacing Hwy 90 eastbound lanes with a concrete unbonded overlay. The ramps will be re-graded and several existing culverts will bereplaced or repaired as a part of the project. Repairs will include tying sections of separating pipes and/or aprons.	2014	$10.1	E 39
6	2319-16	Hwy 250	Bridge 6975 - 1.0 mile north Hwy 16 in Lanesboro Bridge 6977 - 3.4 mile north of Hwy 16	Replace bridges over the north and south branches of the Root River in and to the north of Lanesboro.	2016	$8.3	E 40
7	8302-38	Hwy 4	South of 10th Ave to 11th Ave in St. James	This is a roadway reconstruction project for 1.6 miles in St James from south of 10th Ave to 11th Ave. The roadway will be reconstructed with a concrete surface and paved shoulders. The sidewalk will be replaced and constructed to meet ADA standards. In addition, the storm sewer, sanitary sewer and water main will be replaced.	2016	$6.3	F 2
7	5203-85 5203-103	Hwy 14	County Road 6 to Lor Ray Drive in North Mankato	Reconstruction and expansion from two to four lanes for approximately 1.8 miles, construction of a new interchange at Hwy 14 and County Road 41, realignment of the Hwy 14 and County Road 6 intersection, roundabouts at the Hwy 14 entrance and exit ramp intersections with County Road 41 frontage road and intersection.	2012; 2013	$22.4 - $31.4	F 3
7	0804-113	Hwy 14	East limits of Sleepy Eye to West limits of New Ulm	Mill and overlay 10 miles of Hwy 14 from the east side of Sleepy Elye to the west side of New Ulm.	2017	$5.5	F 4
7	5204-112	Hwy 15	From Hwy 14 at New Ulm to Hwy 19 at Winthrop	This project resurfaced the roadway with a bituminous overlay and also included reclamation of the shoulders for 17. miles from Hwy 14 at New Ulm to Hwy 19 at Winthrop. Edgeline rumble strips and centerline rumble strips will be added.	2012	$8.3	F 5
7	8304-113	Hwy 15	Hwy 15 and Hwy 60	3-inch bituminous overlay plus 5/8-inch ultrathin bonded wearing course.	2012	$7.6	F 6
7	0805-113	Hwy 15	From Township Road 46 to 7th Street North in New Ulm	Mill and overlay 8.5 miles of Hwy 15 from 1.5 miles south of Searles to the west junction of Hwy 14/Hwy 15 in New Ulm.	2017	$9.1	F 7
7	4603-45	Hwy 15	Johnson Street to Goeman Road in Fairmont	This section of Hwy 15 includes the urban section of roadway from the south end of the project at Johnson Street to the north end at Goemann Road. The roadway work will consist of milling and a bituminous overlay	2017	$7.9	F 8
7	4604-32	Hwy 15	North of I-90 to County Road 54 in Truman	Bituminous overlay for 11.3 miles from 0.6 miles north of I90 to County Road 54 in Truman. It also includes ADA improvements in Truman.	2014	$6.3	F 9

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7	4004-112	Hwy 19	Over the Union Pacific railroad, east of Sibley/LeSueur county line	Replace bridge 5369 over the Union Pacific Railroad, and the associated grading and paving on the ends of the bridge to match the in place profile.	2016	$7.2	F 10
7	7207-20	Hwy 22	Gaylord	This project will reconstruct approximately 1.5 miles of Hwys 5, 19 and 22 and will overlay another 0.3 miles of Hwy 22. All work is in Gaylord. The project will also replace failing city utilities.	2014 - 2015	$7.1	F 11
7	0704-100	Hwy 22	Hwy 30 to County Road 90	This project consists of milling and unbonded concrete overlay, and paving the shoulders for 12.85 miles from Hwy 30 to County Road 90.	2017 - 2018	$33.5	F 12
