DEPARTMENT OF TRANSPORTATION

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2020

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Cover photo: Highway 61 project in Lake City, Minnesota

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Legislative Request

This report was completed to comply with Minnesota Statutes 174.56.

174.56 Report on Major Highway Projects, Trunk Highway Fund Expenditures, and Efficiencies.

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, and (3) beginning with the report due in 2016, efficiencies achieved during the previous two fiscal years.

(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.

Subd. 4. Availability of information.

The commissioner must maintain an Internet website that displays information for each major highway project. At a minimum, the information must include the report contents identified in subdivision 2.

Report cost

The cost of preparing the report elements required by Minn. Stat. 174.56 is approximately $105,000.

The costs reported for the 2020 Major Highway Projects, Trunk Highway Expenditures and Efficiencies report includes the costs to gather the data needed to report on the budget by products and services, productivity measures and efficiencies.

Purpose and Scope of the Report

Introduction

The Minnesota Department of Transportation delivered the first legislative report on the Major Highway Projects to the Legislature in January 2009.

The Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies report, or MHPR, provides a snapshot of MnDOT's programming and delivery for all large construction projects meeting the cost thresholds laid out in statute. The scope of the report and the information it contains are meant to inform the reader about MnDOT's business of planning, building, operating and maintaining Minnesota's transportation system.

This is one of MnDOT's most comprehensive reports. The purpose of the report is to provide the reader with information about major projects, financial management, budgeting by products and services and efficiencies achieved. The report breaks down, in high-level detail, various parts of a major project. This is consistent with the agency's focus on delivering high quality projects on time and within budget.

Some of the details reported about major projects include:

- Location and scope
- Funding
- Cost savings/overruns
- Environmental costs
- Delays
- Project history
- Cost estimates

Together, this information provides a picture of MnDOT's performance in planning, building, operating and maintaining a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally and around the world.

The report is organized into these sections:

- Trunk highway fund expenditures
- Environmental mitigation and compliance costs
- Products and services budget expenditures report
- Productivity measures
- Efficiencies
- Major highway project pages
- Efficiencies summary sheets

Summary of Report Contents

Major Highway Projects

This section of the report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per Minnesota Statute 174.56, this report includes projects with cost estimates equal to, or in excess of, $15 million in the Twin Cities Metro 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 (2019-2020) or identified for construction in the next four years (2021-2024), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2025-2035 is included in Appendix D and contains the basic information on project location, description, schedule and preliminary estimated cost.

All the projects are arranged by MnDOT districts. A district map highlighting the locations of the projects within the area and a list of projects precede the project summary pages for each district. The information provided in this report is current as of November 2020.

Environmental Mitigation and Compliance Costs

To comply with the legislative requirement in subdivision 2, clause (5), the cost of environmental mitigation and compliance was analyzed for two representative projects.

1. In the Metro District, a segment of U.S. Highway 169 located in Hennepin County highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. For the Greater Minnesota districts, the Trunk Highway 75 project in Norman County, located in MnDOT's District 2, provides an example of the types of environmental mitigation in open, rural landscapes in Greater Minnesota.

Trunk Highway Fund Expenditures

Fiscal year 2020 expenditure information is provided for each of the categories specified in the statute.

Products and Services Budget

MnDOT developed a framework that organizes and describes its products and services. The expenses and budgets provided in this report, by products and services, represent the department's annual budget for fiscal year 2020, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2019, but due to processing time would have been paid in fiscal year 2020.

Key concepts to remember when reviewing this section include:

- Timing differences between the two years of a biennium cause variances that would not exist if the report was prepared on a biennial basis. For example, carry-over from the first year of the biennium to the second year impacts the data for the second year.
- Some spending may not match budgets exactly because funds may have been encumbered in one year and expended in another.
- Uncommitted and carry-over budgets may seem to exhibit spending in excess of the total budget; however, this spending occurs within a biennium and is allowed by statute.
- The 2019 budget values were based on previous fiscal products and services analysis.

Productivity Measures

Productivity measures are an effort to identify, create, examine and document current levels of productivity within MnDOT. This project reports measures of MnDOT productivity for the most recent 10 years of data (where available).

Performance measures are not new at MnDOT. Traditional performance measures used by MnDOT are measures of product and service delivery effectiveness. Productivity measures help the department enhance financial effectiveness and are the next step to evaluate how efficiently MnDOT's products and services are delivered.

The report includes the following measures:

- Bridge inspection: Cost per square foot of deck area
- Bridge maintenance: Cost per square foot of deck area
- Pavement: Cost per roadway mile-year added
- Snow and ice: Cost per plow mile driven
- Pavement markings: Cost per mile striped
- Transit: MnDOT administrative cost per public transit passenger trip in Greater Minnesota
- Freight: MnDOT cost per oversize/overweight permit issued
- Program planning and project development to construction expenditure ratio

The background for each productivity measure is presented along with data through the previous 10 years where possible. Each measure includes a discussion about why it is an effective measure of productivity and lists major influencing factors.

Four of the eight productivity measures show the inflation-adjusted unit costs declining. Specifically, bridge maintenance cost per square foot of deck area, cost per plow-mile driven, pavement markings cost per mile striped, and cost per oversize/overweight permit issued all show a declining trend in inflation-adjusted unit costs over the analysis period. Two of the eight measures show an overall flat to slightly increasing trend (the cost per additional roadway mile year added and MnDOT administrative cost per public transit passenger trip in Greater Minnesota). Two productivity measures show an increasing trend over the analysis period (bridge inspection cost per square foot of deck area and program, planning and project development to construction expenditure ratio).

Efficiencies

MnDOT consistently aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In FY 2020, MnDOT identified an estimated $87.7 million in savings from new and revised practices deployed across the organization. The majority of these efficiencies identified in FY 2020 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies had not been implemented.

Major Highway Projects Summary

This annual report identifies major projects constructed within the past two years and all major projects programmed or planned for construction on the state trunk highway system over the next 15 years, including the interstate and national highway systems. As directed in Minnesota Statutes 174.56, this report includes projects with cost estimates equal to or in excess of $15 million in the Metro District and projects with cost estimates equal to or in excess of $5 million in Greater Minnesota. This report includes 575 projects that met the statutory cost threshold. The information provided in this report is current as of November 2020.

Table 1: Projects included in 2020 Major Highway Projects report

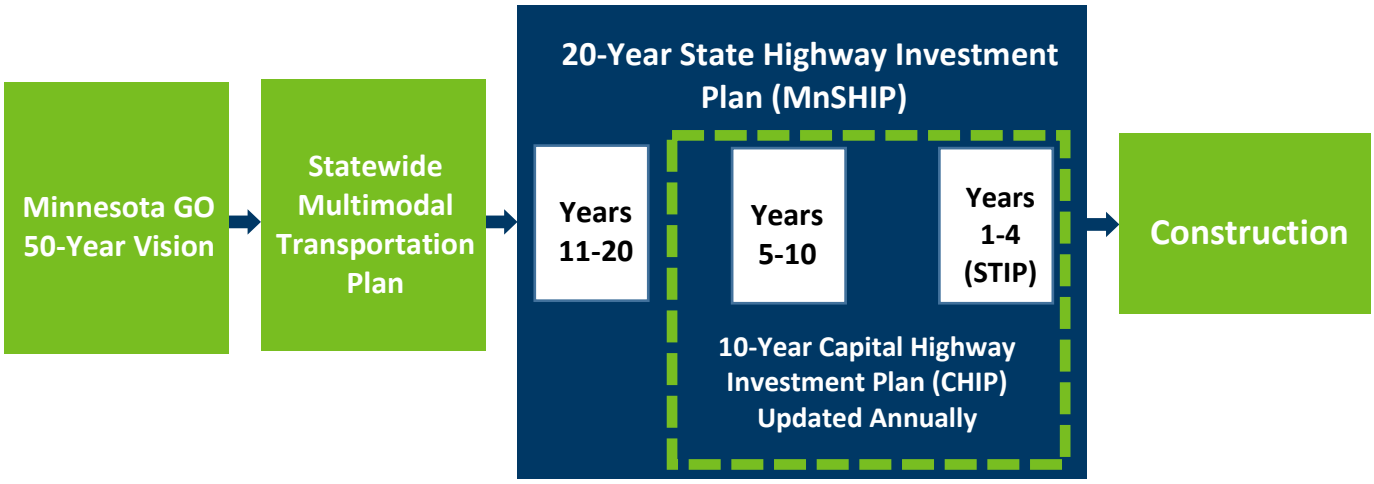
MnDOT District	Number of projects completed, under construction or listed in the STIP	Projects in years 2021-2032	Total Projects
1	42	26	68
2	38	32	70
3	37	57	94
4	24	25	49
6	54	27	81
7	41	34	75
8	19	27	46
Metro	37	55	92
Total	292	283	575

Of the 575 projects reported this year, 92 are in the Twin Cities metro area and 483 are in Greater Minnesota. Projects vary in type and include pavement preservation, bridge replacement and rehabilitation and mobility projects based on the priorities established in MnDOT's 20-year State Highway Investment Plan, also known as MnSHIP.

State Highway Investment Planning Process

MnSHIP 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 actual capital improvements made to the state highway system. MnSHIP sets a fiscally constrained framework (that is, using only forecasted funding) for future capital improvements by identifying investment needs and priorities. This plan serves as the framework for statewide investment on trunk highways for the next year before a new 20-year investment plan is produced. The investment levels identified in MnSHIP are being adhered to and MnDOT is on track to deliver on the fiscally constrained decisions from the plan.

Figure 1: Planning mechanisms and plans



MnSHIP covers three planning periods: years 1-4, years 5-10 and years 11-20. Projects identified for years 1-4 (FY 2021-24) are those listed in the 2021-2024 Statewide Transportation Improvement Program, also known as the STIP. 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 (FY 2025-30) include general funding levels for certain improvement categories (e.g., pavement preservation, traveler safety) and construction cost estimates for several specific projects within the improvement categories. These projects and their cost estimates should be considered preliminary, as revenue forecasts are uncertain.

Specific projects are not identified for years 11-20 (FY 2031-37); instead, MnSHIP has set broad investment priorities associated with funding allocations, which focus primarily on preserving the transportation assets 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 funding requirements related to the MAP-21 and the FAST Act transportation programs.

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 and federal and state transportation laws
- Identifying emerging significant risks that may affect investment priorities

Next, MnDOT established a range of potential investment levels for fourteen 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 are designed to make progress towards these goals.

Project Selection

MnDOT's selection of state highway construction projects follows the policy direction established in the Statewide Multimodal Transportation Plan and the investment guidance in the 20-Year State Highway Investment Plan.

MnDOT prioritizes investments to keep the state highway system in good repair. MnSHIP distributes funding to address a range of goals and objectives. MnSHIP determines the amount of money available for different types of improvements such as safety, mobility, repair and replacement of existing roads and bridges, and other goals. The MnSHIP investment direction is based on public and stakeholder input and dedicates the majority of funding to fixing pavement and bridges.

As required by the agency's selection policy, MnDOT uses scores to prioritize and select highway construction projects. The scores inform project selection decisions, but MnDOT may consider other factors in addition to the score. MnDOT provides a short explanation when a high scoring project is not selected or when a lower scoring project is selected.

MnDOT selects projects within various categories and programs. Each category and program has a separate process to evaluate, prioritize and select projects.

The majority of MnDOT projects are selected within categories based on the guidance of MnSHIP. Broadly, these categories include:

- Asset management: the rehabilitation and replacement of pavement, bridges and other infrastructure
- Targeted safety improvements: improvements to reduce the number of crashes and people injured or killed on Minnesota state highways
- Mobility and capacity expansion: improvements to traffic flow, congestion relief and travel time reliability, the movement of freight or creating new connections for active transportation users such as people walking and bicycling

Each of those broad categories has sub-categories within which projects are evaluated and selected. For example, pavement projects are scored and prioritized separately from bridge projects.

MnDOT manages a variety of special programs with specific objectives. The programs either are established in state or federal statutes, have a limited specialized purpose or use a competitive application process to select projects. Cities, counties and other groups may apply for funding or suggest specific projects for most of these programs. Examples include:

- Corridors of Commerce Program: funds additional highway capacity where there are currently bottlenecks, or projects that improve the movement of freight and reduce barriers to commerce.
- Highway Freight Program: funds projects with measurable benefits for freight transportation.
- Highway Safety Improvement Program: funds projects that reduce fatal and serious injury crashes.
- Transportation Economic Development Program: funds projects that support job creation and retention as well as other improvements with measurable economic benefits.

Once a project is selected, MnDOT identifies and evaluates alternatives to address the identified need as well as other legal requirements, opportunities to advance legislative goals, objectives in state plans, and other repairs and improvements that make sense to do at the same time. The department follows a complete streets approach, which considers the needs of all the different types of vehicles and people who will use the road or bridge. MnDOT balances all of the identified needs and opportunities against the funding guidance of MnSHIP and looks for cost-effective and affordable solutions. MnDOT also works with local and regional partners, metropolitan planning organizations, tribal governments and regulatory agencies, and seeks public input during the development of the project.

Impacts of Project Cost Changes

Changes to project costs and schedules affect the state trunk highway capital investment program. These effects are most directly seen through revisions to the STIP, which is a master listing of projects that MnDOT plans to complete 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, inflationary factors, scope changes, supplemental agreements, cost overruns and right of way acquisition. 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. The STIP process allows projects to be added, revised or removed on an annual basis. Cost changes to a project post-letting are managed at the district level. If cost changes are higher than anticipated, set-asides are primarily used to handle the change. If project costs are lower than projected, other projects may be advanced to an earlier construction date, or funds may be directed to cover funding gaps and/or cost overruns on other projects. Project cost overruns and cost savings are managed on an aggregate program level.

If the statewide performance program has cumulative cost estimate changes resulting in a significant amount of uncommitted funds, a one-time program may be implemented, such as the 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, several 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 likely to be subject to schedule delays or cost revisions.

Project Prioritization

All projects identified within the 2021-24 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2025-34 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 be identified. The 20-year Minnesota 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 C for one-page summaries, statewide maps, district maps and an indexed table of all major highway projects. An explanation of the information included for each project, common abbreviations and definitions are provided in Appendix B.

Environmental Mitigation and Compliance Analysis

The two projects discussed below represent the types of environmental mitigation and compliance issues MnDOT faces. Both projects were completed in 2019-20.

The segment of Highway 169 is located in Hennepin County and within MnDOT's Metro District. This project highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area. The Highway 75 project in Norman County is located in MnDOT's District 2. This segment of Highway 75 is an example of the type of environmental mitigation in rural landscapes in Greater Minnesota.

Metro District Project: US Highway 169 (Hennepin County)

This MnDOT Metro District project spanned from Hayden Lake Road to the Mississippi River bridge along US Highway 169 in Champlin. The project reconstructed 0.76 miles of Highway 169, replaced and widened two bridges, installed a signal, constructed a multiuse trail and added a pedestrian underpass.

Replacing the two bridges over Elm Creek involved work in the floodplain, which required mitigation along nearby ponds. The new single-span bridges eliminated the previous piers, which were obstructions in the floodway. Both actions increased floodplain storage.

Environmental mitigation and compliance costs of $376,200 are detailed below and account for approximately 2.5 percent of project costs.

The total project cost (also detailed below) was $15.3 million. The construction cost of the project was $13.2 million. There were no right of way costs and project engineering costs were $2.0 million.

Table 2: Environmental Mitigation Percentage for US Highway 169 in Hennepin County

Environmental Mitigation & Compliance Costs Breakdown: US Highway 169	
Environmental Process and Documents: Costs NOT included in the mitigation cost total	
Categorical Exclusion Determination Document	$39,400
TOTAL	$39,400
Preconstruction Engineering Costs	
Regulated materials and asbestos assessment for bridge demolition	$ 6,500
Erosion control and stormwater management	$31,900
Sub-Total	$38,400
Construction Engineering / Administration Costs	
Erosion control and stormwater management	$9,300
Sub-Total	$9,300
Construction Costs	
Construction monitoring for contaminated materials	$54,100
Regulated and contaminated material removal and disposal	$8,600
Erosion control and stormwater management	265,800
Sub-Total	$328,500
Total Environmental Mitigation and Compliance Costs	
TOTAL	$376,200
Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,584,600
Construction Engineering / Administration	$462,200
Sub-Total	$ 2,046,800
Right of Way Costs (land only)	
Total Project Right of Way Costs	$ 0
Sub-Total	$0
Construction Costs	
Total Project Construction Costs	$ 13,204,800
Sub-Total	$13,204,800
Total Project Costs	
Total Project Delivery Costs (Engineering)	$2,046,800
Total Right of Way Costs	$ 0
Total Project Construction Costs	$13,204,800
TOTAL	$15,251,600
Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$376,200 divided by $15,251,600 =	2.5%

Greater Minnesota Project: Highway 75 in Norman County

This District 2 project on Highway 75 included reconstruction and rehabilitation through the municipalities of Hendrum and Halstad. The work consisted of storm sewer reconstruction, grade raises at several locations, sidewalk and ADA improvements, and street lighting replacements. The primary reason for the project was to increase flood protection and improve drainage given that Highway 75 was the low point within the existing levee system. MnDOT partnered with Wild Rice Watershed District on raising the levee.

Environmental mitigation and compliance costs of $371,400 are detailed below and account for approximately 3.2 percent of project costs.

The total project cost, detailed below, was $11.5 million. The construction cost of the project was $9.9 million, right of way costs were $34,400 and project engineering costs were $1.5 million.

Table 3: Environmental Mitigation Percentage for Highway 75 in Norman County

Environmental Mitigation & Compliance Costs Breakdown:	Highway 75
Environmental Documents: Costs NOT included in the mitigation cost total	
Categorical exclusion determination document	$31,900
TOTAL	$31,900*
Preconstruction Engineering Costs	
Contaminated properties investigation	$132,500
Erosion control and stormwater management	$5,100
Sub-Total	$137,600
Construction Engineering / Administration Costs	
Regulated and contaminated material removal and disposal	$20,400
Erosion control and stormwater management	$1,500
Sub-Total	$21,900
Construction Costs	
Regulated and contaminated material removal and disposal	$169,800
Erosion control and stormwater management	$42,100
Sub-Total	$ 211,900
Total Environmental Mitigation and Compliance Costs	
TOTAL	$371,400
Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,191,400
Construction Engineering / Administration	$347,500
Sub-Total	$1,538,900
Right of Way Costs (land only)	
Total Project Right of Way Costs	$34,400
Sub-Total	$34,400
Construction Costs	
Total Project Construction Costs	$9,928,400
Sub-Total	$9,928,400

Total Project Costs	
Total Project Delivery Costs (Engineering)	$1,538,900
Total Right of Way Costs	$34,400
Total Project Construction Costs	$9,928,400
TOTAL	$11,501,700

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$371,400 divided by $11,501,700 =	3.2%
Environmental Mitigation & Compliance Costs Breakdown:	Highway 75

Trunk Highway Fund Expenditures

The graph below contains fiscal year 2020 cost information for each of the categories listed in statute. The graph lists the budgetary expenditures by category. A brief explanation follows, describing what is included in each cost category.

Table 4: Trunk highway fund and trunk highway bond fund expenditures by category (millions)

Number	Category Name	TH Fund Expenditures
1	Road construction	$984.9
2	Design and engineering	$222.7
3	Labor	$449.7
4	Acquisition of right of way	$44.4
5	Litigation	$5.9
6	Maintenance	$121.4
7	Road operations	$288.7
8	Planning	$12.2
9	Environmental compliance	$33.6
10	Administration	$132.5
TOTAL		$2,296.0

Note: In $ millions

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. This includes the design, engineering and construction cost portions of design/build contracts, and project-related consultant costs.

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 consultants.

3. Labor costs include all MnDOT expenditures to pay MnDOT employee wages including overtime and benefits for full-time, part-time and unclassified employees.

4. Right of way acquisition costs include all costs and encumbrances to acquire and manage land assets for the trunk highway system.

5. Litigation costs include payments to the state Attorney General's Office for legal services, costs paid for expert witness fees, 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, including bridges and structures inspection and maintenance and system roadways structure maintenance.

7. Road operations costs are all costs and encumbrances related to such activities as snow and ice removal, roadside and auxiliary infrastructure and traffic devices operation and maintenance.

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 derived from the completion of environmental review processes, documentation of review processes (e.g. Categorical Exclusions), environmental assessment worksheets, environmental impact statements and environmental plans. 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.

PLEASE NOTE:

- Debt service is not included in the road construction category.
- These 10 categories, required by the statute, do not represent all Trunk Highway Fund expenditures. Also, these 10 categories are not mutually exclusive; some expenditures are reported in more than one category, such as labor and administration.

Products and Services Budget and Spending

Since 2014, MnDOT implemented and refined reporting of expenditures by products and services as required by statute. The budget and spending information in this section is for fiscal year 2020 for all funds.

Methodology

The financial information presented includes spending by each MnDOT office and district. This shows how each office and district contributes to the products and services that MnDOT delivered. Budget and expenditure amounts include bond proceeds.

Notes about the data

- Budgets are estimated at the beginning of each year and are not updated to reflect the various changes that occur throughout the year, including carryforward of funds from prior years, legislative actions, change in scope, etc. For State Road Construction, original budget amounts are based on the draft Statewide Transportation Improvement Plan and do not reflect the updates that occur later in the year.
- Timing differences between the two years of a biennium cause variances that would not be present if the report was prepared on a biennial basis. For example, carry-over from the first year of the biennium to the second year impacts the data for the second year.
- Some spending may not match budgets exactly because funds may have been encumbered in one year and expended in another.
- Uncommitted and carry-over budgets may seem to exhibit spending in excess of the total budget; however, this spending occurs within a biennium and is allowed by statute.
- Negative spending amounts exist when corrections from the prior period are made in the current period.

Agency Overhead

Agency overhead includes services provided throughout the department, such as:

- audit
- building services and maintenance
- buildings
- citizen participation
- communication
- customer relations
- finance and accounting
- fleet support
- government relations
- human resources and workforce relations
- insurance and unemployment
- IT
- leave time
- legal services
- management and administration
- research
- risk reserve
- supervision
- training
- workers' compensation

2020 Products and Services Summary

2020 Products and Services Framework

Table 5: Products and Services Framework

Program	
Budget Activity	**Product and Service**
Multimodal Systems	
Aeronautics	Airports Aviation Safety Operations and Regulation
Freight	Commercial Truck and Bus Safety Freight Rail Improvements Freight System Planning Port Improvements Rail Safety
Passenger Rail	Intercity Passenger Rail Improvement
Transit	Bicycle and Pedestrian Planning and Grants Light and Commuter Rail Transit Planning and Grants
State Roads	
Trunk Highway Program Planning and Delivery	Develop Highway Improvement Projects Highway Construction Management Oversight Plan Highway System Research and Development
Trunk Highway State Road Construction	State Road Construction
Trunk Highway Debt Service	Trunk Highway Debt Service
Trunk Highway Operations and Maintenance	Bridges and Structures Inspection and Maintenance Roads and Roadside Maintenance Snow and Ice Traffic Operations and Maintenance
Statewide Radio Communications	Radio Towers and Communications
Local Roads	
County State Aid Roads	County State Aid Highway
Municipal State Aid Roads	Municipal State Aid Highway

Notes External Partner Support can be used by any office and any budget activity. Starting in FY2018, Roadside Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance.

Department Summary

			2019-20 Biennium			
Department Summary	2018 Totals		2019 Totals		2020 Totals	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	131,356	79,454	117,890	91,679	302,468	76,396
Aviation Safety Operation and Regulation	4,875	4,971	5,011	4,601	5,783	4,873
Bicycle and Pedestrian Planning and Grants	509	609	1,572	1,726	6,510	3,159
Bridges and Structures Inspection and Maintenance	12,106	10,978	12,711	11,831	12,073	12,612
Commercial Truck and Bus Safety	4,733	2,995	3,867	3,190	4,251	3,331
County State Aid Highway	1,078,683	898,845	1,076,369	1,015,263	1,206,109	1,075,639
Develop Highway Improvement Projects - PE	77,816	67,090	76,958	90,200	100,246	94,880
External Partner Support	192,653	57,520	149,594	66,967	108,613	87,705
Freight Rail Improvements	5,291	2,007	12,018	14,761	2,136	1,623
Freight System Planning	1,095	31	505	215	372	319
Highway Construction Management Oversight - CE	47,392	43,808	48,996	52,102	41,082	38,015
Intercity Passenger Rail Improvement	2,089	1,428	1,041	746	594	363
Light and Commuter Rail	-	-	1,520	392	1,150	507
Municipal State Aid Highway	194,378	192,989	201,317	197,624	212,777	236,652
Plan Highway System	25,053	22,678	31,564	21,250	33,328	24,549
Port Improvements	2,078	230	1,496	1,359	2,600	700
Radio Towers and Communications	14,411	12,748	14,155	13,941	14,197	14,774
Rail Safety	14,974	4,998	9,606	6,450	10,485	16,224
Research and Development	12,842	11,646	15,457	14,313	17,579	14,584
Road and Roadside Maintenance*	57,380	61,116	60,763	72,211	55,735	60,091
Snow and Ice	70,132	73,147	84,033	104,437	76,208	86,572
State Road Construction	1,180,545	1,120,670	1,084,043	1,138,578	1,189,776	1,141,921
Traffic Operations and Maintenance	39,568	41,715	45,854	51,579	43,104	47,504
Transit Planning and Grants	128,604	154,064	148,666	159,839	233,595	205,343
Trunk Highway Debt Service	224,131	211,412	233,228	215,306	236,439	210,224
Direct	3,522,693	3,077,147	3,438,233	3,350,560	3,917,210	3,458,562
Agency Overhead	418,077	336,849	371,281	403,756	448,714	380,591
Total	3,940,770	3,413,995	3,809,513	3,754,316	4,365,924	3,839,153

*Starting in FY18, Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance. This table combines the totals listed separately in FY17 and FY18 Major Highway Project report for Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance into the category Road and Roadside Maintenance.

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Note: Upon continued products and services maturity, beginning in FY15 fleet and inventory costs were included in Direct Expenses. Fleet and inventory (including salt/sand purchases) totaled $69M in FY 18, $113M in FY 19 and $78M in FY 20

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment and statewide indirect costs. These specific items totaled $16,747 in FY 18, $16,497 in FY 19 and $15.886 in FY 20

Division Summary

Division Summary	Chief Counsel Division		Chief Financial Officer		Chief of Staff Division		Commissioners Office		Engineering Services		Modal Planning & Program Management Division		Operations		State Aid for Local Transportation		Workforce Agency Services	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	0	0	0	0	0	0	0	0	0	0	302,468	76,396	0	0	0	0	0	0
Aviation Safety Operation and Regulation	0	0	0	0	0	0	0	0	0	0	5,783	4,873	0	0	0	0	0	0
Bicycle and Pedestrian Planning and Grants	0	0	0	0	0	0	0	0	0	0	6,510	3,159	0	0	0	0	0	0
Bridges and Structures Inspection, Maintenance	0	0	0	0	0	0	0	0	1,807	1,806	0	0	10,252	10,783	0	0	14	23
Commercial Truck and Bus Safety	0	0	0	0	0	0	0	0	0	0	4,251	3,331	0	0	0	0	0	0
County State Aid Highway	0	0	0	0	0	0	0	0	0	0	0	0	20,000	4,661	1,186,109	1,070,978	0	0
Develop Highway Improvement Projects - PE	0	0	1	6	1,557	1,353	0	0	30,685	24,824	5,411	1,351	61,708	66,412	0	0	885	934
External Partner Support	167	158	834	32	0	0	0	0	21,493	31,718	1,996	1,523	76,797	46,127	7,202	7,920	125	228
Freight Rail Improvements	0	0	0	0	0	0	0	0	0	0	2,136	1,618	0	5	0	0	0	0
Freight System Planning	0	0	0	0	0	0	0	0	0	0	372	319	0	0	0	0	0	0
Highway Construction Management Oversight - CE	0	0	0	0	857	828	0	0	7,536	6,707	3,371	530	28,948	29,366	0	0	370	584
Intercity Passenger Rail Improvement	0	0	0	0	0	0	0	0	0	0	594	363	0	0	0	0	0	0
Light and Commuter Rail	0	0	0	0	0	0	0	0	0	0	1,150	507	0	0	0	0	0	0
Municipal State Aid Highway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212,777	236,652	0	0
Plan Highway System	0	0	1,439	1,715	1,269	832	0	0	1,935	1,533	21,028	13,695	7,610	6,770	0	0	47	4
Port Improvements	0	0	0	0	0	0	0	0	0	0	2,600	700	0	0	0	0	0	0
Radio Towers and Communications	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,197	14,774	0	0
Rail Safety	0	0	0	0	0	0	0	0	0	0	10,485	6,038	0	0	0	10,186	0	0
Research and Development	0	0	0	0	0	0	0	0	3,075	1,786	12,330	10,304	2,153	2,469	0	0	21	25
Road and Roadside Maintenance	0	0	0	0	0	0	0	0	639	638	0	0	55,092	59,449	0	0	4	4
Snow and Ice	0	0	0	0	0	0	0	0	2	0	0	0	76,207	86,571	0	0	0	0
State Road Construction	0	0	0	0	0	0	0	0	3,210	1,841	71,156	38,839	1,115,409	1,101,241	0	0	0	0
Traffic Operation and Maintenance	0	0	0	0	0	0	0	0	437	84	445	260	42,199	47,136	0	0	23	24
Transit Planning and Grants	0	0	0	0	0	0	0	0	0	0	233,595	205,343	0	0	0	0	0	0
Trunk Highway Debt Service	0	0	2,500	403	0	0	0	0	0	0	233,939	209,821	0	0	0	0	0	0
Direct	167	158	4,774	2,156	3,683	3,013	0	0	70,819	70,938	919,619	578,970	1,496,375	1,460,991	1,420,285	1,340,510	1,489	1,826
Agency Overhead	5,813	5,648	141,230	49,768	7,297	5,731	2,451	2,388	33,229	36,475	16,342	13,674	207,671	233,895	10,091	6,341	24,589	26,670
Total	5,980	5,806	146,004	51,924	10,980	8,744	2,451	2,388	104,048	107,413	935,961	592,645	1,704,047	1,694,886	1,430,376	1,346,852	26,077	28,496

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Offices and Districts by Division

Chief Counsel Division	Chief Counsel		Total	
Products and Services	Budget	Spent	Budget	Spent
External Partner Support	167	158	167	158
Agency Overhead	5,813	5,648	5,813	5,648
Total	5,980	5,806	5,980	5,806

Chief Financial Officer Division	Corporate Accounts and Risk Reserve		Financial Management		Technology Investment Management		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects - PE	0	0	1	6	0	0	1	6
External Partner Support	0	0	834	32	0	0	834	32
Plan Highway System	0	0	1,439	1,715	0	0	1,439	1,715
Trunk Highway Debt Service	2,500	403	0	0	0	0	2,500	403
Direct	2,500	403	2,274	1,753	0	0	4,774	2,156
Agency Overhead	106,989	15,886	9,348	9,452	24,894	24,430	141,230	49,768
Total	109,489	16,289	11,622	11,205	24,894	24,430	146,004	51,924

Commissioner's Office Division	Commissioner's Staff		Government Affairs		Tribal Affairs		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	952	1,203	1,499	528	0	656	2,451	2,388
Total	952	1,203	1,499	528	0	656	2,451	2,388

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Chief of Staff Division	Chief of Staff Administration		Civil Rights		Communications and Public Engagement		Equity & Diversity		Organizational Plan & Management		Public Engagement & Constituent Services		Sustainability & Public Health		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects - PE	0	0	1,557	1,147	0	0	0	0	0	0	0	0	0	206	1,557	1,353
External Partner Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway Construction Management Oversight - CE	0	0	857	828	0	0	0	0	0	0	0	0	0	0	857	828
Plan Highway System	0	0	1,269	832	0	0	0	0	0	0	0	0	0	0	1,269	832
Direct	0	0	3683	2807	0	0	0	0	0	0	0	0	0	206	3683	3013
Agency Overhead	372	270	2090	1191	1369	1373	1103	1104	954	455	1409	1194	0	144	7297	5731
Total	372	270	5772	3998	1369	1373	1103	1104	954	455	1409	1194	0	351	10980	8744

Engineering Services Division Summary	Bridges		Construction & Innovative Contracting		Engineering Services Administration		Environmental Stewardship		Land Management		Materials & Road Research		Project Management & Technical Support		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance	1,124	1,121	0	0	683	685	0	0	0	0	0	0	0	0	1,807	1,806
Develop Highway Improvement Projects - PE	4,230	5,536	178	262	6,751	3,998	2,563	2,288	10,163	6,822	2,788	2,497	4,011	3,422	30,685	24,824
External Partner Support	18,969	29,571	24	84	0	0	460	278	111	123	1,929	1,663	0	0	21,493	31,718
Highway Construction Management Oversight - CE	1,323	508	1,140	1,244	558	1,026	158	195	279	217	3,237	2,625	841	892	7,536	6,707
Plan Highway System	289	188	0	0	1,197	976	402	346	0	0	28	9	20	13	1,935	1,533
Research and Development	105	142	0	0	472	227	137	112	0	0	2,356	1,295	5	10	3,075	1,786
Road and Roadside Maintenance	15	6	0	0	36	0	362	188	226	444	0	0	0	0	639	638
Snow and Ice	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
State Road Construction	1,000	0	0	0	0	0	115	91	470	470	520	515	1,105	765	3,210	1,841
Traffic Operations and Maintenance	19	19	0	0	416	64	1	1	0	0	0	0	0	0	437	84
Direct	27,074	37,091	1,342	1,589	10,115	6,977	4,199	3,499	11,249	8,077	10,857	8,604	5,983	5,101	70,819	70,938
Agency Overhead	4,713	4,711	1,774	1,269	9,692	12,435	3,034	3,752	5,394	4,973	5,680	5,394	2,942	3,941	33,229	36,475
Total	31,787	41,802	3,116	2,858	19,807	19,411	7,234	7,251	16,642	13,050	16,537	13,998	8,925	9,042	104,048	107,413

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding

Modal Planning & Program Management Division	Aeronautics		Freight & Commercial Vehicle Operations		Passenger Rail		Transit and Active Transportation		Transportation System Management		Modal Planning & Program Management Division Administration		Research and Innovation		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	302,468	76,396	0	0	0	0	0	0	0	0	0	0	0	0	302,468	76,396
Aviation Safety Operation and Regulation	5,783	4,873	0	0	0	0	0	0	0	0	0	0	0	0	5,783	4,873
Bicycle and Pedestrian Planning and Grants	0	0	0	0	0	0	6,510	3,159	0	0	0	0	0	0	6,510	3,159
Commercial Truck and Bus Safety	0	0	4,251	3,331	0	0	0	0	0	0	0	0	0	0	4,251	3,331
Develop Highway Improvement Projects - PE	0	0	0	0	0	0	0	0	3,794	555	1,617	796	0	0	5,411	1,351
External Partner Support	0	0	1,250	1,119	12	7	24	24	490	220	0	0	220	152	1,996	1,523
Freight Rail Improvements	0	0	2,136	1,618	0	0	0	0	0	0	0	0	0	0	2,136	1,618
Freight System Planning	0	0	372	319	0	0	0	0	0	0	0	0	0	0	372	319
Highway Construction Management Oversight - CE	0	0	0	0	0	0	0	0	3,371	530	0	0	0	0	3,371	530
Intercity Passenger Rail Improvement	0	0	0	0	594	363	0	0	0	0	0	0	0	0	594	363
Light and Commuter Rail	0	0	0	0	0	0	1,150	507	0	0	0	0	0	0	1,150	507
Plan Highway System	0	0	0	0	0	0	0	-1	20,505	13,217	101	54	422	424	21,028	13,695
Port Improvements	0	0	2,600	700	0	0	0	0	0	0	0	0	0	0	2,600	700
Rail Safety	0	0	10,485	6,038	0	0	0	0	0	0	0	0	0	0	10,485	6,038
Research and Development	0	0	0	0	0	0	0	0	0	0	0	0	12,330	10,304	12,330	10,304
State Road Construction	0	0	0	0	0	0	0	0	71,156	38,839	0	0	0	0	71,156	38,839
Traffic Operations and Maintenance	0	0	0	0	0	0	0	0	445	260	0	0	0	0	445	260
Transit Planning and Grants	0	0	0	0	0	0	233,595	205,343	0	0	0	0	0	0	233,595	205,343
Trunk Highway Debt Service	0	0	0	0	0	0	0	0	233,939	209,821	0	0	0	0	233,939	209,821
Direct	308,250	81,269	21,095	13,125	605	370	241,279	209,032	333,700	263,443	1,718	850	12,971	10,881	919,619	578,970
Agency Overhead	3,486	2,737	4,740	4,048	68	48	1,384	1,315	3,129	2,840	2,811	2,006	724	679	16,342	13,674
Total	311,737	84,006	25,835	17,173	673	418	242,663	210,348	336,829	266,283	4,529	2,856	13,696	11,560	935,961	592,645

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Operations Division	District 1		District 2		District 3		District 4		District 6		District 7		District 8		Metro District	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges& Structures Inspection and Maintenance	1,270	841	655	578	780	851	357	415	1,666	2,178	858	876	740	668	3,910	4,372
County State Aid Highway	656	126	1,090	50	610	675	559	267	19	0	26	0	75	76	16,966	3,467
Develop Highway Improvement Projects - PE	11,155	11,539	2,548	3,271	9,361	6,958	2,482	3,058	5,589	8,027	2,809	2,210	4,744	7,373	20,886	21,531
External Partner Support	4,720	167	5,700	8,690	476	711	270	488	8,437	9,319	109	230	165	194	56,606	25,956
Freight Rail Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hwy Construction Management Oversight - CE	4,449	4,233	1,050	1,336	2,776	2,967	1,354	851	3,743	5,476	2,728	2,085	1,867	1,603	10,270	10,471
Plan Highway System	242	439	331	373	267	344	209	179	307	313	223	287	290	296	2,757	1,671
Research and Development	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
Road and Roadside Maintenance	6,142	5,802	3,978	4,206	6,281	7,041	3,768	4,820	6,098	6,637	5,510	6,634	2,734	3,100	15,434	16,207
Snow and Ice	9,306	11,142	5,890	6,667	9,452	10,069	6,853	7,355	10,389	11,054	7,981	8,772	5,181	6,247	21,142	22,364
State Road Construction	147,178	109,861	51,314	47,226	195,812	182,121	31,724	45,576	101,763	126,844	103,611	99,365	65,883	92,713	416,672	397,086
Traffic Operations and Maintenance	2,303	1,983	862	836	2,354	2,680	1,489	1,730	2,591	3,166	1,219	1,597	924	767	16,042	18,908
Direct	187,421	146,132	73,418	73,233	228,170	214,419	49,064	64,741	140,603	173,013	125,072	122,055	82,602	113,037	580,684	522,039
Agency Overhead	14,455	18,286	10,670	11,813	15,861	17,848	12,260	13,772	16,918	19,131	12,097	15,449	9,794	11,277	57,850	64,310
Total	201,876	164,418	84,088	85,045	244,031	232,268	61,324	78,513	157,521	192,145	137,169	137,504	92,396	124,314	638,534	586,349

Operations Division (continued)	Maintenance		Traffic Engineering		Operations Division Administration		CAV-X		Electrical Services Section		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection and Maintenance	0	0	15	4	0	0	0	0	0	0	10,252	10,783
County State Aid Highway	0	0	0	0	0	0	0	0	0	0	20,000	4,661
Develop Highway Improvement Projects - PE	0	0	1,688	1,981	331	435	97	19	18	9	61,708	66,412
External Partner Support	0	0	86	74	130	144	0	9	97	145	76,797	46,127
Freight Rail Improvements	0	0	0	0	0	0	0	0	0	0	0	5
Hwy Construction Management Oversight - CE	0	0	169	124	61	22	321	59	161	139	28,948	29,366
Plan Highway System	0	0	2,984	1,652	0	0	0	1,217	0	0	7,610	6,770
Research and Development	0	0	895	372	0	0	1,255	2,095	0	0	2,153	2,469
Road and Roadside Maintenance	5,148	5,001	0	1	0	0	0	0	0	0	55,092	59,449
Snow and Ice	7	2,882	0	0	0	1	0	0	8	18	76,207	86,571
State Road Construction	100	26	1,100	104	240	318	12	0	0	0	1,115,409	1,101,241
Traffic Operations and Maintenance	9,399	9,629	512	457	0	0	0	0	4,506	5,382	42,199	47,136
Direct	14,654	17,538	7,450	4,768	762	921	1,685	3,401	4,790	5,694	1,496,375	1,460,991
Agency Overhead	51,028	54,373	1,895	2,313	3,124	2,909	166	548	1,553	1,866	207,671	233,895
Total	65,682	71,911	9,345	7,081	3,887	3,830	1,851	3,948	6,343	7,560	1,704,047	1,694,886

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

State Aid Division	State Aid for Local Transportation		Statewide Radio Communications		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
County State Aid Highway	1,186,109	1,070,978	0	0	1,186,109	1,070,978
External Partner Support	800	452	6,402	7,468	7,202	7,920
Municipal State Aid Highway	212,777	236,652	0	0	212,777	236,652
Radio Towers and Communications	0	0	14,197	14,774	14,197	14,774
Rail Safety	0	10,186	0	0	0	10,186
Direct	1,399,686	1,318,269	20,599	22,242	1,420,285	1,340,510
Agency Overhead	6,676	3,123	3,416	3,219	10,091	6,341
Total	1,406,362	1,321,391	24,014	25,460	1,430,376	1,346,852

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Workforce and Agency Services Division	Administration		Audit		Human Resources		Workforce and Agency Services Administration		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent				
Bridges & Structures Inspection and Maintenance	0	0	0	0	14	23	0	0	14	23
Develop Highway Improvement Projects - PE	0	0	0	0	885	934	0	0	885	934
External Partner Support	120	120	0	0	5	108	0	0	125	228
Hwy Construction Management Oversight - CE	0	0	0	0	370	584	0	0	370	584
Plan Highway System	0	0	0	0	47	4	0	0	47	4
Research and Development	0	0	0	0	21	25	0	0	21	25
Road and Roadside Maintenance	0	0	0	0	4	4	0	0	4	4
Traffic Operations and Maintenance	0	0	0	0	23	24	0	0	23	24
Direct	120	120	0	0	1,369	1,706	0	0	1,489	1,826
Agency Overhead	13,934	16,304	2,005	2,062	7,656	7,658	993	645	24,589	26,670
Total	14,054	16,424	2,005	2,062	9,025	9,364	993	645	26,077	28,496

Note: The dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding.

Productivity Measures

Introduction

Since the 1990s, MnDOT has used the traditional performance measures of product and service delivery effectiveness. The department also uses productivity measures to help evaluate how efficiently MnDOT's products and services are delivered.

Background

The productivity measures help identify, create, examine and document current levels of productivity within MnDOT for its core products and services. The measurements are aimed at complying with the requirement to annually report measures of MnDOT productivity for the previous fiscal year.

The report includes the following measures:

- Bridge inspection: cost per square foot of deck area
- Bridge maintenance: cost per square foot of deck area
- Pavement: cost per roadway mile-year added
- Snow and ice: cost per plow mile driven
- Pavement markings: cost per mile striped
- Transit: MnDOT administrative cost per public transit passenger trip in Greater Minnesota
- Freight: MnDOT administrative cost per oversize/overweight permit issued
- Program planning and delivery to construction expenditure ratio

These areas represent a subset of MnDOT's products and services.

Purpose and scope

The productivity measures contained in this report were identified and developed by each respective operational area. The data is repeatable, verifiable and auditable. Measures of productivity should be viewed in the context of MnDOT's mission to deliver a safe and reliable multi-modal transportation system for Minnesotans. While measures of effectiveness are not included in this report, they can be found on MnDOT's Performance Measures Dashboard.

Costs are presented in inflation adjusted and unadjusted terms. The base year for inflation adjusted data is the year the most current data is available. In this report, that ranges from 2018 – 2020. Inflation factors were selected for each measure based upon the nature of the work performed and the expenses incurred. For measures where the bulk of costs are labor related, a 2.5 percent inflation factor is used based on historic MnDOT labor inflation rates. For measures where the bulk of costs are maintenance related, a 3 percent inflation factor is used based on average inflation in MnDOT's maintenance and operations commodities and labor over the last decade.

For the pavement measure, actual values are used from MnDOT's pavement surfacing index. The surfacing index has been volatile, but increased an average of 2 percent per year from 2007-2018, the analysis period for this measure. For the program planning and delivery to construction expenditure ratio, two different inflation factors were applied. For the program planning and delivery side of the ratio, the 2.5 percent labor inflation factor is applied since those expenditures are primarily labor. For the construction expenditure side of the ratio, actual MnDOT construction cost index values are used. This index has been volatile, but increased an average of 5 percent per year from 2012-2020, the analysis period for this measure.

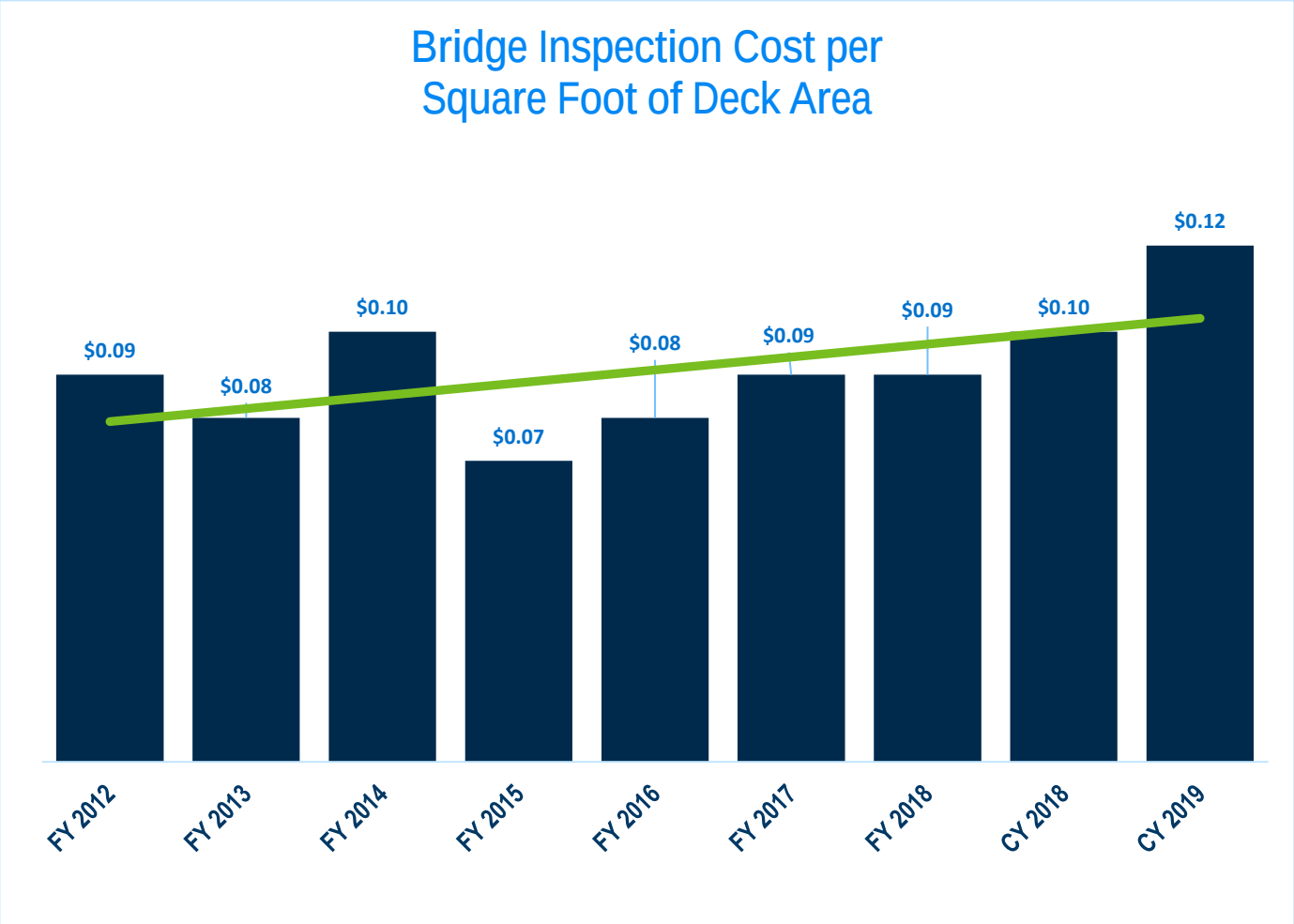
Bridges: Inspection Cost per Square Foot of Deck Area

Routine and fracture critical bridge safety inspections play key roles in maintaining a safe transportation system, ensuring the structural integrity of bridges and keeping MnDOT in compliance with state and federal laws. Bridge safety inspections also provide the condition assessment data that supports MnDOT investment decisions regarding bridge repair, rehabilitation and replacement.

Measure definition

The bridge inspection productivity measure tracks dollars spent on routine and fracture critical bridge inspections (labor and equipment costs) against the total deck area of bridges inspected to calculate the average inspection cost per square foot. Note that these average inspection costs are not necessarily directly proportional to the square footage of a particular bridge. Many factors affect inspection costs such as bridge design type complexity, access, traffic-control requirements, equipment requirements and the bridge's level of deterioration.

Figure 2: State Fiscal Year 2012- Calendar Year 2019 Bridge Inspection Cost per Sq. Ft. of Deck Area



Data prior to fiscal year 2012 is not included due to previous cost accounting practices and software limitations. Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

Results and analysis

The cost per square foot for bridge inspections have ranged between $0.07 and $0.12 from 2012 to 2019. The trend is slightly increasing over the nine periods in the analysis. Changes to the National Bridge Inspection Standards in 2016 intensified inspection and documentation requirements thereby increasing inspection costs. In the past year (2019), some districts have added more inspection staff to help gather better information and meet frequency requirements, resulting in higher expenditures for bridge inspections.

Table 6: Inflation-adjusted bridge inspection cost per square foot of deck area

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019
Bridge inspection expenses ($1,000)	2,222	2,409	2,382	2,217	2,426	2,583	2,837	2,904	$3,585
Sq. ft. of bridge deck inspected (1,000s)	25,752	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252
Cost per sq. ft. of inspection	$0.09	$0.08	$0.10	$0.07	$0.08	$0.09	$0.09	$0.10	$0.12

Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Bridge inspection numbers are as reported in October following the end of fiscal year. Starting with calendar year 2018, bridge inspection numbers are reported in calendar years.

Table 7: Actual (unadjusted) bridge inspection cost per square foot of deck area

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019
Bridge inspection expenses ($1,000)	$1,846	$2,052	$2,079	$1,984	$2,225	$2,428	$2,734	$2,833	$3,585
Sq. ft. of bridge deck inspected (1,000s)	25,752	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252
Cost per sq. ft. of inspection	$0.07	$0.07	$0.08	$0.06	$0.07	$0.08	$0.09	$0.10	$0.12

Note: Numbers within the table are not adjusted for inflation. Bridge inspection numbers are as reported in October following the end of each fiscal year. Starting with calendar year 2018, bridge inspection numbers are reported in calendar years.

Major influencing factors

Primary factors that influence this measure include changes to:

- Inspection intensity and FHWA documentation requirements – changes implemented in 2016 described below.
- Age of infrastructure and condition of the structure, resulting in more deterioration to monitor and increased inspection times.
- Size and complexity of bridges - trends toward certain new and reconstructed bridges as complex bridges also add inspection time and create access issues.
- Increases in traffic control requirements and the cost of equipment and materials.
- Increased emphasis on having more accurate and consistent bridge data for future condition prediction modelling.

Also, since 2012, a possible factor influencing MnDOT time and effort on bridge inspections is the National Bridge Inspection Oversight Program established by FHWA in 2011. This program evaluates state bridge inspection programs for compliance annually using 23 metrics. These metrics were put in place to ensure consistency among states' programs and to ensure bridges are safe, reduce liability for bridge owners and increase public confidence. This program resulted in more administrative costs to the states and has possibly impacted the amount of time

spent reporting bridge inspection information. Because of the numerous contributing factors, the cost per square foot for bridge inspections is not necessarily directly proportional to the bridge deck area.

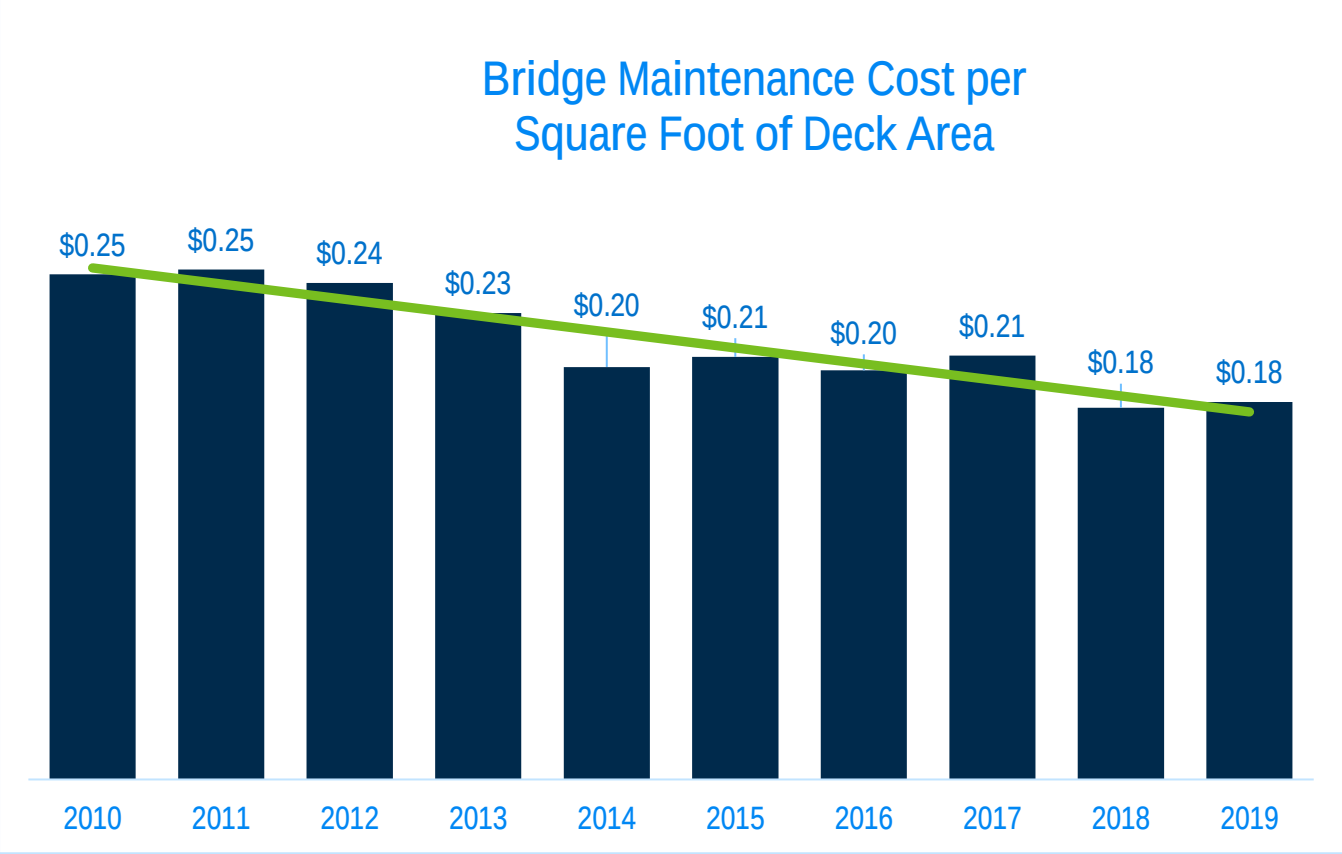
Bridges: Maintenance Cost per Square Foot of Deck Area

Bridge preservation keeps bridges in sound condition and slows their deterioration through preventive and reactive maintenance. Preventive maintenance includes routine maintenance activities performed on a cyclical basis and periodic minor repairs. Reactive maintenance includes those activities scheduled in response to an identified condition that may compromise ride, public safety or bridge structural function. Preventive maintenance on newer bridges is cost effective and will keep them in good condition longer. Reactive maintenance, when needed, will delay the need for extensive rehabilitation or replacement.

Measure definition

The bridge maintenance productivity measure compares dollars spent on preventive and reactive maintenance (labor, equipment and material costs) against the total deck area of Minnesota's trunk highway bridges (does not include culverts) to calculate the average cost per square foot of deck area maintained. Note that these average maintenance costs are not necessarily directly proportional to the square footage of a particular bridge. Many factors affect maintenance costs such as bridge design type and complexity, access, traffic-control requirements, scope of work, equipment requirements and the bridge's level of deterioration.

Figure 3: Calendar Year 2010-2019 Bridge Maintenance Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Over the last decade, between $0.18 and $0.25 per square foot of deck area was spent on average to perform preventive and reactive maintenance adjusting for inflation. The overall trend is a decline in cost per square foot. As a reference, it costs an average of $150 per square foot to construct a new bridge.

With additional funding MnDOT can address medium and low priority reactive maintenance needs that might otherwise wait. Consequently, higher costs per square foot in one year help prevent more urgent and costly repairs in the future. As the bridge system ages, maintenance costs per square foot may trend upwards as the amount of reactive maintenance required is expected to increase.

Table 8: Inflation-adjusted bridge maintenance cost per square foot of deck area

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Preventive Maintenance Expenditures ($1,000)	$4,104	$4,677	$3,269	$2,958	$3,296	$3,381	$3,368	$3,856	$3,661	$3,836
Reactive Maintenance Expenditures ($1,000)	$7,128	$6,663	$7,780	$7,509	$6,332	$6,517	$6,136	$6,039	$5,044	$5,102
Total Maintenance (3% inflation)	$11,231	$11,340	$11,049	$10,467	$9,628	$9,898	$9,503	$9,895	$8,705	$8,938
Total Bridge Deck sq. ft. (1,000)	45,749	45,761	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703
Maintenance Cost per sq. ft.	$0.25	$0.25	$0.24	$0.23	$0.20	$0.21	$0.20	$0.21	$0.18	$0.18

Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Table 9: Actual (unadjusted) bridge maintenance costs

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Preventive Maintenance Expenditures ($1,000)	$3,145	$3,692	$2,658	$2,477	$2,843	$3,004	$3,082	$3,635	$3,554	$3,836
Reactive Maintenance Expenditures ($1,000)	$5,463	$5,260	$6,326	$6,289	$5,462	$5,790	$5,615	$5,692	$4,897	$5,102
Total Maintenance	$8,608	$8,952	$8,984	$8,766	$8,305	$8,794	$8,697	$9,327	$8,451	$8,938
Total Bridge Deck sq. ft. (1,000)	45,749	45,761	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703
Maintenance Cost per sq. ft.	$0.19	$0.20	$0.20	$0.19	$0.17	$0.18	$0.18	$0.19	$0.18	$0.18

Note: Costs were not adjusted for inflation

Major influencing factors

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

Other factors that influence this measure include bridge design type and complexity, traffic control requirements, access and equipment requirements. Because of the numerous contributing factors, the cost per square foot for bridge maintenance is not necessarily directly proportional to the bridge deck area. These costs are very high and are appropriate for monitoring the overall trend.

This report includes only the costs associated with MnDOT-performed preventive and reactive maintenance activities. MnDOT generally self-performs the majority of bridge preservation activities, but future reporting efforts may include contract maintenance work.

Pavement: Cost per roadway mile-year added

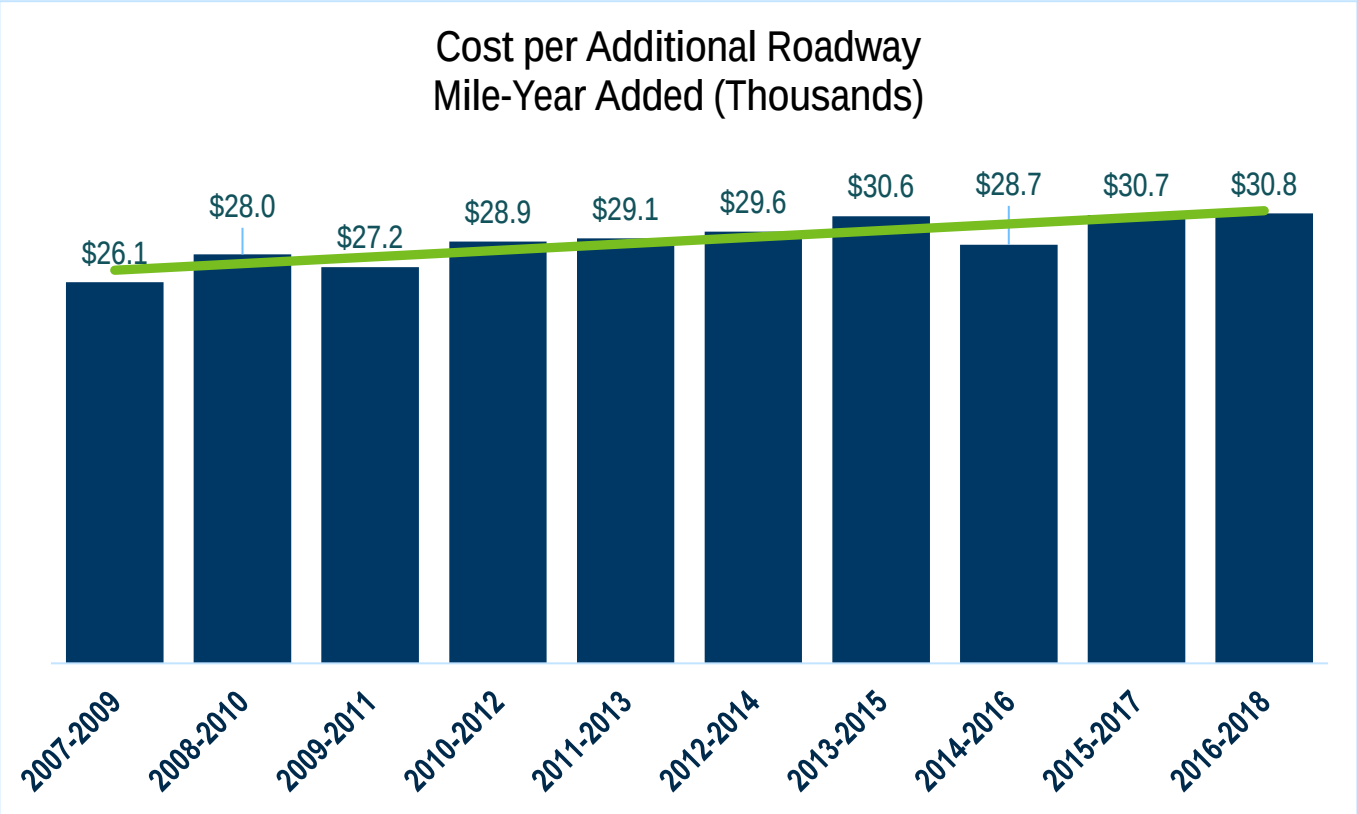
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. MnDOT performs a variety of rehabilitation activities that extend the remaining service life of roadways. Remaining service life is the time in years until the roughness of a pavement section is predicted to reach the point where travelers feel the road is rough. A roadway with zero years of service life remaining can still be driven on, but it has reached the point when some sort of rehabilitation is warranted.

Measure definition

The pavement productivity measure compares MnDOT's estimated pavement preservation investments against the number of mile-years it adds to Minnesota's trunk highway system for MnDOT's contracted work. Mile-years is defined as the number of miles of roadway that receive treatment in a given year multiplied by the design life (in years) of that treatment. For example, one mile of roadway that receives a fix expected to last 10 years would be calculated as 10 mile-years.

The investment numbers represent MnDOT's contracted work for the following program categories: reconstruction, recondition, resurfacing and road repair. Work performed by MnDOT labor, such as patching pot holes, is not included. A three-year rolling average is used to smooth financial data that is in fiscal years and condition data that is in calendar years. Additionally, any improvement in condition is captured the year after the investment is made.

Figure 4: Three-year Rolling Average 2007-2018 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2018 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 2 percent per year between 2007 and 2018.

Rehabilitation activities that extend service life will add a considerable number of years to the remaining service life of a pavement but are typically more costly. Less expensive, short-term fixes may increase the pavement smoothness in the near term, but will not add many additional years of remaining service life. This measure provides a way of looking at the makeup of the pavement program. A good balance of long and short term fixes is desired. When budgets are tight, the program will trend toward increased miles of low cost and short life fixes to keep the system in serviceable condition. As funds increase, a greater number of the higher cost, long life fixes can be part of the program.

Results and analysis

The results through 2018 (the most recent year of data available) show the trend in cost per roadway mile-year added is slightly increasing over time. The increasing trend might be related to more items being included in pavement jobs than in previous decades such as culverts, ADA improvements, trails and shoulder improvements for bicyclists. It should be noted that this measure only includes an analysis of the contracted work that was performed. It does not suggest whether the overall investment in the system is adequate. One must look at the condition of the system, and projected condition based on programmed investment to see how the system condition is changing over time.

Table 10: Inflation-adjusted cost per roadway mile-year added

3-year averages	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018
Pavement Preservation spending (millions)	$310.4	$358.1	$401.6	$430.2	$479.8	$474.3	$424.6	$349.7	$356.3	$364.7
Mile-Years added (1,000s)	11.9	12.8	14.8	14.9	16.5	16	13.9	12.2	11.6	11.8
Cost per roadway mile year added (1,000s)	$26.1	$28.0	$27.2	$28.9	$29.1	$29.6	$30.6	$28.7	$30.7	$30.8

Note: Costs were adjusted to 2018 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index, This index has been volatile but increased an average of 2 percent per year between 2007 and 2018.

Table 11: Actual (unadjusted) cost per roadway mile-year added

3-year averages	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018
Pavement Preservation spending (millions)	$258.3	$310.4	$350.8	$396.6	$462.8	$479.1	$439.4	$353.1	$345.1	$344.1
Mile-Years added (1,000s)	11.9	12.8	14.8	14.9	16.5	16	13.9	12.2	11.6	11.8
Cost per roadway mile year added (1,000s)	$21.7	$24.3	$23.7	$26.6	$28.1	$29.9	$31.7	$29.0	$29.8	$29.1

Note: Costs were not adjusted for inflation.

Major influencing factors

Inflation in construction costs is a major influencing factor for MnDOT's construction program. Pavement is especially affected by inflation since asphalt and concrete prices increased disproportionately compared to other construction activities and commodities in recent history.

In addition, many pavement projects are chosen for reasons that are not primarily related to pavement condition. The need to improve safety and/or mobility along a route often is a primary reason the project is selected. Although the pavement is repaired or replaced as part of the project, the cost of the project is higher, in some cases much higher, due to the non-pavement related work, such as culvert or underground drainage structure repairs. This makes it difficult to derive a good relationship between the number of years of life added and the dollar spent on pavement repairs. Some years, MnDOT's program has more of these types of projects than others, making it difficult to analyze yearly trends. Finally, as new materials and construction techniques are developed, the lives of the various fixes should increase, when compared to MnDOT's current methods. If the added cost of the new method provides a substantial increase in pavement life, it will be reflected in this measure.

Snow and Ice: Cost per Plow-Mile Driven

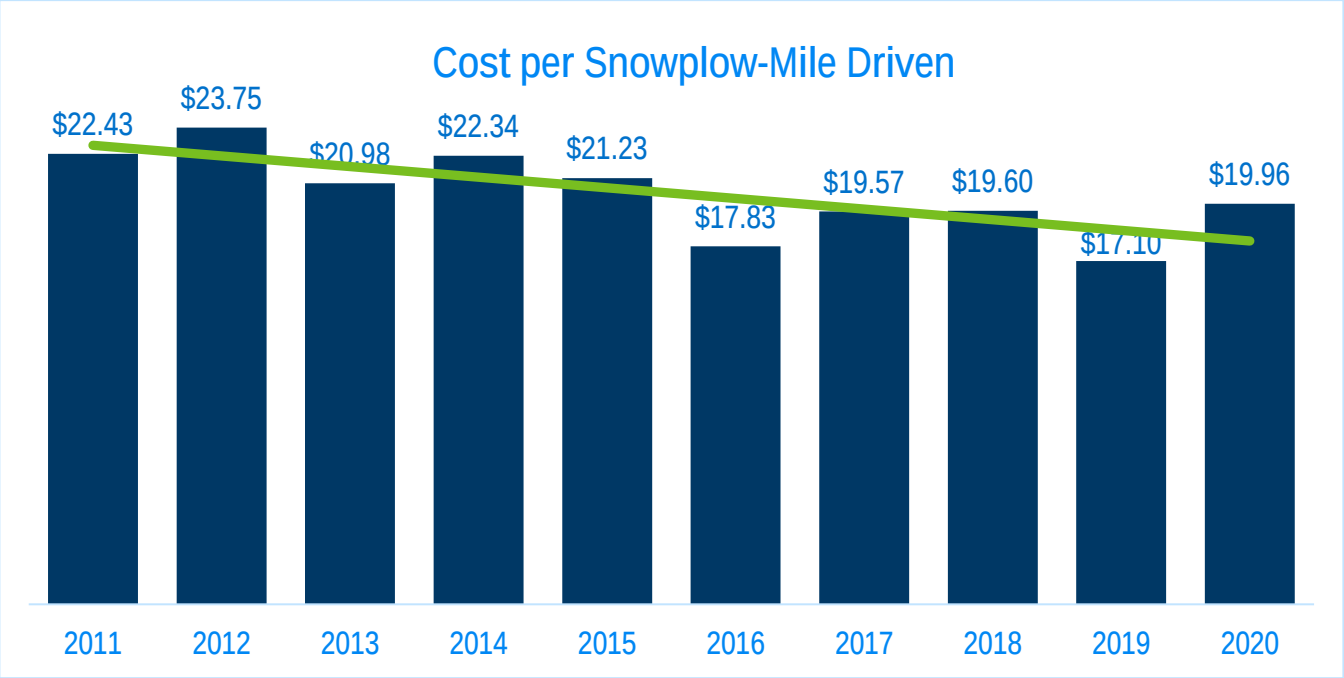
Fast and effective snow and ice control is critically important to Minnesotans' quality of life during the winter months. It preserves mobility, increases traveler safety, reduces damage to vehicles and limits the extent of weather-induced congestion.

The primary goal of MnDOT's snow and ice operations is the safety of Minnesota's traveling public. Citizens expect to carry out normal activities through most weather events and to have transportation facilities that safely accommodate travel shortly after an event is over. In addition, the snow and ice program works to prevent the accumulation of snow through snow fences and prevent the formation of ice through the application of anti-icing chemicals prior to a snow event.

Measure definition

The snow and ice productivity measure compares dollars spent on MnDOT's snow and ice program against the number of plow miles driven during the snow and ice season. The data includes miles driven to get to and from routes since those miles are required to deliver snow and ice operations.

Figure 5: State Fiscal Year 2011-2020 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2020 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

The chart above shows a downward trend over the last 10 years for the cost per plow-mile driven. Lower costs such as in SFY2016 and SFY2019 may be due to winters with less than average snowfall amounts.

Table 12: Inflation-adjusted cost per snowplow-mile driven

State Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Costs ($millions)	$139.9	$78.5	$138.1	$162.7	$101.9	$106.0	$106.0	$131.4	$136.7	$127.1
Plow Miles Driven (1000s)	6,235	3,306	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366
Cost per Mile	$22.43	$23.75	$20.98	$22.34	$21.23	$17.83	$19.57	$19.60	$17.10	$19.96

Note: Costs were adjusted to 2020 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Table 13: Actual (unadjusted) cost per snowplow-mile driven

State Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Costs ($millions)	$107.2	$62.0	$112.3	$136.2	$87.9	$94.2	$97.0	$123.9	$132.7	$127.1
Plow Miles Driven (1000s)	6,235	3,306	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366
Cost per Mile	$17.19	$18.75	$17.06	$18.71	$18.32	$15.84	$17.91	$18.48	$16.61	$19.96

Note: Numbers within the table were not adjusted for inflation.

Major influencing factors

Major factors that influence expenses are winter severity (number of events, precipitation totals, wind, etc.) and event timing (rush hour and weekend events). MnDOT is increasing efficiency by implementing innovative technologies and practices including tow plows, anti-icing, pre-wetting, de-icing, comprehensive snowplow operator training, snow fences and enhanced materials.

Pavement Markings: Cost per Mile Striped

Pavement markings perform an important function to reduce the risk of fatal and serious injury crashes and to manage, direct and control traffic. In some cases, they are used to supplement the regulations or warnings of other devices, such as traffic signs or signals. Sometimes, they are used alone and produce results that cannot be obtained by the use of any other device.

Measure definition

The pavement markings productivity measure compares dollars spent marking pavements on Minnesota's trunk highway system against the number of miles striped.

Figure 6: Calendar Year 2010-2019 Cost per Mile Striped

Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Striping cost per mile trends downward over the reporting period, although it fluctuates from year-to-year due to the influencing factors listed below.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total Striping Costs (1000s)	$8,901	$7,550	$9,549	$6,756	$7,298	$7,315	$7,521	$7,071	$5,590	$6,645
Miles Striped (1000s)	16.1	15.0	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3
Cost per mile	$553	$503	$572	$469	$483	$498	$505	$450	$396	$465

Note: Costs were adjusted to 2019 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Table 15: Actual (unadjusted) cost per mile striped

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total Striping Costs (1000s)	$6,822	$5,960	$7,764	$5,658	$6,295	$6,499	$6,883	$6,665	$5,427	$6,645
Miles Striped (1000s)	16.1	15	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3
Cost per mile	$424	$396	$466	$392	$417	$442	$462	$425	$385	$465

Note: Costs were not adjusted for inflation.

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 such as 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. Reductions in miles striped over the years are due to the extended life of markings, largely because of greater use of more durable materials and recessing.

Transit: Administrative Cost per Public Transit Passenger Trip in Greater Minnesota

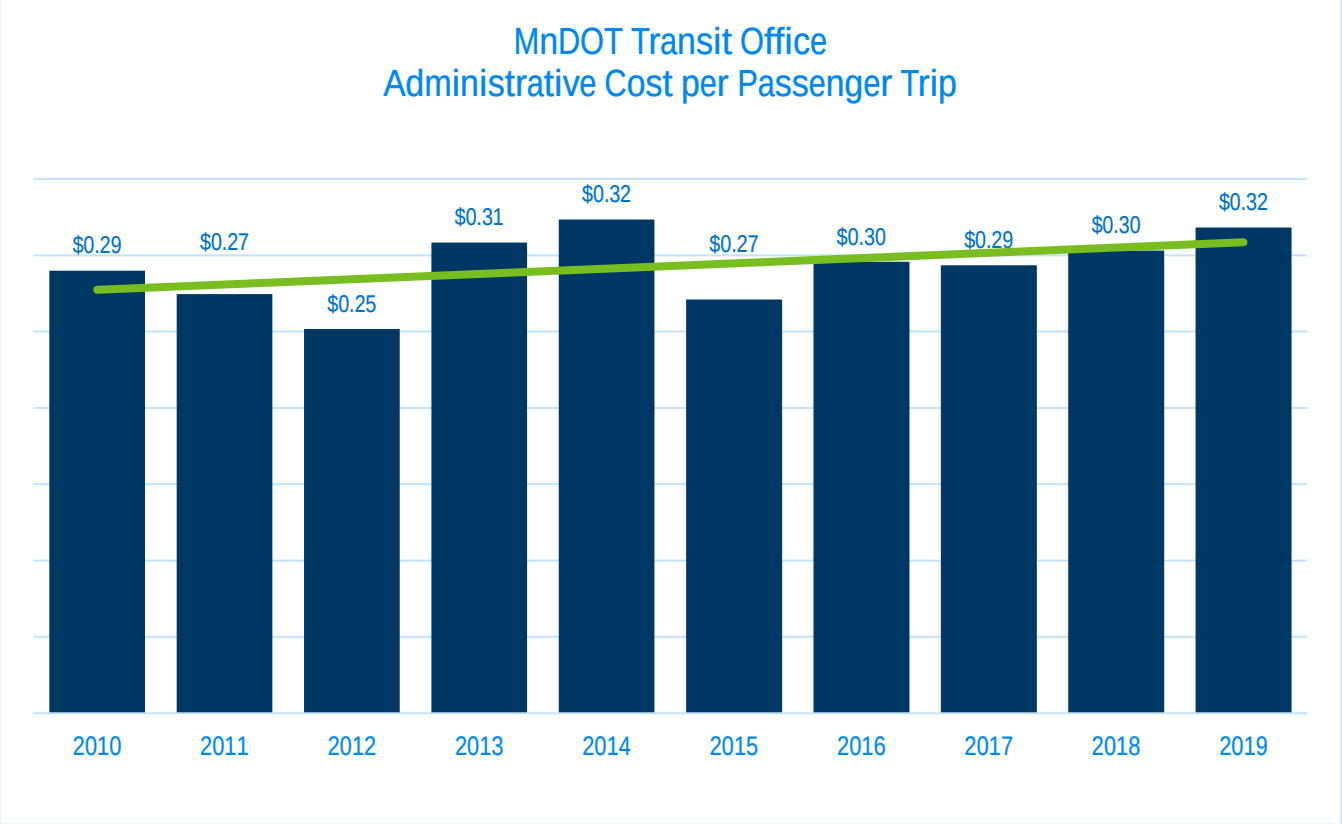
Transit connects people to jobs, family, schools, shopping, health care centers and sports and cultural events. These systems enhance the mobility of the elderly, low-income and persons with disabilities in communities across the state by providing a reliable transportation option. Transit is an alternative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

Greater Minnesota's 37 public transit systems are operated by local governments and non-profits. MnDOT supports these systems through planning, research, technical assistance and the management of state and federal transit grants for funding programs that administer capital and operational funding. MnDOT's Office of Transit and Active Transportation supports mobility services for seniors and individuals with disabilities statewide (Federal Transit Administration Section 5310 program), contributes to Northstar Commuter Rail, intercity bus operations and administers federal dollars for transit in the rural parts of the seven-county Twin Cities' metro area (e.g. Metro Transit's Transit Link).

Measure definition

The Greater Minnesota transit productivity measure compares administrative dollars spent by MnDOT's Office of Transit and Active Transportation to provide and oversee Greater Minnesota public transit grant agreements against the number of passenger trips provided by the 37 Greater Minnesota public transit providers. This measure does not include local, state and federal dollars granted directly to local transit providers nor does it include funding collected at the fare box. Additionally, the scope for this measure was changed starting in 2018. It does not include administrative costs and associated passenger trips for intercity bus or Northstar Commuter Rail service, Metro Transit – Transit Link, or for FTA Section 5310 providers as it did prior to 2018.

Figure 7: Calendar Year 2010-2019 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers

Results and analysis

The MnDOT Office of Transit and Active Transportation administrative cost per public passenger trip remained relatively flat over the period of analysis, with moderate fluctuations due to factors listed below.

Table 16: Inflation-adjusted MnDOT administrative cost per public transit passenger trip in Greater Minnesota

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Expenses ($1,000)	$3,703	$3,622	$3,366	$4,262	$4,476	$3,773	$4,011	$4,114	$3,596	$3,647
Greater MN Ridership (1,000's)	12,772	13,189	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468
Cost per Ride	$0.29	$0.27	$0.25	$0.31	$0.32	$0.27	$0.30	$0.29	$0.30	$0.32

Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

Table 17: Actual (unadjusted) MnDOT administrative cost per public transit passenger trip

Calendar Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Expenses ($1,000)	$2,965	$2,973	$2,832	$3,675	$3,956	$3,418	$3,725	$3,916	$3,508	$3,647
Greater MN Ridership (1,000's)	12,772	13,189	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468
Cost per Ride	$0.23	$0.23	$0.21	$0.27	$0.29	$0.25	$0.27	$0.28	$0.30	$0.32

Note: Costs were not adjusted for inflation. *Only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

Major influencing factors

Factors that cause fluctuations in MnDOT's administrative cost per passenger trip include regulatory changes such as the introduction of new grant programs necessitating educational outreach and more intensive oversight and increases and decreases in available funding. MnDOT's Office of Transit and Active Transportation is working to increase cooperation with local providers to improve service for the traveling public and to build transit providers' administrative capacity to comply with state and federal rules with minimal assistance from MnDOT transit staff.

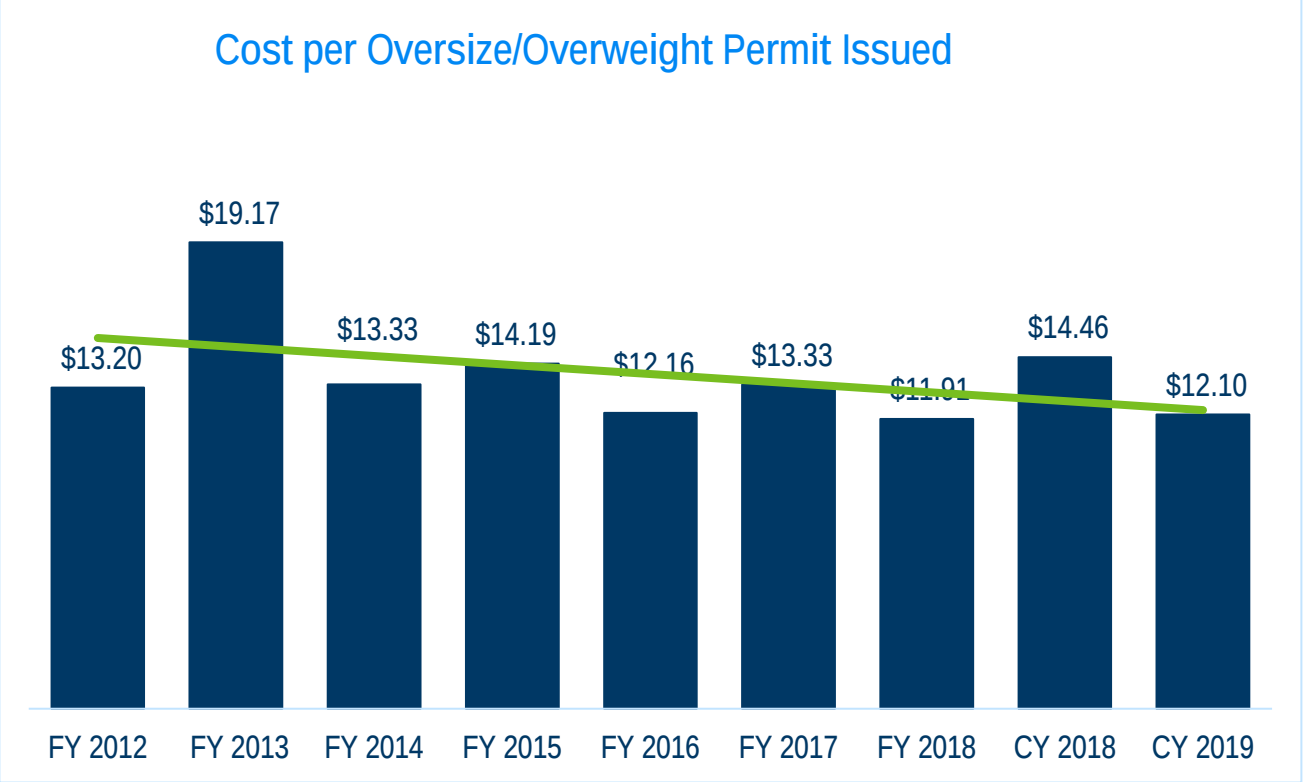
Freight: MnDOT Cost per Oversize/Overweight Permit Issued

Oversize/overweight permitting protects and preserves Minnesota's transportation infrastructure by directing oversized and/or overweight loads toward routes that can safely and efficiently accommodate them, minimizing damage to vulnerable infrastructure. The permitting process benefits freight haulers by helping them identify a compliant route before a truck departs. The permitting process also benefits the public by minimizing the costs of expensive repairs to infrastructure due to damage caused by bridge strikes or damage to pavement from overloading of a roadway or bridge. Applications are currently submitted online, in person, via e-mail or by U.S. mail. Simple applications are typically processed the same day with some online applications processed automatically. For applications requiring special handling due to especially large or heavy loads, the permitting unit conducts a more detailed review, coordinating with relevant engineering and district staff.

Measure definition

The oversize/overweight permit productivity measure tracks dollars spent processing permit requests and directly supporting that work against total permits issued each year. Note that the average cost per permit will differ significantly between simple permit and those that require special handling. Starting with this year, the oversize/overweight permit measure is reported in calendar years, so FY2018 and CY2018 are both included in the chart and data tables.

Figure 8: State Fiscal Year 2012-Calendar Year 2019 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

Results and analysis

The cost per oversize/overweight permit issued trended slightly downward over the last eight state fiscal years. Higher costs in SFY2013 and CY2018 were due to significant enhancements to the permitting software in those years. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

Table 18: Inflation-adjusted MnDOT administrative cost per oversize/overweight permit issued

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY2018	CY2019
Expenses ($1,000)	$1,175	$1,733	$1,196	$1,234	$1,011	$1,043	$927	$1,134	$977
Permits Issued	89,028	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,744
Cost per Permit	$13.20	$19.17	$13.33	$14.19	$12.16	$13.33	$11.91	$14.46	$12.10

Note: Costs were adjusted to 2019 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

Table 19: Actual (unadjusted) MnDOT administrative cost per oversize/overweight permit issued

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY2018	CY2019
Expenses ($1,000)	$977	$1,476	$1,044	$1,104	$927	$980	$894	$1,107	$977
Permits Issued	89,028	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,744
Cost per Permit	$10.97	$16.33	$11.64	$12.70	$11.16	$12.53	$11.48	$14.11	$12.10

Note: Costs were not adjusted for inflation.

Major influencing factors

Some factors that cause fluctuations in MnDOT's administrative cost per oversize/overweight permit issued include:

- total number of permit applications received
- volume of applications submitted by mail, fax or telephone versus through an online application
- development or purchase of technology that improves the application or route analysis process
- the mix of simple permit applications versus those requiring special handling
- availability of routes for oversized or overweight vehicles on Minnesota's trunk highway network

For loads big or heavy enough to require special handling, incremental increases to a load's size or weight can substantially increase the complexity of a permit.

Program Planning and Project Development to Construction Expenditure Ratio

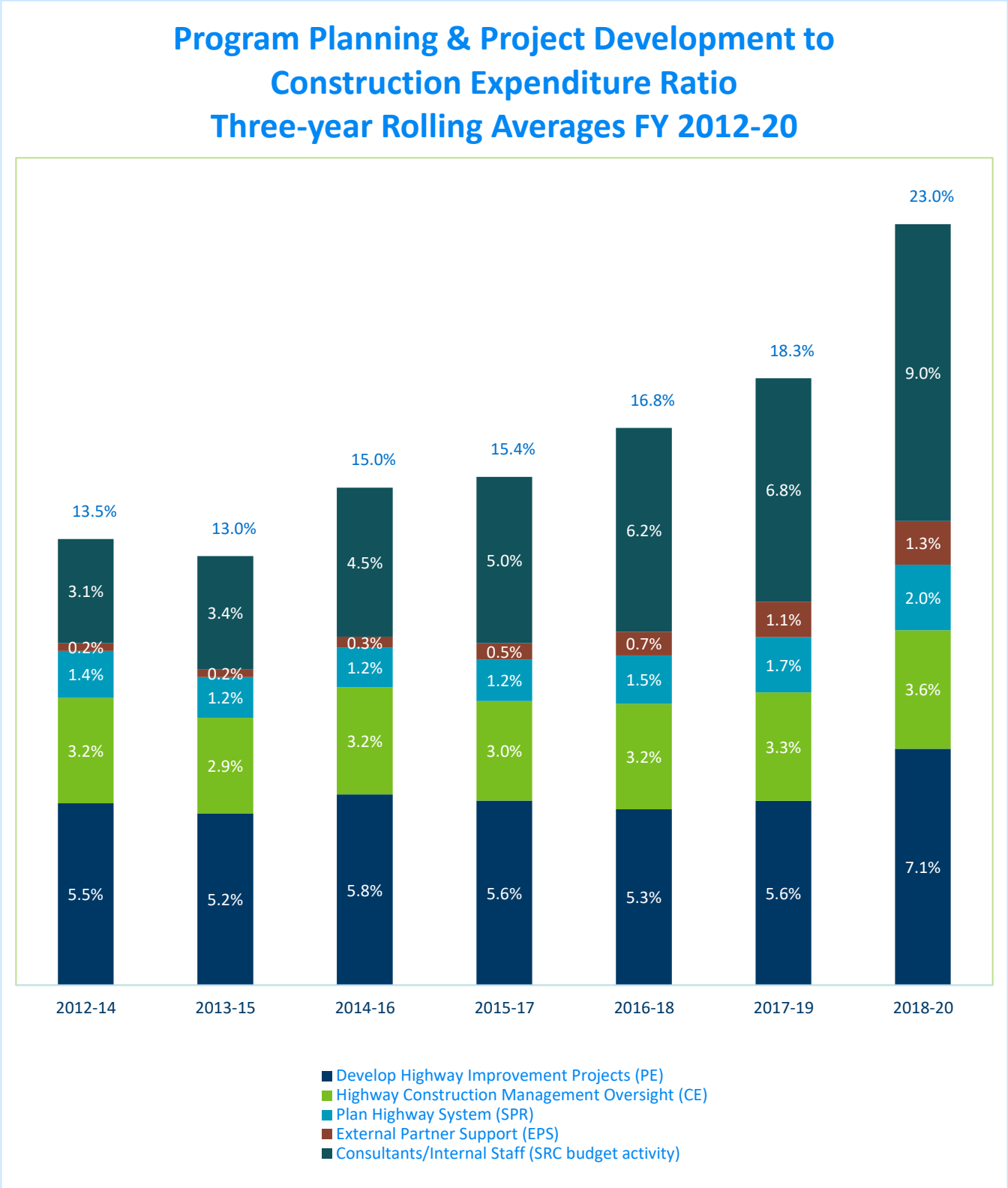
This year, "Program Planning and Delivery" was changed to "Program Planning and Project Development" to more clearly distinguish this measure from the "Program Planning and Delivery" budget activity that receives direct appropriations from the Legislature. No changes were made to the actual calculations.

MnDOT manages and delivers the State Road Construction or SRC program. This includes planning at the state and district levels and developing and managing state highway projects from project initiation through completion of construction. MnDOT employees perform the majority of program planning and project development activities, however consultants are regularly contracted to plan and lead projects. Program planning and project development includes preliminary engineering, design, construction contract administration and indirect costs associated with delivering MnDOT's construction program. Private contractors typically construct SRC projects. For this measure, consultant-led program planning and project development costs are subtracted from SRC expenditures and added into program planning and delivery expenditures.

Measure Definition

The program planning and project development to construction expenditure ratio examines dollars spent on program planning and project development and compares the amount to construction expenditures (see note under figure 9 on next page). For this measure, consultant-led program planning and project development costs are subtracted from SRC expenditures and added into program planning and project development expenditures. Three-year rolling averages are calculated for this measure because projects typically require multi-year planning and construction expenditures.

Figure 9: FY 2012-2020 Program Planning & Project Development to Construction Expenditure Ratio



Note: Throughout this measure, expenditures reflect budgetary commitments (expenditures and encumbrances) and include consultant-led program planning and project development. Program delivery expenditures were adjusted to 2019 dollars using a 2.5 percent annual inflation rate. Construction expenditures were adjusted to 2019 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year over the analysis period 2012-2020.

Table 20: Inflation-adjusted planning and project development to construction expenditure ratio

State Fiscal Year	2012-14	2013-15	2014-16	2015-17	2016-18	2017-19	2018-20
Develop Highway Improvement Projects ($1,000)	$78,683	$83,942	$88,227	$88,809	$78,137	$76,434	$84,343
Highway Construction Management Oversight ($1,000)	$45,584	$46,816	$49,540	$48,066	$46,901	$44,989	$42,258
Plan Highway System ($1,000)	$20,413	$19,874	$18,329	$19,869	$21,551	$22,885	$23,354
External Partner Support ($1,000)	$3,358	$3,896	$5,131	$7,935	$10,459	$14,737	$15,611
Consultants (SRC budget activity) ($1,000)	$44,994	$55,274	$69,061	$80,164	$90,751	$92,708	$105,860
Program Planning and Delivery Expenditures ($1,000)	$193,033	$209,803	$230,288	$244,843	$247,797	$251,752	$271,427
State Road Construction Expenditures ($1,000)	$1,432,205	$1,618,219	$1,531,602	$1,593,899	$1,471,306	$1,372,745	$1,180,411
Program Delivery Expenditure/Construction Expenditure Ratio	13.5%	13.0%	15.0%	15.4%	16.8%	18.3%	23.0%

Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) of direct costs and include consultant-led program planning and project development. Program delivery expenditures were adjusted to 2019 dollars using a 2 .5 percent annual inflation rate. Construction expenditures were adjusted to 2018 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year for the last 10 years.

Table 21: Unadjusted planning and project development to construction expenditure and ratio

State Fiscal Year	2012-14	2013-15	2014-16	2015-17	2016-18	2017-19	2018-20
Develop Highway Improvement Projects ($1,000)	$66,088	$72,539	$78,185	$80,239	$72,381	$72,917	$82,499
Highway Construction Management Oversight ($1,000)	38,388	$40,397	43,828	$43,528	43,493	$42,854	$41,170
Plan Highway System ($1,000)	17,163	$17,116	16,197	18,037	20,063	$21,776	$22,795
External Partner Support ($1,000)	$2,862	$3,352	$4,545	$7,279	$9,734	$14,075	$15,289
Consultants (SRC budget activity) ($1,000)	$38,014	$47,809	$61,278	$72,823	$84,361	$88,285	$103,561
Program Planning and Delivery Expenditures ($1,000)	$162,514	$181,213	$204,033	$221,906	$230,032	$239,907	$265,314
State Road Construction Expenditures ($1,000)	$999,526	$1,187,767	$1,161,055	$1,179,003	$1,082,693	$1,094,605	$1,070,172
Program Delivery Expenditure/Construction Expenditure Ratio	16.3%	15.3%	17.6%	18.8%	21.2%	21.9%	24.8%

Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) and include consultant-led program planning and delivery. Costs were not adjusted for inflation.

Results and analysis

The graph above shows the program planning and project development to construction expenditures ratio in three-year averages from 2012-2020, broken out by products and services. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 13 and 23 percent. In other words, to deliver the construction program, MnDOT spends between

$0.13 and $0.23 in program planning and project development direct expenditures for every dollar of construction expenditure.

There are a few significant factors driving the increase in the ratio over the past few years:

- Increased use of consultants to help plan for and deliver large and unique projects such as Twin Ports Interchange, Blatnik Bridge and Corridors of Commerce projects.
- A lot of planning and project development work occurred over the past few years for the large infusion of Trunk Highway bonding authorized in 2017 and 2018. While the costs associated with delivery are in full swing (both consultants and program planning and delivery), the bulk of the actual construction will occur in future years (note: of the $1.3 billion in bonding authorized in 2017 and 2018, only about $150 million was spent through FY 2020). This will likely cause the ratio to decline in future years.
- ADA laws require improvements to sidewalk, curb ramps and signal system. To comply with the law, more projects are being programmed with these improvements. Although small in scale compared to major highway projects, these projects require significant resources to design and construct due to the ADA engineering requirements.
- Public engagement efforts have significantly advanced on all MnDOT projects. These require additional resources to obtain and incorporate public input.
- The design portion of design build projects is now separated from construction. Design was previously counted in construction for design build projects which would have understated Develop Highway Improvement Projects.

The direct expenditures refer to labor, equipment and materials that are specifically related to the program planning activities, such as design and preliminary engineering. Indirect costs of delivering MnDOT's construction program, such as time charged to customer service, public outreach and feedback, governance and consultant management activities are not included. These costs are generally unique to a public agency.

Major influencing factors

Program delivery expenditures such as scoping, environmental review and design typically precede construction expenditures, frequently by several years. This results in program delivery expenditures not lining up with the construction program delivered in the same year. The agency is using a three-year rolling average for this measure because projects typically require multi-year planning and construction expenditures. In addition, funding fluctuates. Construction funding increased with one-time programs such as Corridors of Commerce, the American Recovery and Reinvestment Act and the 2008 Chapter 152 bridge-bonding program. In the recent past, MnDOT increased its investment in program planning and delivery for the accelerated development of projects. The three-year rolling average reduces the influence of fluctuating appropriations on the delivery/construction ratio.

While inflation affects all measures, this one includes diverging costs. Labor costs are rising at lower rates than construction costs. If all else is equal, this adjustment would show increasing efficiency over time. There are other factors that could influence this ratio as well; for example, an increased level of effort due to added statutory or regulatory requirements such as endangered species and stormwater treatment.

Efficiencies

MnDOT aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In fiscal year 2020, MnDOT identified an estimated $101 million in savings from new and revised practices deployed across the organization. Including fiscal year 2019 savings, MnDOT achieved an estimated $205 million in saving from these practices over the previous two fiscal years. The majority of these efficiencies identified in FY 2020 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies were not implemented.

Background

Before embarking on the fiscal year 2015 analysis, MnDOT conducted research on efficiency measurement throughout the country looking at other state DOTs. There were, at the time, three state DOTs that report their overall department efficiencies to the public in a manner similar to the approach chosen for Minnesota: Florida, Utah and Missouri. Florida and Utah highlight illustrative examples of efficiency on a case by case basis. Missouri's efficiency and performance measurement tracker summarizes its savings by benchmarking its use of practical design, innovation and value engineering. Missouri also analyzes how savings from construction bids that come in lower than estimated are reallocated. MnDOT uses an approach similar to Missouri.

Compared to other states, MnDOT is conservative in its efficiency measurement by only tracking savings that are directly attributed to deliberate decisions in planning, project management and delivery that advance efficient outcomes. Although external market forces can have an impact on MnDOT's ability to stretch each dollar further, the agency is not counting savings that can be attributed to external market forces in this analysis.

Methodology

Overview

MnDOT analyzes and evaluates its performance in different ways to measure overall organizational effectiveness. MnDOT evaluates the conditions and service levels being provided to the public through its traditional performance measures.

Although efficiency is always a consideration, there are other priorities MnDOT considers such as equitably providing transportation access regardless of geographic location. The ability to maximize efficiency is often limited by the more significant directive to equitably provide transportation services to all Minnesotans. This is a charge that is not easily measured using traditional performance measures.

To add to traditional performance measures, MnDOT evaluates and identifies the efficiency with which it operates. Efficiency measurement looks at an organization's ability to maximize the output from a given set of input resources.[1] There are different ways to identify and evaluate levels of efficiency, each with its own strengths and weaknesses. Benchmarking best practices is a common tool for identifying best cases given certain constraints. It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the future.[2] The analysis looks to isolate key decisions and strategies that are maximizing outputs without compromising outcomes to the public.[3]

[1] Palmer, A. (1993). Performance Measurement in Local Government. *Public Money & Management*, 31-36.
[2] Behn, R. D. (1993). Case-analysis research and managerial effectiviness. *Public management: The state of the art*, 40-54.
[3] Holzer, Ph.D., M., Fry, J., Charbonneau, E., Riccucci, Ph.D., N., Kwak, S., & Burnash, E. (2009). *Literature Review and Analysis Related to Measurement of Local Government Efficiency.*

Internal efficiencies are essentially all the ways MnDOT maximizes the use of financial resources through deliberate decisions and business processes that allow the agency to directly save money, avoid costs or provide a higher quality outcome. Efficiencies that provide cost savings and cost avoidance are pursued as long as they do not compromise the organization's legal requirements or the quality of the final product delivered. The evaluation analyzes internal efficiencies and also looks to note decisions that affect the public, but that may limit the organization's options in saving money. Strategic choices that do not provide cost savings, but still enhance MnDOT's service to the public are noted as external impacts in the individual project reports.

Data Limitations

MnDOT is required to evaluate the efficiency of the organization each fiscal year and report on the efficiencies that occurred in the previous two fiscal years. Projects usually take years to be developed. So, to identify efficient practices that produced programmatic savings in the current fiscal year, MnDOT analyzed practices and processes that were implemented in previous years after the initial scoping process was completed, which impacted the overall project cost. For example, projects under construction in fiscal year 2020 were in development for six to 10 years. Many of the decisions have already been made that would lead to significant project savings.

Approach

MnDOT used a best practice case-analysis approach to evaluate and measure efficiency. Best practice evaluation reviews dimensions of efficiency in quality, time and cost.[4] It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the future.[5] MnDOT analyzed each case for implementation of cost saving strategies, designs and processes. Efficiencies were determined by evaluation against the sample of cases across the state. Best cases were determined by comparison of the standard approaches being employed.

1. A comparative process
2. An action
3. A linkage between the action and an outcome or goal

Figure 10: Best practice evaluation components (Bretschneider, Marc-Aurele, & Wu, 2005)

MnDOT is a large organization serving a diverse mission for the state of Minnesota. Strategic decisions and changes to business processes made in one part of the organization often have effects on other parts of MnDOT. To account for this, efficiency measurement was separated into two key areas of the organization to ensure efficiencies are not quantified more than once.

- **State Road Construction**: development and delivery of construction projects funded through Minnesota's state road construction budget
- **Administration, Maintenance & Operations**: the administration of the organization including all daily maintenance, long term maintenance and operation of transportation systems

State Road Construction was analyzed for efficiency at the project level, while all other business lines were evaluated at the program level. This distinction reflects where critical decisions are being made and the financial magnitude of those decisions. Transportation construction projects cost millions of dollars with each one involving complex tradeoffs and design considerations that can affect a project's cost by hundreds of thousands of dollars.

Administration, Maintenance and Operations were analyzed for efficiency at the program level. Efficient strategies and business process improvements were evaluated against former approaches. To have a basis for comparison, only emerging strategies that began scaling after the Chapter 152 program in 2008 were used. The efficiencies were analyzed for cost savings by calculating the present value of the approach being taken inclusive of the upfront costs and ongoing cost savings.

[4] Bretschneider, S., Marc-Aurele, F. J., & Wu, J. (2005). "Best Practices" Research: A Methodological Guide for the Perplexed. *Journal of Public Administration Research and Theory*, 307-323.
[5] Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

Below are the best practice areas that were identified in the efficiency analysis:

State Road Construction

- Performance-based Practical Design
- Innovative Construction Staging
- Value Engineering
- Alternative Technical Concepts

Administration, Maintenance and Operation

- Agricultural Tractor Rental Program
- Automated Flagger Assistance Devices
- Blowing Snow Control
- Connecting MnDOT Facilities by Fiber Optic Network
- Conversion of Fiber Optic Communication Standard
- Dynamic Message Sign Defrosters
- Georilla Web Mapping Interface
- LED Ramp Meters
- LED Roadway Lighting
- Maintenance Decision Support System, or MDSS
- MnPASS Contracting
- MnSTEP
- Portable Signals
- Printing Business Practices
- Sign Placement Tool
- Slurry Tanks
- Tow Plows
- Unmanned Aerial System (Drone) for Bridge Inspections
- Unmanned Aerial System (Drone) for Photogrammetrics

State Road Construction

Efficiencies identified in fiscal year 2020 came throughout project development for each project that cost more than $5 million and any regionally significant project let in FY 2020. Savings identified in the analysis led to project costs that were lower than if the efficient strategies were not implemented.