7	0704-88	Hwy 22	Mankato, from Hwy 83 to County Road 12	The project consists of construction of roundabouts on Hwy 22 at the intersections of Madison Avenue and Adams Street, concrete pavement rehabilitation, and installation of flashing yellow arrows at intersecting side roads.	2014	$7.9	F 13
7	6703-23	Hwy 23	I-90 to Hwy 269 in Jasper	Pavement reclamation from I-90 to TH 269 in Jasper.	2013	$12.4	F 14
7	5305-56 5305-58 5305-59	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	$84.4	F 15
7	5305-58	Hwy 60	Paul Ave in Worthington to County Road 35	This project includes grading, concrete and bituminous surfacing and a roundabout for new four-lane expressway.	2012	$24.5	F 16
7	5305-59	Hwy 60	County Road 35 to I90 in Worthington	This project includes grading, concrete and bituminous surfacing and a roundabout for a four-lane urban expressway.	2012-2013	$21.8	F 17
7	0708-35	Hwy 60	County Road 115 (Cray Corner) to North Star Bridge in Mankato	This project included mill and overlay, ADA Improvements and ramp reconstruction.	2012	$10.3	F 18
7	8308-44	Hwy 60	Butterfield to St. James	This project completes Hwy 60 as a four-lane divided roadway between Butterfield and the existing four-lane section end near St. James (5.9 miles).	2013 to 2014	$22.3	F 19
7	1703-69	Hwy 60	Windom to west of Mountain Lake	This project completes Hwy 60 as a four-lane divided roadway between the east edge of Windom and the west end of the existing four-lane section west of Mountain Lake. This includes construction through Bingham Lake.	2017 - 2018	$36.5	F 20
7	1703-70	Hwy 60	Mountain Lake to Butterfield	This 4.5 mile project constructs a four-lane expressway along existing alignment from Mountain Lake to Butterfield, reduces access locations and reconstruct existing shoulders.	2015	$20.0	F 21
7	1704-27	Hwy 62	Hwy 59 to west limits of Windom	This project will resurface the pavement with a bituminous overlay and pave two feet of the shoulders, for 23.2 miles from Hwy 59 in Fulda to west limits of Windom. Several culverts will also be repaired.	2014	$19.4	F 22
7	3205-29	Hwy 71	Jackson, over the Des Moines River	Replace a bridge over the Des Moines River in Jackson.	2015	$7.1	F 23
7	3280-120	I-90	Lakefield to Sherburn, westbound lanes only	Mill and overlay 22.8 miles of I-90 westbound lanes from 0.2 miles east of Hwy 86 to 0.80 mi. east of Hwy 4.	2015	$10.4	F 24

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7	3280-121	I-90	East of Hwy 86 to Jackson/Martin county line	Mill and a bituminous overlay for 22.3 miles on the east bound lanes from 0.2 miles east of Hwy 86 to 0.80 miles east of Hwy 4.	2017	$11.2	F 25
7	3280-122	I-90	County Road 5 to east of Hwy 86	Mill and a bituminous overlay for 22.3 miles on the westbound lanes from 0.1 mile west of Co Rd 5 to 0.74 mile east of Hwy 86.	1/1/2017	$7.6	F 26
7	2212-28 2212-29	Hwy 109	Winnebago to Wells	Reclaim 11.9 miles of Hwy 109 from Winnebago to Wells. This will be done as either a bituminous reclamation or concrete alternate paving.	2012; 2014	$20.7	F 27
7	2206-13	Hwy 109	Hwy 22 in Wells to I-90 in Alden	Medium mill and overlay on Hwy 109 from the Hwy 22 intersection in Wells to the I-90 intersection in Alden. Pedestrian ramps will also be updated to meet current ADA guidelines in Wells and Alden.	2017	$7.4	F 28
7	5209-66	Hwy 169	St. Peter to Le Sueur, south of the Minnesota River Bridge	This project will raise the grade of southbound lanes in two areas (1.8 miles) and preserve southbound lanes in non-grade raise areas (8.9 miles) between St Peter and Le Sueur.	2014	$16.9	F 29