MnDOT employs several strategies to reduce the overall cost of the projects before delivery. The analysis looked at key business processes directly linked to more efficient project delivery. The projects were evaluated on how well the business process improvements were implemented. The four areas linked to more efficient outcomes are: Performance-Based Practical Design, Innovative Construction Staging, Value Engineering, and Alternative Technical Concepts. A summary of the savings on major projects can be found below. In fiscal years 2015 through 2018, Pavement Design Methodology was included as an efficiency that resulted from improved design software. This software is now considered standard practice in pavement design, so it is not included as an efficiency after FY 2019.

Table 22: State Road Construction Efficiencies by Method for Fiscal Years 2017- 2020

SRC Savings Category	FY 2017	FY 2018	FY 2019	FY 2020
Pavement Design Methodology	$6,410,000	$9,695,000	0*	0*
Performance-Based Practical Design	$39,200,000	$26,465,000	$36,350,000	$23,549,000
Innovative Construction Staging	$3,930,000	$4,150,000	$8,700,000	$38,875,000
Value Engineering	$17,885,000	$15,985,000	$15,005,000	$20,715,000
Alternative Technical Concepts	$3,490,000	$6,095,000	$30,160,000	$4,575,000
Total Savings	$70,915,000	$62,390,000	$90,215,000	$87,714,000

*Pavement Design Methodology resulted in improved design software which is now standard practice and so this was no longer included as an efficiency after 2018.

Table 23: Total Estimated Efficiency Savings for the State Road Construction program for FY 2019

Project		Total Estimated Efficiency Savings
SP 1604-45 - US 61 - Pavement Resurfacing, Cook County (17 Miles), District 1		$825,000
Performance-based Practical Design	$475,000	
Value Engineering	$350,000	
SP 3101-37 - Hwy 1 - Pavement Resurfacing, Hwy 65 to US 53 (21 Miles), District 1		$850,000
Performance-based Practical Design	$350,000	
Value Engineering	$500,000	
SP 3608-48 US 53 - Pavement Resurfacing, ADA Improvements (International Falls), District 1		$1,600,000
Performance-based Practical Design	$1,250,000	
Innovative Construction Staging	$350,000	
SP 6912-79 - Hwy 135 - Pavement Rehabilitation, Urban Reconstruct (Biwabik), District 1		$225,000
Performance-based Practical Design	$225,000	
SP 6914-19 - Hwy 37 - Roadway Reconstruction (Gilbert), District 1		$175,000
Performance-based Practical Design	$175,000	

Project		Total Estimated Efficiency Savings
SP 5701-31 - Hwy 1 - Urban Reconstruction and Safety Improvements (Thief River Falls), District 2		$1,275,000
Innovative Construction Staging	$500,000	
Value Engineering	$175,000	
Alternative Technical Concepts	$600,000	
SP 3304-27 - Hwy 47 - Pavement Rehabilitation Ogilvie to Isle (20 miles), District 3		$450,000
Value Engineering	$450,000	
SP 2001-42 - US 14 2-lane to 4-lane Expansion, CR 43 to MN 56 (12 Miles), District 6		$21,315,000
Value Engineering	$18,640,000	
Alternative Technical Concepts	$2,675,000	
SP 2408-23 - Hwy 251 - Pavement Resurfacing, I-35 to MN 218 (16 Miles), District 6		$1,400,000
Performance-based Practical Design	$1,250,000	
Value Engineering	$150,000	
SP 2482-77 - I-90 - Pavement Resurfacing, Petran to Austin (8 Miles), District 6		$1,075,000
Innovative Construction Staging	$525,000	
Alternative Technical Concepts	$550,000	
SP 7906-97 - US 61 - Urban Reconstruction, Lake City, District 6		$925,000
Performance-based Practical Design	$825,000	
Innovative Construction Staging	$100,000	
SP 3206-20 - US 71 - Pavement Resurfacing, Jackson to Windom (18 miles), District 7		$3,950,000
Performance-based Practical Design	$3,500,000	
Value Engineering	$450,000	
SP 4003-24 - Hwy 19 - Urban Reconstruction, New Prague, District 7		$975,000
Performance-based Practical Design	$325,000	
Innovative Construction Staging	$650,000	
SP 5208-22 - Hwy 111 - Pavement Rehabilitation, Nicollet to Gaylord (10 Miles), District 7		$890,000
Performance-based Practical Design	$890,000	
SP 3703-25 - US 75 - Pavement Resurfacing and ADA, Township 127 to TH 7 (23 Miles), District 8		$950,000
Performance-based Practical Design	$950,000	
SP 2710-47 - Hwy 65 - Bridge Rehabilitation over Mississippi River, Minneapolis, Metro District		$17,025,000
Innovative Construction Staging	$17,025,000	
SP 2732-105 - Hwy 5 - Bridge Repair and Pavement Rehabilitation, I-494 to Minnesota River Bridge, Metro District		$325,000
Innovative Construction Staging	$325,000	
SP 2780-97- I-94 - Concrete Unbonded Overlay, I-694 to TH 101 (9 Miles), Metro District		$33,484,000
Performance-based Practical Design	$13,334,000	
Innovative Construction Staging	$19,400,000	
Alternative Technical Concepts	$750,000	
TOTAL		$87,714,000

Note: Seven other projects were reviewed but no quantifiable efficiencies were identified.

Identified estimated savings reflect costs that were lower than if the efficient strategies were not implemented. Most of the savings realized through this process were reinvested into the state road construction program. The estimated savings identified in FY 2020 were the product of decisions made throughout project development – often over the course of four years. It was not feasible to retroactively calculate where each estimated dollar was repurposed. The agency is working to develop tracking software to better calculate the movement of funds during project development, but at this time is not equipped to measure at that level of detail. Additionally, actions were evaluated once a project was selected for construction. Decisions made before a project was selected to be built were deemed to be too abstract to determine causal relationships between actions and more efficient outcomes.

Performance-Based Practical Design

Performance-based design uses sophisticated analytical tools, flexible design criteria and a value-conscious approach to balance competing objectives, optimize return on investment and increase local and system-level performance. It uses in-depth analysis and risk assessment to more closely scrutinize the use of funds and the effects on resources and communities. It focuses on building only what is needed while maintaining and improving safety. This is done by scoping projects to stay within the core purpose and need. By eliminating nonessential project design elements, the resulting project is lower cost and has improved return on investment. Through implementation of Performance-based Practical Design, projects let in FY 2020 saved an estimated $23.5 million.

Innovative Construction Staging

MnDOT is working to reduce the need to purchase permanent and temporary property. These acquisitions can be costly. Acquiring property can be so costly that project managers are increasingly using innovate staging strategies to help reduce and mitigate MnDOT's project costs, including the manner that property is purchased. Through implementation of Innovative Construction Staging, projects let in FY 2020 saved an estimated $38.9 million. This is an increase compared to prior years because of two large metro area projects - SP 2780-97 and SP 2710-47 - that provided opportunities for increased efficiencies due to the complexities of the projects.

Value Engineering

Value Engineering is a systematic process using a team of people from a variety of disciplines to improve the value of a project. Value can be increased by either improving the function or reducing the cost, while maintaining the safety, necessary quality and environmental attributes of the project. The VE process incorporates, to the extent possible, the values of design, construction, state, local and federal approval agencies, other stakeholders and the public. Cost savings, risk reduction, schedule improvements, improved design and quality are common outcomes of VE studies. Through implementation of Value Engineering practices, projects let in FY 2020 saved an estimated $20.7 million.

Alternative Technical Concepts

Alternative Technical Concepts allow for innovation and flexibility during the bidding process. The ATC process allows design-build firms to propose "equal or better" alternatives to the project requirements during the bidding process. The process is used to allow innovation and flexibility in the design and/or construction of a particular element of the project. Through implementation of ATC, projects let in FY 2020 saved an estimated $4.6 million. The 2020 value for ATCs returned to a more typical level after an increase in 2019 due to one large budget project in metro, I-35 MnPASS North, where the use of ATCs was able to provide significant efficiencies.

Administration, Maintenance & Operations

Emerging strategies and business process improvements were evaluated at a program level. Specific actions were evaluated in comparison to the former approach. Only emerging strategies that were implemented after the adoption of the Chapter 152 program in 2008 were evaluated. An interdisciplinary team of engineers, planners and performance measurement staff evaluated these emerging strategies. They evaluated new approaches being taken, compared them to former processes and determined if a link existed between the new approach and a more efficient outcome. Efficiencies were analyzed for cost savings by calculating the present value of the approach being taken inclusive of the upfront costs and ongoing cost savings. The costs and savings were then distributed over the life cycle of the new approach (10 years unless otherwise noted). Summaries of the areas reviewed are listed in the following table.

Table 24: Total Estimated Efficiency Savings for the Administration, Maintenance and Operations

Program	Total Estimated Efficiency Savings FY 2019	Total Estimated Efficiency Savings FY 2020
Agricultural Tractor Rental Program	$580,000	$590,000
Automated Flagger Assistance Devices*	$15,000	$15,000
Blowing Snow Control	$740,000	$810,000
Connecting MnDOT Facilities by Fiber Optic Network*	$260,000	$270,000
Conversion of Fiber Optic Communication Standard, *	$200,000	$200,000
Dynamic Message Sign Defrosters*	$140,000	$140,000
Georilla Web Mapping Interface	$260,000	$260,000
LED Ramp Meters*	$76,000	$78,000
LED Roadway Lighting	$2,900,000	$3,000,000
Maintenance Decision Support System, or MDSS	$6,300,000	$6,500,000
MnPASS Contracting*	$220,000	Retired
MnSTEP*	$150,000	Retired
Portable Signals*	$290,000	$300,000
Printing Business Practices	$24,000	Retired
Sign Placement Tool	$19,000	Retired
Slurry Tanks	$110,000	$110,000
Tow Plows	$1,000,000	$1,200,000
Unmanned Aerial System (Drone) for Bridge Inspections	$480,000	$370,000
Unmanned Aerial System (Drone) for Photogrammetrics	$87,000	$56,000
Grand Total	$13,851,000	$13,899,000

*Growth due to inflation and/or rounding

Efficiencies identified in FY 2020 led to administrative, maintenance and operations costs that were lower than if the efficient strategies were not implemented. Staff time savings were reallocated to administrative, maintenance and operational priorities. Capital savings, such as snowplow purchases avoided through the use of tow plows, allowed MnDOT to reinvest in needed capital priorities. All efficiencies include implementation costs and those carried forward from 2019 to 2020 have a background inflation factor applied. Some have increased due to this inflation factor while others may appear unchanged due to rounding.

Agricultural Tractor Rental Program

Modeled after a South Dakota program, district fleet staff implemented an agricultural tractor rental program in 2009. Working with manufacturers and implement dealers, MnDOT negotiates reduced rental rates for tractors used primarily for mowing roadsides. In turn, manufacturers and dealers get the benefit of having their product showcased to thousands of drivers and potential customers daily. Tractors are rented for up to 250 hours and then returned to dealers where they are then sold, with a full warranty, at reduced prices. In 2020 MnDOT rented over 100 tractors using this program and realized savings of approximately $590,000.

Automatic Flagger Assistance Devices

Automated Flagger Assistance Devices are portable traffic control devices used by flagging personnel instead of traditional flagging equipment. AFAD's s use a rotating stop sign to control traffic movement. The deployment of AFADs increases safety and efficiency of flagging operations. Currently MnDOT operates one AFAD in District 3. Efficiencies are realized through the reduction of personnel needed for flagging operations. For example, where a traditional flagging operation requires four people, a flagging operation using AFADs may require only one or two people. The reduction in personnel required for flagging allows for reassignment of people to other aspects of the scheduled work, resulting in quicker turnaround and faster project completion. There were no significant changes to AFAD use in 2020. MnDOT is saving an estimated $15,000 annually by using AFADs.

Blowing Snow Control Using Benefit Cost Analysis

MnDOT uses an array of blowing snow control measures such as living snow fences, structural snow fences, standing corn rows, strategically placed bales, native tall grass plantings and road design elements. All are intended to either increase snow storage in the road ditch or to prevent snow from blowing from the field onto the roadway. MnDOT uses a web-based tool, developed in 2013 in conjunction with the University of Minnesota Center for Transportation Studies, to determine the benefit cost ratio of individual sites. Selection factors include land use, winter climate data and traffic volumes. More than 3,700 blowing and drifting snow problem sites covering approximately 1,200 miles of state highways were identified as potential sites. In 2016 the benefits and costs were determined at seven sites where standing corn rows or bales were used. The median benefit cost ratio of the selected sites was 5 to 1 and this ratio was applied to the statewide program extent of 29 miles, up from two miles in 2017. At that time, MnDOT paid farmers or landowners an average $5,400 per mile for standing corn rows/bales. Farmers are asked to leave five to six rows of standing corn approximately 200 feet from the centerline of the road. By 2026, the program is expected to grow to 50 miles of living snow fence. By applying the 5 to 1 benefit cost ratio to payments made and assuming an expanding program, the department expects to save approximately $810,000 annually over the next 10 years.

Connecting MnDOT Facilities by Fiber Optic Network

Connecting MnDOT facilities through a wide area network using the Regional Transportation Management Center fiber optic system provides significant cost savings, greater flexibility and more redundancy than historical connections. Capitalizing on the established fiber network also allows for enhanced capabilities such as VOIP and facility monitoring. Starting in 2009, MnDOT began connecting its metro area facilities through its own fiber optic network, eliminating the need to pay monthly fees to service providers. Fees ranged from $4,000 per month for a large facility such as the Central Office, to $200 per month for a typical truck station. Connecting metro area facilities via MnDOT-owned fiber optic network is saving the department an estimated $270,000 annually.

Conversion of Fiber Optic Communication Standard (SONET to IP)

The electronic communications industry continues to develop new products that combine lower costs with greater capabilities. These new products enabled MnDOT's Regional Transportation Management Center to change the fiber optic communications system backbone from the SONET industry standard to an IP based communication system. Both standards have an approximate lifespan of 10 years. However, the cost of a typical IP switch is $5,500 compared to $35,000 for a SONET switch. By applying the reduced switch cost to the RTMC's 60 switches and including all associated costs to implement, MnDOT is saving an estimated $200,000 annually.

Dynamic Message Sign Defrosters

Dynamic Message Signs were originally designed with defrosters because of the potential for frost and condensation that causes problems with the electronics and reduces the readability of the displays. Metro freeway operations staff analyzed the cost of electricity for using the defrosters, contacted sign manufacturers for recommendations based on experience with deployments in similar climates and conducted tests on a limited number of the DMS. The results showed DMS operate well without any long-term maintenance impacts without using the defrosters. There were no changes to the DMS efficiency in 2020. MnDOT is saving an estimated $140,000 per year by deactivating dynamic message sign defrosters.

Georilla Web Mapping Interface

Georilla is a web mapping interface MnDOT's Metro District began using in 2010. Since its inception, it gained wide acceptance and is a department-wide resource. In 2020, Georilla averaged more than 1,000 users. Georilla brings disparate data and tools together in one interface, allowing managers and employees to access the vast amounts of data across the agency. Georilla provides a map, but also allows employees to drill down into the depths of the data to find greater detail. The financial benefits of Georilla from 2016 forward were evaluated through an agency-wide survey conducted in July 2016 where 57 employees reported a total of 5,416 hours in annual time savings from Georilla-enabled efficiencies. Compensation was determined by grouping staff, which were generally in either technical or engineering positions, in proportion to hour-weighted reported savings. In 2020 there were more than 69,000 site visits to Georilla. Benefits from 2010-2015 were then prorated based on site visits for each year. Using this approach, MnDOT is saving an estimated $260,000 annually by using Georilla.

LED Ramp Meters

The installation of low-maintenance LED bulbs on Twin Cities ramp meters reduced electricity usage and freed staff to do other preventative maintenance work. MnDOT replaced all incandescent bulbs in its 430 ramp meter signal locations with longer service life and higher efficiency LED bulbs. A majority of ramp meter locations have 12 individual bulbs. There is an initial cost outlay for the LED installations, but the savings in electrical utility cost and elimination of the need to replace bulbs over the service life of the ramp metering infrastructure is greatly offset. This efficiency continued in 2020 with no changes. For purposes of this analysis a 20-year life cycle is anticipated; so, including all implementation costs, MnDOT is saving an estimated $78,000 annually through the use of LEDs on ramp meters.

LED Roadway Lighting

The statewide LED lighting conversion project involves converting more than 28,500 roadway lights from traditional high-pressure sodium to LED or light emitting diode technology. LED luminaries used by MnDOT have an average life of about 18 years and the life of a high-pressure sodium lamp is only about four years. The conversion includes replacing light fixtures with new LED luminaries. Financial impacts will include a sizeable reduction in energy costs and the elimination of labor and equipment costs for the replacement of lamps every four years. In 2019 MnDOT converted an additional 1,250 lights in Greater Minnesota, bringing totals to approximately 9,000 lights in Greater Minnesota and 18,500 lights in the Twin Cities Metro area. The conversion is near completion as of November 2020

with over 97 percent of luminaries changed to LED. For purposes of this analysis a 17-year life cycle is anticipated. Average annual savings for MnDOT will be over **$3 million**.

Maintenance Decision Support System (MDSS)

The Maintenance Decision Support System, Mobile Data Computers and Automated Vehicle Location are the three technologies that together provide critical information about real-time weather and pavement condition for the most efficient distribution of drivers and equipment for roadway maintenance. The most useful application of MDSS is during snow and ice clearance. The MDSS assists drivers with determining the correct amount of material to apply to the roadway surface, which is usually significantly less than most plow drivers would normally apply. In addition to minimizing environmental impacts of salt and chemical usage, the MDSS also presents additional financial savings that include: fewer snowplow trips to clear roads, extended plow life, decreased overtime and fuel savings. Other user benefits include improved network reliability and a more consistent experience for drivers. MDSS was fully operational in 2016 on approximately 600 plow trucks. The number of trucks with MDSS capabilities grew to 707 in 2019. By 2020 MnDOT's entire snowplow fleet will be outfitted with MDSS. The current net savings estimate for MDSS incorporates inflation, our latest expectations for fleet rollout, and revised accounting for fixed program costs. Including all associated costs to implement, MDSS is generating an estimated $6.5 million in annual savings.

MnPASS Contracting

The MnPASS system was an innovative conversion of an existing High Occupancy Vehicle lane with a first of its kind dynamic pricing component. This system carefully regulates the number of paying single occupant vehicles within these lanes. For purposes of this analysis the benefit calculated is based on MnPASS's five-year contract life and the elimination of a contract team. Including all associated costs to implement, MnDOT is saving an estimated $220,000 a year compared to using long-standing system on this new business process. The contract expired in 2020 and was retired as an efficiency.

MnSTEP–MnDOT Stretching Together Employee Program

An aging workforce, rising workers' compensation costs and increasingly sedentary lifestyles among workers are just some of the challenges that Safety and Loss professionals face while trying to keep employees' safe and costs under control. In 2010 MnDOT's District 3 implemented an employee flexibility program to: achieve a safe and healthy workplace, reduce the risk of overexertion injuries, increase work performance and reduce workers' compensation costs. After implementation of the program, recordable injuries decreased by 44 percent, lost time injuries decreased by 45 percent and overexertion injuries dropped by 62 percent. By reducing these types of injuries, in 2015 the average annual workers' compensation costs were down 47 percent and the number of claims were down 32 percent. This efficiency remains unchanged from 2019. For purposes of this analysis a five-year life cycle was anticipated and concluded in 2019. Including all associated costs to implement, MnDOT's District 3 was saving an estimated $150,000 a year by instituting MnSTEP. This practice is now considered standard and is no longer included as an efficiency for 2020.

Portable Signals

Portable Signal Systems are traffic control devices used instead of traditional flagging personnel and equipment and do not require an operator. Efficiencies are realized through the elimination of personnel needed to flag traffic through a work area. The reduction in required personnel for flagging allows for reassignment of people to other projects, resulting in quicker turn around and faster project completion. MnDOT used 14 portable signal systems statewide in 2020. By replacing typical flagging operations with portable signals MnDOT is saving an estimated $300,000 annually.

Printing Business Practices

Printing materials and documents represent a large cost category within administrative areas of the organization. In 2015, central office printers were defaulted to duplex printing. In 2019 MnDOT realized nearly a 330,000 sheet reduction versus the prior year. Sheet reduction can be attributed to the switch to automatic duplexing and a move to electronic documentation. Additional strategies, such as signing, processing and transferring administrative documents electronically are also being pursued. Implementation costs for the switch to duplex printing were negligible. MnDOT is saving an estimated $24,000 annually by switching to duplex printing. Calculation was based on currently available data for a portion of Metro Area MnDOT offices. The practice became standard in 2020 and is longer included as an efficiency.

Sign Placement Tool (Importing Sign Data using MicroStation)

The Sign Placement Tool was developed in MnDOT's Metro District after completing an accurate Geographic Information System sign inventory. The GIS based inventory was essential for furthering asset management within the organization. Development of the SPT created efficiencies when generating maps, layouts and other resources for work orders and construction plans. The tool is initiated within MicroStation by entering the specific project roadway and associated reference points. The SPT and designer create an in-place signing plan at their desk with limited time in the field. This process is not only more efficient than the previous field logging technique but it's also safer and eliminates the need for "boots on the ground" field time. Each year, Metro District staff complete an average of six sign replacement projects using the tool. Prior to development of the tool, each project required three weeks of field work for one staff person. By using the tool, staff time is reduced to one week of combined field and MicroStation time. Including implementation costs, MnDOT was saving an estimated $19,000 a year using the Sign Placement Tool. In 2020 system and data changes no longer allowed the tool to be used so the efficiency was retired.

Slurry Tanks- Snow and Ice Control

Slurry tanks are molded tanks saddle-mounted either on the outside snowplow dump box or in the box itself. Each tank holds a liquid that is comprised of 70 percent granular salt and 30 percent salt brine solution. Saturating the salt before it is applied to the roadway reduces blow off and scatter and results in fewer snowplow runs to achieve bare pavement. Saturated salt also melts snow and ice more quickly. The financial benefits in this analysis result from reduced salt use. Including all associated costs to implement the use of slurry tanks is saving the department an estimated $110,000 annually.

Tow Plows

The operational gap of snowplow trucks needed to deliver snow and ice removal services versus the number of snowplow trucks available in the fleet is partially addressed by the deployment of an existing tandem axle truck outfitted with an unmanned tow plow. A tow plow is a 26-foot plow that is mounted on a trailer pulled by a tandem axle snowplow truck. With a pull of a lever by the truck operator, the plow moves to the side of the truck. It has the capability to clear a path in excess of 24 feet wide. Including all associated costs to implement, MnDOT is saving an estimated $1.2 million in 2020 by using tow plows.

Unmanned Aerial Systems (Drones) for Bridge Inspection

MnDOT began researching drone use for bridge inspection in 2015. Traditional inspection methods can include under-bridge inspection vehicles, ladders, lifts and rope access, all of which can require lane closure. The use of drones, while not suitable for all bridge inspections, is proving an efficient technology in many circumstances. Drone bridge inspections can lower the cost and improve safety for workers and the traveling public when compared to the traditional bridge inspection methods. Average inspection cost using traditional methods is approximately $7,100 per bridge. The average cost of a bridge inspected with a drone is approximately $4,800. MnDOT is expecting average annual savings totaling **$370,000**.

Unmanned Aerial Systems (Drones) for Photogrammetrics

Similar to using drones for bridge inspections, using a drone for photogrammetric surveying is an effective way to conserve resources. Traditional aerial photogrammetric surveys are accomplished using fixed-winged aircraft. Typical consultant costs for fixed-winged surveys include mobilization and a variable cost of approximately $9,500 per mile. Projects can be multiple miles in length. Per mile drone survey costs for MnDOT average approximately $1,700 per mile. MnDOT completed four projects in 2020. When the drone cost differential is applied to MnDOT photogrammetric surveying projects, MnDOT is saving an estimated $56,000 annually. The reduction compared with last year's amount is attributable to a lower current project volume following transition to a drone model with improved safety characteristics.

Additional Efficiency Activity

Throughout the department, MnDOT continues to pursue other efficiencies. Many are smaller efforts such as a minor change to snowplow blades that an operator may determine will save time or perform better. Others are larger efforts that are not yet mature, such as using automatic vehicle locating systems for weed control and expanding MnDOT's shared services, adding value to the agency's work by improving, innovating, integrating and streamlining work functions. As these efforts mature, or their deployment grows, they will be considered for inclusion in future efficiency reports. For example, a tunnel washer built completely in-house by MnDOT maintenance staff allows MnDOT staff to perform the work at a lower cost. Efficiency savings from this innovation will be reported in the 2021 report.

Appendix A: Products and Services Summary List and Descriptions

2019 Products and Services Framework

Table 25: Products and Services Framework

Program	
Budget Activity	**Product and Service**
Multimodal Systems	
Aeronautics	Airports Aviation Safety Operations and Regulation
Freight	Commercial Truck and Bus Safety Freight Rail Improvements Freight System Planning Port Improvements Rail Safety
Passenger Rail	Intercity Passenger Rail Improvement
Transit	Bicycle and Pedestrian Planning and Grants Light and Commuter Rail Transit Planning and Grants
State Roads	
Trunk Highway Program Planning and Delivery	Develop Highway Improvement Projects Highway Construction Management Oversight Plan Highway System Research and Development
Trunk Highway State Road Construction	State Road Construction
Trunk Highway Debt Service	Trunk Highway Debt Service
Trunk Highway Operations and Maintenance	Bridges and Structures Inspection and Maintenance Roads and Roadside Maintenance Snow and Ice Traffic Operations and Maintenance
Statewide Radio Communications	Radio Towers and Communications
Local Roads	
County State Aid Roads	County State Aid Highway
Municipal State Aid Roads	Municipal State Aid Highway

Notes: External Partner Support can be used by any office and any budget activity. Starting in FY2018, Roadside and Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance.

Products and Services Descriptions

Aeronautics

Airports: Funds and administers airport grants, assists local units of government and installs and operates navigational aids.

Aviation Safety Operations and Regulation: Protects aviation users, promotes aeronautics safety and develops aviation policies and regulations in Minnesota.

Freight

Commercial Truck and Bus Safety: Issues appropriate registrations, certificates and permits; conducts audits, reviews and safety inspections; and provides information, education and technical assistance related to commercial motor carriers.

Freight Rail Improvements: Provides funding to regional railroad authorities, railroads and shippers to improve rail facilities through the Minnesota Rail Service Improvement program. This includes developing related agreements and administering related grants and loans from other funding sources.

Freight System Planning: Develops plans and information to support an integrated system of freight transportation in Minnesota, including statewide plans related to freight, rail and ports and waterways.

Port Improvements: Provides funding to public port authorities through the Port Development Assistance Program. This includes developing related agreements and administering related grants and loans.

Rail Crossing Safety: Identifies and develops safety improvements at railroad grade crossings: coordinates rail crossing safety and rail regulatory activities and monitors functions of railroad track and structures.

Passenger Rail

Intercity Passenger Rail Improvement: Activities and grants related to high speed and intercity rail. Includes system planning; project scoping; environmental documents; public hearings; preliminary engineering; final design; rolling stock procurement; acquisitions (including right of way); construction; field inspections; negotiating with the railroads; developing financial, project management and operating plans; value engineering; entering into cost sharing agreements with other public and private entities; carrying out the provisions of the High Speed Rail Compact on behalf of the state; and other technical activities.

Transit

Light and Commuter Rail: All work and grants related to light rail transit, including planning, project scoping, environmental documents, public hearings, preliminary engineering, value engineering, final design, acquisitions (including right of way), construction, field inspection and other technical activities.

Bicycle and Pedestrian Planning and Grants: Develops and implements the Statewide Bicycle System Plan, Pedestrian System Plan, State Bikeway Route development, State Bicycle Map, bicycle and pedestrian design guidance and program administration. Administers Safe Routes to School grant programs and manages the ABC Ramps.

Transit Planning and Grants: Develops and implements the Greater Minnesota Transit Investment Plan and other planning activities. This includes programming and administering grants funded by the Federal Transit Administration and state appropriations.

Trunk Highway Program Planning & Delivery

Highway Construction Management Oversight: Manages or monitors the overall progress of a state highway project through completion of construction and final project documentation. Includes early project coordination to address project specific or procurement method requirements and constraints. Work primarily includes field inspections, oversight, quality management, testing, project scheduling and monitoring for compliance with the schedule and specifications. Work also involves managing and advising appropriate implementation of State Road Construction and federal funding allocations including fiscal management, financial tracking and regulatory conformity.

Develop Highway Improvement Projects: Manages or monitors the overall progress of a state highway project from project initiation through completion of the project delivery package for procurement and letting. This includes ongoing project coordination as needed to address project specifics and procurement method requirements and constraints; activity coordination to ensure delivery of projects using appropriate scheduling and monitoring tools to ensure efficient delivery on time and within budget; managing and advising appropriate implementation of State Road Construction and federal funding allocations including fiscal management, financial tracking and regulatory conformity. This encompasses all direct and supporting activities necessary for preparing the contract documents and supporting documentation for construction contract procurement and as needed to support the procurement process. The time frame usually begins once a project is identified and ends prior to letting, but can extend into the construction time frame.

Research and Development: Administers and monitors MnDOT's research program. Guides policy decisions by developing, refining and testing methods for best practices and by using appropriate economic, demographic and labor market analysis. Provides strategic direction and establishes outcomes and performance measures for MnDOT's research program. Fosters the exchange of technical information and provides access to results of external and internal research.

Plan Highway System: Manages and integrates current data and best practices for multi-modal policy formation and investment packaging; coordinates transportation system plans and policies with other government entities; prepares updates of the statewide plan; applies long-range statewide transportation policies and performance measures at the district level to guide district transportation project/investment decisions within the district and in regional and inter-regional corridors, which may cross district lines; uses mobility performance targets to monitor corridor performance, identify problem areas and assess where additional management and/or investments are needed to improve under-performing areas. This includes the technical assistance provided to districts and local partners by MnDOT's Central Office.

Trunk Highway State Road Construction

Trunk Highway System Expansion: Hard construction dollars used for expansion on roads and bridges shoulder to shoulder.

Other Trunk Highway System Improvements: Hard construction dollars used for stand-alone projects outside of the highway shoulder, including intelligent transportation systems.

Trunk Highway System Preservation: Hard construction dollars used for preservation of roads and bridges shoulder to shoulder.

Trunk Highway Debt Service

Trunk Highway Debt Service: Repayment of bond debt.

Trunk Highway Operations and Maintenance

Bridges and Structures Inspection and Maintenance: Inspects, maintains and operates bridges and structures (bridges, box culverts and overhead sign structures). Conducts bridge inspections, provides inspection training, monitoring and certification; maintains and repairs bridges; inspects, maintains and repairs non-bridge structures such as earth retaining systems (retaining walls), noise walls, tower lighting, roadway lighting and traffic signal systems.

Roads and Roadside Maintenance: Inspects, maintains and operates the state highway system roadway structures, including pavement, shoulders and drainage and roadsides such as maintaining rest areas, fixed scale sites, roadside erosion, vegetation, mowing and regulatory functions such as land management permits, encroachments, noxious weed control, MS4, etc.

Snow and Ice: All work related to keeping the roads clear of snow and ice. Major activities include sand and salt stockpiling, setup and transfer of de-icing materials, plowing and sanding, preparing, inspecting and cleaning equipment, installing snow fences and post storm cleanup.

Traffic Devices Operation and Maintenance: Inspects, maintains, operates and manages the highway traffic safety system through signal timing, freeway management/operations, speed zoning, signals, signing, lighting, guardrail, cable median barrier, crash attenuators, pavement markings, traffic management systems (i.e. ramp meters, cameras) and other activities and devices.

Statewide Radio Communications

Radio Towers and Communications: Makes major wireless or electronic systems upgrades or improvements; provides a shared public safety radio system among state agencies; deploys electronic and wireless communications systems at regional Transportation Operations Communications Centers, maintains wireless two-way radio communications systems, towers and electronic equipment.

County State Aid Roads

County State Aid Highway: Distributes and administers construction and maintenance funds to counties for eligible roads and bridges.

Municipal State Aid Roads

Municipal State Aid Highway: Distributes and administers construction and maintenance funds to cities with a population greater than 5,000 for eligible roads and bridges.

External Partner Support

External Partner Support (can occur in any of the products and services): Used for dedicated appropriations, including agreements and partnerships. These services are for outside partners, such as cities, counties, other agencies, states, countries or other governmental entities. This can be used by any program or budget activity.

Appendix B: Glossary of Terms

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

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

The ATP process was introduced in the early 1990s to ensure stakeholder participation in the investment of federal transportation funding. The ATP process provides for early and continuous involvement in the development of the State Transportation Improvement Plan a four-year list of projects that are expected to be done within that time frame.

Change Order: see supplemental agreement

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 costs 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, direct cost dollars buy products and/or services delivered directly to the traveling public.

District Risk Management Program: Focuses funding on all non-National Highway System highway needs on all state highways. Much 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.

Effectiveness: Performance measure focused 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. An efficiency is a deliberate decision or business process improvement that provides cost savings without compromising the quality of outcomes to the state of Minnesota.

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 and 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.

Internal Efficiency Savings: Internal efficiencies are essentially all the ways MnDOT maximizes the use of financial resources, such as deliberate decisions and business processes that allow MnDOT to directly save money, avoid costs or provide a higher quality outcome. Efficiencies that provide cost savings and cost avoidance are pursued as long as they do not compromise the organization's legal requirements or the quality of the final product delivered.

Metropolitan Planning Organization: A metropolitan planning organization is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities.

MPOs, representing local governments and working in coordination with state departments of transportation and major providers of transportation services, have responsibility for the regional transportation planning processes in urbanized areas. A core function of MPOs is to establish and manage a fair and impartial setting for effective transportation decision making in an urbanized area.[6]

Minnesota GO: The Minnesota Department of Transportation's 50-year vision to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment. The vision focuses on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment.

This 50-year vision for transportation requires consistency and collaboration across jurisdictions and sectors. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation and ownership of the vision is a shared responsibility.

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy. The system:

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

Quality of Life	Environmental Health	Economic Competitiveness
Recognizes and respects the importance, significance and context of place – not just as destinations, but also where people live, work, learn, play, and access services Is accessible regardless of socio-economic status or individual ability.	Is designed in such a way that it enhances the community around it and is compatible with natural systems. Minimizes resource use and pollution.	Enhances and supports Minnesota's role in a globally competitive economy and the international significance and connections of Minnesota's trade centers Attracts human and financial capital to the state.

Minnesota State Highway Investment Plan: The 20-Year Minnesota State Highway Investment Plan 2014-2033 supports the guiding principles from the Minnesota GO vision and links the policies and strategies laid out in the Statewide Multimodal Transportation Plan to improvements on the state highway system.

[6] {United States Government Accountability Office (GAO) Report-GAO-09-868, entitled, "Metropolitan Planning Organizations: Options Exist to Enhance Transportation Planning Capacity and Federal Oversight". September 2009. Pages 3-4.}

National Highway System: The National Highway System consists of roadways important to the nation's economy, defense and mobility, and was developed by the Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. The NHS includes the following subsystems of roadways (a specific highway route may be on more than one subsystem):

- **Interstate -** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials -** These are highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network -** This is a network of highways that are important to the United States' strategic defense policy and that provide defense access, continuity and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors -** These highways provide access between major military installations and highways that are part of the Strategic Highway Network.
- **Intermodal Connectors -** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

Performance measures: 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.

Productivity: The measure of production or output per unit, not necessarily measure in monetary terms.

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

Regional Community Improvement Priority: Regional Community Improvement Priorities are investments that respond to regional concerns and collaboration opportunities, beyond system performance needs, to support economic competitiveness and quality of life in Minnesota. While these investments may improve highway performance, they do not constitute an improvement necessary to meet MnDOT's system-wide performance targets.

Statewide Multimodal Transportation Plan: This document is reflective of Minnesotans' voices, as expressed throughout an intensive engagement and review process. The content is strategically organized into chapters that address the most pertinent questions facing Minnesota's transportation system. The result is a transportation policy framework for all Minnesota partners and transportation modes for the next 20 years. The plan focuses on multimodal solutions that ensure a high return-on-investment while considering the context of place and how land use and transportation systems should be better integrated.

State Transportation Improvement Program: The State Transportation Improvement Program is Minnesota's four-year transportation improvement program. The STIP identifies the schedule and funding of transportation projects by state fiscal year (July 1 through June 30). It includes all state and local transportation projects with federal highway and/or federal transit funding along with 100 percent state funded transportation projects. Rail, port and aeronautic projects are included for information purposes. The STIP is developed/updated on an annual basis.

Statewide Performance Program: The statewide planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions throughout the state. Oversight of the process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

Performance-Based Planning

- The statewide planning process will establish and use a performance-based approach to transportation decision-making to support the national goals (MAP-21 23 USC §150; MAP-21 Fact Sheet on Performance Management, National performance goals; and FAST Act Fact Sheet on Performance Management).
- Each state will establish performance targets that address the performance measures, where applicable, to use in tracking progress toward attainment of critical outcomes for the state.
- The state will select performance targets in coordination with the relevant Metropolitan Planning Organizations to ensure consistency, to the maximum extent practicable.
- In urbanized areas not represented by a MPO, the state will select performance targets in coordination with the providers of public transportation, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- States will integrate into the statewide transportation planning process other performance-based plans and processes

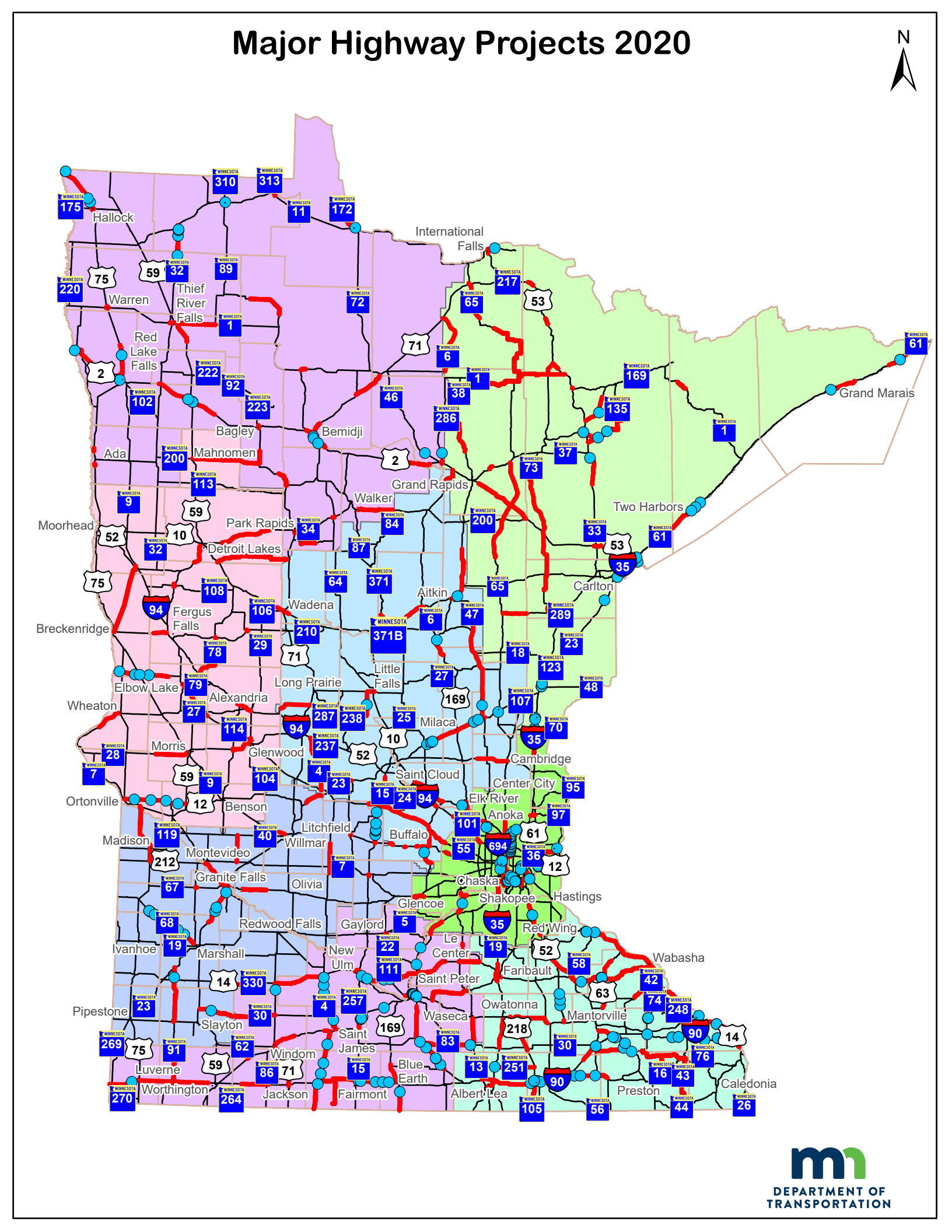
Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation *Standard Specifications for Construction, 2018 Edition*, a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed form and approved as required by law, covering the performance of extra work or other alterations or adjustments to the Contract.[7]

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.

[7] Minnesota Department of Transportation Standard Specifications for Construction, 2018 Edition; p. 6, 12.

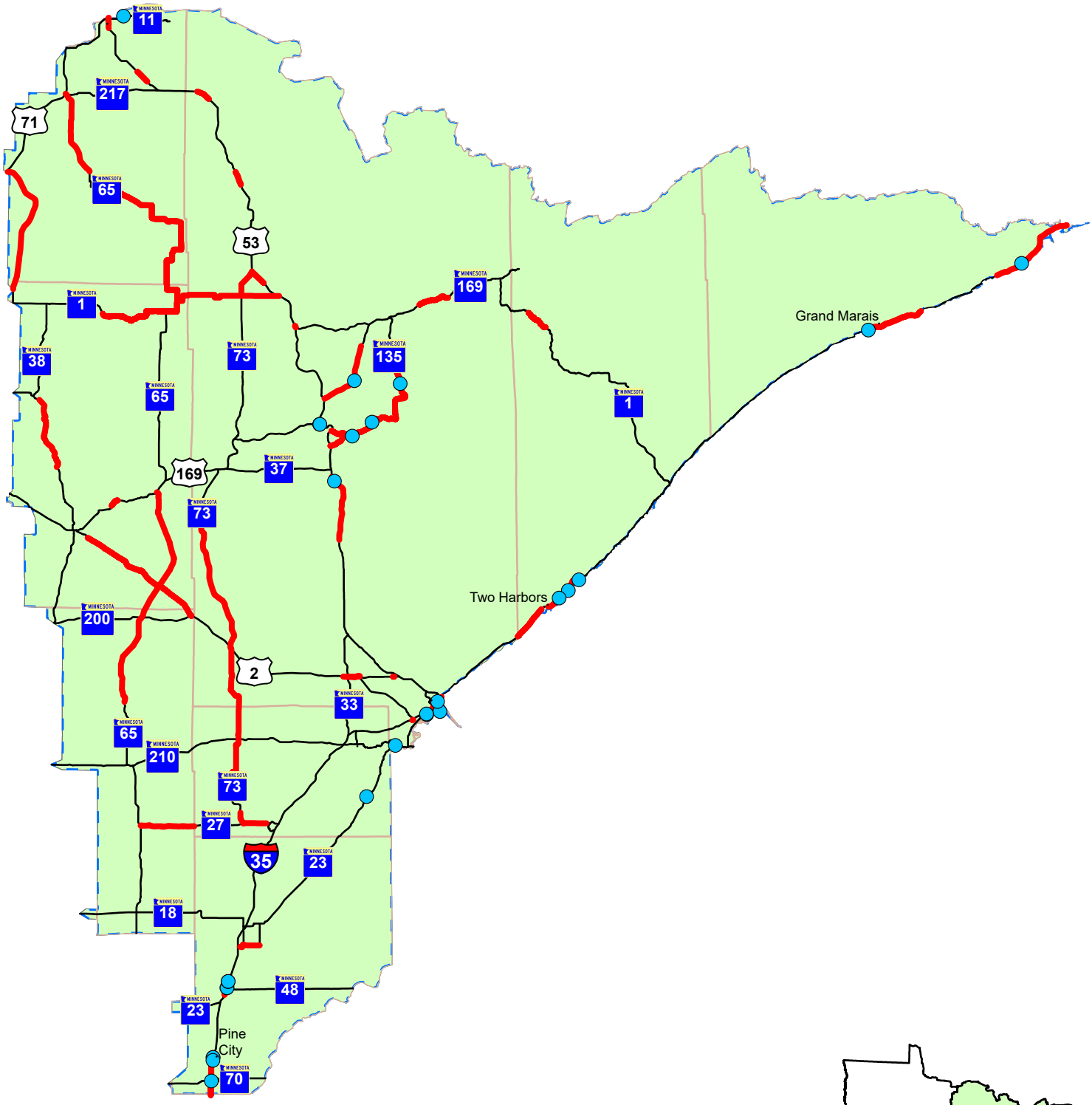
Appendix C: Major Highway Project Summary Pages

Major Highway Projects 2020



DEPARTMENT OF TRANSPORTATION

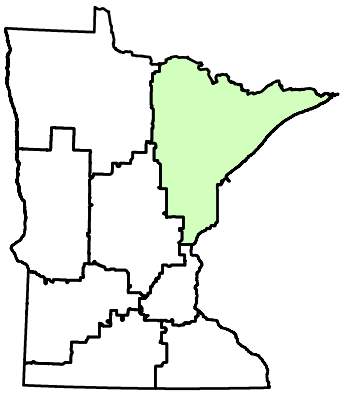
Major Highway Projects 2020
D1- DULUTH



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



District 1 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 27	0104-06	On MN 27 from Moose Lake to CR 12.	A1	76
MN 65	0112-52	On MN 65 from Sandy River to MN 200 in Aitkin County.	A2	77
MN 23	0901-70	On MN 23 bridge 09020 in Carlton County.	A3	78
MN 61	1602-50	On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.	A4	79
MN 61	1604-45	On MN 61 from Reservation River Road to US/Canadian border in Cook County.	A5	80
MN 1	3101-37	On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.	A6	81
MN 1	3101-38	On MN 1 from north of Bass Lake Rd. to the south junction of CR 542/CR 550/MN 1 in Itasca County	A7	82
MN 1	3101-39	On MN 1 from south of Twsp. 551, Thisthledew Lake Campground Rd. to the east junction of MN 65 in Itasca County	A8	83
US 2	3104-60	On US 2 from east of bridge #31032 over Prairie River to the east of Hwy 65 in Itasca County.	A9	84
US 2	3104-62	On US 2 from just west of Hwy 65 to just east of Hwy 200	A10	85
MN 38	3108-70	On MN 38 from Pughole Lake to MN 286 in Marcell in Itasca County.	A11	86
MN 65	3111-30	On MN 65 from MN 200 to US 169 in Aitkin and Itasca counties.	A12	87
US 169	3116-142	On US 169 from CSAH 15 to east of Scenic 7. Two lane to four lane expansion in Taconite.	A13	88
MN 6	3603-14	On MN 6 from MN 1 to US 71 in Koochiching County.	A14	89
MN 11	3606-61	On MN 11, bridge 36027 in Ranier.	A15	90
US 53,	3608-48	On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.	A16	91
MN 65	3609-41	On MN 65 from CSAH 8 to US 71 in Koochiching County.	A17	92
MN 65	3609-42	On MN 65 from MN 1 to CR 8 in Koochiching County.	A18	93
MN 1	3801-92	On MN 1 from just west of T-273 to just south of Kawishisi River and on MN 1 from Superior National Forest Road 172 to just east of CSAH 2.	A19	94
MN 61	3804-61	Highway 61 south of Two Harbors	A20	95
MN 61	3805-104	On MN 61 from 8th St. to Silver Creek in Two Harbors.	A21	96
MN 61	3805-106	On MN 61 at the Silver Creek Cliff and Lafayette Bluff tunnels	A22	97
MN 61	3805-79	On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.	A23	98
MN 61	3805-99	On MN 61, bridge 3589 at Stewart River in Lake County.	A24	99
MN 123	5802-24	On MN 123 in Sandstone from junction of MN 23 to CSAH 30, mill and overlay, reclaim, drainage improvements and ADA.	A25	100
I 35	5880-194	On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.	A26	101
I 35	5880-199	On I-35 from south of the junction of MN 48 to north of junction of MN 48	A27	102
MN 1	6904-46	On MN 1 from Six Mile Lake Road to Bradach Road in St. Louis County.	A28	103
US 2	6908-61	US 2 and Hwy 194 near Saginaw	A29	104
MN 23	6910-109	On Hwy 23 from the St. Louis River to west of 5th Street, in the Fond du Lac neighborhood of Duluth, Mn	A30	105

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 135	6912-77	On MN 135 from just west of County Road 921 in Virginia to CSAH 21 near Embarrass.	A31	106
MN 37	6914-19	On MN 37 from the junction of US 53 to MN 135 in St. Louis County.	A32	107
US 53	6917-143	On US 53 from the end of Pale Face River to CSAH 93 in St. Louis County.	A33	108
US 53	6920-53	On US 53 from MN1/CSAH22 in Koochiching and St. Louis Counties.	A34	109
MN 73	6928-28	On MN 73 in Carlton and St. Louis Counties.	A35	110
MN 194	6932-14	On MN 194 at the intersection of Midway Road Hermantown.	A36	111
US 169	6935-89	On US 169 from CR 109 to US 53 in Mountain Iron.	A37	112
MN 169	6936-19	On MN 169 from US 53 to CSAH 26 in St. Louis County.	A38	113
US 2, MN 194	6937-102	On Hwy 194 from Rice Lake Road/CSAH 4 to I-35 and replaces US 2 bridges 69101 and 69102 in Duluth.	A39	114
I 535	6981-9030L	On I-535, Blatnik Bridge repairs between Duluth and Superior, WI.	A40	115
US 53, Superior St, MN 194, I 35, 46 Ave W	6982-322WP2	On I-35 from Central Ave. to Garfield Ave. in Duluth.	A41	116
I 35	6982-335	On I-35 from the south junction with US 2 to just south of the junction with US 2 in Duluth	A42	117

PROJECT SUMMARY

MN 27
On MN 27 from Moose Lake to CR 12.

State Project Number 0104-06

This project resurfaces Hwy 27 from just west of Moose Lake to Carlton County Road 12 and from Hwy 65 to the Aitkin/Carlton County line, and includes paving shoulders on a portion of the project.

RECENT CHANGES & UPDATES

There are no current changes and updates for this project in 2020.

PROJECT HISTORY

The pavement is deteriorating resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The purpose of the project is to improve ride quality and extend the useful life of the highway.

PROJECT RISKS

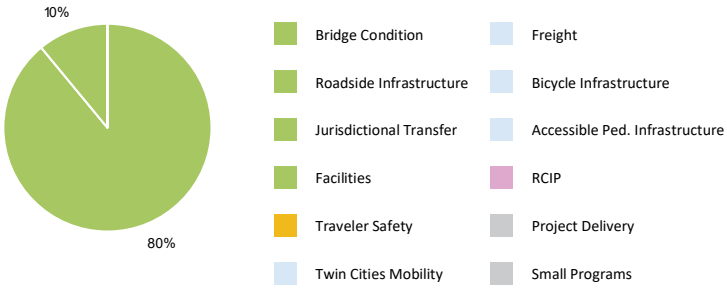
There is a traffic control risk during construction between Hwy 73 and Moose Lake since it requires a detour.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	2/26/2021
Current Letting Date:	2/26/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	5.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7.1***	***6.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current and baseline estimates were prepared in September 2019. Both estimates include costs for bituminous resurfacing and the addition of new bituminous shoulders on a portion that only had gravel shoulders.

PROJECT SUMMARY

MN 65
On MN 65 from Sandy River to MN 200 in Aitkin County.

State Project Number 0112-52
Hwy 65 Resurfacing, Drainage Project: Jacobson, Ball Bluff, Libby (Aitkin County)

Resurface Hwy 65 from just S of Sandy River to just S of Hwy 200 in Aitkin County.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in the fall of 2019.

PROJECT HISTORY

This project reconditions and resurfaces the existing highway to improve the ride quality and extend the useful life of the highway. The letting date was changed to December 2018 to better balance the overall program.

PROJECT RISKS

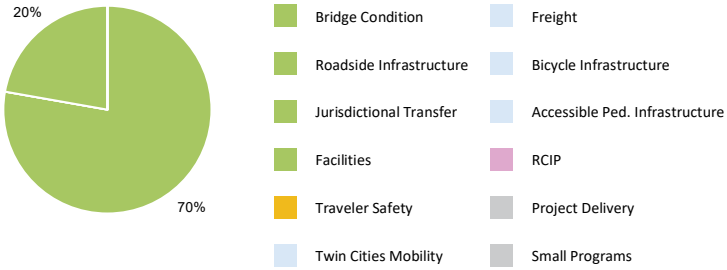
Construction is complete and no risks remain.

SCHEDULE

Date in which project entered the STIP:	7/1/2015
Environmental Document Approval Date:	11/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/1/2018
Current Letting Date:	12/18/2018
Construction Season:	2018 - 2019
Estimated Substantial Completion:	fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

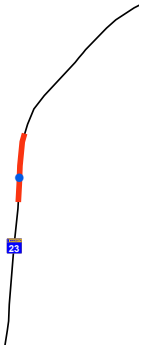
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	5.1
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.6
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	***8.7***	***6.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in August 2015. The current cost estimate is the actual construction letting amount. Both estimates include costs for bituminous pavement resurfacing. This project was let on 12-18-2018.

PROJECT SUMMARY



MN 23
On MN 23 bridge(s) 09020 in Carlton County.
Bridge 09020
State Project Number 0901-70

This project replaces the Hwy 23 bridge at Deer Creek northeast of the south Carlton County line.

RECENT CHANGES & UPDATES

The cost increase was due to the need for a bridge rather than a culvert and for stream improvements.

PROJECT HISTORY

There was a need to replace the box culvert at Deer Creek. Through the design process and lengthy discussions with the DNR about fish passage, the DNR mandated that MNDOT replace the culvert with a clear span bridge and complete stream restoration work to provide a fish passable stream bed.

PROJECT RISKS

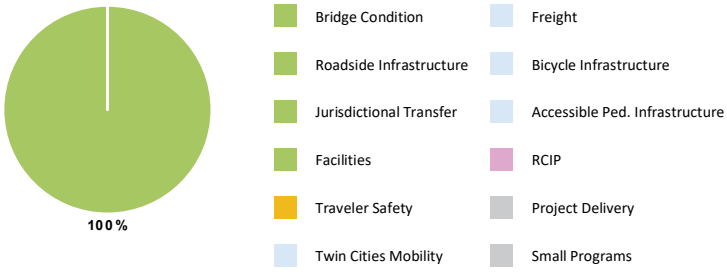
Cost over runs due to difficult stream restoration conditions.Cost over runs and design changes due to poor soil conditions at the site.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/17/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/5/2017
Construction Limits Established Date:	Not needed
Original Letting Date:	10/26/2018
Current Letting Date:	6/18/2019
Construction Season:	2019 - 2021
Estimated Substantial Completion:	summer 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	1.3	4
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.7
Construction Engineering:	0.2	0.4
Right of Way:	1.8	0
Total:	***3.6***	***5.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in October 2013 before the scoping was complete with the assumption of using a culvert as the replacement. The current estimate is based on the actual construction letting amount. The price increased due to the need for a bridge rather than a culvert with stream improvements.

PROJECT SUMMARY

MN 61
On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.

Bridge 16X08, 8295A, 9294;9295

State Project Number 1602-50
Hwy 61 Reconstruction Project: Cook County

The project resurfaces and reconstructs Hwy 61 from Cutface Creek to County Road 14 and replaces the box culvert at the Fall River in Grand Marais in Cook County,

RECENT CHANGES & UPDATES

Project was let to a contractor in June 2019. Construction is scheduled to begin in late fall 2019 with tree clearing. Roadway construction will be complete in fall 2021.

PROJECT HISTORY

Geometric layout and municipal consent were approved in February 2018. Consultant designer is on schedule to deliver a 60 percent complete plan set in August 2018. District 1 continues to work with the Grand Marais community on landscaping preferences and construction staging/ traffic impacts anticipated with the project. Layout is being developed to include a city trail from 8th Avenue West to the Gunflint Trail (8th Avenue E.). This project was programmed as a pavement rehabilitation. Grand Marais received a transportation alternatives program grant to extend the trail system. The trail will be incorporated into the state's plan.

PROJECT RISKS

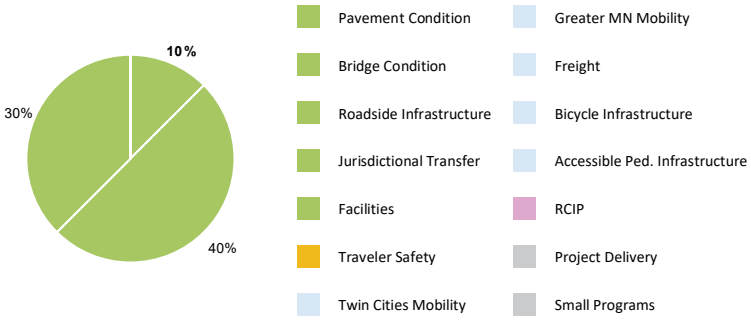
Potential construction changes pose a risk to the project.

SCHEDULE

Date in which project entered the STIP:	7/1/2017
Environmental Document Approval Date:	12/11/2018
Municipal Consent Approval Date:	2/27/2018
Geometric Layout Approval Date:	3/28/2018
Construction Limits Established Date:	7/27/2017
Original Letting Date:	12/21/2018
Current Letting Date:	6/7/2019
Construction Season:	2019 - 2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

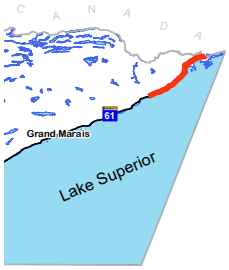
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	19.2
Post Letting Construction Costs:	0.7	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	1	2.7
Construction Engineering:	0.7	1.2
Right of Way:	0.1	1.5
Total:	***11***	***26.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in February 2016 before the final scoping document was completed. The current estimate is based on the actual construction letting amount. The estimates include costs for urban reconstruction, pavement rehabilitation, accessibility improvements and box culvert replacement.

PROJECT SUMMARY



MN 61
On MN 61 from Reservation River Road to US/Canadian border in Cook County.
Bridge 16011, 16x10
State Project Number 1604-45

This project resurfaces Hwy 61 from Reservation River Road to US/Canadian border.

RECENT CHANGES & UPDATES

The project is being scheduled in fiscal year 2021 for construction.

PROJECT HISTORY

Due to hydraulic needs, culverts at Hollow Rock Creek and Red Rock Creek were upsized to bridges. Bridge 16011 will be constructed at Hollow Rock Creek and Bridge 16X10 will be constructed at Red Rock Creek.

Additional right of way or easements are needed to construct bypasses so that deep culverts can be replaced or repaired while maintaining traffic on the highway. Northern long eared bats, a threatened and endangered species, impact the schedule for tree clearing.

PROJECT RISKS

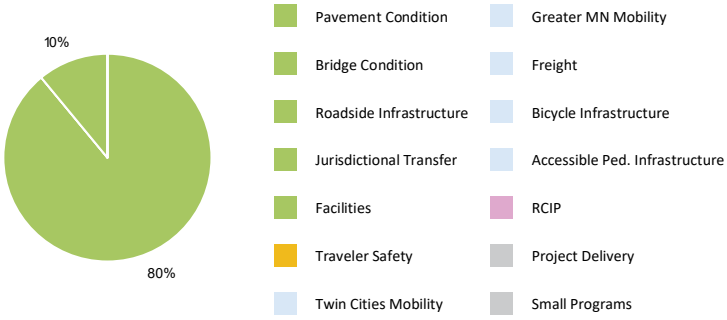
Project coordination with the Grand Portage Band may result in unanticipated work that impacts cost and schedule. The General Services Admin/US Customs coordination results in unanticipated work. Wetland permit requirements may raise unanticipated US Army Corps of Engineers problems/delays.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	3/27/2020
Current Letting Date:	4/24/2020
Construction Season:	2020 - 2021
Estimated Substantial Completion:	Oct-21

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

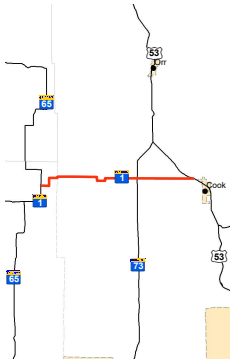
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.8	17.2
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***16.1***	***20.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2017. The current estimate was completed in September 2018. Both estimates include bituminous resurfacing, hydraulics, roadside safety features and other road improvements. The reason for the cost increase is because it was determined a bridge was needed instead of a culvert.

PROJECT SUMMARY



MN 1
On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.

State Project Number 3101-37

Resurface Hwy 1 from the east junction of Hwy 65 to the north junction of Hwy 53 in Itasca and St. Louis counties.
On Hwy 73 from the junction of Hwy 1 to the junction of Hwy 53 in St. Louis County

RECENT CHANGES & UPDATES

The project scope remains unchanged.

PROJECT HISTORY

The scope of this project was changed to include a five mile segment of TH 73 from TH 1 north to TH 53. Also the realignment of the TH1/TH53 intersection was removed from this project and given its own project number. However, both projects will be let as one package.

PROJECT RISKS

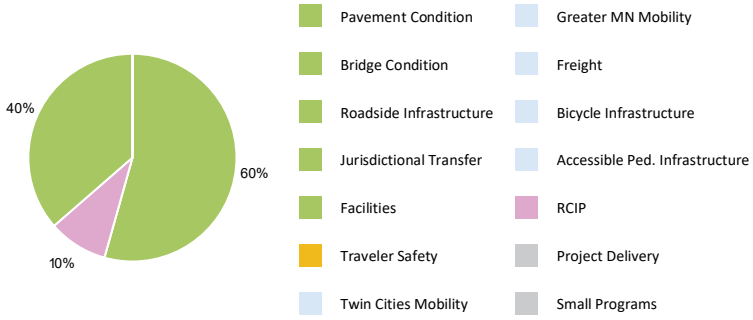
This project is linked to SP 6931-01 on TH 73 from the junction with TH 1 to the junction of TH 53. Right of way acquisition is needed on this project, the costs to acquire the right of way may impact the total project cost estimate in the future.

SCHEDULE

Date in which project entered the STIP:	7/1/2016
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	2/28/2020
Current Letting Date:	6/5/2020
Construction Season:	2020
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	8
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.7
Right of Way:	0.8	0.7
Total:	***11.8***	***11.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in February 2016. The current estimate is the actual letting cost. Both estimates include costs for bituminous pavement resurfacing. The change in the estimate cost is due to bridge rehabilitation added in August 2019, but lower than anticipated bituminous costs decreased the total estimate.

PROJECT SUMMARY

MN 1
On MN 1 from 0.5MI. N BASS LAKE RD to 0.7 MI. S. JCT CR542/CR550/MN1 in Itasca County

State Project Number 3101-38

Resurface highway from 0.5 mi. N. of Bass Lake Rd to .7 mi. S. of County Rd 550

RECENT CHANGES & UPDATES

The project is currently in final design, the construction limits were submitted on 09/02/2020, and the 30% design plan will be submitted this winter on schedule.

PROJECT HISTORY

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The project area was last resurfaced in 2002. The 2018 pavement condition rating indicates the pavement quality index is good, but is expected to decline to fair condition by 2022.

PROJECT RISKS

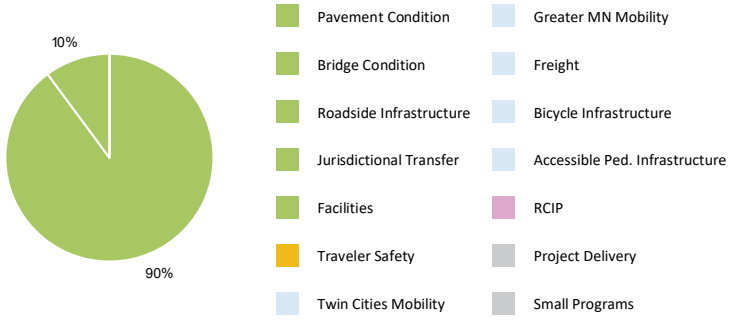
Right of way acquisition may take longer than anticipated. Tree clearing restriction dates may adversely affect the execution of the project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/2/2020
Original Letting Date:	12/17/2021
Current Letting Date:	12/17/2021
Construction Season:	2022 - 2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

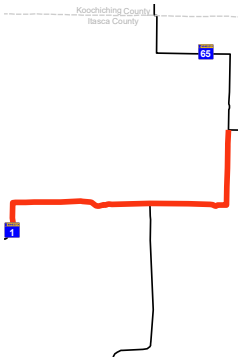
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.6	3.6
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***4.8***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in September 2017. The current estimate was completed in July 2020. Both estimates include costs for bituminous resurfacing and hydraulic replacements.

PROJECT SUMMARY



MN 1
On MN 1 from 0.1 MI S.T-551, Thisthledew Lake CAMPGROUND RD to E. JCT MN 65 in Itasca County

State Project Number 3101-39

Resurface the roadway of State Highway1 from 0.1 MI South. Township Rd-551, Thisthledew Lake Campground Rd to East. JCT State Highway 65,

RECENT CHANGES & UPDATES

The district is strongly considering combining this project with 3101-38 because one project starts where the other one ends. Both projects have the same scope, the same pavement fix recommendations and they are both in the same fiscal year.

PROJECT HISTORY

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The project area was last resurfaced in 2002. The 2019 pavement condition rating indicates the pavement quality index is fair.

PROJECT RISKS

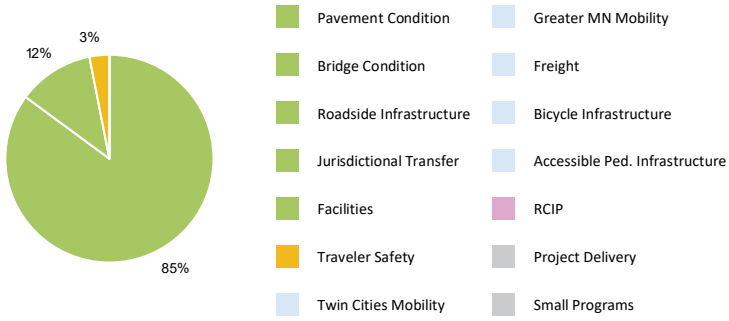
Right of Way acquisition may not be completed in time to let the project.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/2/2020
Original Letting Date:	12/30/2022
Current Letting Date:	09/23/2022
Construction Season:	2022 - 2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

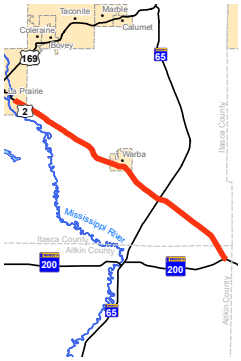
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	3.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.2
Construction Engineering:	0.3	0.3
Right of Way:	0	0.1
Total:	***4.6***	***4.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were completed in July 2020. Both estimates include costs for bituminous resurfacing.

PROJECT SUMMARY



US 2
On US 2 from 0.4 miles East of bridge #31032 over Prairie River to 1.97 miles East of Hwy 65 in Itasca county.

State Project Number 3104-60

This project resurfaces Hwy 2 from east of Prairie River to east of Hwy 65.

RECENT CHANGES & UPDATES

Construction limits were completed and the geometric layout is nearly complete.

PROJECT HISTORY

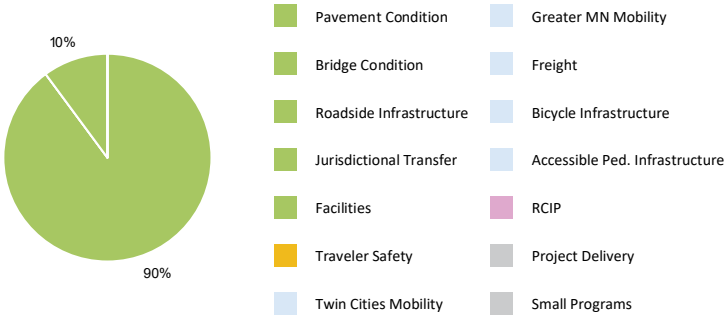
This project reconditions and resurfaces the existing highway to improve the ride and extend the useful life of the highway.

PROJECT RISKS

Acquiring right of way in time for the project.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18	12.9
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0.7
Construction Engineering:	1.2	0.9
Right of Way:	0	0
Total:	***22.5***	***16***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

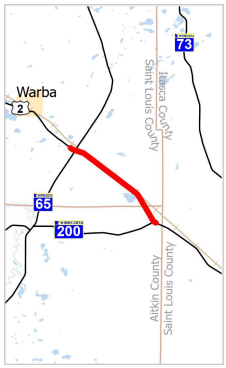
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/4/2019
Original Letting Date:	4/23/2021
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2017. The current estimate was completed in April 2020. Both estimates include bituminous resurfacing, hydraulics, and other road improvements. The reason for the cost decrease is due to the reconstruction work in the town of Warba was removed from this project. Also the project length was shortened by 6 miles.

PROJECT SUMMARY



US 2
On US 2 from 0.3 miles west of Hwy 65 to 0.1 miles east of Hwy 200

State Project Number 3104-62

Highway 2 from Highway 65 to Highway 200 Resurface Highway and Junction of Highway 2 and Highway 65 in Swan River, Construct Roundabout, Turn Lanes. Safety Improvements,,,

RECENT CHANGES & UPDATES

A public information meeting has been held to introduce the project to the public, and businesses have been briefed on the project. MnDOT has provided project exhibits to the business which they are displaying to further expand public outreach. The geometric layout for the roundabout has been approved by MnDOT Staff. Approximately 6.3 miles of full depth reclaim that was cut from State Project 3104-60 has been added to this project.

PROJECT HISTORY

The intersection of Hwy 2 and Hwy 65 was prioritized number 13 out of 301 for rural 2 lane intersections in the 2016 District One Safety Plan because it has 4 out of 6 unsafe characteristics. The intersection also has a high crash rate and fatality rate. Lighting and signing improvements have been made but have proven ineffective in reducing crashes at the intersection. An Intersection Control Evaluation which studied five alternatives was conducted and resulted in the recommendation of a short term and long term alternative. The District applied for and received Federal Highway Safety Improvement Program funds to construct the long term alternative.

PROJECT RISKS

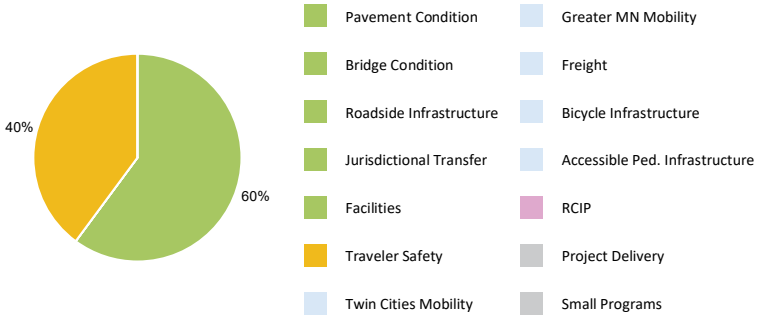
Risks include contaminated soil and water, utility relocations, right of way acquisition, business impacts, wetland impacts, public water impacts and snowmobile trail conflicts.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/20/2020
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2023
Current Letting Date:	12/16/2022
Construction Season:	2023
Estimated Substantial Completion:	fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

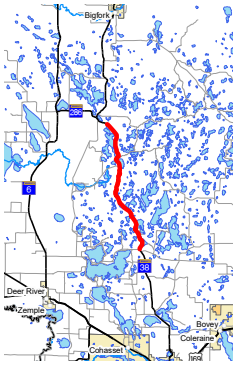
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.2	8.6
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	***11.2***	***11.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline and Current estimates were done in August of 2020. Both estimates include costs for Bituminous pavement reclamation and for a Roundabout.

PROJECT SUMMARY



MN 38
On MN 38 from Pughole Lake to MN 286 in Marcell in Itasca County.

State Project Number 3108-70

This project resurfaces and reconstructs Hwy 38 from Pughole Lake to Marcell in Itasca County.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in Fall 2018.

PROJECT HISTORY

The letting date was delayed until January 2018 due to right of way acquisition timing. The project was let and construction started in March 2018. Construction is on schedule for completion in fall 2018. The project on Hwy 38 took longer than anticipated due to District 2 workload. There were two intersection improvement projects requiring project coordination with Itasca County. Additional time was needed to complete the Hwy 38 design and include County Road 48 and County Road 49 improvements. This additional time resulted in moving the letting date from October 2017 to December 2017. The project design is on schedule for delivery in March 2017, however the right of way acquisition process took longer than anticipated resulting in moving the construction letting date to fall 2017 with construction scheduled for 2018. The environmental assessment for property acquisition in the Chippewa National Forest was started in 2015. The purpose of this project is to recondition and resurface the existing highway to improve ride quality, extend the useful life and reduce maintenance costs.

PROJECT RISKS

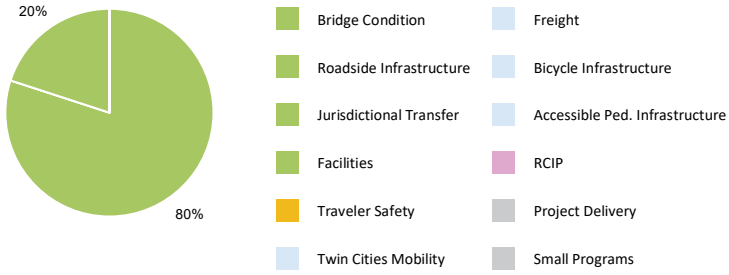
The project is complete.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	5/16/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/14/2016
Original Letting Date:	1/2/2009
Current Letting Date:	1/26/2018
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.2	7.7
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.4
Construction Engineering:	0.9	1
Right of Way:	0.3	0.4
Total:	***15.8***	***11.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in June 2013. The current cost estimate is the actual construction letting cost. Both estimates include costs for bituminous resurfacing and other road improvements. The current construction letting cost was lowered because of less subgrade correction needed. There was an increase to the projected right of way acquisition cost.

PROJECT SUMMARY

MN 65
On MN 65 from MN 200 to US 169 in Aitkin and Itasca counties.

State Project Number 3111-30

This project resurfaces Hwy 65 from Hwy 200 to Hwy 169 in Aitkin and Itasca counties.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete.

PROJECT HISTORY

The project is currently under construction and is anticipated to be completed in October 2019. This project was programmed based on pavement needs. The project was developed as a flex project with a flexible letting. Plans are at 90 percent complete. The project was developed as a flexible letting project and when the district selected the final letting date the letting date was changed.

PROJECT RISKS

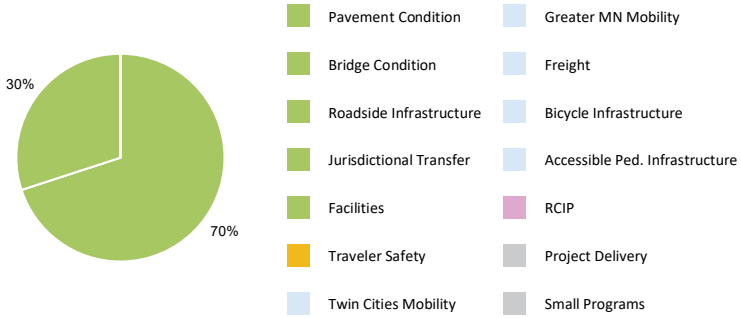
No risks remain.

SCHEDULE

Date in which project entered the STIP:	7/1/2016
Environmental Document Approval Date:	10/23/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/24/2016
Original Letting Date:	4/27/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

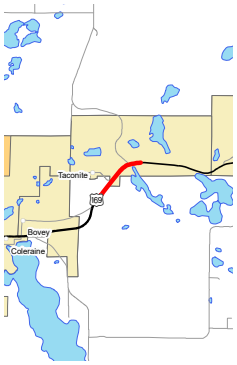
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.7	7.4
Post Letting Construction Costs:	1.1	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1
Construction Engineering:	0.8	0.7
Right of Way:	0	0
Total:	***14.9***	***9.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The base estimate was prepared in May 2014 and includes costs for pavement resurfacing. The current estimate is based on the actual construction letting amount. The price difference was due to an anticipated decrease in bituminous cost.

PROJECT SUMMARY



US 169
On US 169 from CSAH 15 to east of Scenic 7. Two lane to four lane expansion in Taconite.

State Project Number 3116-142

This is a corridors of commerce project that is an expansion from two lanes to four lanes on Hwy 169 from county road 15 to county road 7.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was not completed until June 2018. The contract was a working day contract that allowed for work to continue into 2018 if needed due to weather and actual field conditions.

PROJECT HISTORY

The project was not completed until June 2018. The contract was a working day contract that allowed for work to continue into 2018 if needed due to weather and actual field conditions. This project was let in June 2016 and construction started in Sept. 2016. The construction is scheduled for completion in Oct. 2017. The re-evaluation of the environmental assessment was completed in July 2015. Phases of this expansion were completed beginning in 1994 and most recently in 2007. Funding for this project was secured in the fall of 2013 as part of the corridors of commerce program. Project design began in late 2013 and is currently at the 60 percent design phase. The environmental document is being drafted.

PROJECT RISKS

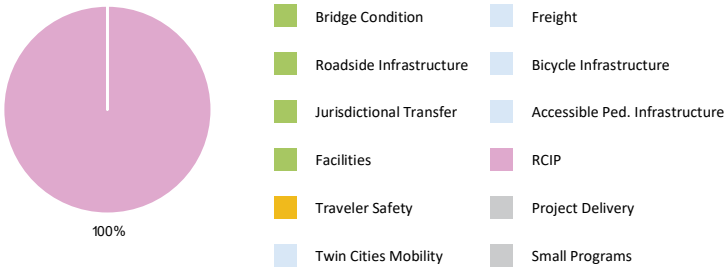
The project was completed in 2018. No risks remain.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	7/16/2015
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/23/2015
Construction Limits Established Date:	3/13/2015
Original Letting Date:	6/3/2016
Current Letting Date:	6/3/2016
Construction Season:	2017-2018
Estimated Substantial Completion:	Summer 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Greater Minnesota Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

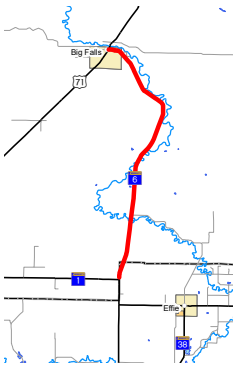
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	5.9
Post Letting Construction Costs:	0.8	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.2
Construction Engineering:	0.8	0.7
Right of Way:	0.5	0.5
Total:	***12.3***	***8.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate was prepared in February 2014 and includes costs for constructing a four-lane roadway with bituminous pavement, drainage facilities and a bridge/box culvert. The current estimate is based off of actual costs from the first year substantially complete project report. The price decrease from the baseline estimate is due to lower than anticipated bituminous costs.

PROJECT SUMMARY



MN 6
On MN 6 from MN 1 to US 71 in Koochiching County.

State Project Number 3603-14
Hwy 6 Resurfacing Project: Northern Itasca & Koochiching Counties

This project resurfaces Hwy 6 between Hwy 1 and Hwy 71 in Koochiching County.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

As noted in the cost estimate assumptions, the baseline estimate was prepared in December 2014 during scoping. The current estimate prepared in July 2018 is based on a thinner pavement section being used than what was originally scoped.

PROJECT HISTORY

This pavement resurfacing project is programmed for construction in calendar year 2019. Adding short segments of wider shoulders in select areas for truck pull-offs will be explored. Letting date changed for balanced letting purposes. The need for the project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The 2015 pavement condition rating indicates the ride quality index is fair.

PROJECT RISKS

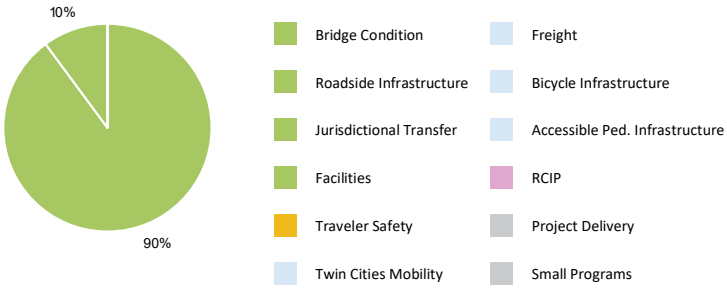
No further project risks anticipated. Project completed in 2019.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	9/24/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	01/01/2019
Current Letting Date:	11/16/2018
Construction Season:	2019
Estimated Substantial Completion:	Sep-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

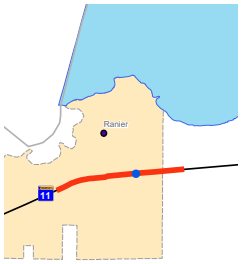
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	5.8
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1
Construction Engineering:	0.5	0.6
Right of Way:	0	0.1
Total:	***9***	***8.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The base cost estimate was prepared in December 2014 before the project was scoped. The estimate includes costs for pavement resurfacing. The current estimate is based on actual construction letting costs. The project was let in November 2018. The reason for the lowered estimate was due to a thinner pavement section being required.

PROJECT SUMMARY



MN 11
On MN 11, bridge 36027 in Ranier.

Bridge 36027

State Project Number 3606-61
Hwy 11 Bridge Replacement: Koochiching County

This project replaces the bridge over the CN railroad tracks on Hwy 11 just east of CR 20 in Rainier.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Change orders were needed during construction to stabilize the slopes due to the poor underlying soils increasing the current estimate.

PROJECT HISTORY

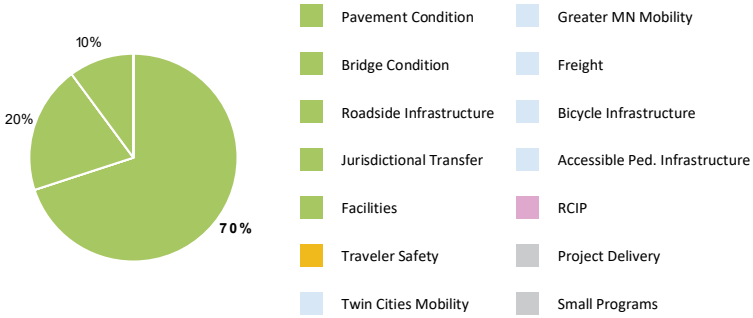
The Bridge Replacement and Improvement Management system indicates the current bridge does not meet minimum standards for condition, geometrics and load carrying capacity and needs to be replaced.

PROJECT RISKS

No further project risks anticipated. Project completed in 2019.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***4***	***7.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

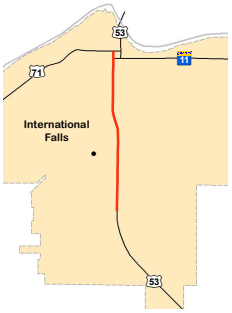
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	11/6/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	7/24/2017
Original Letting Date:	12/15/2017
Current Letting Date:	12/15/2017
Construction Season:	2018-2019
Estimated Substantial Completion:	Oct-19

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in April 2015. The current estimate is based on the actual construction letting amount. Both baseline and current estimate include bridge, hydraulic and bituminous improvements.

PROJECT SUMMARY



US 53,
On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.

State Project Number 3608-48
Hwy 53 Rehabilitation, Streetscape Project: Koochiching County

Resurface the highway from the junction of Crescent Drive to the junction of 4th Street and on Highway 11 from the east junction of Highway 71 to the east junction of Highway 53 in International Falls in Koochiching County

RECENT CHANGES & UPDATES

Construction began in July 2020 between 15th and 20th streets. Remaining project areas to be completed in 2021. Construction is staged and traffic will utilize detours through construction.

PROJECT HISTORY

A consultant was hired to help deliver this project. Meetings with International Falls began September 2017 to help define the future vision of the highway. A "complete streets" approach was used. Originally programmed for funding in FY 2015 the project was deferred due to funding constraints. Complying with ADA requires significant sidewalk and curb and gutter replacement so the project couldn't be funded in FY 2015. It was moved to FY 2020. The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in 1999. The 2015 pavement condition rating indicates the ride quality index varies from fair to poor.

PROJECT RISKS

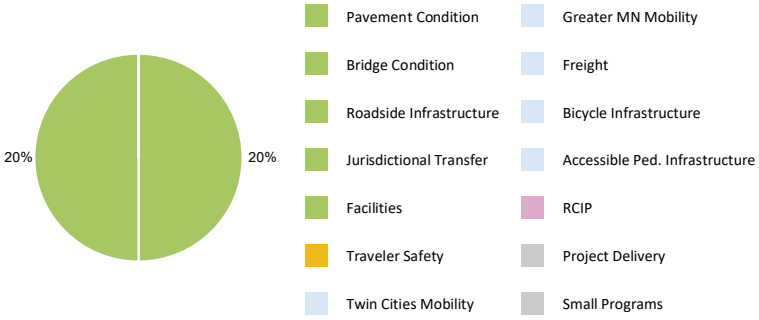
Risk encountering contaminated soils in International Falls could impact cost, this will continue through construction. There is a need for additional right of way or temporary rights to construct so that ADA improvements can be made, which could impact schedule. Maintaining access to business from Hwy 53 during construction may be difficult resulting in potential controversy.

SCHEDULE

Date in which project entered the STIP:	7/1/2014
Environmental Document Approval Date:	10/28/2019
Municipal Consent Approval Date:	10/7/2019
Geometric Layout Approval Date:	3/11/2019
Construction Limits Established Date:	3/11/2019
Original Letting Date:	4/24/2015
Current Letting Date:	5/19/2020
Construction Season:	2020 - 2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

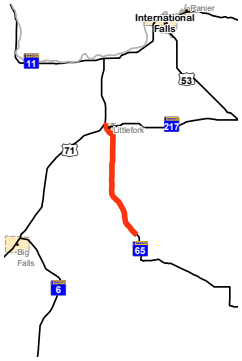
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	13.2
Post Letting Construction Costs:	0.4	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.5
Construction Engineering:	0.4	0.9
Right of Way:	0.1	0.8
Total:	***6.8***	***17.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in March 2016. The current cost estimate is the Actual Construction letting amount. Both estimates included costs for pavement rehabilitation, storm sewer replacement, traffic signals and ADA accessibility improvements. The cost increase is due to the need to lower the elevation of the road for pedestrian improvements. Also the need to accelerate the construction added to the contract cost.

PROJECT SUMMARY



MN 65
On MN 65 from CSAH 8 to US 71 in Koochiching County.

State Project Number 3609-41

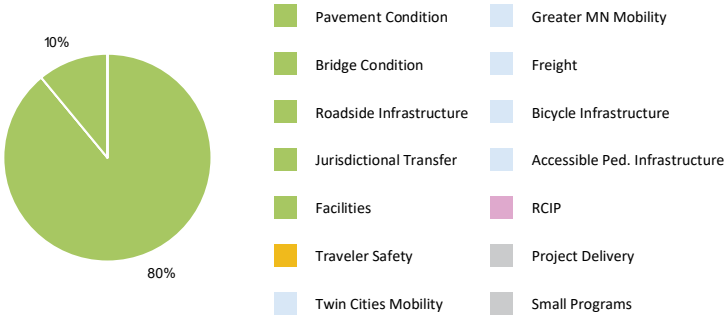
This project resurfaces Hwy 65 south of CSAH 8 to Hwy 71.

RECENT CHANGES & UPDATES

There are no new updates in 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

The deteriorating pavement results in a rough ride, high maintenance costs and reduced load carrying capacity. The purpose of this project is to improve ride quality and extend the useful life of the highway. There is a proposed 2" bituminous overlay to the mainline driving lanes and shoulders.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.2
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.2
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***5.7***	***5.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

There are project delivery risks associated with environmental permitting, DNR and MPCA.

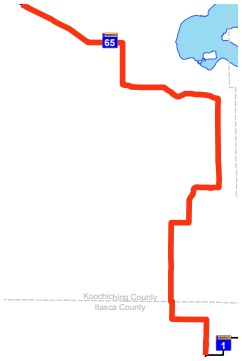
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	7/24/2020
Current Letting Date:	5/21/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in May 2016. The current estimate was completed in September 2019. Both estimates include costs for bituminous resurfacing. Also included is the addition of new bituminous shoulders on a portion that only had gravel shoulders. The cost decrease is due to lower than expected bituminous prices.

PROJECT SUMMARY



MN 65
On MN 65 from MN 1 to CR 8 in Koochiching County.

State Project Number 3609-42

This project resurfaces Hwy 65 from just north of Hwy 1 to just south of County Road 8.

RECENT CHANGES & UPDATES

This is a new project from last year with no current changes or updates.

PROJECT HISTORY

Deteriorating pavement resulting in rough ride, high maintenance costs, and reduced load carrying capacity have resulted in the need for this project. The project was developed to improve ride and extend the useful life of the highway.

PROJECT RISKS

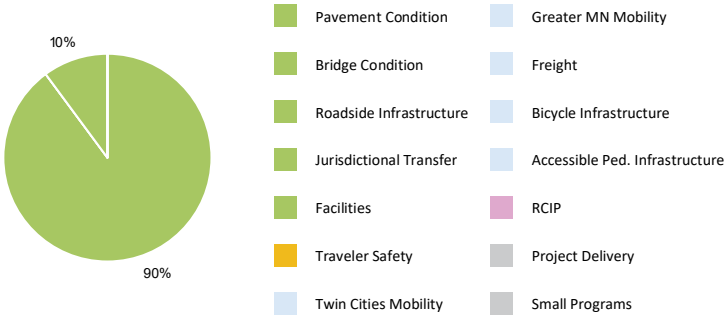
Right of way needs from Bois Forte Band of Lake Superior Chippewa and design schedule risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

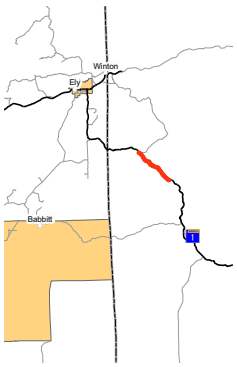
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.4	11.6
Post Letting Construction Costs:	0.9	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.7
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***15.6***	***14.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in April 2018. The current estimate was completed in April 2020. Both estimates include costs for bituminous resurfacing. The cost decrease is because the propose fix was changed to a mill overlay.

PROJECT SUMMARY



MN 1
On MN 1 from just west of T-273 to just south of Kawishisi River and on MN 1 from Superior National Forest Road

State Project Number 3801-92

The northerly project segment is 5 miles long and located south of the Kawishiwi River. The southerly project segment is 14 miles long and located between Lake County Road 2 and Isabella. The work for both projects includes bituminous resurfacing and drainage repairs.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

PROJECT HISTORY

Right of way acquisition was not complete for the 02/24/17 letting date. Letting date was changed to 04/28/17 so that the public interest finding could be developed. The letting date change did not impact start of construction. The project was programmed for a FY 2018 ELLA. Construction work began on Aug. 21, 2017, due to a delay in obtaining a permit to construct from the DNR. The majority of the project area was last resurfaced in 2000. A 2015 pavement condition rating indicated the ride quality index was poor resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The north project segment was initially planned to be reconstructed using the federal forest highway program, but due to limited funding it is no longer being pursued. This segment will now be resurfaced with drainage improvements and removal of rock outcroppings in some areas.

PROJECT RISKS

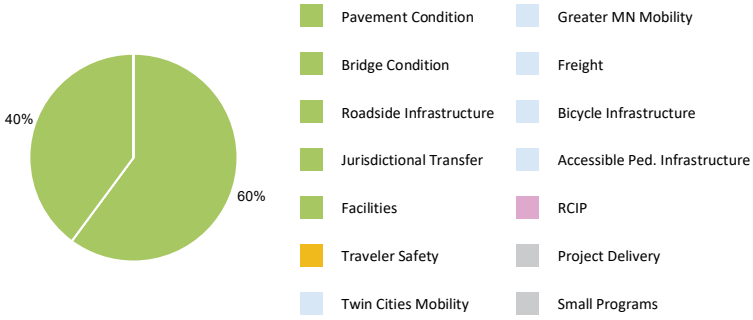
Project work was completed October 2018. There are no remaining project risks.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	10/6/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	2/27/2012
Current Letting Date:	4/28/2017
Construction Season:	2017-2018
Estimated Substantial Completion:	September 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

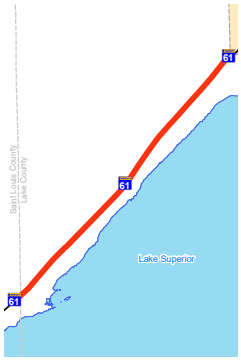
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	4.7
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.6	0.2
Right of Way:	0	1.4
Total:	***8.4***	***7.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared during scoping. The project was let in April 2017. The current estimate is based on the bid amount. It includes the cost for pavement resurfacing and drainage improvements. The cost was reduced as project scoping progressed showing the need for fewer drainage improvements that lowered the current estimate.

PROJECT SUMMARY



MN 61
Highway 61 south of Two Harbors

State Project Number 3804-61

Pavement resurfacing on Highway 61 from the Knife River to just south of Scenic Road. Construction of a Reduced Conflict Intersection (RCI) at Hwy 61 and Cty Rd 9.

RECENT CHANGES & UPDATES

The reason for the cost increase is because it was decided after scoping to add intersection safety improvements.

PROJECT HISTORY

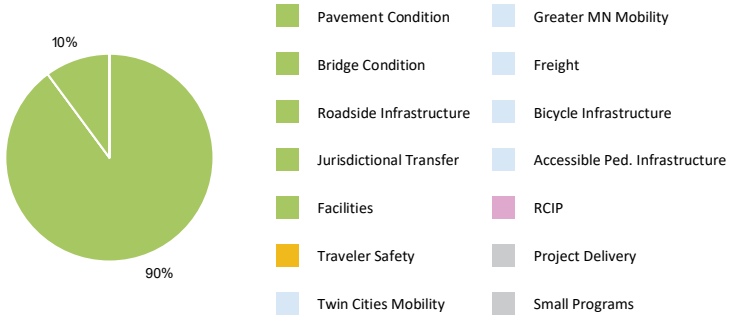
The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. An Intersection Control Evaluation report was completed in October 2018 and recommended a RCI at Hwy 61 and Cty Rd 9 to address crash history.

PROJECT RISKS

No significant risks have been identified.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	6.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7.1***	***7.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/12/2020
Construction Limits Established Date:	7/8/2020
Original Letting Date:	3/26/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	Spring 2022

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate was completed in February 2019. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The reason for the cost increase is because it was decided after scoping to add intersection safety improvements.

PROJECT SUMMARY

MN 61
On MN 61 from 8th St. to Silver Creek in Two Harbors.

State Project Number 3805-104

This project resurfaces Hwy 61 from the junction of 8th Street to just southwest of Silver Creek and replaces signals and makes accessibility improvements in Two Harbors in Lake County.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Cost increased due to cost over runs and higher than anticipated bid prices.

PROJECT HISTORY

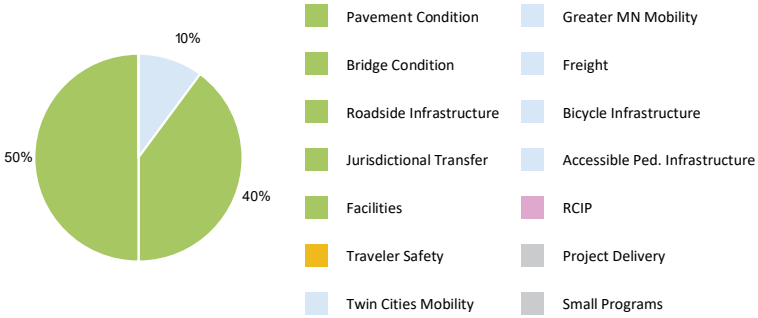
The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The purpose for this project is to improve ride and extend the useful life of the highway.

PROJECT RISKS

No risks remaining.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	4.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.4
Right of Way:	0.2	0
Total:	***4.3***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

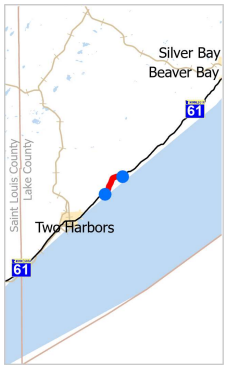
SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/30/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/30/2017
Construction Limits Established Date:	6/30/2017
Original Letting Date:	3/23/2018
Current Letting Date:	3/23/2018
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

COST ESTIMATE ASSUMPTIONS

This project is substantially complete.

PROJECT SUMMARY



MN 61
On MN 61 at the Silver Creek Cliff and Lafayette Bluff tunnels
Bridge 38003;38005
State Project Number 3805-106

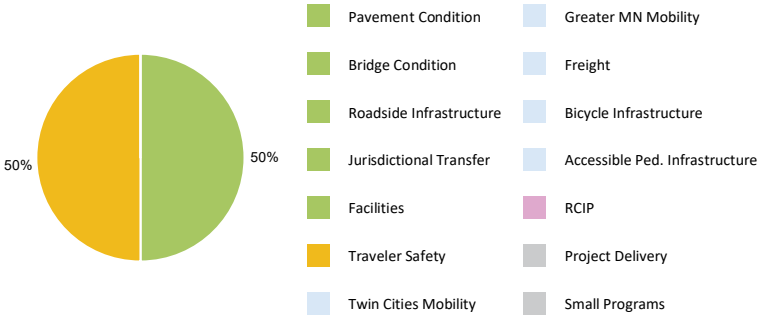
Safety Improvements, LED lighting Silver Cliff and Lafayette Tunnels.

RECENT CHANGES & UPDATES

This is a new project added to the MHPR.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



PROJECT HISTORY

The existing high pressure sodium lighting system in the tunnels has become outdated, making it difficult to maintain. The project was developed in order to have a functioning lighting system in the tunnels that meets current design standards and reduces operational costs.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***5.1***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Traffic impacts during construction, material lead times, doing construction work in cold weather and under traffic.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2020
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

COST ESTIMATE ASSUMPTIONS

The baseline and current and estimates were completed in February 2019 and include the replacement of lights and Hardware in the Silver Cliff and Lafayette tunnels.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 61

On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.

Bridge 38017

State Project Number 3805-79

This project realigns and replaces the Silver Creek Bridge and approaches.

RECENT CHANGES & UPDATES

The final geometric layout is developed. This project was tied to SP 3805-99 for ease in traffic management during construction.

PROJECT HISTORY

The existing bridge (#5648) is two 10' by 10' box culverts constructed in 1936. Bridge 5648 is deteriorated and needs to be replaced. Silver Creek is a trout stream and is one of the top three priorities for the DNR to have converted into a natural bottom. The DNR has requested and MnDOT has committed to building a wider and longer bridge to accommodate a trail across the bridge and space for a future trail under the bridge. The highway adjacent to the existing bridge will be realigned to line up with new bridge and concrete roadway at Silver Cliff tunnel. Project is tied to 3805-99.

PROJECT RISKS

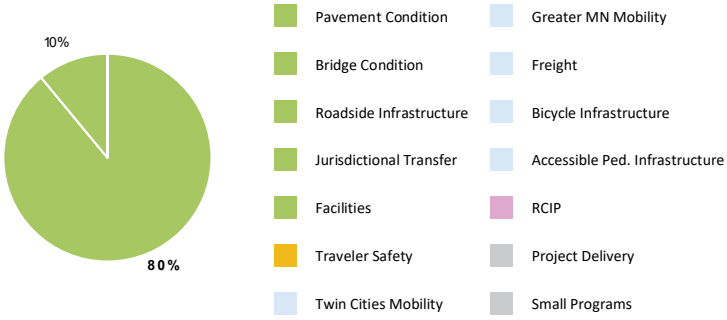
Risks include right of way procurement, staging/traffic management during construction, shallow bedrock, working in dedicated trout stream, and a tight design schedule. The funding from the DNR for a wider and longer bridge to accommodate their request for a trail over and under the bridge is a risk.

SCHEDULE

Date in which project entered the STIP:	11/5/2014
Environmental Document Approval Date:	6/25/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/11/2018
Construction Limits Established Date:	8/14/2020
Original Letting Date:	1/27/2017
Current Letting Date:	5/21/2021
Construction Season:	2021
Estimated Substantial Completion:	Summer 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.7	5.2
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***5.9***	***6.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in March 2016. The current estimate was completed in April 2020. Both estimates include costs for new pavement and a new bridge. The Price increase is do to pedestrian safety improvements including a trail.

PROJECT SUMMARY

MN 61

On MN 61, bridge 3589 at Stewart River in Lake County.

Bridge 3589/38019

State Project Number 3805-99

This project includes rehabilitation of the historic bridge and adds a new parallel bridge. The historic bridge will carry northbound traffic and a pedestrian walk way and the new bridge will carry southbound traffic and a right turn lane into Bettys Pies

RECENT CHANGES & UPDATES

The Alternative Analysis and Environmental Document is near completion. This project is tied to SP 3805-79 for ease in traffic management during construction.

PROJECT HISTORY

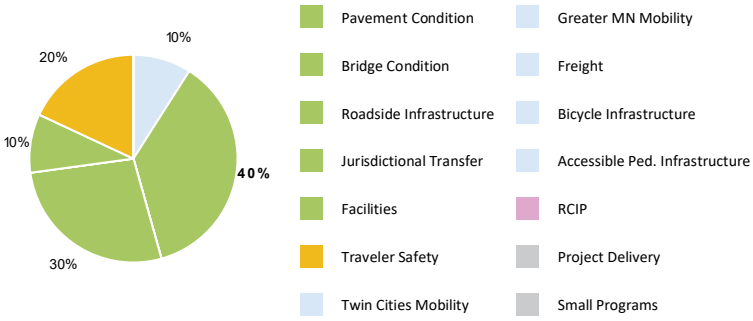
The historic bridge was originally constructed in 1924 and widened in 1939. This bridge is one of 24 bridges that MnDOT is committed to preserving. The alternative study and environmental document have been completed. Project is tied to 3805-79.

PROJECT RISKS

Risks include right of way procurement, shallow bedrock, working in dedicated trout stream, and a tight design schedule.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	5.8
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.6
Right of Way:	0.2	0
Total:	***6.8***	***7.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	7/1/16
Environmental Document Approval Date:	6/25/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/30/2020
Construction Limits Established Date:	8/14/2020
Original Letting Date:	1/1/2016
Current Letting Date:	5/21/2021
Construction Season:	2021
Estimated Substantial Completion:	Summer 2023

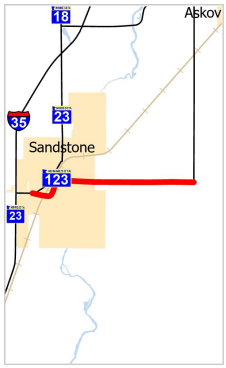
COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in March 2016. The current estimate was completed in March 2020. Both estimates include costs for new pavement and a new bridge. The cost increase is due to the scope not being complete for the baseline estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 123
On MN 123, IN SANDSTONE FROM S. JCT. MN 23 TO CSAH 30. MILL & OVERLAY, RECLAIM, DRAINAGE IMPROVEME

State Project Number 5802-24

Resurface highway, drainage improvements & pedestrian access improvements in Sandstone.,

RECENT CHANGES & UPDATES

Project letting was recently changed from October 2020 to April of 2021 due to right of way acquisition needs.