7	2207-32 2208-42	Hwy 169	Blue Earth from the south limits at 14th Street to County Road 6	This project is a reconstruction from 550 feet north of railroad bridge to County Road 44, including new pavement, curb and gutter, sidewalks, three roundabouts, storm sewer, sanitary sewer and water main. From 14th Street to north of railroad bridge and County Road 44 to County Road 6, it will be a bituminous overlay.	2013	$13.6	F 30
7	5211-59	Hwy 169	Hwy 14 in Mankato to St. Peter	This project reconstructs and raises 3.2 miles of Hwy 169 over a 9.1 mile stretch from Mankato to St. Peter. It includes installing a median barrier down the center of Hwy 169 to mitigate cross median crashes.	2016	$18.6	F 31
7	5211-61	Hwy 169	Hwy 14 in Mankato to St. Peter	The project preserves 5.9 miles of Hwy 169 over a 9.2 mile stretch from Mankato to St. Peter. It also installs a median barrier down the center of Hwy 169 to mitigate cross median crashes.	2016	$12.6	F 32
8	4701-27	Hwy 4	Cosmos	This project reconstructed the roadway through Cosmos, a distance of approximately one mile. The project included the narrowing the driving surface, pedestrian/bike crossing improvements, and underground infrastructure replacement.	2013	$5.9	G 2
8	4703-26	Hwy 7	Cosmos to Hwy 22	This project is a mill and overlay of approximately ten miles from the City of Cosmos to the west junction of MN 22. It also includes 1.7 miles of full depth bituminous replacement near the bridges.	2014	$5.4	G 3
8	4704-47	Hwy 12	West County line to Hwy 22	This is an alternate bid project and will either be a bituminous reclamation or a concrete overlay. The project is approximately 11-miles in length and will include some minor culvert repairs.	2015	$5.6	G 4
8	4201-41	Hwy 14	Florence to Tracy	This project is approximately 20 miles of 1.5-inch bituminous overlay from Florence to Tracy. The project also includes a 1.5-inch mill and 3-inch bituminous overlay in Balaton, along with 1.5 miles of full depth bituminous replacement.	2014	$6.2	G 5

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8	4303-89	Hwy 15	Winthrop to Brownton	This is approximately a 12 mile project consisting of a 3-inch bituminous resurfacing from Winthrop to Brownton.	2015	$5.1	G 6
8	6403-34	Hwy 19	West Jct Hwy 67 to Redwood Falls	This project is approximately 15 miles of 1.5-inch mill and 3-inch bituminous overlay.	2017	$6.1	G 7
8	1210-10	Hwy 40	Hwy 59 to Kandiyohi County Road 5	This project will be a bituminous overlay from U.S. Hwy 59 to the junction with Kandiyohi County State Aid Highway 5. The project will cover just over 40 miles of roadway.	2016	$6.4	G 8
8	1212-30 & 3706-39	Hwy 212	3.2 miles west of Hwy 59 to Hwy 59 and .2 miles west of Hwy 75 to First Street in Dawson	This project is about seven miles of mill and concrete overlay between the west and east junctions of Hwy 59 and about nine miles of mill and concrete overlay between Hwy 75 and First Street in Dawson.	2012	$15.2	G 9
8	3706-39	Hwy 212	.2 miles west of Hwy 75 to First Street in Dawson	This project was about nine miles of milling and concrete overlay from just west of Hwy 75 to First Street in Dawson.	2012	$6.6	G 10
8	3706-41	Hwy 212	First Street in Dawson to 3.15 miles west of Hwy 59	Provide a new driving surface for the roadway from First Street in Dawson to about three miles from the western junction of Hwy 59. The project is approximately nine miles in length and will be an alternative bid selection project.	2014	$6.7	G 11
M	2706-226	Hwy 7	Louisiana Ave in St. Louis Park	Construction of a grade separated interchange at the intersection of Hwy 7 and Louisianna Avenue in St. Louis Park.	2013	$25.0	H 2