PROJECT HISTORY

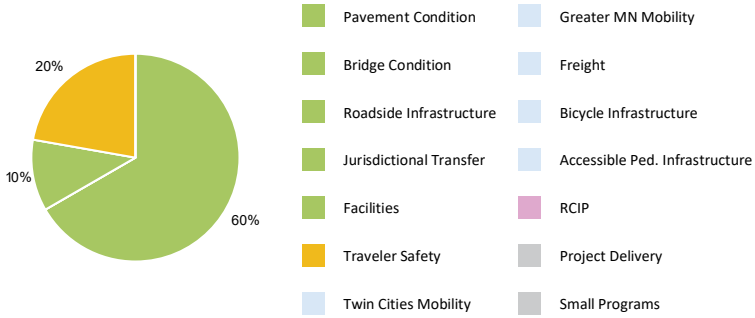
The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs, an unsafe intersection at Hwy 23/Hwy 123 and compliant ADA needs.

PROJECT RISKS

Large volume of right of way needs through Sandstone.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	3.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.2	0.2
Right of Way:	0.2	0.2
Total:	***5***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

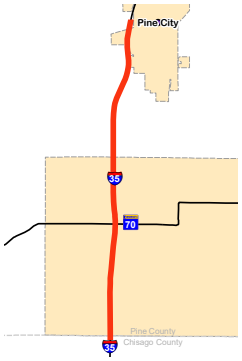
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/31/2020
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	7/6/2018
Construction Limits Established Date:	1/3/2019
Original Letting Date:	10/23/2020
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in July 2017. The current estimate was completed in September 2020. Both estimates include costs for bituminous resurfacing, ADA improvements and hydraulic replacements.

PROJECT SUMMARY



I 35

On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.

Bridge 58823, 58824, 58825, 58826

State Project Number 5880-194

I-35 Snake River Bridge Replacement Project: Pine County

This project replaces the bridge at Hwy 70 with bridge 58825, bridges at Snake River with bridges 58823 and 58824 and bridge at CR 7 over I-35 with bridge 58826 near Pine City.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Concrete paving is complete and bridge work completed fall 2019 except bridge painting on the bridge at CR 7 over I-35 was completed May 2020 due to cold temperatures in fall 2019 causing it to be delayed to spring 2020.

PROJECT HISTORY

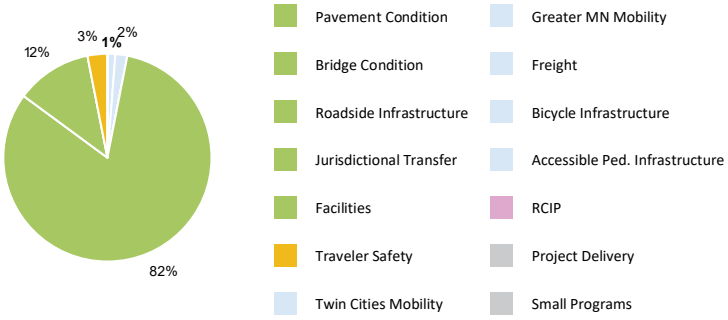
The project was developed to improve ride, load carrying capacity and extend the useful life of the highway.

PROJECT RISKS

There are currently no outstanding risks on this project.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	32.8	24.2
Post Letting Construction Costs:	2.7	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3.6	0.8
Construction Engineering:	2.4	1
Right of Way:	0	0
Total:	***41.5***	***27.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

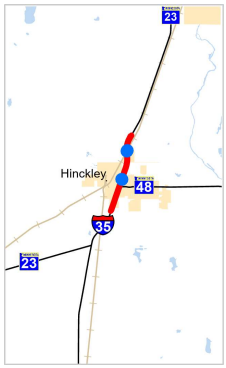
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	10/23/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/26/2017
Construction Limits Established Date:	2/23/2018
Original Letting Date:	2/23/2018
Current Letting Date:	2/23/2018
Construction Season:	2018 - 2019
Estimated Substantial Completion:	Spring 2020

COST ESTIMATE ASSUMPTIONS

The base estimate was prepared in August 2016. The current cost estimate is the actual construction letting amount. Both estimates include costs for concrete pavement resurfacing and bridge replacements. The construction letting cost was lower than the base estimate because the project was moved ahead 2 years. This project was let on 2-23-2018.

PROJECT SUMMARY



I 35
I-35 FROM 1.0 MILES SOUTH OF JCT MN 48 TO 2.2 MILES NORTH OF JCT MN 48
Bridge 9787, 9788, 9789, 9790
State Project Number 5880-199

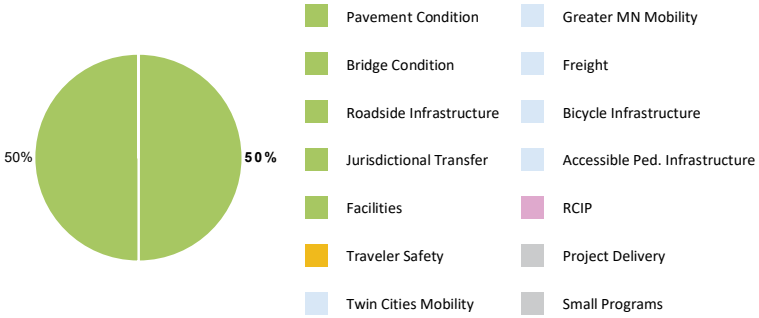
Highway 35 from 1.0 Mile South to 2.2 miles North State Highway 48 in Hinckley Replace pavement and 4 bridges.

RECENT CHANGES & UPDATES

This is a new project added to the MHPR.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

The Bridge Replacement and Improvement Management (BRIM) system indicated that the bridges did not meet the minimum standards for condition, geometrics and load carrying capacity. All 4 bridges were originally built in 1960 and were recommended for replacement in the 2024-2029 timeframe. The project was developed to construct new bridges to serve the same function and meet current bridge design and construction standards.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	28.1	29
Post Letting Construction Costs:	2	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	3	1.8
Construction Engineering:	2	2.3
Right of Way:	0	0
Total:	***35.1***	***35.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Significant traffic impacts requiring extensive public outreach and coordination with Hinckley businesses and Mille Lacs Band of Ojibwe.

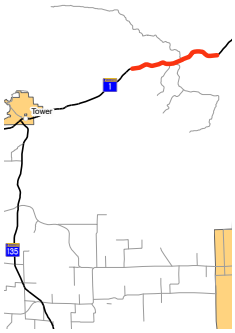
SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024-2025
Estimated Substantial Completion:	Fall 2025

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate were completed in August 2020. The estimates include costs for new pavement and four new bridges.

PROJECT SUMMARY



MN 1
On MN 1 from Six Mile Lake Road to Bradach Road in St. Louis County.

State Project Number 6904-46

This project reconstructs Hwy 1 from Six Mile Lake Road to Bradach Road in the Eagles Nest Lake Area.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was completed in July 2018.

PROJECT HISTORY

The project was completed in July 2018. MnDOT received the wetland permit from the Corp of Engineers before project award. The low bidder started construction in January 2017, performing tree clearing within the corridor. All associated contract work is on schedule for final completion in July 2018. The rock drilling program was completed in fall 2015. The lab test results were used to develop a rock mitigation plan in August 2016 for the roadway construction plan. The project letting date was moved to November 2016 with an anticipated construction date of January 2017. A task force was formed to address concerns between the Virginia and Winton segment. The Hwy 1/169 segment from Six Mile Lake Road to Clear Lake was recommended by the task force as a priority for reconstruction. $18.4 million funds were provided for highway improvements. It was decided that less money would be spent in the Thirteen Hills Area and more would be spent in the Eagles Nest Area. In May 2013 the letting date was changed to July 2016.

PROJECT RISKS

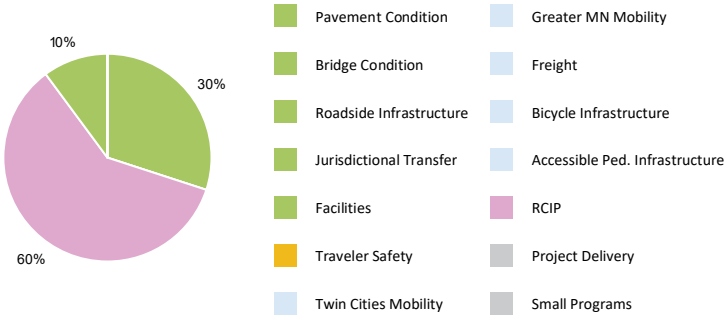
The project is complete.

SCHEDULE

Date in which project entered the STIP:	2007
Environmental Document Approval Date:	11/3/2015
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	1/4/2016
Construction Limits Established Date:	6/1/2015
Original Letting Date:	12/17/2010
Current Letting Date:	11/18/2016
Construction Season:	2017-2018
Estimated Substantial Completion:	Summer 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

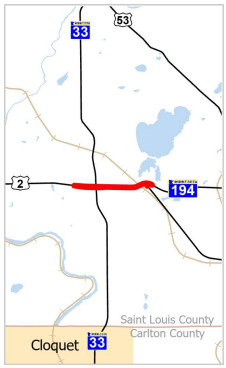
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.5	16.4
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	4
Construction Engineering:	0.9	1.3
Right of Way:	1.2	1.2
Total:	***14.4***	***23.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on the premise that equal amounts of money would be spent in two priority areas-the Eagles Nest Lake Area and the Thirteen Hills Area. The current estimate is based on the actual bid amount, and includes costs for reconstruction of Highway 1 from Six Mile Lake Road to Bradach Road. The rock drilling program provided results for a rock mitigation plan where it identified a number of construction items to be added to the project with sulfide concerns in excavation of on-site materials. The additional construction items of rock mitigation were then accounted for within the current estimate.

PROJECT SUMMARY



US 2
US 2 and Hwy 194 near Saginaw

State Project Number 6908-61

Resurface US 2 from 0.1 mile west of CR 874 to Hwy 194 and construct roundabout at US 2/Hwy 194

RECENT CHANGES & UPDATES

Scoping document was completed in July 2020. Design is scheduled to start February 2021.

PROJECT HISTORY

Road pavement is scheduled for resurfacing based on condition. Last paved in 2007-2010. Intersection Control Evaluation report was completed in January 2019 and a roundabout was recommended at US 2 and Hwy 194 to address crash history.

PROJECT RISKS

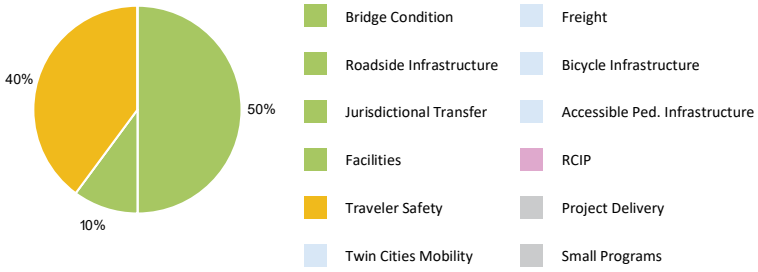
ROW acquisition delays at roundabout, potential contamination at former gas station, staging of traffic through roundabout during construction, and coordination with railroad for work around RR bridge.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6	5.4
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.5***	***6.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

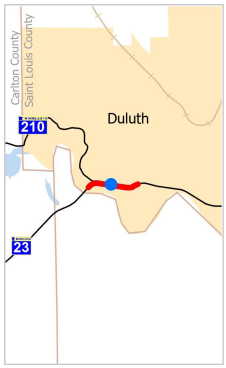
COST ESTIMATE ASSUMPTIONS

The Baseline and Current estimates were done in June of 2020. Both estimates include costs for Bituminous paving and for a Roundabout.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 23

On Hwy 23 from the St. Louis River to 0.16 miles West of 5th street, in the Fond du Lac neighborhood of Duluth M

Bridge 5757

State Project Number 6910-109

Hwy 23 in Duluth, Reconstruct Roadway from St Louis River to 0.16 Miles West of W 5th St. Construct new Bridge over Mission Creek.,

RECENT CHANGES & UPDATES

The project is currently in the scoping process. A conceptual layout and profile have been developed and introduced to Minnesota Indian Affairs Council, Office of the State Archaeologist, the Fond du Lac Band of Lake Superior Chippewa, and the general public. Public engagement is ongoing.

PROJECT HISTORY

The waterway opening of bridge 5757 is too small to pass accumulations of debris. In 2012, flooding of Mission Creek caused the waterway opening to plug up with trees, roots and debris. A project to replace bridge 5757 was designed and construction started in 2017. During construction, a historic cemetery was inadvertently disturbed. The project was cancelled and since that time, MnDOT has been working to respectfully recover and restore the cemetery.

PROJECT RISKS

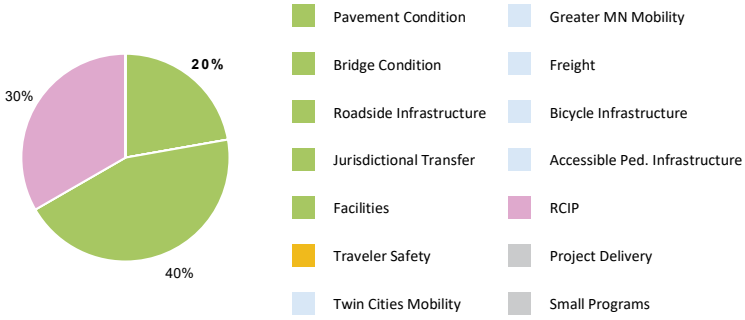
Risks include flooding until the bridge is replaced, continued burial disturbances during construction, contamination from previous development and failure to acquire clearances needed to demolish a historic bridge.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	fall 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	6.3
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.4	0.9
Right of Way:	0.4	0.4
Total:	***6.8***	***9.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

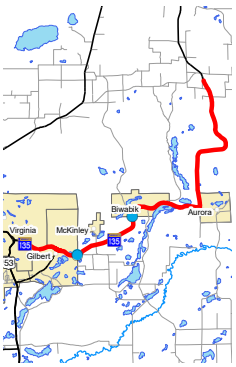
COST ESTIMATE ASSUMPTIONS

The baseline and current estimate were completed in August 2020. Both estimates include costs for new bituminous roadway, ADA Access and one new Bridge.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 135

On MN 135 from just west of County Road 921 in Virginia to CSAH 21 near Embarrass.

Bridge 69023;69025;6492

State Project Number 6912-77

Hwy 135 Resurfacing Project: Aurora, Gilbert, Town of White

Repair bridge and resurface Hwy 135 from Hwy 53 to the bridge over the Embarrass River near Embarrass,,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Pavement resurfacing and bridge repairs were completed in the fall of 2019.

PROJECT HISTORY

Due to the scope of work in Biwabik, a separate project was programmed under SP 6912-79 in anticipation for a funding or project delivery problem, which would delay a portion of work in Biwabik. A task force was created to help define the future vision of Hwy 135 through town with a "complete streets" approach. The need for this project was driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in 2001. The 2015 pavement condition rating indicates the ride quality index was fair. Hwy 135 in this area has numerous turn lanes and bypass lanes. The Mesabi Trail runs parallel and crosses portions of the route.

PROJECT RISKS

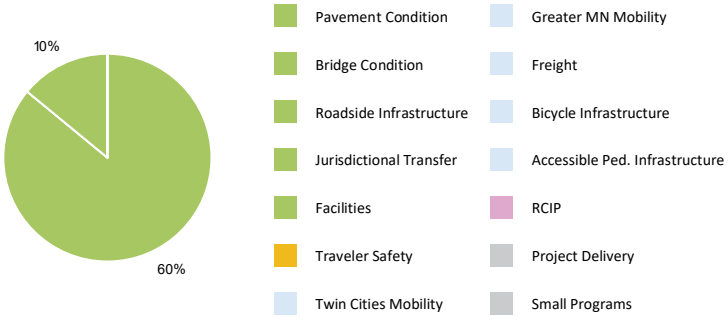
No further risks are anticipated. Project completed in 2019.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/13/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2016
Original Letting Date:	1/1/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

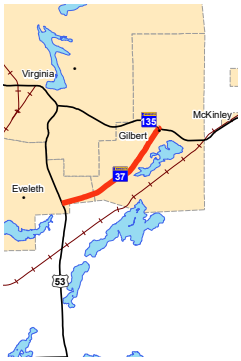
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.9	15.5
Post Letting Construction Costs:	0.8	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	1.2
Right of Way:	0	0.2
Total:	***11.4***	***19.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in February 2015. The current cost estimate was prepared in August 2018. Both estimates included pavement resurfacing. The baseline estimate included pedestrian infrastructure improvements in Biwabik while the current estimate did not. That portion of the job was moved to SP 6912-79. The cost change was due to additional bridge repair work and intersection reconstruction in both Aurora and Gilbert and the removal of the work in Biwabik.Researching if 6912-79 is included in the estimate cost from chimes? The estimate amounts auto fill

PROJECT SUMMARY



MN 37
On MN 37 from the junction of US 53 to MN 135 in St. Louis County.

State Project Number 6914-19

This project resurfaces Hwy 37 from Hwy 53 to Hwy 135 through Gilbert.

RECENT CHANGES & UPDATES

Gilbert is committed to replacing or upgrading most of its sanitary sewer and water main along Hwy 37.

PROJECT HISTORY

The scope of this project was expanded to include full pavement removal and complete curb and gutter and sidewalk removal within Gilbert's business district due to poor conditions.

PROJECT RISKS

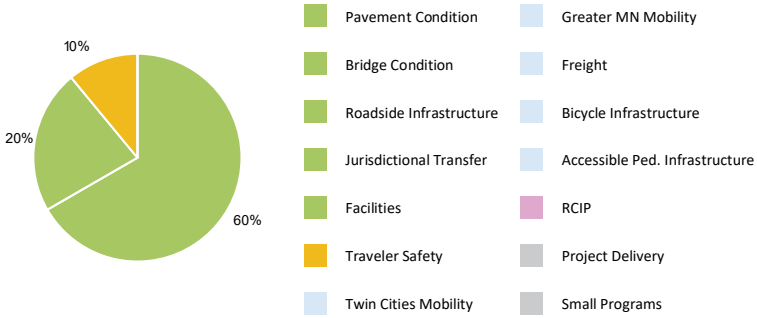
Coordination with Gilbert to include its utilities into the plan set. Temporary easement needs throughout the project area. Contaminated materials located within the project limits.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/21/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Approved
Original Letting Date:	1/1/2019
Current Letting Date:	6/9/2020
Construction Season:	2020 - 2021
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.4	6.6
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0.1	0.4
Total:	***6.9***	***8.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline was completed in April 2017. The current estimate was prepared in March 2019. The estimates include bituminous resurfacing and other road improvements. Also included in the estimates are pedestrian improvements within Gilbert. The increase in cost is due to more pedestrian improvements and a thicker pavement fix in Gilbert.

PROJECT SUMMARY

US 53
On US 53 from the end of Pale Face River to CSAH 93 in St. Louis County.

Bridge 69020

State Project Number 6917-143
Hwy 53, Bridge Repair, Resurfacing Project: St. Louis County

This project repairs a bridge and resurfaces Hwy 53 from just north of Pale Face River to Moon Lake Drive and improves accessibility at Anchor Lake Rest Area.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is currently under construction.

PROJECT HISTORY

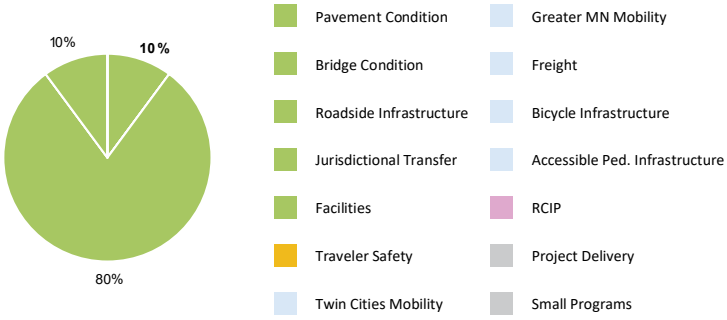
This project reconditions and resurfaces the existing highway to improve the ride and extend the useful life of the highway.

PROJECT RISKS

Construction is complete, no risks remain.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	5.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***5.1***	***6.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

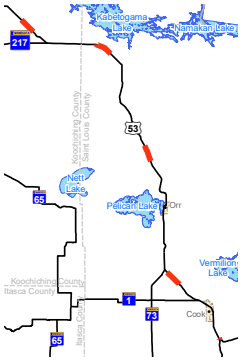
SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	3/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	9/28/2018
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in June 2015. The current estimate is based on actual construction letting amounts. Both estimates include bituminous resurfacing, hydraulics, roadside safety features and other road improvements and bridge rehabilitation. The cost increase was a result of adding the pavement repair and pedestrian improvements to Anchor Lake Rest Area.

PROJECT SUMMARY



US 53
On US 53 from MN1/CSAH22 in Koochiching and St. Louis Counties.

State Project Number 6920-53
Hwy 53, Hwy 1 Intersection, Passing Lanes Project: St. Louis and Koochiching Counties

This project installs a reduced conflict Intersection and adds 4 passing lanes from Angora to north of Ray.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction of the reduced conflict intersection and passing lanes was substantially complete in fall 2019.

PROJECT HISTORY

The need for this project is driven by unsafe intersection geometry at CR 22 and Hwy 53, and limited passing opportunities between Cook and International Falls. Hwy 53 was expanded from 2 lanes to 4 lanes between Virginia and Cook, and after the 4 lane expansion, the intersection at CR 22 saw several crashes.

PROJECT RISKS

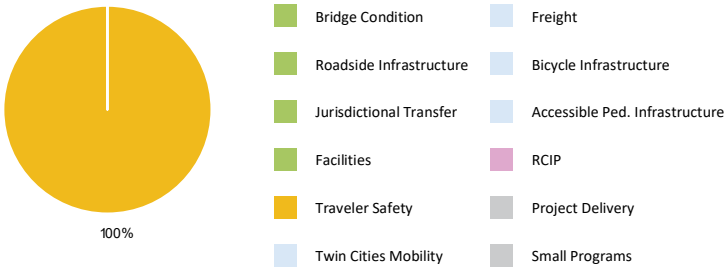
There are currently no outstanding risks on this project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/5/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	3/4/2019
Construction Limits Established Date:	10/16/2018
Original Letting Date:	4/26/2019
Current Letting Date:	5/17/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

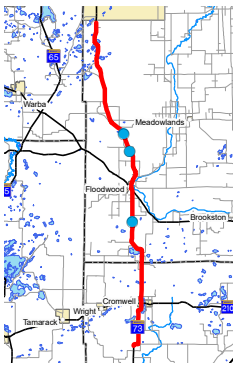
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	1.1
Right of Way:	0	0
Total:	***9.2***	***9.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August 2018. The current estimate is based on actual construction letting amounts. Both estimates include Intersection safety improvements.

PROJECT SUMMARY



MN 73
On MN 73 in Carlton and St. Louis Counties.

State Project Number 6928-28
Hwy 73 Resurfacing Project: St. Louis County

This project is 30 miles long and occurs at several locations along Hwy 73 and Hwy 2 including Cromwell and Floodwood. Project improvements include: pavement, resurfacing, curb ramp construction and sidewalk improvements.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was let. No updates.

PROJECT HISTORY

The project was let in July 2018 and construction is anticipated to start in late summer 2018 and continue through the 2019 construction season. All temporary property easements were acquired for the construction project. The project design included narrowing the roadway section and eliminating on-street parking on the north half of Hwy 73 in Floodwood. Public outreach with Floodwood continues as part of project development. Temporary property easements will be required from residences as a result of sidewalk replacement. The easement acquisition process has started. The letting date changed from June 2018 to July 2018 to balance district letting schedules. District 1 staff coordinated with Floodwood to determine utility upgrades that would be finished with MnDOT's project. The letting date changed from FY 2018 to FY 2019 as a result of overall program needs. The project scoping was completed in August 2015. This project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity.

PROJECT RISKS

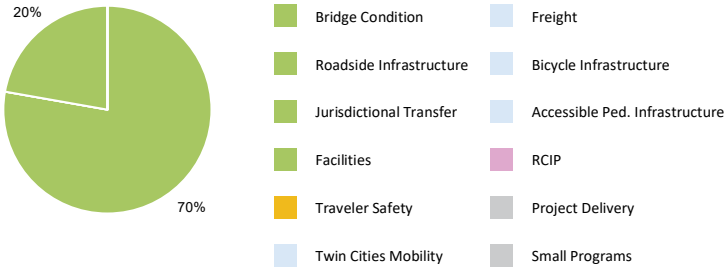
Risks remaining including final turf establishment in the City of Floodwood.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	7/9/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/11/2018
Original Letting Date:	1/1/2018
Current Letting Date:	7/27/2018
Construction Season:	2018 - 2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

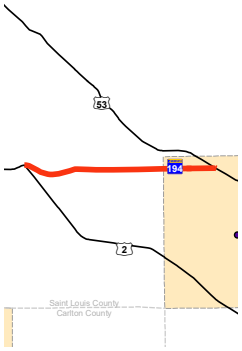
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	7.2
Post Letting Construction Costs:	0.8	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.2
Construction Engineering:	0.6	0.9
Right of Way:	0	0
Total:	***10.9***	***10.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in January 2014 before the final scoping report was completed. The current estimate is based off actual construction letting costs and includes costs for pavement resurfacing and drainage improvements. The project was let in July 2018.

PROJECT SUMMARY



MN 194
On MN 194 at the intersection of Midway Road Hermantown.

State Project Number 6932-14

Hwy 194 Construct roundabout at County highway 13 Midway road.

RECENT CHANGES & UPDATES

The project scope originally included approximately seven miles of resurfacing on Hwy 194 and an additional intersection modification at Hwy 194 and Hwy 53. In March of 2020, seven miles of paving were removed and the intersection was split into a separate project due to funding constraints.

PROJECT HISTORY

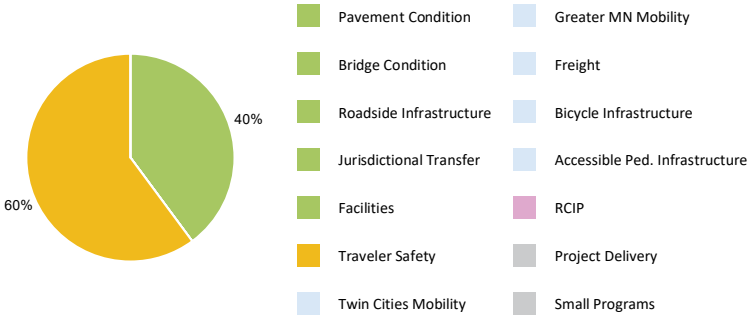
This is a new project in the MHPR. This project is needed to improve safety conditions at the intersection.

PROJECT RISKS

Public's reaction to intersection changes and right of way needs.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.2
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	***5***	***3.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

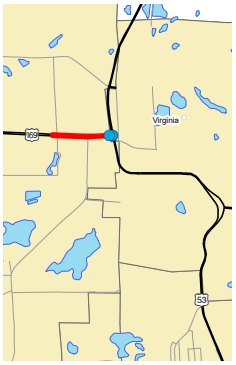
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/17/2021
Current Letting Date:	12/17/2021
Construction Season:	2022
Estimated Substantial Completion:	2022

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate was completed in September 2020. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The reason for the cost decrease is because mainline paving was removed.

PROJECT SUMMARY



US 169
On US 169 from CR 109 to US 53 in Mountain Iron.
Bridge 69034; 69035
State Project Number 6935-89

The project resurfaces Hwy 169 from Hoover Rd in Virginia to CR 109 and includes a bridge rehabilitation.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was let in June 2017. This project is substantially complete.

PROJECT HISTORY

The project scoping was originally completed in January 2014. The scoping document is currently being amended to include some traffic and safety improvements along the corridor in coordination with Mountain Iron and St. Louis County. The pavement recommendations for the divided highway section was changed from a bituminous overlay to a concrete pavement repair project. The need for this project is due to deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity.

PROJECT RISKS

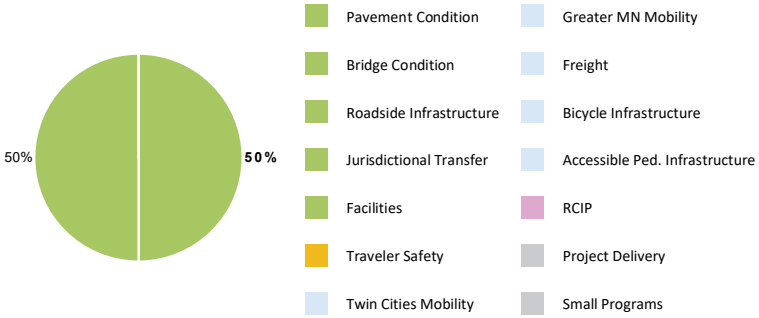
No risks remain.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	3/30/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/11/2016
Construction Limits Established Date:	8/11/2016
Original Letting Date:	5/19/2017
Current Letting Date:	6/9/2017
Construction Season:	2017 - 2019
Estimated Substantial Completion:	Summer 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

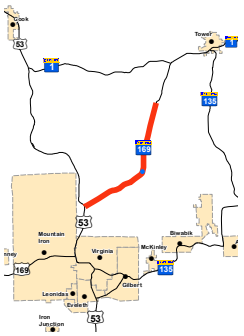
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.6	9
Post Letting Construction Costs:	0.8	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.4
Construction Engineering:	0.3	0.6
Right of Way:	0	0
Total:	***5.2***	***10.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate is based on actual construction letting bid amounts. The estimate includes costs for pavement resurfacing, bridge rehabilitation and signal construction. The cost has increased because of the need to achieve bridge clearance over US 53, an added signal system revision and additional concrete pavement repair.

PROJECT SUMMARY



MN 169

On MN 169 from US 53 to CSAH 26 in St. Louis County.

Bridge 69088

State Project Number 6936-19

The project is a bituminous pavement resurfacing of Hwy 169 from Hwy 53 to CR 26. The work includes rehabilitating a bridge over the Sandy River.

RECENT CHANGES & UPDATES

The funding changed from state dollars to federal dollars and the letting date was moved from October 2019 to December 2019 to allow time for tribal notification and the Threatened and Endangered Species Review.

PROJECT HISTORY

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in the late to mid 1990s. The 2015 pavement condition rating indicates the ride quality index is fair. Approximately 0.84 miles were added to the west end of the project to maintain a consistent pavement section through the corridor.

PROJECT RISKS

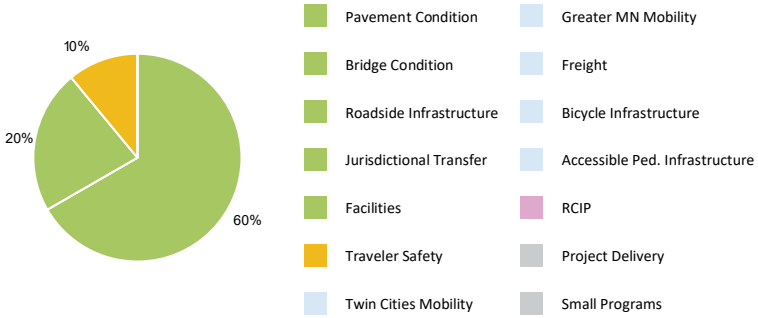
Impacts due to bridge work and tree clearing.

SCHEDULE

Date in which project entered the STIP:	7/1/16
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2019
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

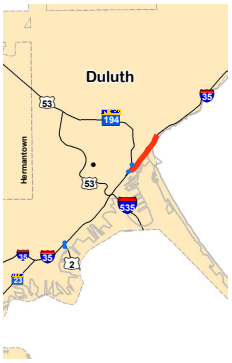
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	4
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.4
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***7.1***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in February 2016. The current estimate is the actual Letting amount on 12-18-2019. The project was lengthened by 0.84 miles, the cost decrease was due to lower bituminous prices. The estimate includes costs for resurfacing, culvert work, tree removal and bridge rehabilitation.

PROJECT SUMMARY



US 2, MN 194
On Hwy 194 from Rice Lake Road/CSAH 4 to I-35 and replaces US 2 bridges 69101 and 69102 in Duluth.
Bridge 69101;69102;69839
State Project Number 6937-102

Repair bridges and resurface roadway on eastbound and westbound Hwy 2 and Hwy 194.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

This project and the Hwy 194/Mesaba Ave. (SP 6933-97) project are now tied together. When originally programmed, the bridge rehab work on Hwy 2 (SP 6937-102) and Hwy 194/Mesaba Ave. (SP 6933-95) were tied. In 2016, the Hwy 194/Mesaba Ave. (SP 6933-97) pavement repair, ADA improvements and storm sewer repair project were tied to the bridge projects to better coordinate how traffic was handled during construction. Bundling these projects together resulted in a total cost estimate that fell in the major projects category.

PROJECT RISKS

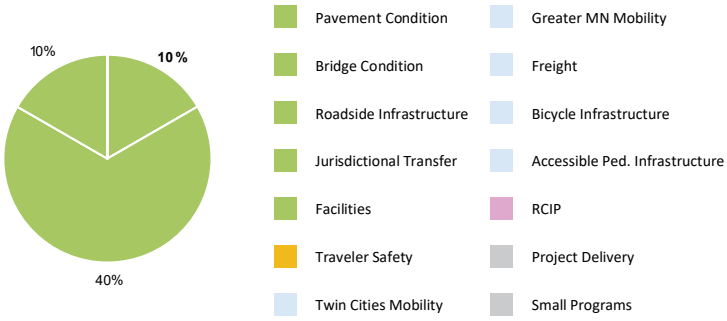
No further project risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	07/01/2015
Environmental Document Approval Date:	11/2/2017
Municipal Consent Approval Date:	10/24/2017
Geometric Layout Approval Date:	9/18/2017
Construction Limits Established Date:	5/24/2016
Original Letting Date:	1/1/2018
Current Letting Date:	2/23/2018
Construction Season:	2018 - 2019
Estimated Substantial Completion:	Summer 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.8	10
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	***10.1***	***12.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate was prepared in August 2016. The current estimate is based on actual bid letting costs. The estimates include bridge rehabilitation for SP 6937-102, a concrete pavement repair, storm sewer repair and ADA accessibility improvements for SP 6933-97.

PROJECT SUMMARY

I 535

On I-535, Blatnik Bridge repairs between Duluth and Superior, WI.

Bridge 9030

State Project Number 6981-9030L

The Blatnik Bridge on I-535 over the St. Louis River between Duluth, MN and Superior, WI will have some steel structural members repaired along with minor concrete repairs to the superstructure.

RECENT CHANGES & UPDATES

There are no current updates or changes to this project.

PROJECT HISTORY

This bridge rehabilitation project is scheduled for construction years 2021. The project was moved to fiscal year 2021 to allow for a bridge maintenance analysis plan to be developed. The Blatnik Bridge was originally built in 1961, and previous bridge work included: major renovation and remodeling work such as widening of the main truss in 1993, painting, concrete barrier replacement, joint replacements and lighting in 2012. The need for the project is driven by a deteriorating condition. The bridge is fracture critical. This project was originally planned to paint areas that were not painted in the 2012 project. The project scope will address preservation and capacity needs to allow the bridge to remain in service with current load restrictions until major rehabilitation or replacement can be initiated in fiscal year 2028.

PROJECT RISKS

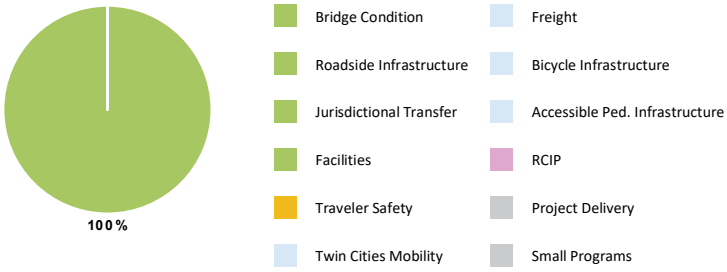
The project risks revolve around determining the appropriate scope to preserve the structure until the upcoming project in fiscal year 2028.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/1/2019
Current Letting Date:	1/1/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

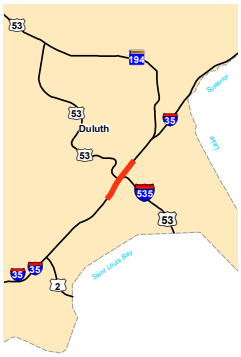
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	9.1
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.7
Construction Engineering:	0.7	1
Right of Way:	0	0
Total:	***10.6***	***11.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate was prepared in April 2015 prior to scoping. The estimate included costs for bridge painting. The current estimate was prepared in February 2016 after scoping was complete. 50 percent of the project cost will be paid for by WisDOT. The current estimate includes both the Wisconsin and Minnesota project costs.

PROJECT SUMMARY



US 53, superior st, MN 194, I 35, 46 AVE W
On I-35 from Central Ave. to Garfield Ave. in Duluth.

State Project Number 6982-322WP2
I-35, I-535, Hwy 53 Twin Ports Interchange: Duluth

I-35 In Duluth Second Phase of Twin Ports Interchange Construction. Construct Bridges, Retaining Walls, Drainage Improvements.

RECENT CHANGES & UPDATES

Since last update, two components were deferred, due to budget constraints; two work packages were combined into one with a letting date of 9/11/2020 in order to provide cost certainty of the entire project and allow additional time for risk mitigation.

PROJECT HISTORY

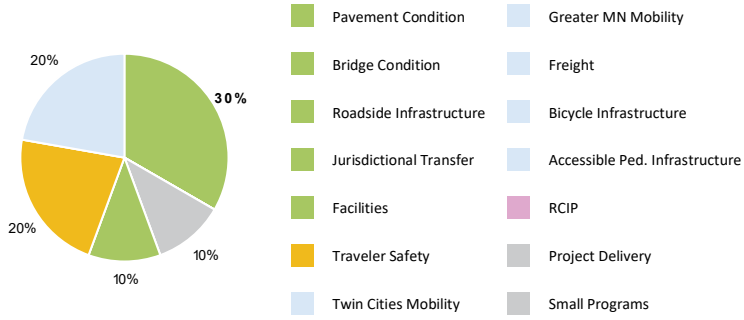
In 2018, work included the environmental process and documentation, geometric layout development, railroad coordination, preliminary bridge design, foundation design and public outreach. Construction is anticipated to begin in 2020 and last 3 - 4 years. Estimates are planning/preliminary level only and will be refined in 12 months.

PROJECT RISKS

Top remaining risks: contaminated soil and water, archeological concerns and ground improvement implementation.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	230	278.2
Post Letting Construction Costs:	16.5	27.8
Other Construction Elements:	10.1	17.5
Preliminary Engineering:	32.5	35.9
Construction Engineering:	9.6	20.5
Right of Way:	0.3	1.8
Total:	***299***	***381.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

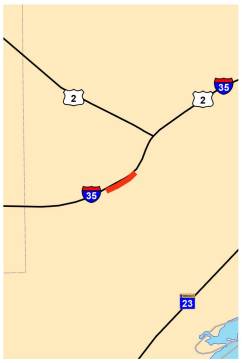
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	2/12/2019
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	11/27/2018
Construction Limits Established Date:	1/31/2019
Original Letting Date:	4/9/2020
Current Letting Date:	9/11/2020
Construction Season:	2020 - 2024
Estimated Substantial Completion:	2023

COST ESTIMATE ASSUMPTIONS

The current estimate includes the actual construction letting amount on 6982-328 and the engineer's estimates on the other contracts: Pkg 1, Pkg 2 and the 2020 design bid build contract on TH 194. Overall, the project cost includes all right of way temporary easements and parcel acquisition, utility agreements with Duluth, field office costs and materials and construction contract agreements with BNSF Railway. The baseline estimate is capped at the $299 million available budget where it did not include the construction of 535/Garfield interchange at the time. The current estimate increased to $343 million to include the construction of 535/Garfield interchange based on the planning estimate. This also includes the decision to defer the work at the Garfield Ave. interchange and bridge replacement on Hwy 53. The current estimate is the actual letting amounts for all contracts and agreements.

PROJECT SUMMARY



I 35
On I-35 from 0.25 MI. S JCT US 2 to 0.25 MI. S JCT US 2 in Duluth

State Project Number 6982-335

On I-35, Thompson Hill Visitor Center Improvements

RECENT CHANGES & UPDATES

The scope has been reduced to fall within the project budget. We have prioritized pedestrian access routes from the parking lot to the building because not all sidewalk and pedestrian trails will be able to be replaced as part of this project.

PROJECT HISTORY

The Thompson Hill Visitor Center site was developed in 1970 and serves as a Travel information center for the motoring public. Deteriorating pavement and pedestrian access routes is driving the need for this project.

PROJECT RISKS

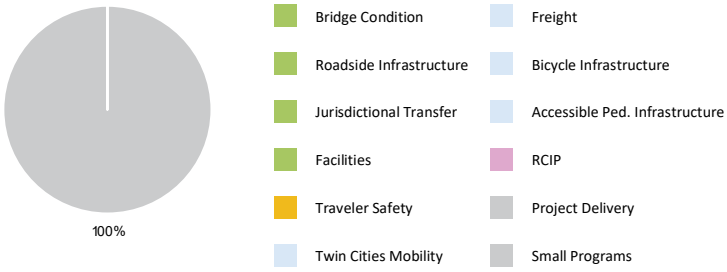
Shallow bedrock in some areas. Encountering bedrock could increase the overall construction cost. There are many needs at the rest area. The current budget doesn't allow for all of the needs to be addressed.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	4/23/2021
Current Letting Date:	4/23/2021
Construction Season:	Summer 2021
Estimated Substantial Completion:	8/30/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Small Programs



TOTAL PROJECT COST ESTIMATE (MILLIONS)

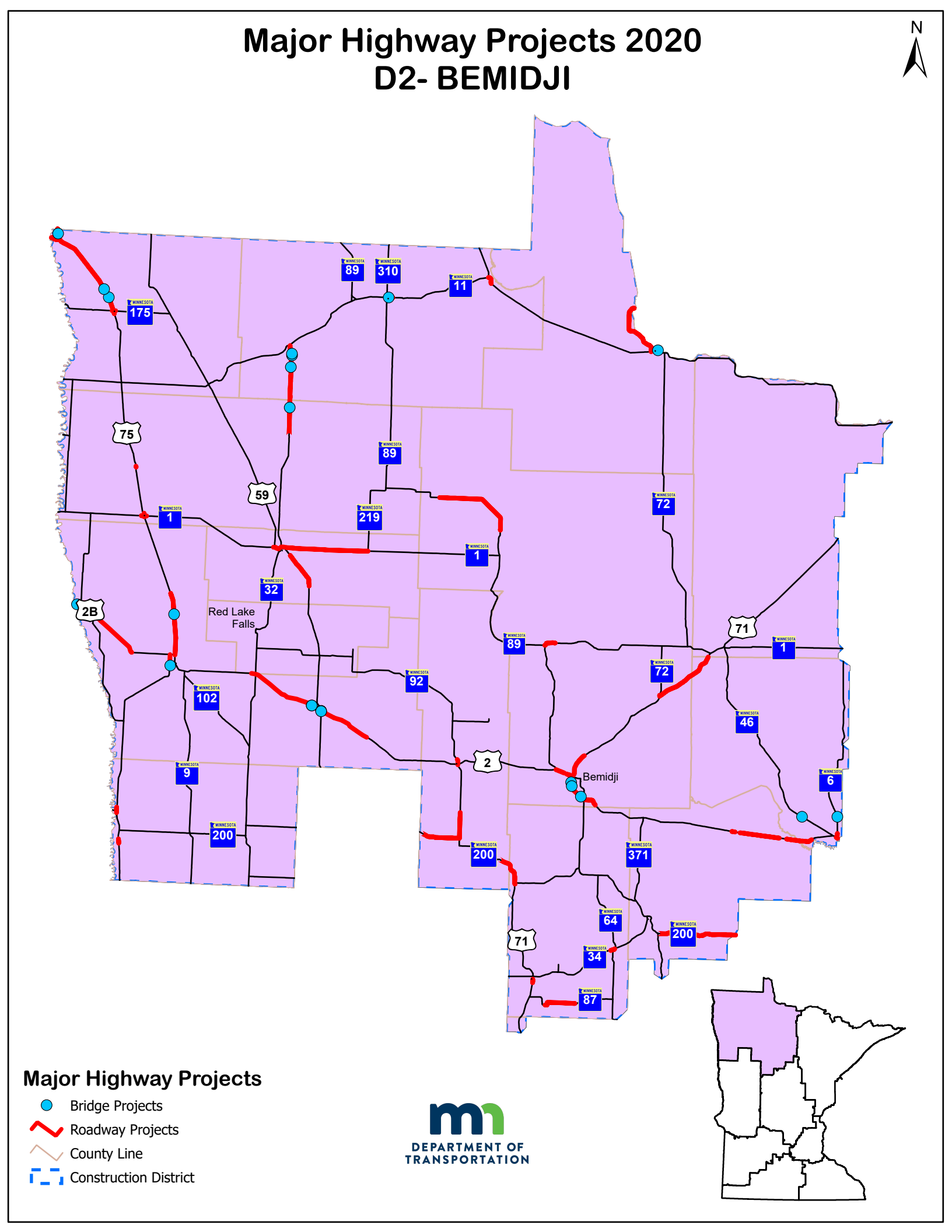
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	3.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***5.1***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate were completed in April 2020. The estimates include costs for a slope correction for one parking lot, new pavement for both parking lots and hydraulic and ADA improvements.

Major Highway Projects 2020
D2- BEMIDJI



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

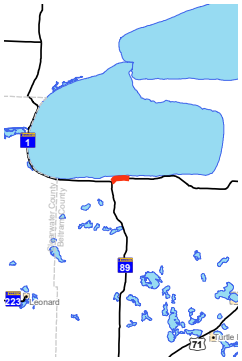
DEPARTMENT OF TRANSPORTATION

District 2 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 1	0404-38	On MN 1 from MN 89 to MN 89 in Beltrami County.	B1	121
US 2	0406-60	On US 2 rehab bridges in Bemidji; Bemidji Bypass.	B2	122
US 2	0406-67	On US 2 from MN 89 to Beltrami CSAH 9 in Beltrami County	B3	123
US 71	0410-50	On US 71 from MN 197 to the end of the four-lane in Beltrami County.	B4	124
US 71	0411-17	On US 71 from MN 72 in Blackduck to Itasca/Koochiching County Line in Blackduck.	B5	125
MN 89	0415-17	On MN 89 from North Reservation line to 3 miles west of CSAH 44	B6	126
US 2	1102-70	On US 2 from east of Cass CR 91 to Itasca CR 18 in Cass and Itasca Counties	B7	127
MN 200	1106-15	On MN 200 from MN 371 to MN 84 in Cass County	B8	128
MN 200	1504-15	On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County.	B9	129
MN 200	1505-25	On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County	B10	130
MN 92	1506-41	On MN 92 from CSAH 35 to MN 200 in Clearwater County	B11	131
MN 92	1507-66	On MN 92 from CSAH 24 to BNSF Railroad crossing in Bagley.	B12	132
MN 34	2902-44	On MN 34 from Hillside Ave. to Franklin Ave. in Akeley.	B13	133
US 71	2904-15	On US 71 from CSAH 15 to 8th St. and CSAH 15 in Park Rapids.	B14	134
MN 87	2909-17	On MN 87 from east of the junction of CSAH 6 to CSAH 13.	B15	135
MN 6	3107-49	On MN 6 from US 2 to CR 128, on US 2 from just west of MN 6 to 1st St SE.	B16	136
MN 46	3109-41	On MN 46 from US 2 to Itasca County Road 36 in Itasca County	B17	137
US 75	3509-26	On US 75 from US 75 to Bridge 35006 in Hallock.	B18	138
US 75	3509-28	On US 75 from Bridge 35007 to US 75 in Kittson County.	B19	139
MN 172	3904-24	On MN 172 from MN 11 to Wheelers Point Resort	B20	140
MN 72	3905-09	On MN 72 replace Bridge 39016 over the Rainy River in Baudette.	B21	141
MN 1	4501-49	On MN 1 from Montana St to Seventh St, on US 75 from south of MN 1 to Pleasant Ave in Warren, on US 75 from 2nd S	B22	142
MN 32	4504-19	On MN 32 from just north of Middle River to MN 11.	B23	143
US 75	5406-18	On US 75 from 175th Ave. to CSAH 25 in Hendrum.	B24	144
US 75	5409-32	On US 75 from 235th Ave. to CSAH 51 in Halstad.	B25	145
MN 1	5701-31	On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.	B26	146
MN 1	5702-44	On MN 1 from MN 32 to CSAH 18 and on US 59 in Thief River Falls.	B27	147
MN 1	5702-47	On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.	B28	148
US 59	5705-61	On US 59 from MN 92 in Brooks to CR 62 in Thief River Falls.	B29	149
US 2	6001-61	On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.	B30	150
US 2	6004-24	On US 2 from the west end of Erskine to US 59 in Polk County.	B31	151
US 2	6004-26	On US 2 from west of MN 32 to west of US 59 in Polk County.	B32	152
US 2	6005-68	On US 2 from east of US 59 to western limits of Fosston in Polk County.	B33	153

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
US 75	6011-29	On US 75 from US 2 to CSAH 19 in Marshall and Polk Counties.	B34	154
US 75	6012-52	On US 75 from CSAH 9 to US 2 in Polk County.	B35	155
US 2	6018-02	On US 2 rehabilitate bridge 9090 in East Grand Forks.	B36	156
MN 11	6803-40	On MN 11 from MN 313 to CSAH 5	B37	157
MN 11	6803-46	On MN 11 from MN 89 to east city limits of Roseau	B38	158

PROJECT SUMMARY



MN 1
On MN 1 from MN 89 to MN 89 in Beltrami County.

State Project Number 0404-38
Hwy 1: Red Lake

The project reconstructs Hwy 1 in Red Lake from Hwy 89 to east of Hwy 89.

RECENT CHANGES & UPDATES

This project is currently under construction.

PROJECT HISTORY

MN 1 is the primary east-west corridor through the Red Lake Nation. The highway is a minor arterial receiving approximately 5,000 vehicles per day. The proposed section is located within the city limits of Red Lake and serves the Red Lake Elementary School, Red Lake High School, Red Lake Nation College, and Red Lake Public Safety Facility. The purpose of the project is to improve pedestrian and bicycle accessibility, to improve drainage and to provide a smooth riding surface for the traveling public. Red Lake Tribal Roads will lead the project including survey, design and construction of the project. Since this project is locally led, the letting date is an authorization date for transfer of funds from the state to the Red Lake Indian Reservation.

PROJECT RISKS

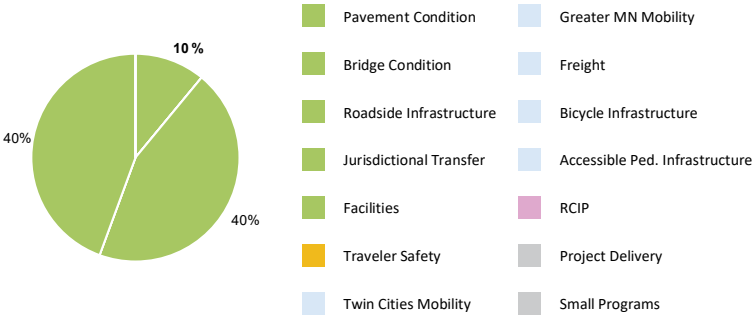
Pedestrian and bike facilities have the potential of being built off the permitted easement.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2016
Original Letting Date:	12/15/2018
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Nov-20

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

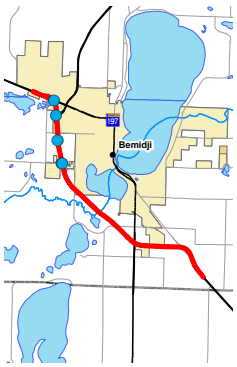
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	4.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.4
Right of Way:	0	0
Total:	***6.4***	***6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

There is a contingency of $500,000 for contaminated materials. Red Lake received $130,000 in TAP funds to construct a 0.5 mile multi-use trail along MN 1.