M	0202-95	Hwy 10	Hwy 10 at County Road 83 (Armstrong Blvd) interchange	Construct Hwy10/County Road 83 interchange and railroad grade- separation, access closures, and frontage road.	2015	$35.0	H 3
M	1901-148	Hwy 13	County Road 5 in Burnsville	Construct a grade separated interchange at Hwy 13/County Road 5 in Burnsville. The project will add a new bridge (with trail) to carry County Road 5 over Hwy 13. Construction will include noise walls, retaining wall and ponding.	2013/2014	$38.1	H 4
M	6280-308	I-35E	Cayuga Bridge between University Ave and Maryland Ave	Replace Cayuga Bridge (6515), Pennsylvania Ave. Bridge (9265), BNSF RR Bridge (6517). Replace the Pennsylvania interchange with the interchange at Cayuga to solve safety and operational problems. Improve geometrics on 35E. Extend auxiliary lane from Pennsylvania to Maryland.	2012-2015	$170.7	H 5
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, and replacement of the I-35E mainline bridges at Roselawn, County Road B and Hwy 36.	2014-2015	$120.8	H 6
M	2783-136	I-35W	3rd and 4th Street ramp to Johnson Street in Minneapolis	Construct new ramp from downtown Minneapolis to northbound I-35W and auxiliary lane from 3rd and 4th Street north to Johnson St.	2013	$13.4	H 7
M	2782-327	I-35W	43rd Street to I-94 Commons	Replace Bridges 27842, 27843, 27871 and 27868. Adjust horizontal and/or vertical alignment of I-94, I-35, and Hwy 65. Replace 31st Street, Lake Street, Midtown Greenway, 28th Street, 26th Street, 24th Avenue pedestrian bridge and Franklin Ave Bridges, along with all pavement from 42nd Street to I-94 Commons. Includes transit access project.	2017	$313.6	H 8

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M	8221-01 8214-114 8221-82045A	Hwy 36	Oak Park Heights, Stillwater and Bayport	Replace a major river bridge over the St. Croix River and construct/reconstruct 7 miles of highway (4 in Minn. and 3 in Wisc.). In Minnesota, reconstruct two intersections (Hwy 36/Osgood, Hwy 36/Greeley) and one interchange (Hwy 36/Hwy 95). In Wisconsin, construct one overpass (WIS 64/WIS 36) and one interchange (WIS 64/County Rd E). Convert the Stillwater Lift Bridge to a bicycle/pedestrian bridge and construct a 4.5 mile bicycle and pedestrian loop trail that connects the lift bridge and the new St. Croix Crossing with trails in both states. Project costs are split between MnDOT and WisDOT.	2013-2017	$626.4	H 9
M	6211-90	Hwy 36	Hazelwood Avenue to Hwy 61 in Maplewood	Construct a grade-separated interchange at the intersection of English St and Hwy 36 in Maplewood.	2013	$21.3	H 10
M	6212-148	Hwy 36	Over Lexington Avenue in Roseville	Replace Lexington Avenue Bridge 5723, reconstruct Lexington Avenue and access ramps, replace two signals at the ramp terminals, address ADA deficiencies on multiuse trail, construct guardrail, drainage ponds, and storm sewers.	2016	$11.9	H 11
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.	2011-2016	$172.7	H 12
M	1913-64	Hwy 61	Hastings Bridge over Mississippi River	Replace the existing two-lane bridge with a 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 13
M	6283-234	I-94	I-94 (Mounds Blvd to Hwy 120) and Hwy 61 (Burns Avenue to Hwy 5)	Unbonded concrete overlay on I-94 from mounds Blvd to east of Ruth St., bituminous resurfacing to east of Hwy 120 and on Hwy 61 north of Mounds Blvd, white topping etc. Repair bridges 9147, 9148, 62706, 62838, 62861, 62862, 62868, 62869, and 62870. Signals, signing, lighting, guardrail, concrete median barrier, drainage, TMS and ADA are also included.	2016	$39.0	H 14
M	2781-432	I-94	Nicollet Avenue in Minneapolis to Shingle Creek Bridge in Brooklyn Center	Major concrete pavement repair and diamond grinding, drainage and misc. repair on 50 bridges.	2017	$40.7	H 15
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.	2014-2016	$64.2	H 16
M	1009-24	Hwy 101	Minnesota River Bridge in Shakopee to County Road 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 at County Road 61/Flying Cloud Drive in Chanhassen. Carver County is the project lead, which now includes work on Flying Cloud Drive and a roundabout at the intersection of Hwy 101 and Flying Cloud Drive.	2014-2015	$54.0	H 17
M	2738-28	Hwy 101	At County Road 144 in Rogers	Construction of a grade-separated interchange at the intersection of Hwy 101 and County Road 144 in Rogers.	2014	$22.4	H 18

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M	6223-20	Hwy 149	Smith Avenue High Bridge over the Mississippi River in St. Paul	Redeck the Smith Avenue High Bridge over the Mississippi River. Associated miscellaneous work, such as approach panels also will be replaced with this project. ADA facilities adjacent to the bridge will also be upgraded to comply with the current standards.	2017	$16.5	H 19
M	7005-97	Hwy 169	County Road 69 in Shakopee	Construct a grade separated interchange at Hwy 169/CR 69 in Shakopee. The construction will add a new bridge (with trail) to carry County Road 69 over Hwy 169. Construction will include noise walls and ponding.	2013	$10.9	H 20
M	2750-75	Hwy 169	At 93rd Avenue in Brooklyn Park and Osseo	Construction of a grade-separated interchange at the intersection of Hwy 169 and 93rd Avenue.	2014	$17.9	H 21
M	2772-92	Hwy 169	Hwy 55 in Plymouth to 77th Avenue in Brooklyn Park	Pavement preservation on Hwy 169 from just north of Hwy 55 to 77th Avenue. The project will restore pavement and construct an escape lane as well as replace guardrail and improve drainage.	2013	$13.8	H 22
M	2772-105	Hwy 169	North of Hwy 62 in Edina to Hwy 55 in Golden Valley	Concrete pavement repair project with diamond grinding, mill and overlay and drainage work.	2017	$17.8	H 23
M	2763-49	Hwy 212	At Shady Oak Road in Eden Prairie	Reconstruct an existing local interchange to handle additional capacity.	2014	$31.7	H 24
M	2785-367 2785-364 2785-378	I-494	34th Avenue to France Avenue	Mill and overlay, as well as construction of a westbound auxiliary lane from Penn Avenue to northbound Hwy 100. The Xerxes Ave Bridge will also be replaced.	2012-2013	$30.4	H 25
M	2776-03	I-494	Hwy 169 and 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 26
M	2785-330	I-494	I-394 in Minnetonka to I-94/494/694 in Maple Grove	Unbonded concrete overlay, concrete pavement repair, right side dynamic shoulder, signing, striping, drainage, TMS, noise walls, redecking and bridge widening.	2014	$73.0	H 27
M	6286-56	I-694	40th Street in Oakdale to west of Hwy 61 in Vadnais Heights	Unbonded concrete overlay from 40th St. in Oakdale to just west of Hwy 61 in Vadnais Heights.	2012	$22.2	H 28
M	6285-135	I-694	Lexington Avenue to west of Old Highway 10	Realign a portion of I-694 in the Arden Hills area from Old Hwy 10 (Snelling Ave,) on the west to the beginning of the westbound exit ramp to Lexington Avenue. Remove nine bridges. Realign several highway sections and construct a new connection between the north and southbound lanes of I-694. Hwy 51 will have two loops that allow for merging. No new right of way is required.	2011-2013	$55.3	H 29