PROJECT SUMMARY



US 2
On US 2 rehab bridges in Bemidji; Bemidji Bypass.
Bridge 04005-04010; 04019
State Project Number 0406-60

This project resurfaces 21.5 miles of pavement, rehabilitating six bridges and increasing bridge clearance along the corridor.

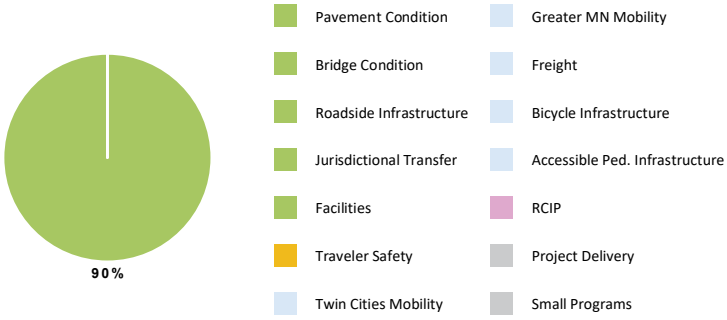
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

MnDOT expanded the scope of a bridge rehabilitation project along the Bemidji bypass to include resurfacing 21.5 miles of pavement adjacent to the bridges. Combining these improvements provides cost savings along with constraining traffic impacts to one construction season. Accelerating the pavement resurfacing allows for a thinner, less costly resurfacing. Six of the bridges are over 30 years old and require rehabilitation to extend their useful lives. One of the bridges does not meet clearance requirements of a super-haul truck corridor. The pavement surface on US 2 is projected to be in poor condition by 2018. This project will extend the useful life of all six bridges, provide additional clearance under Bridge 04019 so it can be designated a super-haul truck corridor and extend the useful service life of the pavement.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.3	5.4
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.36	0.4
Construction Engineering:	0.24	0.2
Right of Way:	0	0
Total:	***4.1***	***6.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

The project is lengthy and may cause local traffic problems.

SCHEDULE

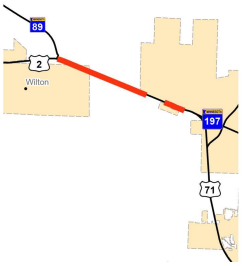
Date in which project entered the STIP:	2013
Environmental Document Approval Date:	10/6/2015
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	8/26/2016
Current Letting Date:	
Construction Season:	2017
Estimated Substantial Completion:	Nov-17

COST ESTIMATE ASSUMPTIONS

The estimate was developed based on 2014 historical cost data and uses an inflation factor based on the midpoint of the construction season. Inflation factor and scope changes identified in the project history were updated in 2015 resulting in a significant increase in the cost estimate. The current estimate is the construction letting amount.

PROJECT SUMMARY

US 2
On US 2 from MN 89 to Beltrami CSAH 9 in Beltrami County



State Project Number 0406-67

Access and intersection improvements on Hwy 2 between Hwy 89 and Beltrami CR 9 west of Bemidji,

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

The four-lane divided expressway of US 2 receives 10,000 to 17,600 vehicles per day and this entire expressway was identified as a severe sustained high crash location exceeding 30% of the state average. The TH 2 & TH 197 Corridor Evaluation, which was completed for MnDOT by Alliant Engineering on June 2017, was divided into multiple segments. This project focuses on segments 1 and 2. Within segments 1and 2, there are five locations where Reduced Conflict Intersections were identified to be solutions at median crossings/intersections. In conjunction with the construction of the RCI's, there will be median closures and the addition of turn lanes. MnDOT District 2 Traffic Engineering Office also completed an Intersection Control Evaluation for CSAH 9, which concluded a RCI is the improvement selected for that intersection.

PROJECT RISKS

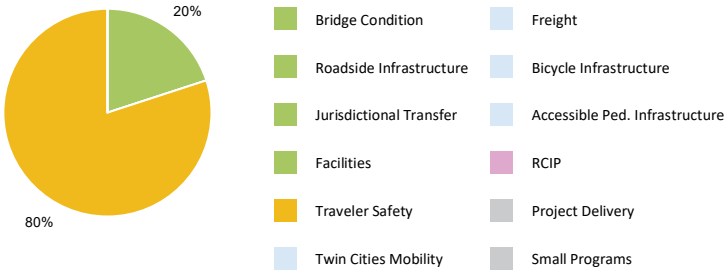
Local governing agency's familiarity with the alternative intersections (RCI).

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/19/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/1/2020
Construction Limits Established Date:	8/1/2020
Original Letting Date:	2/26/2021
Current Letting Date:	
Construction Season:	2019 - 2021
Estimated Substantial Completion:	Nov-2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

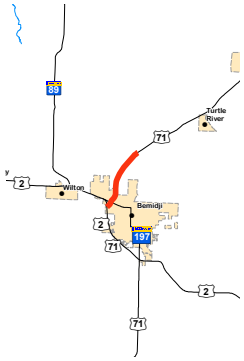
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.2***	***5.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



US 71
On US 71 from MN 197 to the end of the four-lane in Beltrami County.

State Project Number 0410-50

This project resurfaces Hwy 71 from Hwy 197 to north of Beltrami CR 15/Irvine Ave. near Bemidji and improve intersections at Hwy 71 with CR 52/Anne Street and CR 59.

RECENT CHANGES & UPDATES

The preliminary geometric layout and ICE study are complete, which resolved the final intersection improvements along the corridor.

PROJECT HISTORY

This was a new project added to the 2017-2020 STIP. The project was scoped and a baseline estimate was prepared. The pavement on Hwy 71 is predicted to drop below acceptable levels by 2022. The project will extend the useful service life of the pavement and provide a smooth riding surface. Likely scope change at Anne Street. Project was delayed from 2020 to 2022 to provide additional time for developing an improvement at Anne Street intersection.

PROJECT RISKS

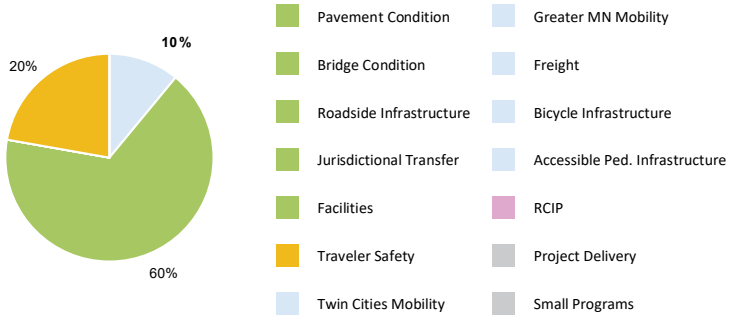
High volume corridor. Critical connection to hospital and for commuters north of Bemidji. Beltrami County is proposing to reclaim an alternative route (CSAH 15) in the same construction year.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	9/1/2020
Construction Limits Established Date:	10/1/2020
Original Letting Date:	4/26/2019
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Nov-22

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

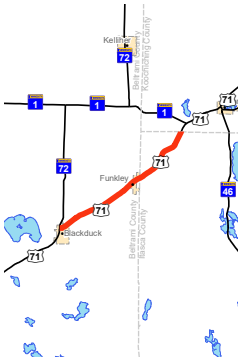
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	12.6
Post Letting Construction Costs:	0.2	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	1.3
Construction Engineering:	0.36	0.9
Right of Way:	0	0.1
Total:	***5.7***	***15.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2015 historical cost data and uses an inflation factor to the midpoint of the year of construction. Increase in cost is associated with traffic safety improvements at Anne Street intersection.

PROJECT SUMMARY



US 71
On US 71 from MN 72 in Blackduck to Itasca/Kooching County Line in Blackduck.

State Project Number 0411-17
Hwy 71, Hwy 72: Blackduck

The project reconstructs Hwy 71 from Blackduck to the Itasca County Line near Hwy 1.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project no longer includes a right turn lane at 4th Street or a bypass lane at CSAH 41. Construction is complete.

PROJECT HISTORY

The pavement ride quality index is projected to be poor by 2019. Key intersections along the corridor lack turning and bypass lanes. The abutting sidewalks and trails are not in compliance with the Americans with Disabilities Act of 1990. The corridor lacks a consistent paved shoulder to serve bicycle users. No bridge work is necessary at this time.

PROJECT RISKS

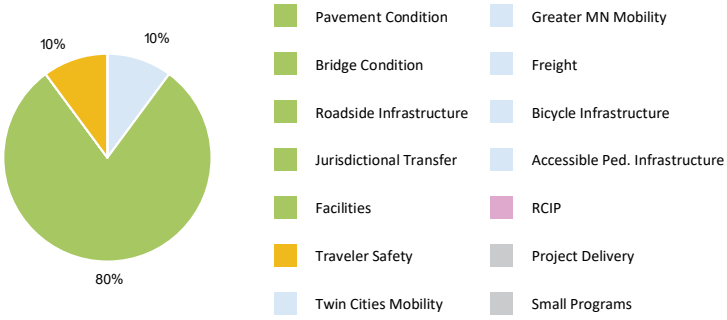
No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/15/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/15/2015
Original Letting Date:	1/25/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Jul-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

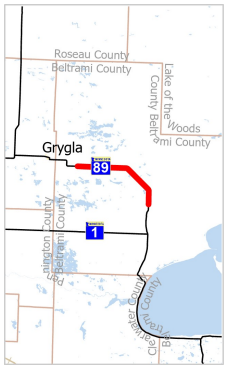
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	4.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.4***	***6.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2013 average bid prices were used in the development of the TPCE and uses an inflation factor to the midpoint of the year of construction. Includes $2.4 million funded by ATP-1.

PROJECT SUMMARY



MN 89
On MN 89 from North Reservation line to 3.1 Mi W of CSAH 44

State Project Number 0415-17

Resurface Hwy 89 between Beltrami CR 705 and 6 miles west of Hwy 1.

RECENT CHANGES & UPDATES

This project was just carried forward to the STIP this year. The project development schedule will be developed this fall.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 89 is projected to drop to poor condition by 2022. According to inspection, centerline and entrance culverts are in poor condition, rusting and severely deformed.

PROJECT RISKS

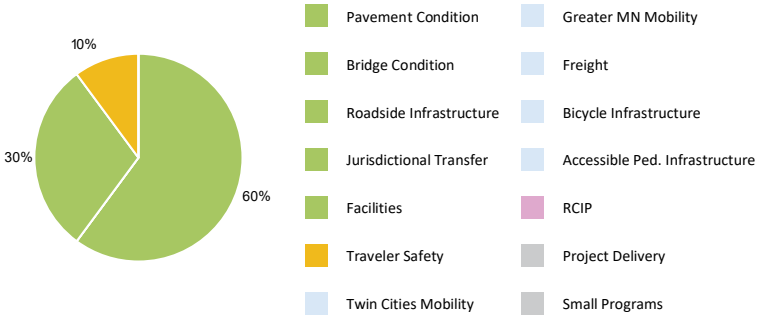
Steep in slopes in various locations, variable existing driving lane cross slopes.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document 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:	
Current Letting Date:	
Construction Season:	2024
Estimated Substantial Completion:	Nov-2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0.1	0.1
Total:	***6.1***	***6.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2018 average bid prices were used in the development of this TPCE. The inflation factor assumes mid-point of 2024 construction season. There is a contingency of $60,000 in the TPCE for frost heaves.

PROJECT SUMMARY

US 2
On US 2 from east of Cass County Road 91 to Itasca County Road 18 in Cass and Itasca Counties.

State Project Number 1102-70

This project consists of resurfacing US 2 from CR 91 to CR 18.

RECENT CHANGES & UPDATES

This project was advanced to 2020 construction and is complete.

PROJECT HISTORY

The pavement surface ride quality index on US 2 is projected to drop below a 2.0 by 2022. The need is to improve the condition of the pavement. The project is programmed for 2022 with the possibility to flex earlier if funds become available.Bena and Ball Club were exempted out of this project. They are programmed under an urban project in FY 2022 under SP 1102-71.

PROJECT RISKS

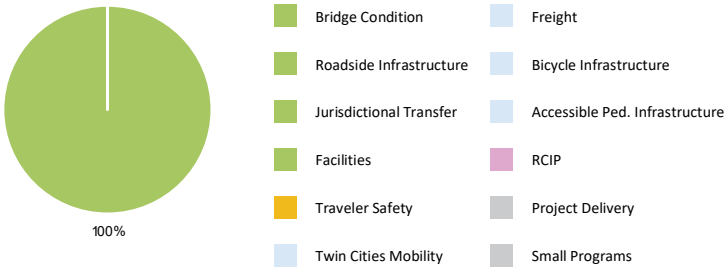
This project includes funding from ATP-1, ATP-2 and ATP-3.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/17/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/13/2018
Original Letting Date:	11/19/2021
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Aug-2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	3.7
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***7.3***	***5.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This project is programmed to be an ELLA, so the TPCE was developed for construction to take place in 2020.

PROJECT SUMMARY

MN 200
On MN 200 from MN 371 to MN 84 in Cass County
Bridge 11X06, 11X06,11X07, 11X07
State Project Number 1106-15

This project resurfaces Hwy 200 from Hwy 371 to Hwy 84 and replaces two bridges.

RECENT CHANGES & UPDATES

The project has been turned in for its 11/20/2020 let date.

PROJECT HISTORY

The project received additional Highway Safety Improvement Program funds to pave the shoulders an additional 2 feet. The purpose of the project is to extend the useful service life of the pavement, to provide a smooth riding surface for the traveling public, to provide a structurally sound and reliable bridge crossing on TH 200 over Bag Creek and Cedar Creek, to perpetuate existing roadside infrastructure, to improve traffic safety, reduces crashes along the corridor and to improve the accommodations for bicycles and pedestrians. The project scope was expanded on the first 3.3 miles to include shoulder widening. Shoulder widening will improve safety for motor vehicles, bicyclists and pedestrians. With that up scope, more survey and environmental review were needed, which led to a delay in the project.

PROJECT RISKS

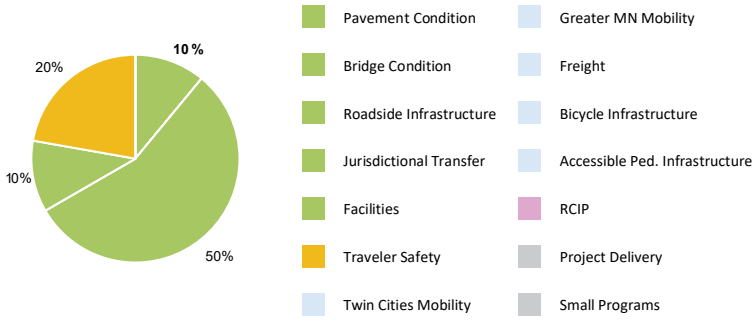
The project is lengthy and there may be local and recreational traffic impacts. Road conditions may degrade and increase project duration or cost. The project requires additional coordination with the Leech Lake Band of Ojibwe and Chippewa National Forest

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	5/4/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/13/2017
Original Letting Date:	10/26/2018
Current Letting Date:	
Construction Season:	2021
Estimated Substantial Completion:	Nov-21

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

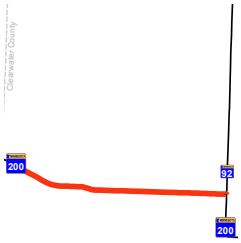
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	10.3
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.1
Construction Engineering:	0.52	0.7
Right of Way:	0	0
Total:	***8.7***	***12.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2014 historical cost data and uses an inflation factor tied to the midpoint of the construction season. The cost increase is attributed to the shoulder widening on the first 3.3 miles of the project.

PROJECT SUMMARY



MN 200
On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County.

State Project Number 1504-15

This project resurfaces Hwy 200 from the Mahnomen/Clearwater County line at Roy Lake to Hwy 92 in Zerkel.

RECENT CHANGES & UPDATES

A minor scope change occurred and that is changing the way we are fixing the pavement. Original plan was to complete a vertical profile and horizontal alignment; due to concerns voiced by design, we switched to only a straight mill depth with a milling for cross slope approach. Strike off shoulders at 4%. Still includes isolated grading areas for super corrections.

PROJECT HISTORY

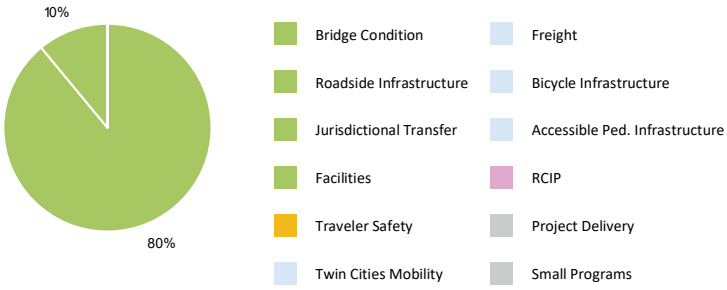
Pavement surface ride quality index on MN 200 is projected to drop below 2.0 by 2023. Twelve recent crashes have occurred, 6 of which were run-off-the-road crashes. Existing bituminous depth varies from 6" to 15" with an aggregate depth of 21" - 53". The geogrid is in place near the bridge on the Wild Rice River. The project was originally going to be designed by MnDOT, however, due to lack of resources, the design was given to a consultant.

PROJECT RISKS

Wetland Proximity

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.7
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.8***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

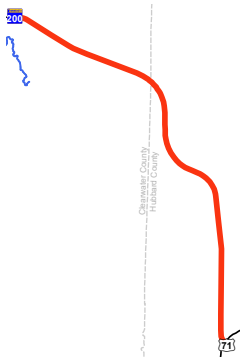
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/29/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/18/2019
Original Letting Date:	9/25/2020
Current Letting Date:	
Construction Season:	2021
Estimated Substantial Completion:	Nov-21

COST ESTIMATE ASSUMPTIONS

No permanent wetland impacts over 0.1 acres. 2019 average bid prices were used and the estimate was inflated to mid-point of 2021 construction season.

PROJECT SUMMARY



MN 200
On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County

State Project Number 1505-25

The project resurfaces Hwy 200 from Clearwater County road 2, north entrance to Itasca State Park to Hwy 71.

RECENT CHANGES & UPDATES

Due to the pavement condition holding at an acceptable condition, this project has been delayed to FY 2026 in the CHIP.

PROJECT HISTORY

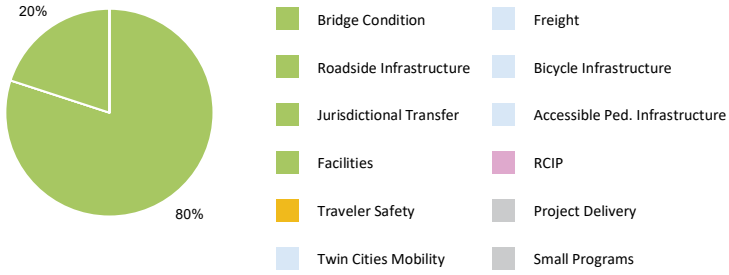
The pavement ride quality index is projected to be poor by 2030. This corridor is heavily wooded and has a substantial amount of three cable guardrail that needs replacement. This corridor borders the Itasca State Park.

PROJECT RISKS

Coordination with Itasca State Park for the grading/guardrail work.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	4.1
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.2
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***4.7***	***4.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

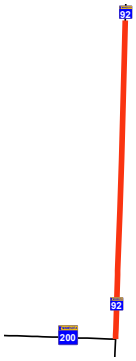
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/1/2021
Current Letting Date:	
Construction Season:	2026
Estimated Substantial Completion:	Nov-2026

COST ESTIMATE ASSUMPTIONS

Tree clearing coordination is needed through Itasca State Park.

PROJECT SUMMARY



MN 92
On MN 92 from CSAH 35 to MN 200 in Clearwater County

State Project Number 1506-41

The project resurfaces and widens shoulders on Hwy 92 from Clearwater County Road 35 to Hwy 200 in Zerkel.

RECENT CHANGES & UPDATES

A stormwater infiltration pond and a snow fence were included into the scope.

PROJECT HISTORY

The pavement surface ride quality on MN 92 is projected to drop below 2.0 by 2022. There are trees within the clear zone (shading issue) throughout the corridor, narrow shoulders and an inadequate ditch system along both sides of the highway.

PROJECT RISKS

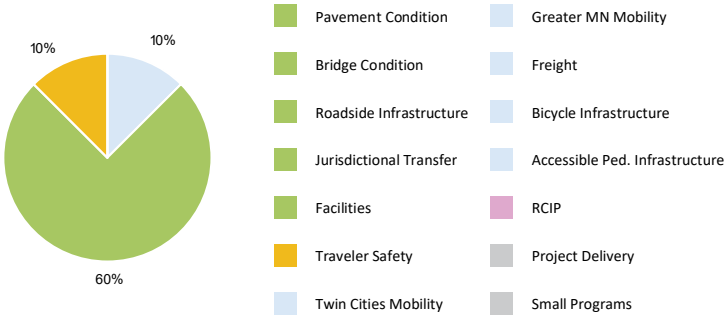
This project contains a fair amount of contaminated soil, blowing and drifting snow, and homes are extremely close to proposed right-of-way line.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	12/17/2021
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Nov-22

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

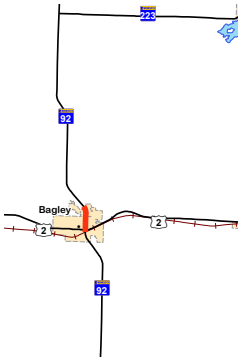
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	7.6
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.6
Right of Way:	0	0.2
Total:	***8.2***	***9.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used in the development of this TPCE. The inflation factor assumes a midpoint of 2022 construction. There is a contingency of $50,000 for the vertical curve modifications.

PROJECT SUMMARY



MN 92
On MN 92 from CSAH 24 to BNSF Railroad crossing in Bagley.

State Project Number 1507-66
Hwy 92: Bagley

This project consists of reconstructing Hwy 92, improving pedestrian accessibility and constructing a bike/pedestrian trail in Bagley.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was open to traffic in the fall 2018. It was completed in August 2019.

PROJECT HISTORY

The pavement ride quality index is projected to be in poor condition by 2014. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are not in compliance with the Americans with Disabilities Act of 1990. The corridor lacks pedestrian and bicycle facilities to Lomond Park and Bagley High School. Sanitary sewer and water main utilities in Bagley are in poor condition. The existing lighting system lacks continuity. Reclamation of pavement was extended to the north limits of the project. It was also determined that additional storm sewer was in need of replacement and the limits of peat excavation was extended.

PROJECT RISKS

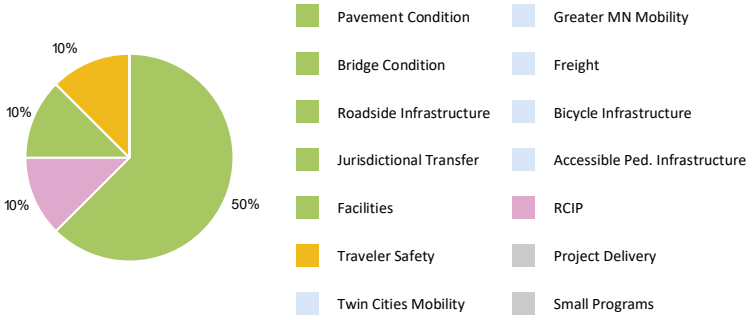
Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	6/7/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/26/2018
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Nov-18

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

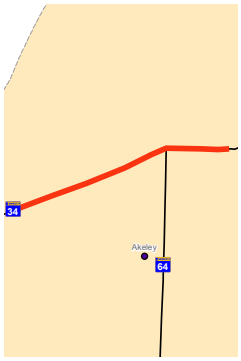
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.3	5.4
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.06	0.7
Construction Engineering:	0.04	0.4
Right of Way:	0.6	0
Total:	***4.4***	***6.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2014 historical cost data and uses an inflation factor tied to the midpoint of the 2018 construction season. The inflation factor was updated in 2017, pavement reclaim was extended and additional storm sewer resulted in an increase in the cost estimate. The current estimate uses bid amount for construction letting.

PROJECT SUMMARY



MN 34
On MN 34 from Hillside Ave. to Franklin Ave. in Akeley.

State Project Number 2902-44

This project is a reconstruction of Akeley on Hwy 34 from Hillside Ave. to Franklin Ave.

RECENT CHANGES & UPDATES

The preferred design alternative of a realignment of the intersection of TH64 and TH34 was chosen over a roundabout. We are almost finished up with a Subsurface Utility Engineering Contract to get the utilities in Akeley mapped.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 34 is project to be in poor condition by 2023 and the pavement outside of the center 26 ft is failing. The roadside infrastructure is over 56 years old and is in need of replacement. There are multiple sections of sidewalk that need to be upgraded to meet ADA compliance. Restricted turning movements at the intersection of Hwy 34 and Hwy 64, also an unsafe crossing for pedestrians.

PROJECT RISKS

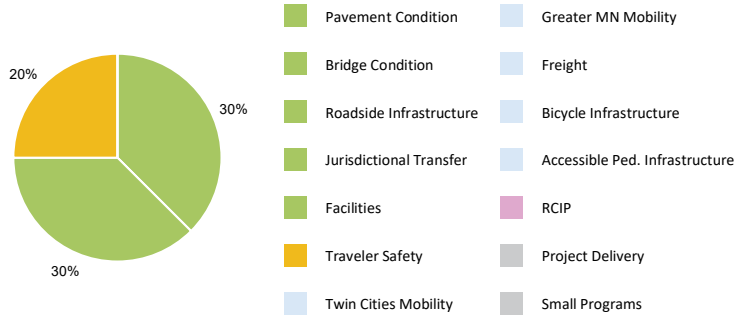
Project will require municipal consent.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2022
Current Letting Date:	
Construction Season:	2023
Estimated Substantial Completion:	Nov-23

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

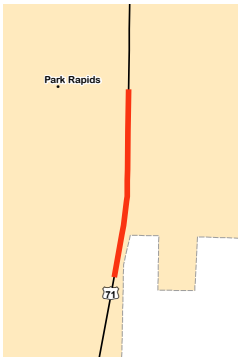
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	4.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***5.6***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2016 average bid pricing was used for the base estimate. The inflation factors have been updated on an annual basis. The project is inflated to mid-point of 2023 construction season.

PROJECT SUMMARY



US 71
On US 71 from CSAH 15 to 8th St. and CSAH 15 in Park Rapids.

State Project Number 2904-15
Park Rapids Roundabout: Hwy 71 / Hubbard County Road 15

The project constructs a roundabout on Hwy 71 at Hubbard CR 53/15 in Park Rapids.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is completed.

PROJECT HISTORY

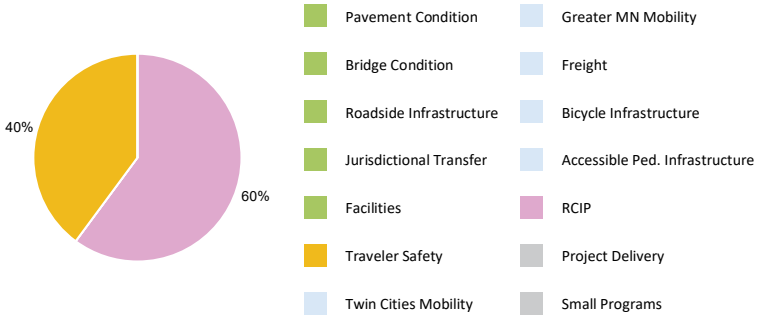
The intersection of US 72 and Hubbard CR 15 was reported to have excessive delays and poor turning movement operations. The Park Rapids community ranks this intersection as a primary issue. There were 7 crashes in the last 5 years. The frontage road connection is too close to the intersection of concern. Entrances are staggered and are not in compliance with the existing access control.

PROJECT RISKS

No risks at this time

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.1
Total:	***5.6***	***5.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

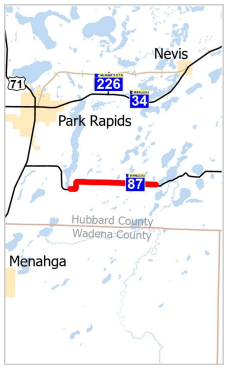
SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	4/25/2018
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	1/19/2017
Construction Limits Established Date:	1/19/2017
Original Letting Date:	5/1/2007
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Oct-19

COST ESTIMATE ASSUMPTIONS

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate and used 2014 average bid prices in the development and uses an inflation factor to the midpoint of the year of construction.

PROJECT SUMMARY



MN 87
On MN 87 from E Jct of CSAH 6 to CSAH 13.

State Project Number 2909-17

Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard,

RECENT CHANGES & UPDATES

This project was just carried forward to the STIP this year. The project development schedule will be developed this fall.

PROJECT HISTORY

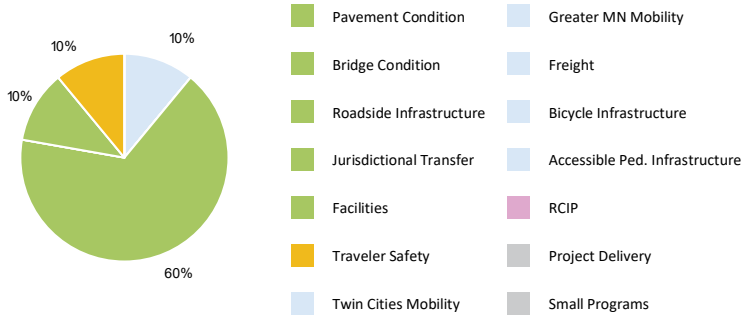
The pavement ride quality index on Hwy 87 is projected to be in poor condition by 2022. Centerline culverts have also been identified to be in poor condition. This corridor has shallow ditches which leads to drainage issues during the spring thaw and after rain events.

PROJECT RISKS

Right of way will have to be established throughout this corridor.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12.4***	***12.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

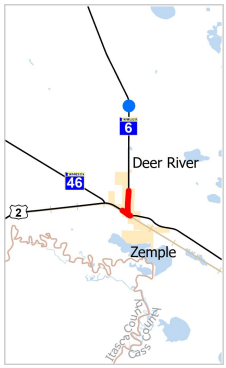
SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document 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:	1/1/2024
Current Letting Date:	
Construction Season:	2024
Estimated Substantial Completion:	Nov-2024

COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used in the development of this estimate. This estimate does not include the local cost share in the community of Hubbard.

PROJECT SUMMARY



MN 6

On MN 6 from US 2 to Co Rd 128, on US 2 from 0.15 Mi W of MN 6 to 1st St SE.

Bridge 31X12

State Project Number 3107-49

Urban reconstruct on Hwy 6 and Hwy 2 in Deer River, replace culvert north of Deer River

RECENT CHANGES & UPDATES

This project is currently open to traffic and turf establishment is all that remains.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 6 within the city of Deer River has fallen below an acceptable level. The existing sidewalks are not in compliance with the American with Disabilities Act (ADA) of 1990. There are significant sections of the existing storm sewer infrastructure that are in poor condition. In 2016 this project was upscoped from a urban resurfacing to a partial reconstruction due to sanitary sewer services and trenching for storm sewer. Multiple projects are in close proximity to this project, one was the replacement of bridge 3758. This bridge replacement was added to this project so that the same detour route can be utilized. This will also accommodate construction staging of the multiple projects along Hwy 6 in this year.

PROJECT RISKS

Hwy 6 contained a large quantity of contaminated materials.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	3/12/2019
Municipal Consent Approval Date:	10/14/2019
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/3/2018
Original Letting Date:	12/15/2017
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	Sept-2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition

TOTAL PROJECT COST ESTIMATE (MILLIONS)

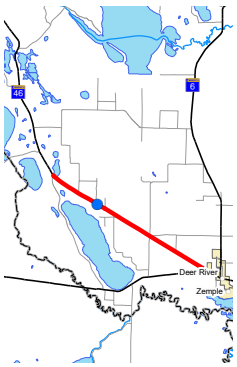
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***5.8***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2016 average bid pricing was used in the development of the original TPCE. The current estimates' construction letting reflects the awarded bid.

PROJECT SUMMARY



MN 46
On MN 46 from US 2 to Itasca County Road 36 in Itasca County
Bridge 31X10
State Project Number 3109-41

This project resurfaces Hwy 46 between Hwy 2 and Itasca CR 39 and replaces a bridge over a stream.

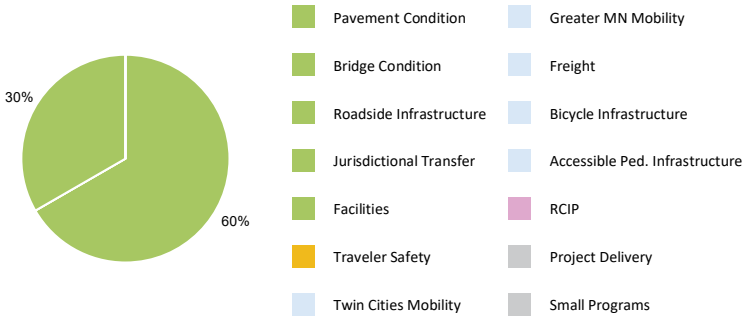
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

The pavement improvement was upgraded to a reclaim on the northern section of the highway in 2016 due to worse than expected pavement conditions. A new entrance and right turn lane was constructed on Hwy 46 by the White Oak Casino. The pavement improvement was upgraded to a reclaim on the entire length of the project with Chapter 3 funds.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	4.1
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	0.5
Construction Engineering:	0.32	0.3
Right of Way:	0	0
Total:	***5.2***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Culverts are in extremely poor condition and may fail prior to construction letting. The project's location within the Chippewa National Forest and the Leech Lake Band of Ojibwe Reservation may lengthen schedule or increase costs. Proposed development at the White Oak Casino may affect shoulder access and project costs.

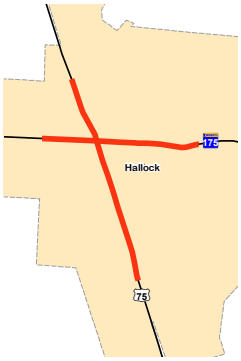
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/23/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/24/2016
Original Letting Date:	3/23/2018
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	Aug-18

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction.

PROJECT SUMMARY



US 75
On US 75 from US 75 to Bridge 35006 in Hallock.

State Project Number 3509-26

The project resurfaces Hwy 75 and provides pedestrian improvements on Hwy 75 in Hallock from 10th Street south to 4th Street north and on Hwy 175 from west of Hwy 75 to the west end of Bridge 35006

RECENT CHANGES & UPDATES

No recent changes or updates in the last year. Project is on schedule.

PROJECT HISTORY

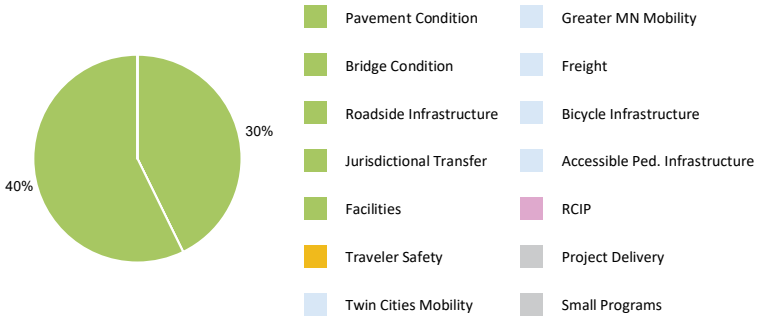
The existing pedestrian facilities are not in compliance with the Americans with Disabilities Act (ADA) of 1990. The pavement is due for a mill and overlay resurfacing to extend the life of the pavement. A 4 foot curb shift was made to accommodate ADA.

PROJECT RISKS

Hallock has limited support for a narrower highway width.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	4.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5***	***5.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

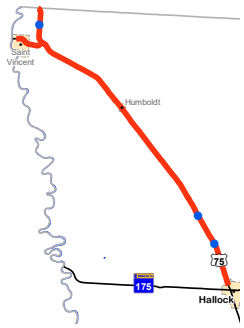
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not completed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/1/2019
Construction Limits Established Date:	9/19/2019
Original Letting Date:	3/25/2022
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Nov-22

COST ESTIMATE ASSUMPTIONS

2016 average bid prices were used in the development of the TPCE and uses an inflation factor to the midpoint of the year of construction.

PROJECT SUMMARY



US 75
On US 75 from Bridge 35007 to US 75 in Kittson County.
Bridge 1208, 1707, 2675
State Project Number 3509-28

This project resurfaces Hwy 75 from Hallock to the Canadian border and replaces 3 bridges and resurfaces Hwy 171 from east end of bridge 35007 to the North Dakota border to Hwy 75.

RECENT CHANGES & UPDATES

A pull off for weight enforcement was requested by state patrol in this area, the scope will be amended. This will have minimal impact to the budget.

PROJECT HISTORY

The pavement ride quality index of US 75 is projected to drop to poor by 2023 and the pavement ride quality index of MN 171 is projected to drop to poor by 2019. Three bridges on US 75 have exhausted their useful service life. These bridges are over 90 years old and are showing significant signs of deterioration. According to maintenance records, 15 centerline culverts were identified to be in poor condition. Existing sidewalks in Humboldt are not in compliance with the Americans with Disabilities Act of 1990. Infrastructure in Humboldt is over 70 years old.

PROJECT RISKS

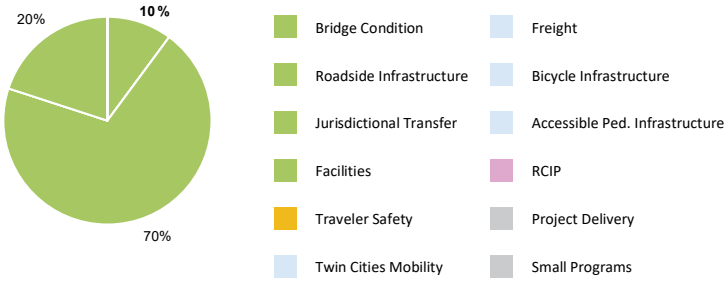
No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not completed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	3/25/2022
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Nov-22

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.2
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***11.5***	***11.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

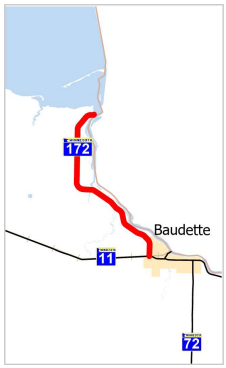
COST ESTIMATE ASSUMPTIONS

The baseline and current estimate is an estimate based on estimated quantities and average bid prices for similar projects.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 172
On MN 172 from MN 11 to Wheelers Point Resort.
Bridge 39X04
State Project Number 3904-24

Resurface Hwy 172 and replace two culverts between Baudette and Wheeler's Point,

RECENT CHANGES & UPDATES

This project is currently under construction with an estimated substantially complete date of October 2020.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 172 is project to drop to poor condition by 2020, centerline culverts have been identified to be in poor condition as well.

PROJECT RISKS

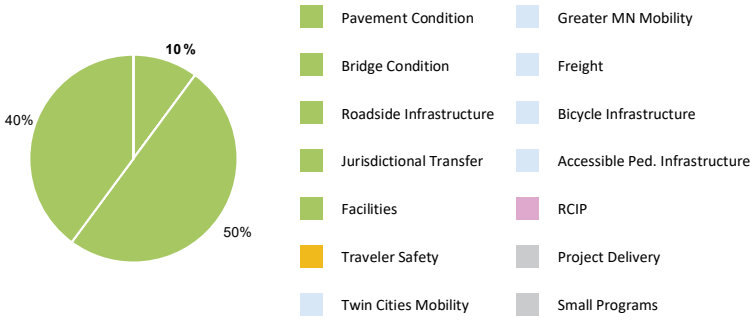
Drainage issues near Wheelers Point, minimal options for detour during the centerline culvert replacement

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/2/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/5/2019
Original Letting Date:	1/31/2020
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	Oct-2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

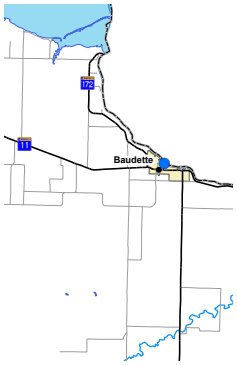
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.7	4.7
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***5.4***	***5.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimates' construction letting cost reflects the bid received on 1/31/2020.

PROJECT SUMMARY



MN 72
On MN 72 replace Bridge 39016 over the Rainy River in Baudette.

Bridge 39016

State Project Number 3905-09
Baudette / Rainy River International Bridge Replacement: Hwy 72 / Hwy 11

This project replaces Hwy 72 International Bridge over the Rainy River in Baudette.

RECENT CHANGES & UPDATES

The drilled shafts are complete, the contractor should start to set the beams. Lunda/Facca still has pier 4 to construct, which should be done at the end of October 2020.

PROJECT HISTORY

The project is in the final design phase. The district investigated different procurement methods for contracting final design and construction. In early 2014, MnDOT and the Ontario Ministry of Transportation discussed the preliminary design of a bridge replacement. In July 2014, an engineering consultant was selected to complete the preliminary design. The major tasks include completing the Environmental Assessment, reviewing and recommending bridge alternatives and reviewing and recommending a bridge alignment. The preliminary design will be completed in January 2016. The project uses a design-bid-build procurement method.

PROJECT RISKS

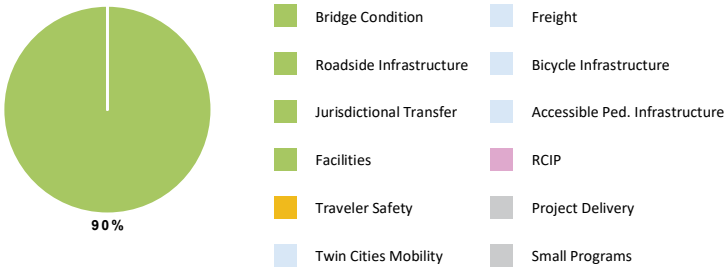
Complexities in administering a project with Canada. New alignment alternatives are limited and have potential cultural and/or major utility impacts. Coordination with Customs and Border Protection for alignment alternatives may affect the existing port building and border security during construction.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	8/24/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/30/2017
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/17/2017
Current Letting Date:	
Construction Season:	2018 - 2020
Estimated Substantial Completion:	Dec-20

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

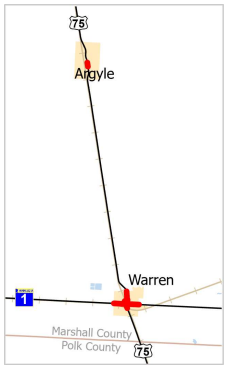
	Baseline Estimate	*Current Estimate*
Construction Letting:	15.5	39.4
Post Letting Construction Costs:	20	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.6
Construction Engineering:	1.8	1.3
Right of Way:	0.3	0.3
Total:	***40.3***	***45.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2012 historical cost data and uses a standard inflation factor. Other Construction Elements include Canada's cost. The current estimate construction letting cost is half of the awarded bid amount for the project, with Canada paying for the other half. The overall cost of the project increased by approximately 10%. This increase can be attributed to assumptions in the original estimate, changes to the foundation design and administrative costs managing an international project.

PROJECT SUMMARY



MN 1
On MN 1 from Montana St to Seventh St, on US 75 from S of MN 1 to Pleasant Ave in Warren, on US 75 from 2nd S

State Project Number 4501-49

Resurface and pedestrian improvements on Hwy 1 and Hwy 75 in Warren, and Hwy 75 in Argyle

RECENT CHANGES & UPDATES

This project is currently under construction.

PROJECT HISTORY

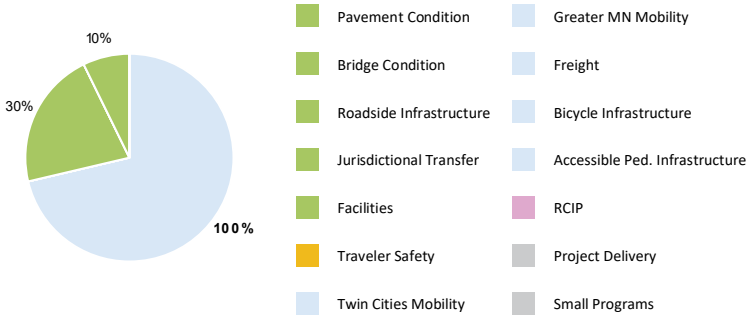
The pavement surface ride quality index on Hwy 1 and Hwy 75 is projected to drop below acceptable levels by 2018. The existing sidewalks are not in compliance with the American with Disabilities Act (ADA) of 1990. This project is tied to another ADA project in the city of Argyle.

PROJECT RISKS

No risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	3.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.6***	***4.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	11/2/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/1/2018
Original Letting Date:	12/18/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	Sept-2020

COST ESTIMATE ASSUMPTIONS

This project used a baseline of 2015 average bid prices and then inflated to the midpoint of the construction year.

PROJECT SUMMARY

MN 32
On MN 32 from 0.1 Mi N of Middle River to MN 11.
Bridge 6086, 6087, 6088, 6089
State Project Number 4504-19

Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona

RECENT CHANGES & UPDATES

Bridge 6088 and Bridge 6089 were added to the scope and that is the reason for the increased cost estimate.

PROJECT HISTORY

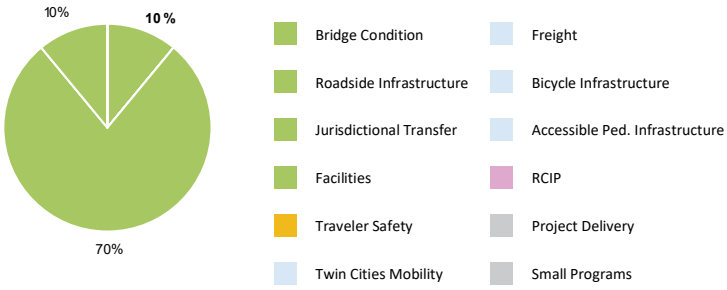
The pavement surface ride quality index on Hwy 32 is project to drop in poor condition by 2022. Bridges have exhausted their useful service life. These bridges are over 90 years old and are showing significant signs of deterioration. According to inspection and maintenance records, multiple centerline culvert are in poor condition with separated joints. There are shallow ditches and areas of poor sheet flow in Strathcona. Existing pedestrian facilities in Strathcona are not in compliance with the Americans with Disabilities Act (ADA) of 1990.

PROJECT RISKS

No risks at this time

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12.9
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***15.8***	***15.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

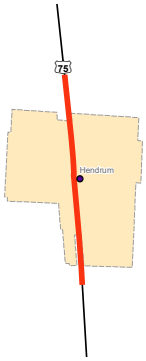
SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	3/24/2023
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	Nov-2023

COST ESTIMATE ASSUMPTIONS

This project is an ELLA and assumes construction will take place in 2023. The current estimate used 2018 average bid prices and was updated this year with current inflation factors.

PROJECT SUMMARY



US 75
On US 75 from 175th Ave. to CSAH 25 in Hendrum.

State Project Number 5406-18
Hwy 75: Halstad and Hendrum Urban Reconstruct

This project is an urban reconstruction and includes flood mitigation on Hwy 75 in Hendrum.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Hendrum.

PROJECT RISKS

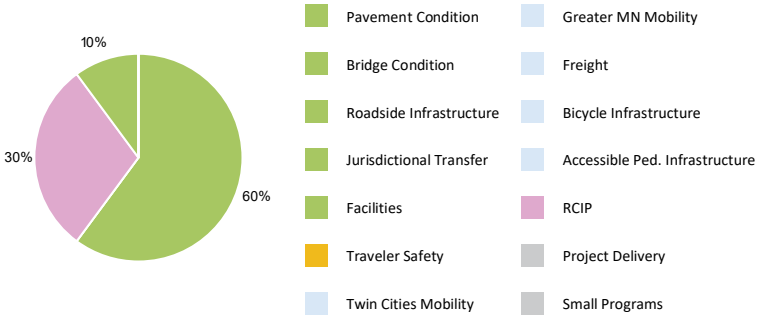
Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	1/5/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/15/2019
Original Letting Date:	3/24/2017
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Nov-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

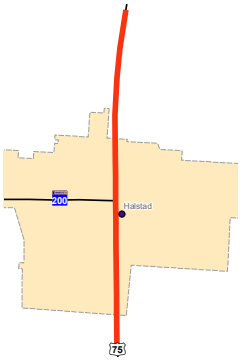
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.5***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate.

PROJECT SUMMARY



US 75
On US 75 from 235th Ave. to CSAH 51 in Halstad.

State Project Number 5409-32
Hwy 75: Halstad and Hendrum Urban Reconstruct

This is an urban reconstruction for Halstad along Hwy 75 and includes flood mitigation.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Halstad.

PROJECT RISKS

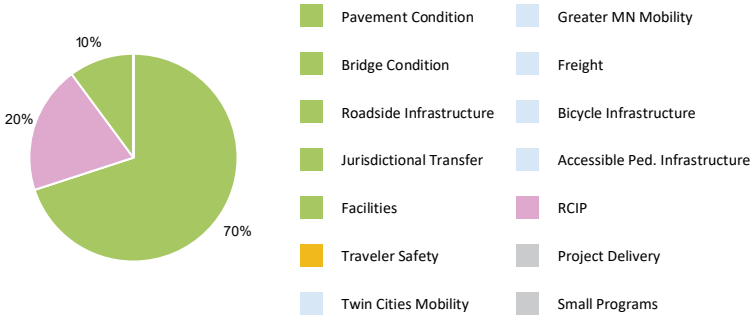
Local traffic and businesses may be disrupted by the length, complexity and urban setting of the project.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	1/5/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/15/2019
Original Letting Date:	1/1/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Nov-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

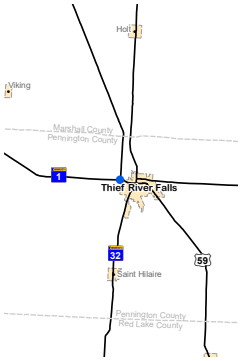
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***6.7***	***6.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Last year this project did not meet the minimum threshold for the major projects report. This year the project has passed the minimum threshold. The current estimate is based off of the total project cost estimate.

PROJECT SUMMARY



MN 1
On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.

State Project Number 5701-31

Construct roundabout at west Jct of Hwy 1 and Hwy 59 in Thief River Falls; resurface on Hwy 1 from Pennington CR 16 to Kinney Ave; construct roundabout at Hwy 1 and Brooks Ave and Hwy 1 and Barzen Ave; construct new frontage road from Ruby Ave to Westside

RECENT CHANGES & UPDATES

Due to unforeseen circumstances, the roundabout at MN 1 & US 59 is being delayed until next construction season. The other two roundabouts will be complete fall of 2020.

PROJECT HISTORY

MN 1 is a minor arterial route serving Digi-Key Electronics and Arctic Cat, two main employers in Thief River Falls. Due to increased development along the corridor, the highway functions more like an urban section. This corridor was originally programmed as a resurfacing with one intersection to be considered for a alternative method, a corridor study was completed. MN 1 has experienced 10 crashes in the last three years, double the statewide average. Regional attractions like the fairgrounds and the arena warrant the addition of a pedestrian/bicycle connection. There is very poor drainage throughout this area. The west limits of this project were extended to coordinate with the Thief River Falls Flood Diversion project, received preliminary approval from the city of Thief River Falls on the geometric layout, which includes three roundabouts at CSAH 16, Barzen Ave. and Brooks Ave.

PROJECT RISKS

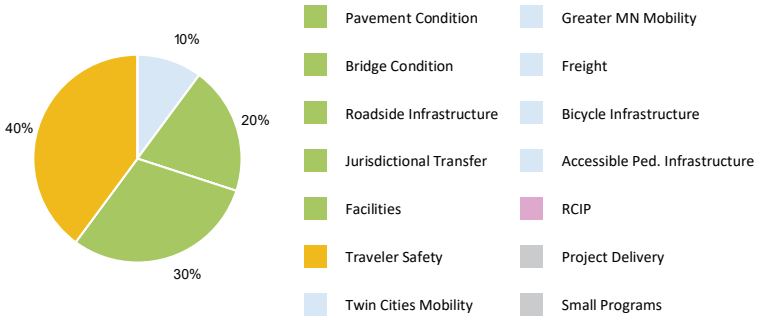
There is a railroad crossing owned by Minnesota Northern between Kinney Ave and Brooks Ave on MN 1. The cost for the rail crossing is part of the other construction elements category contingency.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	9/3/2019
Municipal Consent Approval Date:	4/7/2020
Geometric Layout Approval Date:	1/10/2019
Construction Limits Established Date:	1/10/2019
Original Letting Date:	2/28/2020
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Jul-21

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

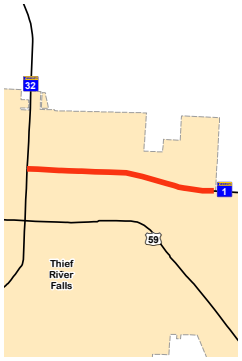
	Baseline Estimate	*Current Estimate*
Construction Letting:	3	7.8
Post Letting Construction Costs:	1.9	2.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.9
Construction Engineering:	0.36	0.6
Right of Way:	0.1	0
Total:	***5.9***	***11.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Other Construction Elements include local cost shares from Thief River Falls and Pennington County. The current estimate is larger because the scope of the project increased.

PROJECT SUMMARY



MN 1
On MN 1 from MN 32 to CSAH 18 and on US 59 in Thief River Falls.

State Project Number 5702-44

This project reconstructs Hwy 1 and resurfaces Hwy 59 and improves pedestrian accessibility in Thief River Falls.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was substantially complete in 2018. Final paving and striping completed in 2019.

PROJECT HISTORY

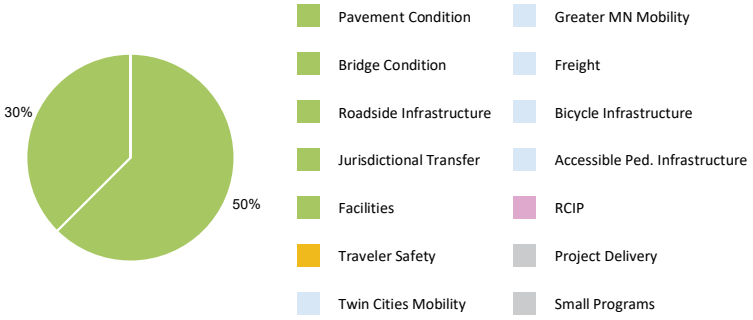
The pavement and drainage infrastructure are near the end of their useful life. The sidewalks do not meet the American with Disabilities Act of 1990 and require upgrading.

PROJECT RISKS

Alternative Bid. The construction may have impacts to businesses.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.8
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.6***	***4.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

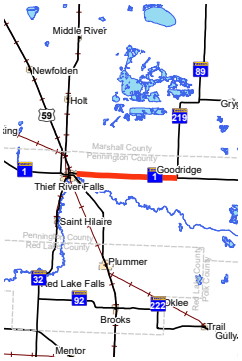
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/1/2016
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	3/27/2015
Current Letting Date:	
Construction Season:	2018 - 2019
Estimated Substantial Completion:	Oct-18

COST ESTIMATE ASSUMPTIONS

This project did meet the minimum threshold for the major projects report last year, but was missed. The current estimate is based off of the total project cost estimate.

PROJECT SUMMARY



MN 1
On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.

State Project Number 5702-47

This project resurfaces Hwy 1 from Pennington CR 18 to Hwy 219 in Thief River Falls.

RECENT CHANGES & UPDATES

This project is under construction. The estimated substantially complete date is October of 2020, with turf establishment remaining for this fall or next spring, weather permitting.

PROJECT HISTORY

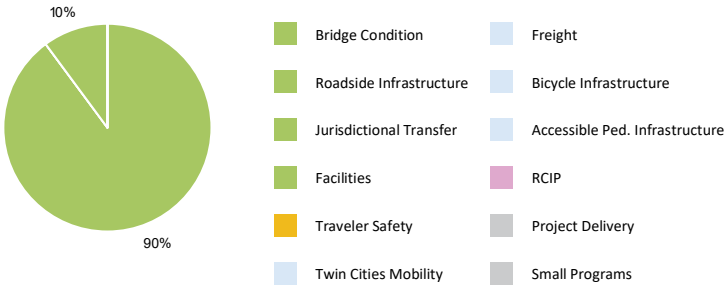
Pavement surface ride quality index on Hwy 1 is projected to drop below acceptable conditions by 2022. Pavement surface gets extremely rough through the winter. Centerline and entrance culverts are in poor condition. Project was scoped in March 2017.

PROJECT RISKS

No risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	6.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.7
Construction Engineering:	0	0.4
Right of Way:	1.1	0
Total:	***7.8***	***7.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

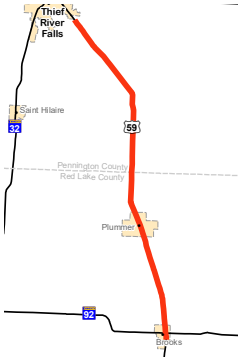
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/23/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	3/27/2020
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Oct-2020

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season.

PROJECT SUMMARY



US 59
On US 59 from MN 92 in Brooks to CR 62 in Thief River Falls.

State Project Number 5705-61

Resurface Hwy 59 between Pennington CR 3 and Thief River Falls and construct a roundabout at the intersection of Hwy 59 with Pennington CR 3 - TIED LET GROUP 10110

RECENT CHANGES & UPDATES

The project scope was finalized in the last year. This project has been split into two projects for the anticipation of stimulus funding. They will be developed together and will be constructed together if no additional funding arises.

PROJECT HISTORY

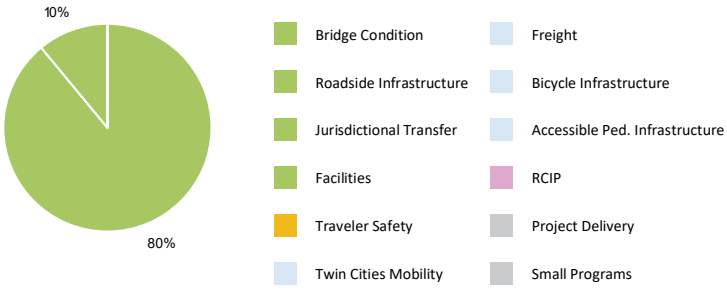
The pavement ride quality index on US 59 is projected to drop below acceptable levels by 2024. Centerline culverts were identified to be in poor condition. US 59 is largely a two lane arterial highway that acts as the main corridor in northwest Minnesota, linking many communities. The high number of trucks and limited passing opportunities create traffic platoons.

PROJECT RISKS

Unfamiliarity with alternative intersections.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.3	11
Post Letting Construction Costs:	0.5	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.4
Construction Engineering:	0.6	0.9
Right of Way:	0	0
Total:	***13.3***	***14.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/16/2022
Current Letting Date:	
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

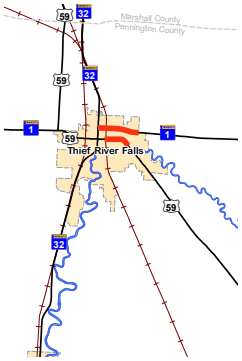
COST ESTIMATE ASSUMPTIONS

The baseline and current estimates account for a roundabout at US 59 and CSAH 3.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2
On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.

State Project Number 6001-61

This project resurfaces Hwy 2, the westbound lanes, from East Grand Forks to Fisher.

RECENT CHANGES & UPDATES

No recent changes or updates. Project is on schedule.

PROJECT HISTORY

Pavement surface ride quality index on US 2 is projected to drop below acceptable level by 2020. Centerline culverts are identified to be in poor condition. Project was first scoped in May 2017.Project limits were shortened. The west limits were originally just east of the intersection with MN 220, but now they are at 7th Ave NE because a concrete rehabilitation project was done in 2013 up to 7th Ave NE, so that area is already in good shape. Road Weather Information System and weigh-in motion infrastructure were added to the project. US 2/2B intersection reconfiguration was added to this project.

PROJECT RISKS

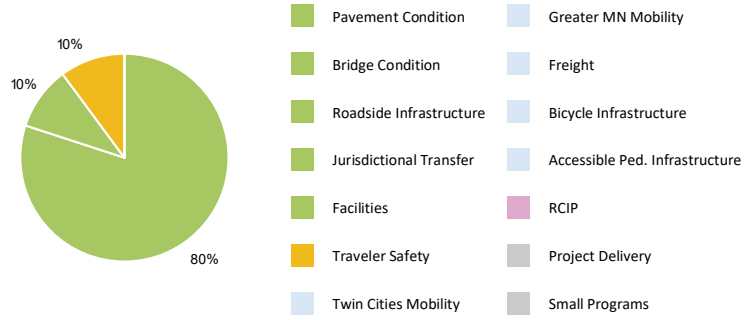
American Crystal Sugar factory is adjacent to the project and has high truck traffic in the fall. There is currently a planning study at the intersection of US 2 and US 2B, which may result in an intersection improvement included with this project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/21/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/15/2019
Original Letting Date:	3/26/2021
Current Letting Date:	
Construction Season:	2021
Estimated Substantial Completion:	Nov-21

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

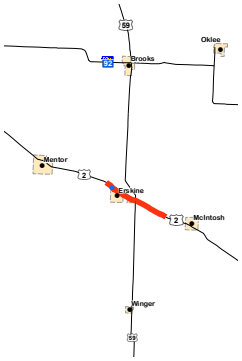
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.8	10.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.1
Construction Engineering:	0	0.7
Right of Way:	1.8	0
Total:	***13.1***	***12.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season. Turn lane extensions were removed from this project to reduce impervious pavement, that is why the baseline estimate is larger than the current estimate.

PROJECT SUMMARY



US 2
On US 2 from the west end of Erskine to US 59 in Polk County.

Bridge 91262;60006;60007

State Project Number 6004-24

Hwy 2: Erskine

The project consists of concrete resurfacing, replacing culverts and improving drainage on Hwy 2 between Erskine and Hwy 59. It includes the repair of two bridges on Hwy 59 over Hwy 2.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was let and awarded as a design-build contract. Construction will begin in the fall 2018.

PROJECT HISTORY

The pavement surface ride quality on US 2 and US 59 ramps are projected to drop below acceptable levels by 2018. Culverts and storm sewers along the corridor are over 40 years old. There were several rear-end crashes at the railroad crossing because trucks are required to stop before crossing the tracks on a high speed multilane highway. The bridge at the west end of the project has separated joints causing voids underneath the pavement. Project was advanced to 2018, Bridge 91262 rehabilitation was removed from this project and included in SP 6003-34. Pavement improvements at the Erskine weigh station wand rehabilitation of Bridges 60006 & 60007 (Hwy 59 Overpass) were added.

PROJECT RISKS

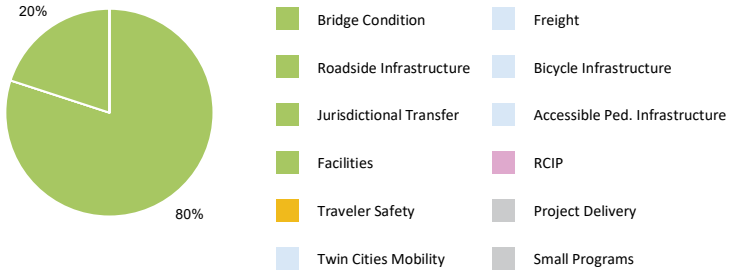
The weigh station and rest area adjacent to project will be impacted by construction staging. Local traffic and businesses may be disrupted during construction.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/12/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/22/2017
Construction Limits Established Date:	12/22/2017
Original Letting Date:	10/26/2018
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Oct-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.4	12.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.02	1
Construction Engineering:	0.68	0.7
Right of Way:	0	0
Total:	***10.5***	***14.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

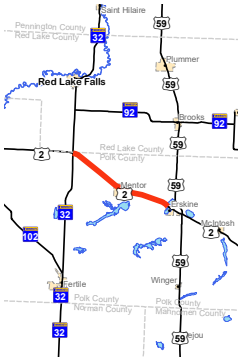
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the construction season. The rehabilitation of Bridges 60006 & 60007 (Hwy 59 overpass) and pavement improvements at the Erskine weigh station was added to this project resulting in an increase of the current estimate. Current construction letting amount is based on bid amount.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2

On US 2 from west of MN 32 to west of US 59 in Polk County.

Bridge 91262

State Project Number 6004-26

Hwy 2: Erskine

This project replaces concrete roadway on Hwy 2, east bound lane from Hwy 32 (Marcoux) to west of Hwy 59 in Erskine. Also, it replaces a short section in front of the weigh station. Including repairs to bridge 91262 over a stream west of Erskine.

RECENT CHANGES & UPDATES

A small section of highway 2 eastbound lanes near the weight station was added to this project, was originally part of the 6005-68, which was completed in 2019.

PROJECT HISTORY

This project takes place in the western half of District 2 where the topography is flat and predominately surrounded by farmland with floodplains located nearby but not within the project limits (Red River Valley). This project is on the eastbound lanes of US 2, which extends through Marcoux, Mentor and the west limits of Erskine. Located within these limits is the Western Prairie Fringed Orchid, which is protected. Crossover locations are still to be determined.

PROJECT RISKS

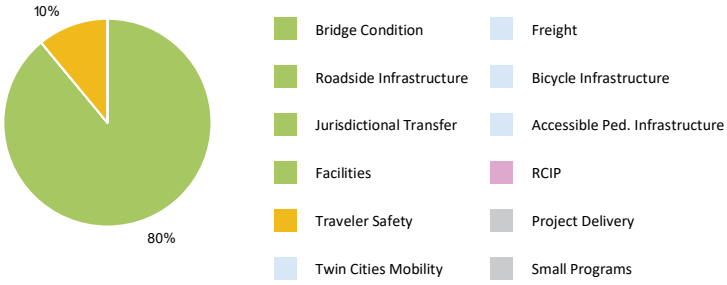
The project cannot be completed under traffic, so traffic will be crossed over to the west bound lanes.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/1/2019
Construction Limits Established Date:	3/19/2019
Original Letting Date:	9/25/2020
Current Letting Date:	
Construction Season:	2021
Estimated Substantial Completion:	Nov-21

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	24.5	29.9
Post Letting Construction Costs:	1.2	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	2.82	3.2
Construction Engineering:	1.88	2.2
Right of Way:	0	0
Total:	***30.4***	***36.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed using 2016 average bid prices and the current estimate was completed using 2019 average bid prices.

PROJECT SUMMARY

US 2
On US 2 from east of US 59 to western limits of Fosston in Polk County.

State Project Number 6005-68

This project resurfaces Hwy 2 on the east bound lane from east of Hwy 59 to west limits of Fosston, provides minor intersection changes in McIntosh and constructing a bike trail in Fosston.

RECENT CHANGES & UPDATES

No recent changes or updates in the last year. Project is on schedule.

PROJECT HISTORY

The pavement surface ride quality index on US 2 eastbound is projected to be in poor condition by 2025. There are also access management, roadside infrastructure and pedestrian accessibility issues that need to be addressed in McIntosh. Project was initially planned to be a concrete pavement replacement, but has since been changed to bituminous pavement replacement. A value engineering study has been completed on this project and as a result, a number of turn lanes that were originally recommended to be extended have been changed to remain the same length.

PROJECT RISKS

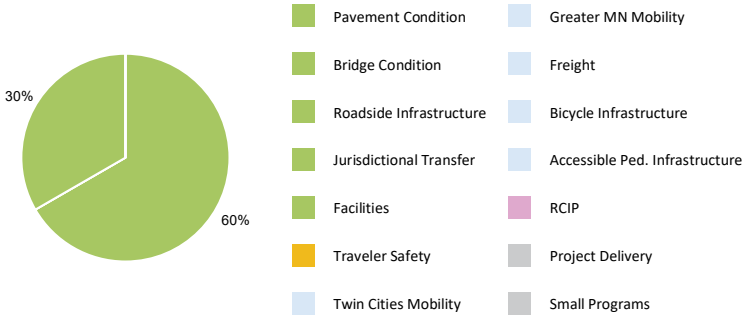
Project cannot be completed under traffic, so will need to be crossed over to the westbound lane.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/26/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	1/6/2020
Original Letting Date:	9/24/2021
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Nov-22

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	27.7	19.6
Post Letting Construction Costs:	1.3	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.5
Construction Engineering:	1.8	1.6
Right of Way:	0	0
Total:	***33.4***	***24.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used in the development of the TPCE and uses an inflation factor tied to the midpoint of the 2022 construction season.

PROJECT SUMMARY

US 75
On US 75 from US 2 to CSAH 19 in Marshall and Polk Counties.
Bridge 60X10
State Project Number 6011-29

This project resurfaces Hwy 75, replaces three culverts, construct turn lanes and pedestrian ramps on Hwy 75 from Crookston to Euclid. The project includes resurfacing Hwy 1 from the North Dakota border to Oslo.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

Pavement quality will not be acceptable by 2018. The bridges are over 80-years-old and lack an adequate recovery area for run-off-the-road vehicles. Concrete box culvert crossings and entrance culverts may fail. Curb and gutter in Euclid do not drain properly. Sidewalks in Euclid do not meet the ADA standards. The project's purpose is to improve the ride and surface condition, provide structurally sound bridge crossings, to perpetuate existing drainage infrastructure, to improve the accessibility of Euclid's sidewalks and to improve drainage in Euclid. The pavement fix was changed and a section of mill and overlay on Hwy 1 in Oslo was added.

PROJECT RISKS

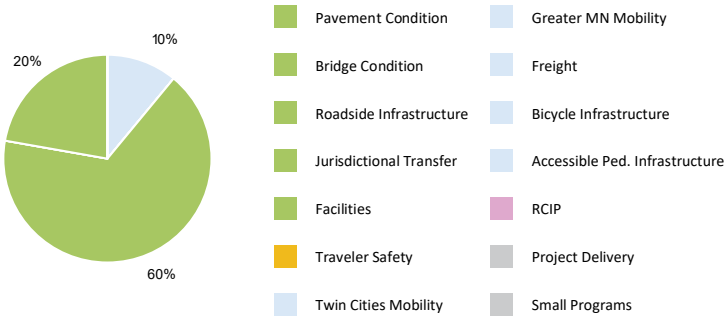
The project is lengthy and there may be local traffic and agricultural traffic impacts. Road conditions may degrade and increase project duration or cost.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	1/9/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/18/2016
Original Letting Date:	2/23/2018
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	Nov-19

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

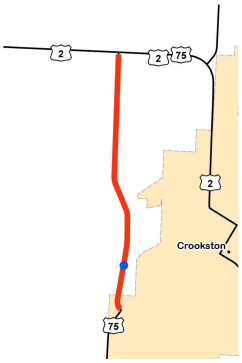
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	5.7
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.9***	***7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction. The inflation factor was updated in 2016 resulting in a minor reduction in the cost estimate. The pavement fix was changed and a section of mill and overlay on Hwy 1 was added, which resulted in an increase of the current estimate. Current estimate construction letting is accurate to the bid amount.

PROJECT SUMMARY



US 75
On US 75 from CSAH 9 to US 2 in Polk County.
Bridge 60523
State Project Number 6012-52

This project consists of a concrete pavement rehab on Hwy 75 from CSAH 9 to US 2. It includes the repair of a bridge on Hwy 75 over Red Lake River south of the Hwy 2 Crookston Bypass.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete.

PROJECT HISTORY

The pavement surface ride quality index on US 75 is expected to drop below poor in 2021. The bituminous shoulders on US 75 are over 30 years old and are in poor condition. The shoulders frequently carry beet truck traffic during harvest season and US 75 has been identified as a local bicycle route by the City of Crookston. Bridge 60523 is over 30 years old and has a sufficiency rating of 99.2. The bridge deck is starting to show lateral cracking, the joints need to be repaired, approach panels have cracking, the north approach panel is settling and the beam ends are rusting.

PROJECT RISKS

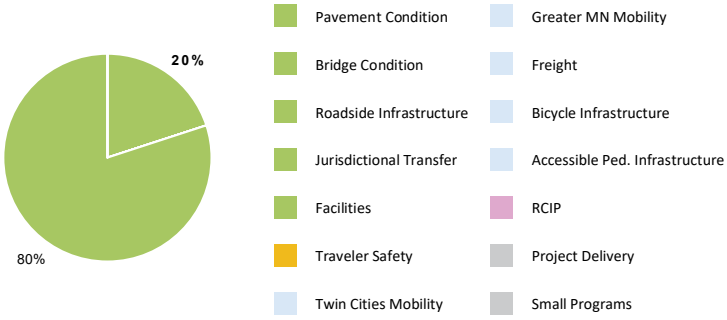
There are no risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	5/18/2018
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	Nov-18

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.9***	***4.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Last year this project did not meet the minimum threshold for the major projects report. This year the project has surpassed the minimum threshold. The current estimate is based off of the total project cost estimate.

PROJECT SUMMARY

US 2
On US 2 rehabilitate bridge 9090 in East Grand Forks.

Bridge 9090

State Project Number 6018-02
Hwy 2 Kennedy Bridge: East Grand Forks

The project consists of rehabilitating the bridge over the Red River in East Grand Forks. The project includes replacing the bridge deck, repairing the tilted pier and painting.

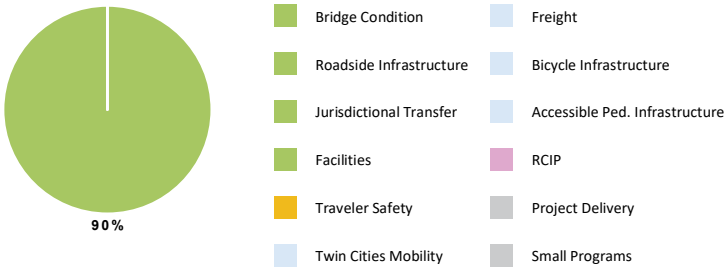
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The pier was replaced, bridge deck is complete, currently painting the bridge. Painting is likely to be finished in the 2019 construction season.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

A planning study was completed in early 2014 and determined that a bridge rehabilitation project was a feasible alternative to reconstruction. The rehabilitation will include replacing a severely tilted bridge pier, installing a new concrete bridge deck, adding new vehicle railings, painting and constructing a pedestrian/bicycle path on the north side of the deck.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	25	7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.8
Construction Engineering:	1	0.6
Right of Way:	0	0
Total:	***27.5***	***8.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Since several agencies are involved in the decision-making/approval process, there may be significant delays, changes or other construction assumptions. There may be problems with coordinating the project schedule with emergency services and schools.

SCHEDULE

Date in which project entered the STIP:	2012
Environmental Document Approval Date:	9/9/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	11/17/2017
Current Letting Date:	
Construction Season:	
Estimated Substantial Completion:	Jun-19

COST ESTIMATE ASSUMPTIONS

Other Construction Elements represents North Dakota's cost share. Cost savings can be attributed to reducing the scope from a reconstruct to a rehabilitation. The current estimate is the construction letting amount.

PROJECT SUMMARY

MN 11
On MN 11 from MN 313 to CSAH 5

State Project Number 6803-40

Resurface Hwy 11 and improve pedestrian accessibility and signals in Warroad,

RECENT CHANGES & UPDATES

Two roundabouts are being proposed, TH 11/TH 313 and one at Lake St & TH 11. A layout was drafted and conversation with the city about these potential changes are in progress.

PROJECT HISTORY

This project first entered into the State Transportation Investment Plan in 2011 as a signal replacement. More investigation was done into this location and additional needs were discovered. Storm sewer and curb and gutter are in poor condition and in need of replacement from Lake Street to TH 313. Underlying pavement conditions between Lake St. and Elk St require reconstruction. Upgrading pavement requires ADA compliant facilities. Bridge No. 9059 requires a full redeck. Traffic signals at TH 313 and Lake St are at the end of their service life. Intersection geometry of TH 11/CSAH 74 is undesirable and needs to be modified.

PROJECT RISKS

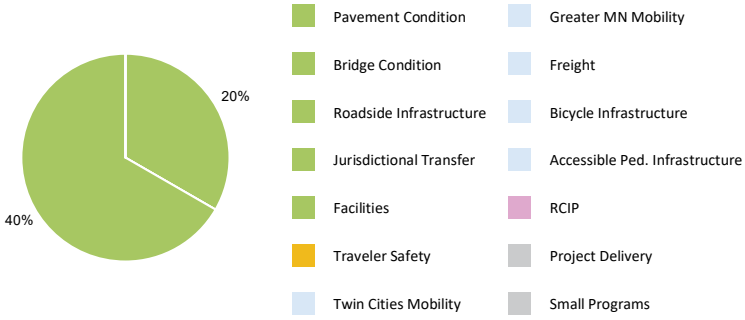
Local governing agency's familiarity with the alternative intersections and municipal consent will be required

SCHEDULE

Date in which project entered the STIP:	2011
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	8/24/2018
Current Letting Date:	11/17/2023
Construction Season:	2023
Estimated Substantial Completion:	Nov-2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

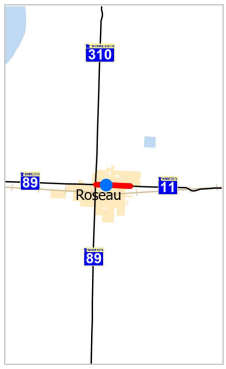
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.8***	***6.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate used 2019 average bid prices. This estimate does not account for the roundabouts being proposed.

PROJECT SUMMARY



MN 11
On MN 11 from MN 89 to east city limits of Roseau.
Bridge 5814
State Project Number 6803-46

Resurface one mile of Hwy 11 in Roseau

RECENT CHANGES & UPDATES

This project was part of the 2019 scoping process. The project development schedule will be put together fall 2020.

PROJECT HISTORY

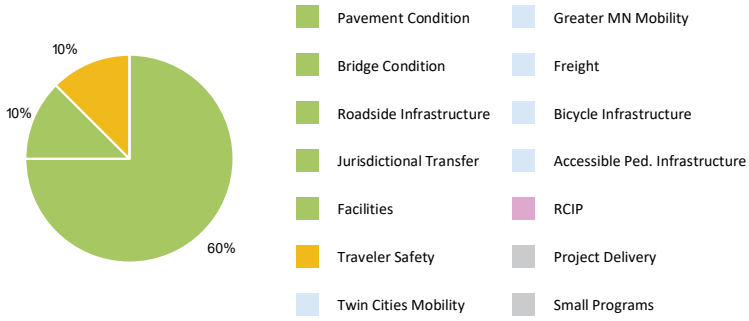
The pavement surface ride quality index on Hwy 11 is projected to be in poor condition by 2022. The deck of Bridge 5814 has moderate transverse cracks with light leaching. Existing pedestrian ramps and sidewalks in Roseau are not in compliance with the American with Disabilities Act (ADA) of 1990.

PROJECT RISKS

Project will require municipal consent.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.3	3.3
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.1***	***4.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

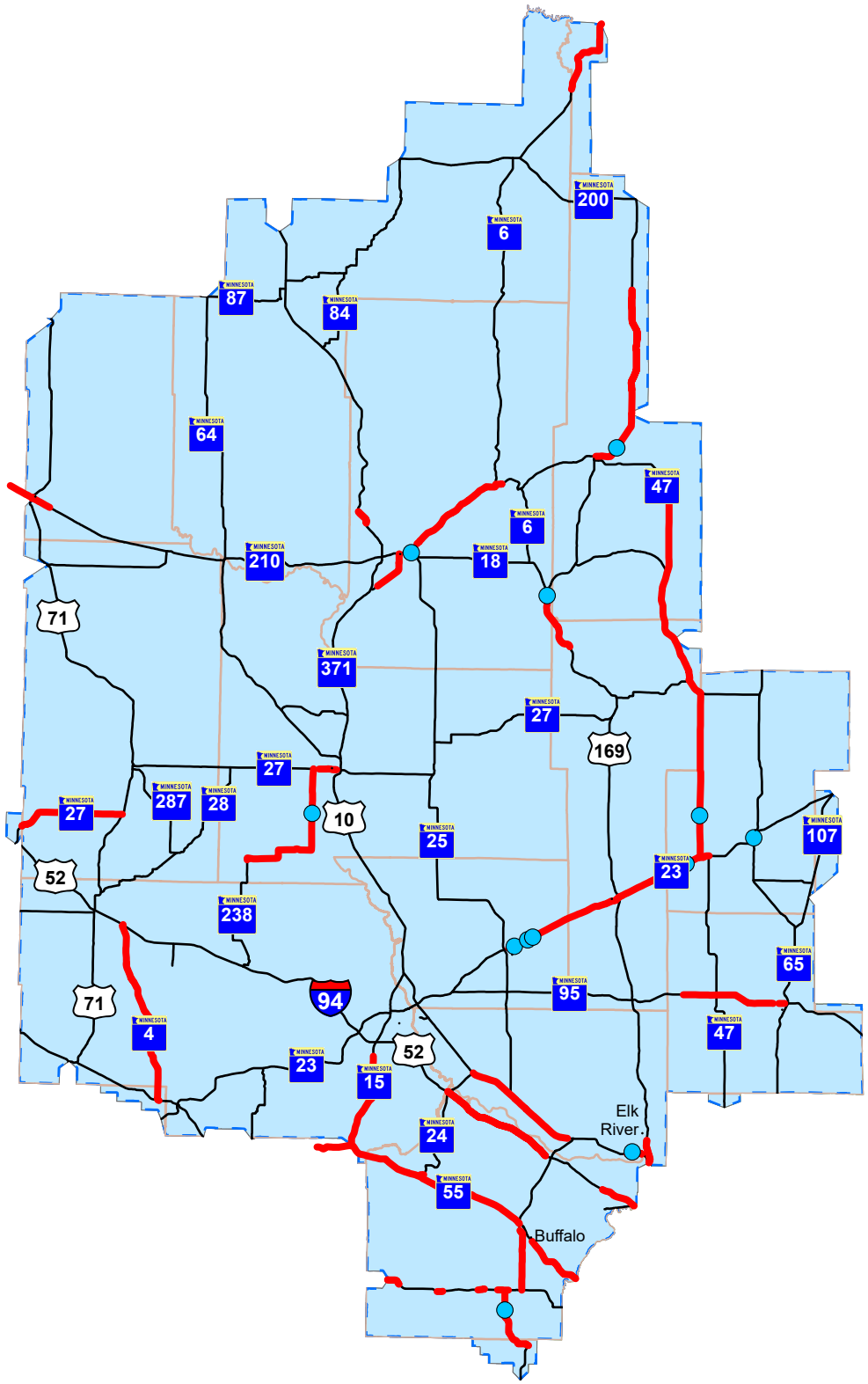
SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/1/2024
Current Letting Date:	
Construction Season:	2024
Estimated Substantial Completion:	Nov-2024

COST ESTIMATE ASSUMPTIONS

The current estimate uses 2019 average bid prices and is inflated to mid-point of 2024 construction season.

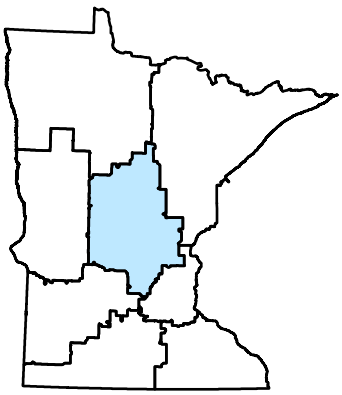
Major Highway Projects 2020
D3- BRAINERD



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



District 3 Project List

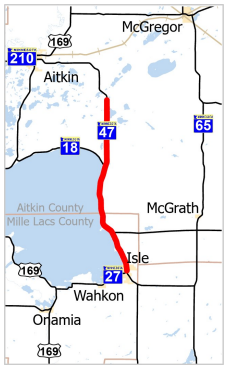
ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 47	0108-29	On MN 47 from Aitkin/Mille Lacs Co Line to 350th Lane.	C1	162
US 169	0116-51	Mississippi River Br to CSAH 18	C2	163
MN 210	0119-30	From Aitkin to Hassman	C3	164
MN 23	0504-20	From Foley to Rum River in Milaca	C4	165
MN 210	1806-76	Brainerd to Ironton	C5	166
MN 210	1807-29	In Crosby and Ironton	C6	167
MN 371	1810-99	Green Gables Rd to Gull Dam Rd	C7	168
MN 25	1811-35	Br 9099 over BNSF near Brainerd	C8	169
MN 371B	1814-06	Washington Street to Joseph Street in Brainerd	C9	170
MN 371B	1814-08	Greenwood St to Joseph St in Brainerd	C10	171
MN 95	3006-39	From Fern St to Davis St in Cambridge	C11	172
MN 95	3006-41	W. of Cambridge to Cambridge	C12	173
MN 6	3106-24	Cass-Itasca County line to US 2 west of Cohasset	C13	174
MN 47	3304-27	On MN 47 from MN 23 to MN 27 in Isle and Ogilvie	C14	175
MN 65	3307-43	Mora	C15	176
MN 23	4801-25	From Milaca to Ogilvie	C16	177
US 169	4814-56	On US 169 from north of Ojibwe Dr to Crow Wing CSAH 26.	C17	178
MN 27	4904-45	Little Falls	C18	179
MN 238	4913-26	From Upsala to MN 27	C19	180
Hwy 10	7102-127	Bridge over Lake Orono in Elk River	C20	181
US 10	7102-133	Clear Lake to Big Lake	C21	182
US 10	7102-135	Xenia Avenue to 4th Street in Elk River	C22	183
US 169	7106-87	From US 10 to 197th Ave in Elk River	C23	184
MN 4	7301-38	Kandiyohi/Stearns Co line to I-94 and Kandiyohi/Stearns Co line to Paynesville	C24	185
MN 15	7303-50	TH 55 in Kimball to 66th Ave in St. Augusta	C25	186
MN 27	7703-16	Osakis	C26	187
US 10	8001-40	End of 4-Lane west of Wadena easterly to Oink Joint Rd	C27	188
US 12	8601-62	Howard Lake to Montrose	C28	189
MN 25	8603-09	Watertown to Montrose	C29	190
MN 25	8604-37	In Buffalo	C30	191
MN 25	8604-42	The junction of US 12 to 0.2 miles north of 10th St in Buffalo	C31	192
MN 55	8606-60	Annandale to Buffalo	C32	193
MN 55	8606-64	Meeker/Stearns Co Line to Annandale	C33	194
MN 55	8607-63	Buffalo to Rockford	C34	195

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 24	8611-26	From MN 55 to N Poplar Ave in Annandale	C35	196
I 94	8680-172	Albertville to TH 241	C36	197
I 94	8680-173	Monticello to Clearwater	C37	198

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 47
On MN 47 from Aitkin/Mille Lacs Co Line to 350th Lane.

State Project Number 0108-29

MN 47, Resurface from Jct MN 27 in Isle to 305th lane/Twp-86.

RECENT CHANGES & UPDATES

Spring of 2020 added segment from TH 27 to Mille Lacs/Aitkin County Line to project.

PROJECT HISTORY

Project was funded as D1 project from Mille Lacs/Aitkin county line to 305th Ave, but then added D3 funding for segment from TH 27 to Mille Lacs/Aitkin county line.Pavement was last addressed in 2001. Pavement continues to deteriorate making a rough ride. Gravel shoulders will be paved from Aitkin/Mille Lacs County line to Malmo to match existing segment to the south and serve the safety/pedestrian need. Water overflow on the roadway north of Malmo will be analyzed to determine the best approach to minimize those occurrences during highwater events.

PROJECT RISKS

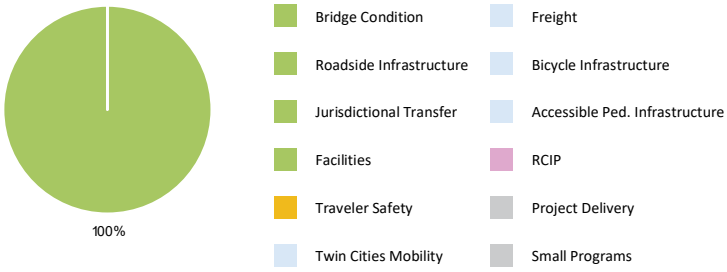
Project risks include water overflow on certain segments of the roadway, tribal coordination, burial mound sites and right of way unknowns.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/29/21
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

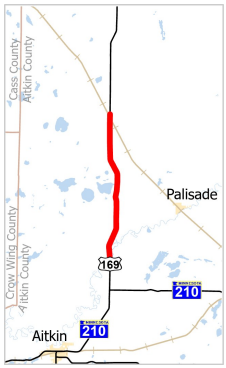
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	6.8
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.4***	***8.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



US 169
Mississippi River Br to CSAH 18

State Project Number 0116-51

US 169, Resurface from Mississippi River Br N of Hassman to Jct Aitkin CSAH 18,,,,

RECENT CHANGES & UPDATES

This project is now split into two projects. Mississippi River Bridge to CSAH 18 will be constructed in 2024 and CSAH 18 to TH 200 in Hill City will be constructed in 2025.

PROJECT HISTORY

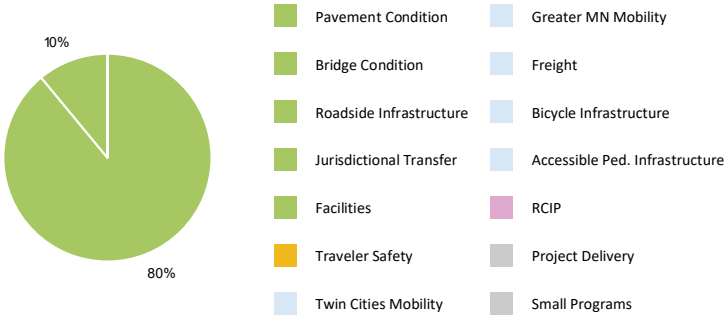
This project was originally scoped to resurface US 169 from Mississippi River Bridge to TH 200 in Hill City.

PROJECT RISKS

None at this time

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	4.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6***	***6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

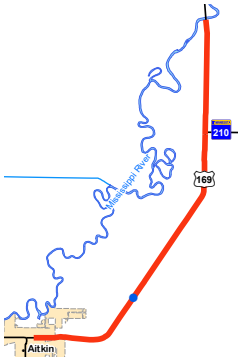
SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	3/22/2024
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	2024

COST ESTIMATE ASSUMPTIONS

Based on project length, the cost of this project was estimated to be approximately half of the original estimated cost for the larger Mississippi River Bridge to TH 200 project.The baseline estimate used estimated quantities and average bid prices.

PROJECT SUMMARY



MN 210
From Aitkin to Hassman

Bridge 7592

State Project Number 0119-30
Hwy 169/210, Aitkin to North of Hassman: Aitkin County

MN 210, Unbonded concrete overlay and shoulder widening from the Ripple River in Aitkin to the US 169 Jct in Hassman, including replacing Br #7592 over ditch 24 and on US 169 from Hassman North to Mississippi River.

RECENT CHANGES & UPDATES

Realigned two locations of the roadway to avoid impacts which will require reconstruction of the roadway to reduce the amount of wetland impact.

PROJECT HISTORY

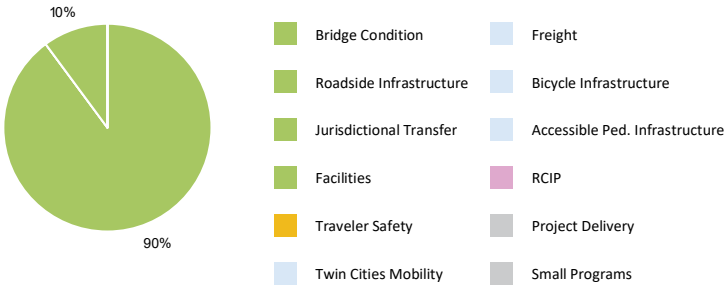
A new project in 2018 and funding shared between D1 and D3 selected funding.

PROJECT RISKS

Lot of poor soils, unknown conditions and major utilities that could be impacted to widen the roadway.Add wetland impact to risks also.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15	15
Post Letting Construction Costs:	1.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.8
Construction Engineering:	1	1.2
Right of Way:	2.5	2.5
Total:	***21.7***	***21.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

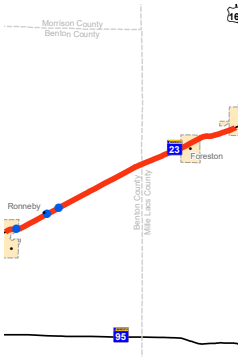
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/09/2019
Construction Limits Established Date:	Pending
Original Letting Date:	12/17/2021
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2023

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 23
From Foley to Rum River in Milaca
Bridge 91232, 05X01 & 05X02
State Project Number 0504-20
Hwy 23, Foley to Milaca: Benton and Mille Lacs Counties

MN 23, Reconstruct from Broadway Ave to 1000 ft E of 13th avenue in Foley and med mill & overlay from 1000 ft E of 13th avenue in Foley to 120th Ave. at the Rum River in Milaca. Construct round-a-bout in Foley.

RECENT CHANGES & UPDATES

Project scope was reduced to a mill and overlay from unbonded concrete overlay.

PROJECT HISTORY

The project was selected to address deteriorating pavement and safety concerns in Foley.

PROJECT RISKS

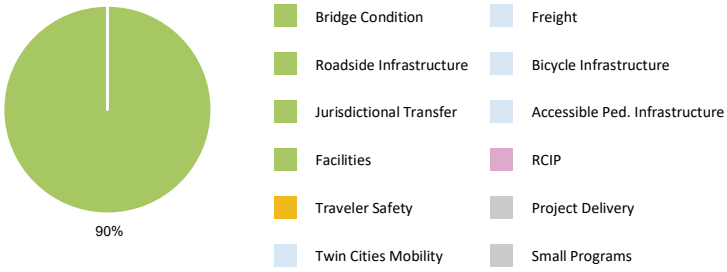
Risks include traffic control during construction in Foley and during box culvert construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	5/22/2020
Construction Limits Established Date:	8/27/2020
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.7	11.7
Post Letting Construction Costs:	1.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.4
Construction Engineering:	0.5	0.9
Right of Way:	1.5	0
Total:	***16.1***	***14.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.In the baseline estimate, there was a cost for R/W which was not needed in the downscoped plan. Due to downscoping the project there is also not as much post engineering costs, therefore the current estimated TPCE is lower than the baseline.

PROJECT SUMMARY

MN 210
Brainerd to Ironton

State Project Number 1806-76
Hwy 210, Brainerd to Ironton: Crow Wing County

Reconstruct 11 miles, replace/repair pipes (full-depth reclamation), reconstruct Hwy 210/CR 12 intersection, add turn lanes and bypass lanes, install rumble/mumble strips.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

This project is to improve ride quality and extend the useful service life of pavement.

PROJECT RISKS

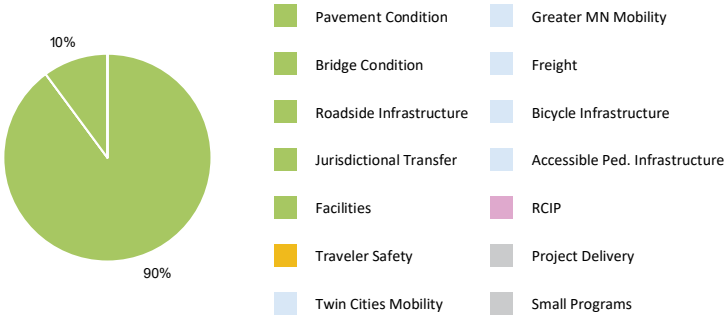
A project risk is the amount of traffic that will use the detour or will try to drive through the project. Hard closure to the roadway can't happen due to the local access needed along the route. A risk associated with the detour will be installation of a temporary roundabout to control the increased traffic.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/14/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/4/18
Original Letting Date:	4/26/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

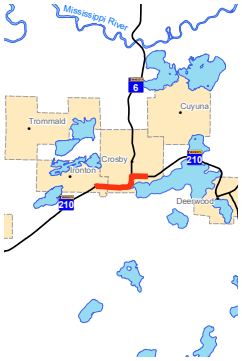
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	0.8
Construction Engineering:	0.52	0.5
Right of Way:	0	0
Total:	***8.2***	***8.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 210
In Crosby and Ironton

State Project Number 1807-29
Hwy 210, Crosby to Ironton: Cuyuna Lakes Area, Crow Wing County

Urban reconstruction through downtown Crosby. Resurface from west of 7th Ave in Ironton to 2nd St SW in Crosby. Improve pedestrian accessibility,

RECENT CHANGES & UPDATES

This project was converted to advanced construction with funding programmed in FY 21 and FY 22. The project design is complete and turned in for letting. Local costs have been updated for proposed city lighting and utility work.

PROJECT HISTORY

The pavement has not been rehabilitated since it was reconstructed. The pavement is deteriorating and is in need of resurfacing to maintain an acceptable ride quality on this section of roadway. The need for the reconstruction portion of the project is not the typical roadway need, but rather is related to adjusting curb lines to meet the requirements of the American Disabilities Act on the existing sidewalk facilities. The project was selected to address deteriorating pavement and accessibility needs on the pedestrian infrastructure in Crosby and Ironton.

PROJECT RISKS

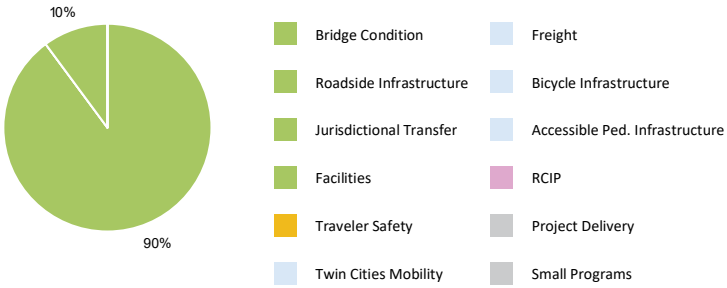
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	8/28/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/7/2018
Construction Limits Established Date:	8/21/2019
Original Letting Date:	10/23/2020
Current Letting Date:	10/23/2020
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

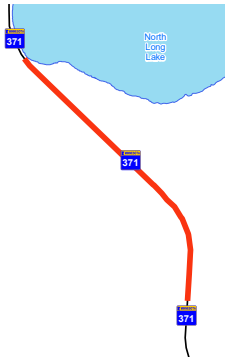
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	7
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0
Total:	***6.6***	***8.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 371
Green Gables Rd to Gull Dam Rd

State Project Number 1810-99
Hwy 371: Brainerd Lakes Area, Crow Wing County

Construct new reduced conflict intersections and Crow Wing CR 126 (Green Gables Road) and Crow Wing CR 125 (Gull Lake Dam Road).

RECENT CHANGES & UPDATES

This project has been moved from FY 21 to FY 22. HSIP funds are being utilized.

PROJECT HISTORY

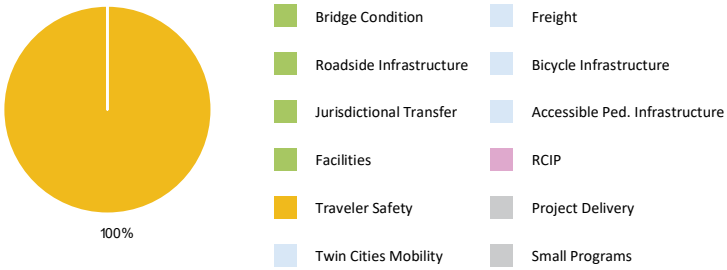
This project started out as two isolated HSIP projects installing a reduced conflict intersection, but it is now a one mile long RCI corridor project with access control.

PROJECT RISKS

High business location with access issues.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.6	0.6
Right of Way:	1.3	1.3
Total:	***10***	***10.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

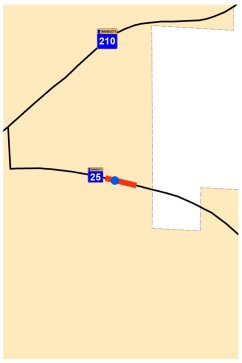
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/8/2020
Construction Limits Established Date:	7/23/2020
Original Letting Date:	11/20/2020
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Significant cost was added to the need to construct frontage roads to reduce conflict points along TH 371.

PROJECT SUMMARY



MN 25
Br 9099 over BNSF near Brainerd

Bridge 9099

State Project Number 1811-35

MN 25, replace bridge #9099 over BNSF rail 0.5 MI S of the JCT MN 210/CSAH 3 in Brainerd, Including Bicycle-Pedestrian accommodations

RECENT CHANGES & UPDATES

The design will accommodate and construct a city trail on the bridge structure and within the project limits as the city of Brainerd was awarded Transportation Alternatives funds to establish a trail connecting MN 210 and 28th street. There is ongoing coordination with BNSF railroad.

PROJECT HISTORY

Bridge# 9099 is an existing 3 span steel beam bridge originally built over the railroad in 1957 and was rehabilitated in 1981. Bridge maintenance is increasing due to deck, superstructure, and substructure deterioration and after 65 years, Bridge #9099 will be reaching the end of its service life. This project will replace existing Bridge# 9099 with a structurally sound and functional bridge that serves the needs of the railroad and roadway on MN-25 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

PROJECT RISKS

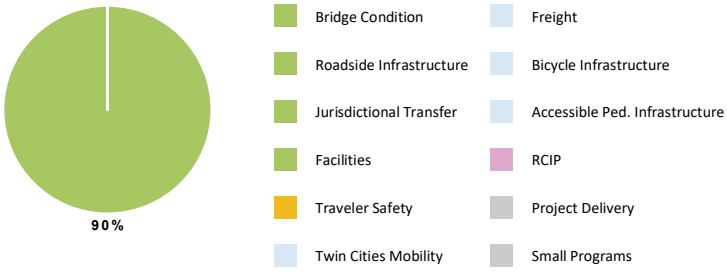
No significant risks are anticipated besides the coordination with BNSF RR.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	pending approval
Construction Limits Established Date:	pending approval
Original Letting Date:	8/27/2021
Current Letting Date:	12/17/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

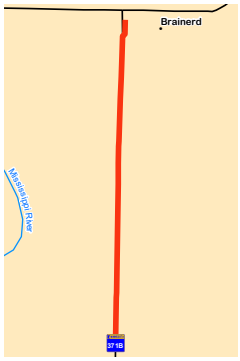
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.9***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on construction cost per mile of similar projects, adjusted for inflation.

PROJECT SUMMARY



MN 371B
Washington Street to Joseph Street in Brainerd

State Project Number 1814-06

Reconstruct and redesign from Hwy 210/Washington St. to Joseph St. in Brainerd, improve pedestrian accessibility, improve city utilities ,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction of this project is complete and roadway is open to traffic.

PROJECT HISTORY

The project was selected to replace deteriorated pavement and city utilities. Brainerd provided the preferred alternative. Geometric Layout submitted for approval. This project was delayed one fiscal year from 2017 to 2018 to advance a Hwy 25 project (SP 0508-13) so that it could be tied to other work planned on Hwy 25 for 2017. The district is currently developing proposals to address pedestrian concerns and minimize right of way impacts. The current cost estimate includes cost for right of way.

PROJECT RISKS

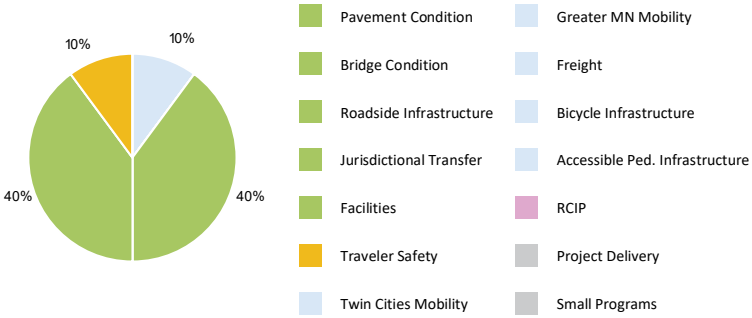
Risks associated with accommodating pedestrian accessibility needs were under the design alternatives being considered. The city wanted to install a signal at Willow Street, which could result in a delay of municipal consent for the project, but was retired.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	6/15/2016
Municipal Consent Approval Date:	12/7/2016
Geometric Layout Approval Date:	12/8/2016
Construction Limits Established Date:	4/1/2016
Original Letting Date:	2/26/2016
Current Letting Date:	9/22/2017
Construction Season:	2017 - 2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

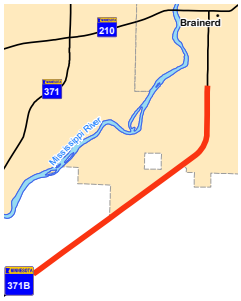
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	5.7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	0.7
Right of Way:	0.1	0.8
Total:	***9.1***	***8.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate of $8.6 million shows that bids were competitive and lower than the construction estimate.

PROJECT SUMMARY



MN 371B
Greenwood St to Joseph St in Brainerd

State Project Number 1814-08
Business Hwy 371: Barrows to Brainerd, Crow Wing County

MN 371B, Urban reconstruct from Joseph St to 500 ft S of Greenwood St with 6 ft sidewalk on East side and resurface (mill and overlay) from Greenwood St to 0.1 MI S of 70th Ave.

RECENT CHANGES & UPDATES

This project was moved to FY 2023 from FY 22 and designated as an ELLA. There was a local project associated with this project.

PROJECT HISTORY

Entered STIP as a regular project and was changed to an ELLA for July 2022 construction.Road has underlying concrete pavement that needs to be removed in order to correct the pavement condition. Sidewalk on east side of project form Buffalo Hills to Joseph St. was added to the project as part of a City led effort and region 5 funding. Stormwater treatment/storm sewer system will be updated to better water quality and flow in the area. Planned construction in the summer of 2022.

PROJECT RISKS

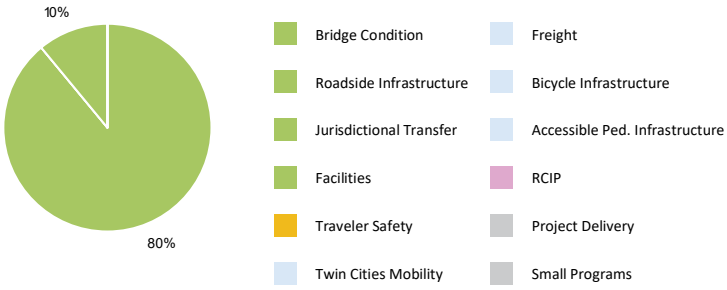
No significant risks are anticipated besides municipal consent and stormwater treatment areas.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	2/11/2020
Construction Limits Established Date:	Pending
Original Letting Date:	2/25/2022
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

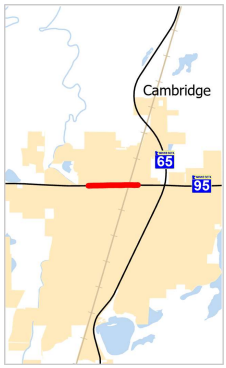
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0.1	0.1
Total:	***8.1***	***8.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 95
From Fern St to Davis St in Cambridge

State Project Number 3006-39

MN 95, from Fern St to Davis St in Cambridge; Urban reconstruction + ADA improvements,,,

RECENT CHANGES & UPDATES

No changes recently.

PROJECT HISTORY

MnDOT has programmed an urban reconstruction of the existing 3-lane section to address pavement and drainage issues. The city has been actively working toward the addition of a travel lane in each direction between Main Street and Fillmore street to address safety and congestion issues caused in part by the BNSF railroad. The city has completed a staff approved layout and EAW, and has acquired and cleared several properties to further the effort. District 3 has not identified the additional funding needed to accomplish the lane addition the city is seeking.

PROJECT RISKS

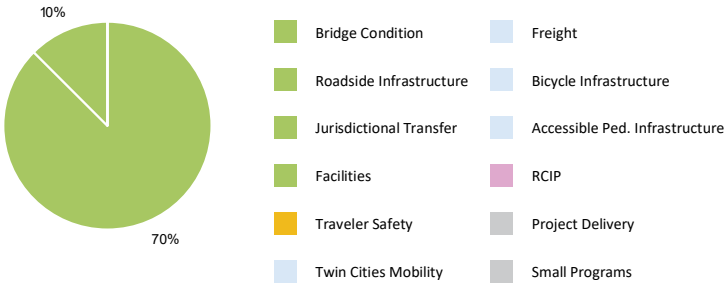
None at this time. Urban construction so traffic control to business and pedestrian traffic is difficult

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	2/23/2024
Current Letting Date:	2/23/2024
Construction Season:	2024-2025
Estimated Substantial Completion:	2025

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

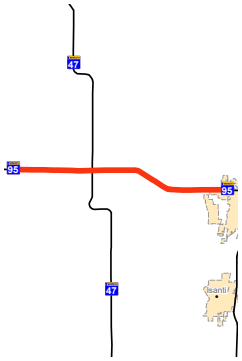
	Baseline Estimate	*Current Estimate*
Construction Letting:	9	9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***11.2***	***11.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is a scoping level estimate.

PROJECT SUMMARY



MN 95
W. of Cambridge to Cambridge

State Project Number 3006-41

MN 95, from 1.0 MI W OF Isanti CO CSAH 15 to 0.25 MI W of Isanti CSAH 14 west of Cambridge, Reclamation

RECENT CHANGES & UPDATES

It is expected that the total project cost stays the same at the $8.8 million construction letting amount. The other elements like post letting construction costs, other construction elements, preliminary engineering and right of way will fluctuate as the project progresses.

PROJECT HISTORY

This project is a two lane roadway on level terrain in a rural setting. The pavement condition is in need of improvement before the ride quality falls below standards. It is planned to break up the current pavement structure and create a new base and pavement to last for the next 15 years without major repair. Right of way will need to be acquired near CSAH 10 and Hwy 47 with a left turn lane at CR 10. Additionally, 17 culvert replacement locations will need to be investigated.

PROJECT RISKS

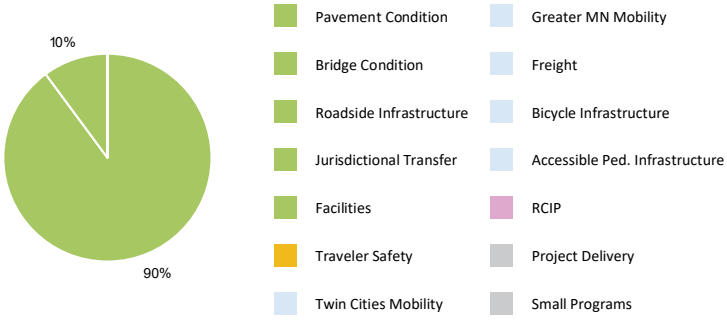
If there isn't enough time to acquire right of way, the roundabout will have to be a separate project. Consultant selection in time to get layout and construction limits to maintain schedule.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

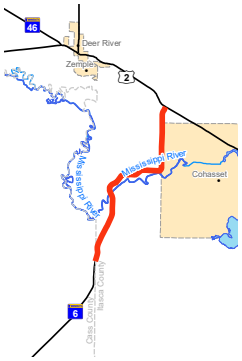
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	8.8
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	1.1
Construction Engineering:	0.48	0.7
Right of Way:	0	0
Total:	***8***	***10.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate includes construction of the roundabout. The current estimate without letting costs is $7,855,214 according to the 60% opinion of cost from WSB.The estimated project cost increased due to the new inflation factor and the final MDR estimate.

PROJECT SUMMARY



MN 6
Cass-Itasca County line to US 2 west of Cohasset

State Project Number 3106-24

Resurface highway from Cass/Itasca County line to State Highway 2 West of Cohasset,

RECENT CHANGES & UPDATES

The cost estimate was reduced based on the retirement of some risks associated with the project. In 2019, the scope of the project changed to a mill and overlay because the road was not a good candidate for a reclaim due to a variable pavement thickness.

PROJECT HISTORY

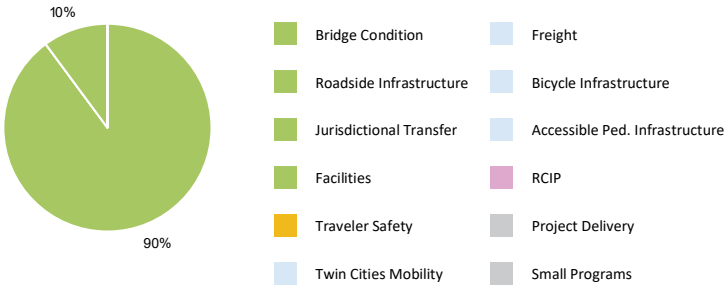
This project was selected to address deteriorating pavement conditions.

PROJECT RISKS

No significant risks are anticipated.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	4
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***8.5***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

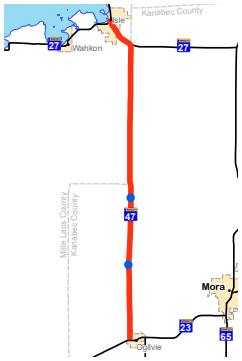
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/15/2019
Original Letting Date:	2/26/2021
Current Letting Date:	2/26/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Decrease in the estimate resulted from scoping the project. It was determined this road was not a candidate for shoulder widening and did not have other significant problems that would increase the cost.

PROJECT SUMMARY



MN 47
On MN 47 from MN 23 to MN 27 in Isle and Ogilvie

Bridge 6828

State Project Number 3304-27
Hwy 47: Isle to Ogilvie, Mille Lacs and Kanabec Counties

Reclaim from Hwy 23 in Ogilvie to Hwy 27 in Isle, replace bridge spanning stream 5 mi. south of Ogilvie, and bridge spanning Little Ann River

RECENT CHANGES & UPDATES

This project was upscoped to a full depth reclaim, as well as becoming an advance construction project with a payback in FY 2021.

PROJECT HISTORY

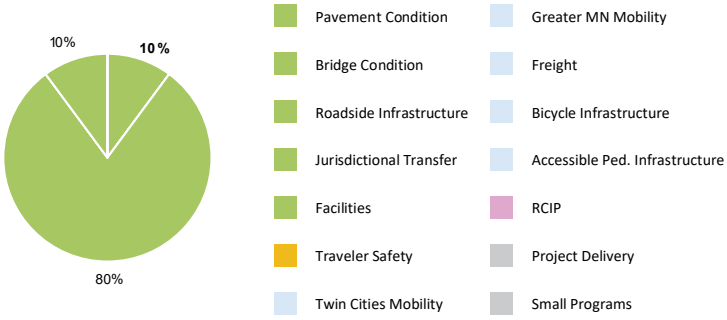
The project was selected to address deteriorating pavement conditions and low sufficiency rating of bridge structure within the project limits. This was upgraded to a reclaim project in the fall of 2017 with new bonding money.

PROJECT RISKS

No significant risks are anticipated.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	14.7
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.9
Construction Engineering:	0.4	1.3
Right of Way:	0	0
Total:	***7.1***	***18.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

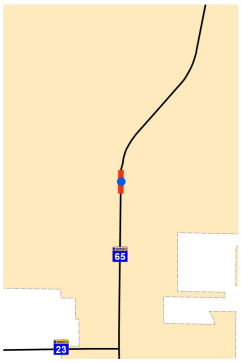
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/29/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	4/18/2019
Original Letting Date:	5/17/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Increased cost was from change from a mill and overlay to a reclaim project. This also resulted in adding a separate bridge project to this project and replacing more culverts.

PROJECT SUMMARY



MN 65
Mora
Bridge 6778
State Project Number 3307-43

MN 65 and MN 23, replace bridge #6778 over Snake River 1.0 MI S of the N JCT MN 23 and MN 65 in Mora.

RECENT CHANGES & UPDATES

Local coordination with the city of Mora and Kanabec County resulted in a plan to maintain trunk highway traffic during construction on this busy corridor through staged bridge construction and the new bridge accommodates a planned city trail as the city of Mora has budgeted for the design and construction of new city trail connections in the project area. The updated estimate incorporates the anticipated local share.

PROJECT HISTORY

Bridge # 6778 is an existing continuous steel span bridge originally built in 1952 with a concrete superstructure and was rehabilitated in 1984 with weathering steel beams. Bridge maintenance is increasing due to deck, superstructure and substructure deterioration and after 70 years, Bridge # 6778 will be reaching the end of its service life. This project will replace existing Bridge # 6778 with a structurally sound and functional bridge that serves the needs of the waterway and roadway on MN 65 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

PROJECT RISKS

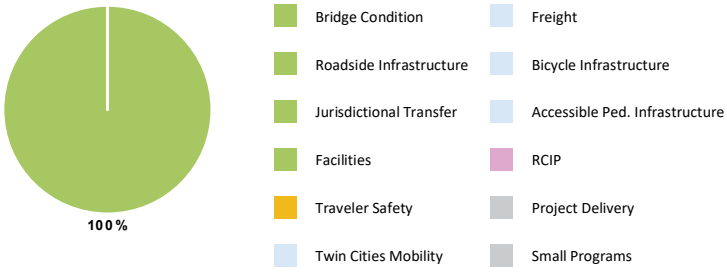
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	9/3/2020
Construction Limits Established Date:	pending approval
Original Letting Date:	3/25/2022
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

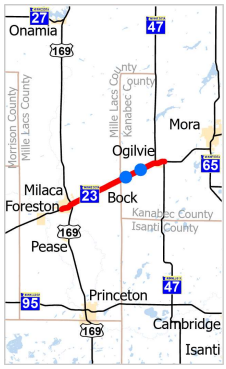
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***6.1***	***6.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on construction cost per mile of similar projects, adjusted for inflation. The current estimate incorporates the anticipated local share.

PROJECT SUMMARY



MN 23
From Milaca to Ogilvie
Bridge 6072 & 8106
State Project Number 4801-25

MN 23, resurface from 250' E of CSAH 2 (105th Ave) E of Milaca to the Ground House river 300 ft E of Jct 47 S in Ogilvie; Mill & Overlay with bridges 6072 & 8106

RECENT CHANGES & UPDATES

This is a new project that has entered the MHPR.

PROJECT HISTORY

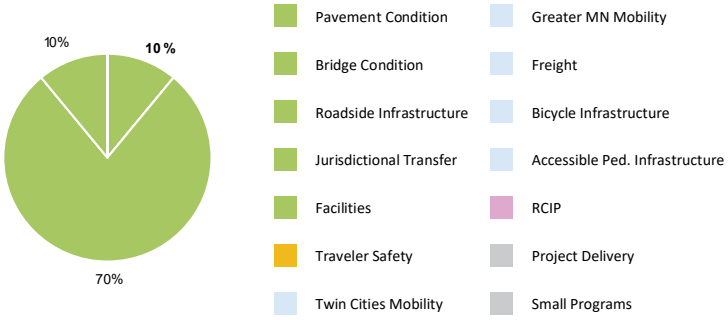
This project was selected to address deteriorating pavement needs and current box culvert conditions.

PROJECT RISKS

Traffic control needed for bridge (box culvert) replacements.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	5.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.6***	***6.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document 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:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY

US 169
On US 169 from north of Ojibwe Dr to Crow Wing CSAH 26.

State Project Number 4814-56

On US 169, resurface from north of Ojibwe Dr to Crow Wing CSAH 26

RECENT CHANGES & UPDATES

This is a new project for the state transportation improvement program.

PROJECT HISTORY

Preventative maintenance needs are increasing on this roadway, it structures and supporting elements. The bituminous pavement in this section of roadway was last resurfaced under SP 1814-48 in 2001. There are many culverts within the project that have the end of their design life or are in need of repair or replacement based on the deteriorated condition ratings identified by recent culvert inspections. While major geometric improvements are not planned, the project will aim to address safety and mobility of all users currently using the route where low cost high benefit solutions exist with the scope of the project, this will likely include upgrading existing guardrail to current standards.

PROJECT RISKS

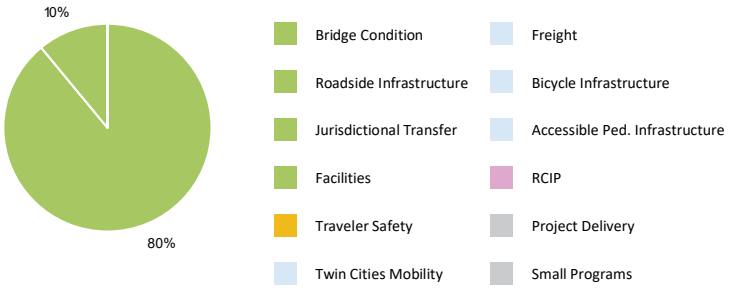
Excavation impacts to cultural resources in the region.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/15/2023
Current Letting Date:	12/15/2023
Construction Season:	2024
Estimated Substantial Completion:	2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

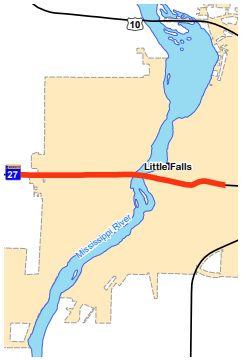
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***5.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on actual bid and letting.

PROJECT SUMMARY



MN 27
On MN 27 from 0.1 M W of 15th St SW to 9th St NE in Little Falls.

State Project Number 4904-45

Reconstruct from 6th St W to 2nd St E; new curb, gutter, sidewalk, bike lane, railroad crossing; improve signals and underground utilities. Resurface 9th St SE to near 15th St SW; improve signals and pedestrian access,,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project bids came in substantially higher that the last construction estimate mostly due to local utilities.

PROJECT HISTORY

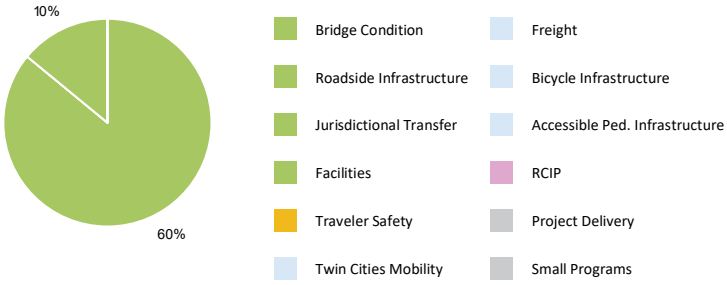
Projects started as a mill and overlay and turned into a rehabilitation/reconstruction with ADA, storm sewer and city utilities.

PROJECT RISKS

Contaminated materials are present which poses a risk. The project is also located at the core Little Falls Business District where traffic control and staging becomes risky.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	7.5
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.18	0.8
Construction Engineering:	0.12	0.6
Right of Way:	0	0.5
Total:	***3.8***	***9.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

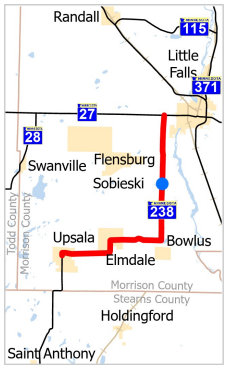
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	8/28/18
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/26/17
Original Letting Date:	1/25/2019
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on scoping level costs of similar projects without city costs included. The current estimate is the construction letting after bid and award, which includes city utility work and costs to address contaminated materials.

PROJECT SUMMARY



MN 238
From Upsala to MN 27
Bridge 88490
State Project Number 4913-26

MN 238, Resurface from Upsala to MN 27 + Br #88490 over Hay Creek

RECENT CHANGES & UPDATES

Pavement fix downscoped from FDR (Full depth reclaim) to CIP (cold in place) recycle to the current mill and overlay.

PROJECT HISTORY

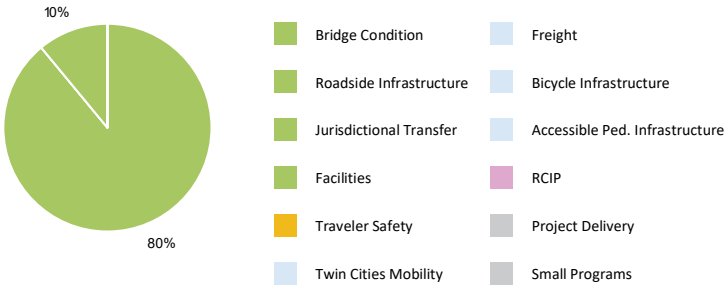
This project was selected to address the deteriorating pavement needs and current box culvert conditions.

PROJECT RISKS

Traffic control for bridge (box culvert) replacement

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	6.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.2***	***8.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

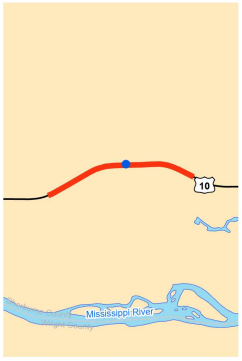
SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document 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:	
Current Letting Date:	12/15/2023
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



Hwy 10
Bridge over Lake Orono in Elk River
Bridge 5955
State Project Number 7102-127

This project replaces the bridge on US 10 over the Elk River (Lake Orono) in Elk River. Planned work also includes the reconstruction of the highway from Joplin Street to Xenia Avenue.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and bridge is open for traffic.

PROJECT HISTORY

This bridge is District 3's last structurally deficient bridge. Addressing these deficiencies will require full replacement of the bridge. The project cost has been adjusted due to bridge approach work and highway realignment associated with the replacement of the bridge. $10 million in state bonding is provided to this project. The city of Elk River recently was awarded funding for bike trail improvements to be coordinated with this project. The project was advanced from FY 2018 to FY 2017 due to the availability of state bond proceeds.

PROJECT RISKS

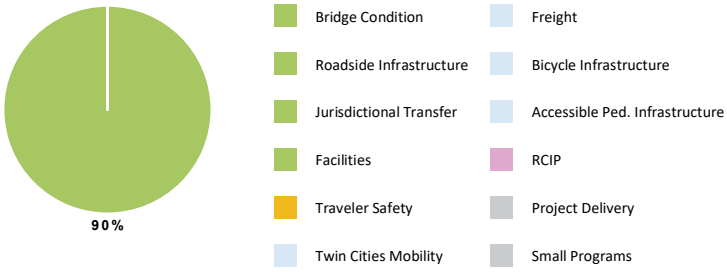
If the project disrupts traffic along the travel corridor, the district may have to take steps to improve traffic flow. Timely utility relocations are needed to avoid impacts to the schedule.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	1/19/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/3/2015
Construction Limits Established Date:	2016
Original Letting Date:	2/25/2017
Current Letting Date:	5/19/2017
Construction Season:	2017 & 2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

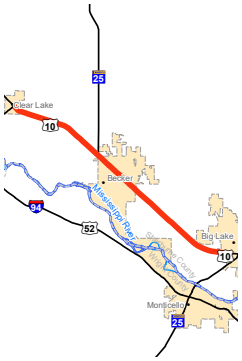
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	9.8
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.7
Construction Engineering:	0.8	0.9
Right of Way:	0.1	0
Total:	***12.1***	***12***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate values are based on estimated quantities of average bid prices. Additional concrete pavement replacement was added, which is reflected in the current estimate.

PROJECT SUMMARY



US 10
Clear Lake to Big Lake

State Project Number 7102-133

Resurface eastbound lanes from Clear Lake to Big Lake, and construct new reduced conflict intersection at Hwy 10/CR 23 intersection,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

This project was selected to address deteriorating pavement. District coordinated with City of Becker and Sherburne County to address safety concerns and review design alternatives for the Sherburne Co. Hwy 23 intersection. Proposed improvements involve a revision of the intersection to be reflected in the design plans.

PROJECT RISKS

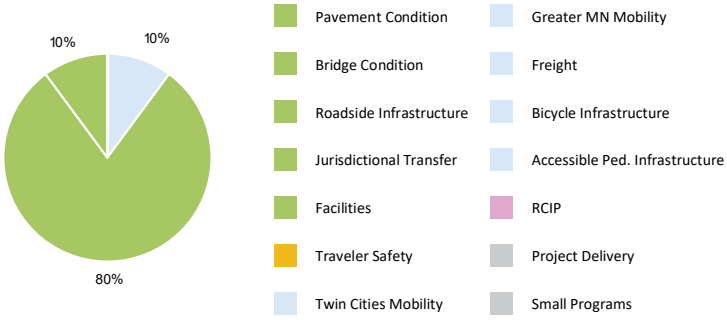
There will be a need to determine if additional right of way will be needed at Sherburne Co. Hwy 23 and other planned right-turn lane extensions.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	6/14/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/26/2016
Construction Limits Established Date:	11/11/16
Original Letting Date:	11/16/2018
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

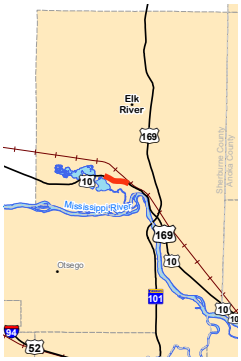
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.4
Construction Engineering:	0.44	0.6
Right of Way:	0	0
Total:	***6.8***	***8.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices.

PROJECT SUMMARY



US 10
Xenia Avenue to 4th Street in Elk River

State Project Number 7102-135
Hwy 10, Elk River: Xenia Avenue to 4th Street, Sherburne County

Reconstruct from Xenia Ave to Norfolk Ave in Elk River, including bike/pedestrian trail. Improve Proctor Ave intersection, - TIED LET GROUP 10076

RECENT CHANGES & UPDATES

This project was converted to advance construction with funding programmed in FY 21 and FY 22.

PROJECT HISTORY

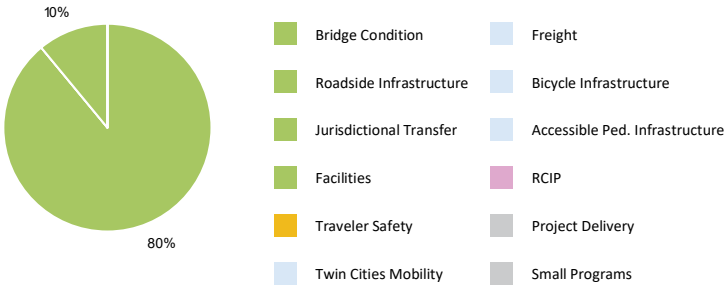
Requires reconstruction to address grading, pavement, curb and gutter and storm sewer issues. District is coordinating with Elk River to address the multi-use bicycle-pedestrian trail and Sherburne County to address possible intersection improvements at US 10 and County Road 1.

PROJECT RISKS

A potential risk is in costs due to maintenance of traffic during construction.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.8	9.6
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	1.2
Construction Engineering:	0.72	0.8
Right of Way:	0.5	0
Total:	***12***	***11.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

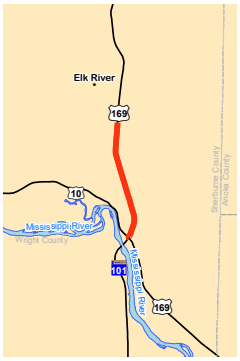
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/9/2020
Municipal Consent Approval Date:	2/5/2020
Geometric Layout Approval Date:	6/25/2019
Construction Limits Established Date:	11/15/2019
Original Letting Date:	12/18/2020
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is a scoping level estimate. The 90% design estimate is now at $11.4 million.

PROJECT SUMMARY



US 169
From US 10 to 197th Ave in Elk River

State Project Number 7106-87

Reconstruct US 169 in Elk River, TH 101 to 197th Ave. Convert to freeway design. Replace Br 71002 with new BR 71020 NB over US 10

RECENT CHANGES & UPDATES

Moved the estimated letting from 2023 to 2022. The baseline estimate was changed because it was not originally put into Chimes at the time when the project was entered resulting in an original baseline of zero.

PROJECT HISTORY

The TH 169 Project was proposed jointly by the City of Elk River and Sherburne County during the 2018 Corridors of Commerce solicitation period. The project was awarded funding, as it was ranked the #1 outstate project in accordance with the scoring criteria.The proposed project will convert US 169 to freeway standards by eliminating 4 at-grade signal systems at Main Street, School Street, 193rd Avenue and 197th Avenue. In order to accomplish the freeway conversion, mainline US 169 will be either lowered or raised and grade-separated interchanges will be constructed. This will result in total reconstruction of the existing US 169 roadway from just north of the RR tracks to just north of 197th Avenue in Elk River. The Project will be delivered utilizing the CMGC method and is currently in the final design process.

PROJECT RISKS

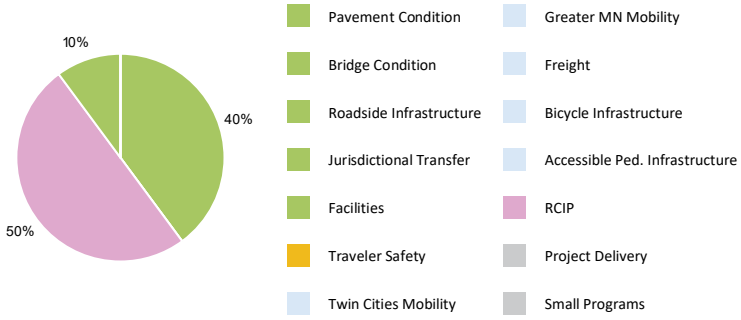
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	9/16/2020
Municipal Consent Approval Date:	9/8/2020
Geometric Layout Approval Date:	6/16/2020
Construction Limits Established Date:	9/10/2020
Original Letting Date:	3/24/2023
Current Letting Date:	3/24/2023
Construction Season:	2022 - 2024
Estimated Substantial Completion:	Fall 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	127.5	129
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	15.5	17.5
Construction Engineering:	3.5	5.5
Right of Way:	12	12
Total:	***158.5***	***164***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

CoC Funding is capped at $158MLocal Costs are expected to be approximately $3MDistrict SRC Funding is $3M

PROJECT SUMMARY

MN 4
Kandiyohi/Stearns Co line to I-94 and Kandiyohi/Stearns Co line to Paynesville

State Project Number 7301-38

Reconstruct 21 miles of road surface (full-depth reclamation), repair/replace 40 pipes, remove three cattle passes, improve guardrail, install rumble/mumble strips,,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was delayed from FY 2019 to FY 20 to manage changes to other programmed work. Letting date was not impacted. Project is now complete and open to traffic.

PROJECT HISTORY

The project was selected to address deteriorating pavement. TH 4 was last resurfaced in 1996 and TH 55 was last resurfaced in 1997. Both corridors are due for resurfacing and minor hydraulic repairs. SP 7301-38 originally included both TH 4 and TH 55. Now TH 4 and TH 55 are separated into their own projects. SP 7301-38 is only TH 4 now. TH 4 was upscoped from a mill and overlay to a full depth reclamation with pipe replacements included.

PROJECT RISKS

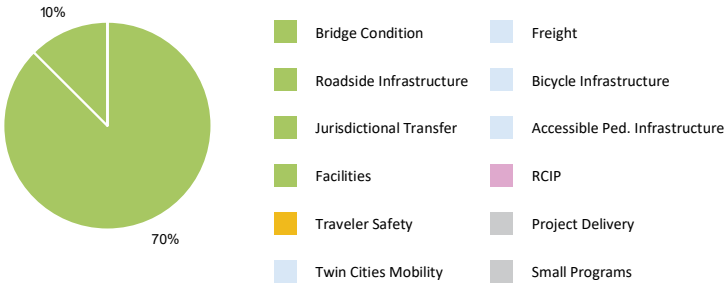
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	10/17/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/5/2018
Original Letting Date:	4/26/2019
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

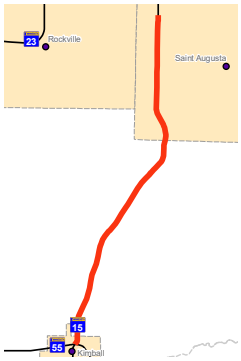
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	9.7
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0
Construction Engineering:	0.44	0
Right of Way:	0	0
Total:	***6.8***	***9.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The current estimate increased because of the project upscope from a mill and overlay to a full depth reclamation and additional pipe replacements.

PROJECT SUMMARY



MN 15
TH 55 in Kimball to 66th Ave in St. Augusta

State Project Number 7303-50
Hwy 15, Kimball to St. Augusta: Stearns County

Reconstruct 12 miles (full-depth reclamation) from Hwy 55 in Kimball to 66th Ave in St. Augusta, replace or repair underground pipes and box culverts, new mumble strips, improve accessibility and signal at Hwy 15/CR47/CR136 intersection in St. Augusta ,,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project bid came in higher than anticipated. Project construction is complete and the roadway is open to traffic.

PROJECT HISTORY

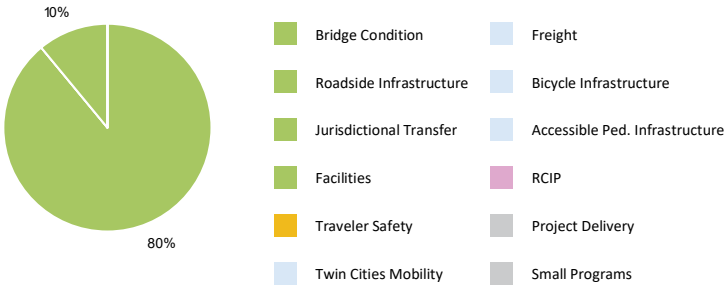
The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project.

PROJECT RISKS

There are no known risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	8.7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.3
Construction Engineering:	0.48	0.6
Right of Way:	0	0
Total:	***7.4***	***10***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	7/13/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/6/2018
Original Letting Date:	2/28/2020
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Cost estimate increase due to upscope from mill and overlay to full depth reclamation and added pipe replacements.

PROJECT SUMMARY

MN 27
On MN 27 from Douglas CSAH 8 in Osakis to Jct 71.
Bridge 77022,77X04,77X03,77X02
State Project Number 7703-16
Hwy 27: Osakis area, I-94 in Douglas County to Hwy 71 in Todd County

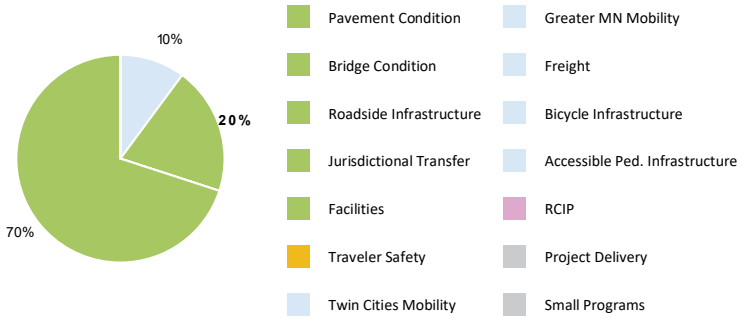
MN 27, from junction Douglas CSAH 82 in Osakis to junction US 71, reclamation with shoulder widening; from JCT Douglas CSAH 82 in Osakis to JCT I-94, Mill and Overlay; and replace Wobegon trail bridge #758 and bridge #92372 with new trail bridge #77022 and new box culvert #77X04 0.1 mile N of junction CSAH 82; and replace

RECENT CHANGES & UPDATES

A revised scoping level estimate was made to update the current estimate in 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

This section of bituminous pavement was last resurfaced in 2009. The last major rehabilitation dates back to 1948. This roadway needs rehabilitation to maintain an acceptable ride quality and with the rising safety concerns of travelers preventative maintenance is required. The Lake Wobegon trail bridge # 758 over TH27 and bridge # 92372 was built in 1939. This structure has a substandard vertical clearance of 14 ft. over the highway. In addition, the bridge pier walls restrict TH 27's horizontal clearance to 40 ft. Bridge # 8915 is a double box culvert over the Sauk River that was built in 1956. It too restricts roadway width to 32 ft. This project will improve the ride quality, extend the life of the pavement, reduce the number of required maintenance activities and replace the Wobegon Trail Bridge # 758, Bridge # 92372 and Bridge # 8915 with structurally sound box culverts or bridge structures that meet the needs of the waterways, trails or roadways. This project will aim to address safety and mobility for all users. The analysis of crash data and local coordination justified additional safety measures to be incorporated into the project.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.1	21.8
Post Letting Construction Costs:	1.8	0.9
Other Construction Elements:	1.8	0
Preliminary Engineering:	1.3	2.6
Construction Engineering:	0.9	1.7
Right of Way:	3	3
Total:	***23.1***	***30.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

No significant risks are anticipated.

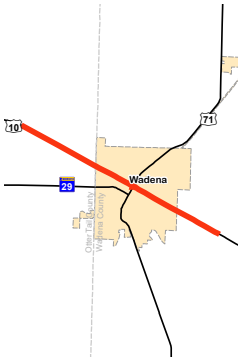
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	4/28/2020
Construction Limits Established Date:	4/28/2020
Original Letting Date:	12/17/2021
Current Letting Date:	12/17/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on construction costs per mile of similar projects, adjusted for inflation. After completing a geometric layout, identifying construction limits, and completing an environmental review has resulted in an updated current estimate. The current estimate is greater than the baseline estimate because of a revised scoping level estimate that matches the program budget and the state transportation improvement program. The construction letting amount is expected to stay the same.

PROJECT SUMMARY



US 10
End of 4-Lane west of Wadena easterly to Oink Joint Rd

State Project Number 8001-40

Reconstruct Hwy 10 from 3rd St NW to 2nd St NE in Wadena; includes sidewalks, accesses, signals, railroad crossings and underground utility upgrades,

RECENT CHANGES & UPDATES

The project complexity required two construction seasons (2019 and 2020). The project is on schedule for fall 2020 completion.

PROJECT HISTORY

Several pavement rehabilitation projects were done on this roadway. The pavement has reached the end of its expected life in the urban area of Wadena and requires full reconstruction. The rural segments require milling and filling. Funding for this project is provided jointly by District 3 and District 4. The geometric layout was approved. The project received municipal consent. The environmental document was approved. Road plans are nearly complete. Right of way acquisition will be complete by letting.

PROJECT RISKS

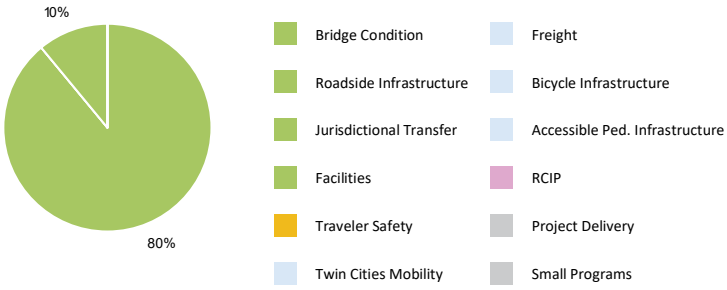
The lack of detour routes may complicate the replacement of storm sewer.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	9/8/2016
Municipal Consent Approval Date:	1/12/2016
Geometric Layout Approval Date:	11/16/2015
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/15/2017
Current Letting Date:	2/22/2019
Construction Season:	2018 - 2020
Estimated Substantial Completion:	2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

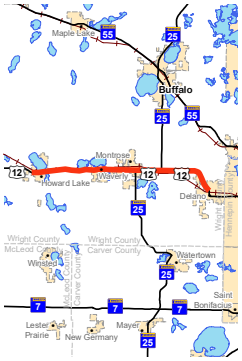
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	12.5
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	0
Construction Engineering:	0.76	0
Right of Way:	5	0
Total:	***16.5***	***12.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on estimated quantities and average bid prices. The project includes work in District 4. Significant city utility work and contamination clean-up is added to the baseline cost.

PROJECT SUMMARY



US 12
Howard Lake to Montrose

State Project Number 8601-62

US 12, Resurface (mill and overlay) from 13th Ave in Howard Lake to 0.1 MI E of Zephyr Ave in Montrose, (urban areas only) including ADA improvements.

RECENT CHANGES & UPDATES

The rural portion of the project is now under SP 8601-70 and kept the original let date of February 25, 2022. SP 8601-62 is now the urban portion of the project and the letting was pushed back to February 24, 2023.

PROJECT HISTORY

This project originally extended from Howard Lake to Delano. The project scope was modified to allow for the Montrose to Delano segment to be completed in 2021 and the Montrose to Howard Lake segment to be completed in 2022. The project was selected to address deteriorating pavement and provide for accessible pedestrian facilities within the communities.

PROJECT RISKS

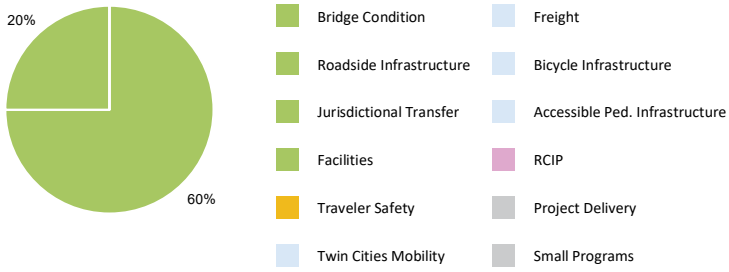
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/22/2021
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

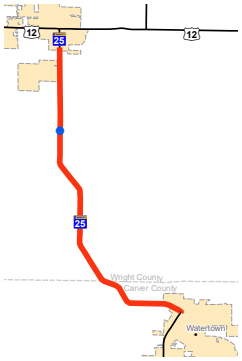
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	5.4
Post Letting Construction Costs:	0.8	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.7
Construction Engineering:	0.6	0.4
Right of Way:	0.1	0.1
Total:	***10.1***	***6.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate reflects a change to the project limits. The project used to extend to Delano, but was broken into two separate projects. This project ends at the east end of Montrose while state project 8602-52 starts from the east end of Montrose to Bridge Avenue in Delano. This project was split into two projects due to pavement need and lengthy discussions with the city of Howard Lake.

PROJECT SUMMARY



MN 25
Watertown to Montrose
Bridge 86Xo8
State Project Number 8603-09

Resurface from Carver CR 10A in Watertown to Hwy 12 in Montrose and replace bridge 86X08 over creek south of Montrose

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was a part of the US 12 Delano to Howard Lake project, however it was split into its own project. The project is complete and the roadway is open to traffic.

PROJECT HISTORY

This project includes portions of both TH 12 and TH 25. Both sections are rural two lane highways. The existing highway pavement needs improvement along with the replacement of Bridge # 8113 and culvert repairs on TH 25 with pavement and 3-cable guardrail improvements on TH 12.

PROJECT RISKS

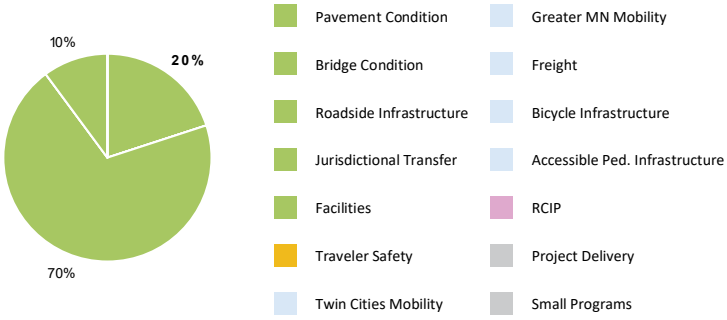
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	7/25/2017
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	12/15/2017
Current Letting Date:	12/15/2017
Construction Season:	2017 - 2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

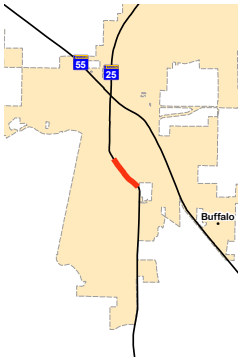
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.5
Construction Engineering:	0	0.3
Right of Way:	0	0.1
Total:	***4.3***	***5.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices. The current estimate is based on actual bid prices and letting of this project, which includes estimated local costs totaling $1.2 million.

PROJECT SUMMARY



MN 25
On MN 25 from 0.1 M S of 1st St to 0.2 N of Settlers Pkwy in Buffalo.

State Project Number 8604-37

MN 25, from 0.1 mile south of 1st street to 0.2 mile north of Settlers parkway in Buffalo, urban reconstruction.

RECENT CHANGES & UPDATES

This project was delayed several years at the request of the city to allow the community to recover from recent construction activities that were disruptive. Project has been upscoped toa full reconstruct to do city utilities under the highway that need t

PROJECT HISTORY

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project.Project has been upscoped toa full reconstruct to do city utilities under the highway that need to be replaced. The city of Buffalo has proposed a slight alignment change at the north end of the project near 1st St S.

PROJECT RISKS

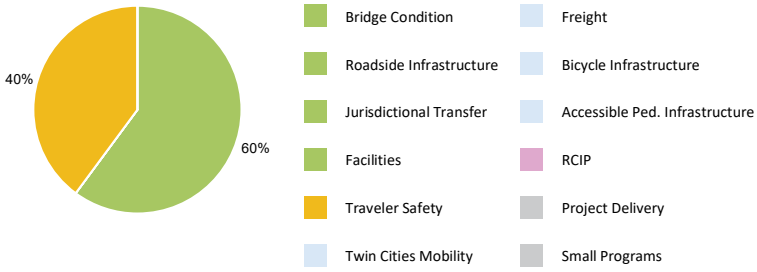
There are no known risks at this time besides traffic control needs during construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Need unknown
Original Letting Date:	12/16/2022
Current Letting Date:	12/16/2022
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

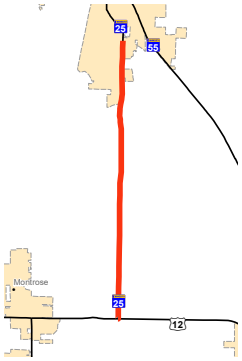
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	6.2
Post Letting Construction Costs:	0.7	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0.1	0.1
Total:	***8.1***	***7.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 25
The junction of US 12 to 0.2 miles north of 10th St in Buffalo

State Project Number 8604-42
Hwy 25, Buffalo to Montrose: Wright County

Reconstruct 7 miles from Settlers Pkwy in Buffalo to Hwy 12 near Montrose (full depth reclamation), repair/replace 20 underground pipes/box culverts, upgrade guardrail, install mumble/rumble strips.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was under construction and now is complete.

PROJECT HISTORY

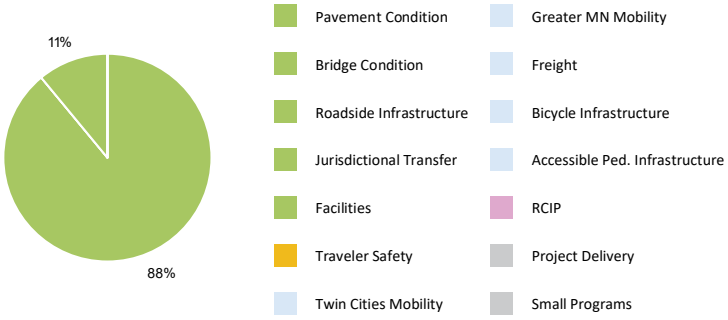
Project was originally scheduled to be a mill and overlay. It was upscoped to a full depth reclamation and includes several pipe replacements and two box culvert replacements.

PROJECT RISKS

There are no known risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	6.2
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.4
Construction Engineering:	0	0.2
Right of Way:	0	0.1
Total:	***4.2***	***7.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

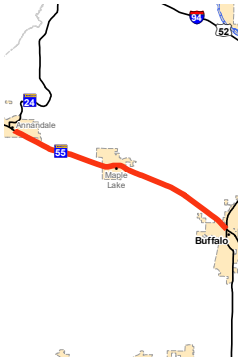
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	11/6/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	11/17/2017
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

Current estimate based on cost estimate created during design. Estimate increase is due to upscoping from a mill and overlay to a full depth reclamation and adding pipe replacements.

PROJECT SUMMARY



MN 55
Annandale to Buffalo

State Project Number 8606-60
Hwy 55, Annandale to Buffalo: Wright County

Reconstruct 12 miles from Annandale Blvd in Annandale to Hwy 25 in Buffalo (full-depth reclamation); new center left-turn lane plus improve signal and pedestrian access in Maple Lake, repair/replace underground pipes, remove cattle passes.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project bids came in substantially higher than the last construction estimate. The roadway is under construction. Project is now complete and open to traffic

PROJECT HISTORY

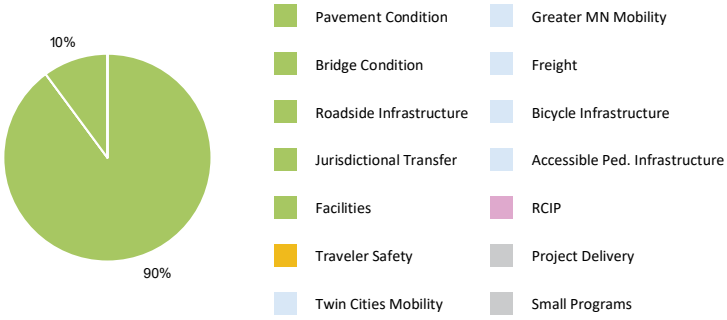
The project was selected to address deteriorating pavement. There was a minor letting date change due to a correction in the letting schedule. The project was upscoped from a mill and overlay to a full depth reclamation. A center left turn lane was added to the plans in Maple Lake to address crash history and safety concerns.

PROJECT RISKS

There are no known risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	11
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.8
Right of Way:	0	0
Total:	***6.7***	***13***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	8/30/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/22/2018
Original Letting Date:	10/19/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on the cost estimate developed with the plan statement of estimated quantities. The cost increase is due to the upscope from a mill and overlay to a full depth reclamation and additional pipe replacements added.

PROJECT SUMMARY

MN 55
Meeker/Stearns Co Line to Annandale

State Project Number 8606-64

Resurface MN 55, Meeker/Stearns County Line to Brown Ave S in Annandale

RECENT CHANGES & UPDATES

This project was originally part of 8606-63, however this portion of the project is rural and will be constructed separate from the urban portion. Project is a now Mill and Overlay with ADA work in South Haven and Kimball.

PROJECT HISTORY

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project. Project is a now Mill and Overlay with ADA work in South Haven and Kimball. The detour will no longer be needed.

PROJECT RISKS

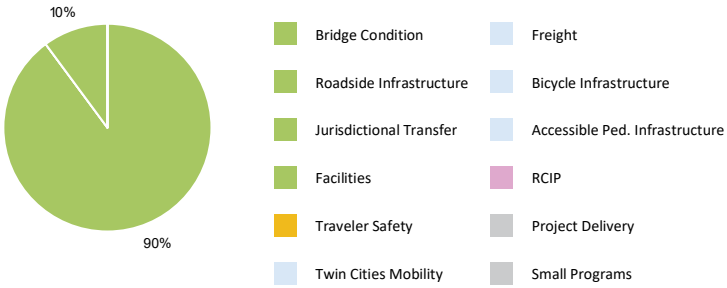
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	2/25/2022
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

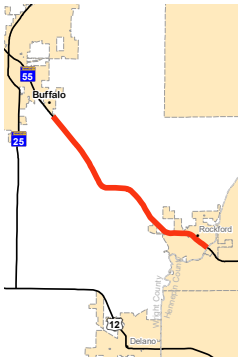
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	5.2
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.2
Construction Engineering:	0.3	0.8
Right of Way:	0	0
Total:	***6.4***	***7.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 55
Buffalo to Rockford

State Project Number 8607-63

Resurface from Division Street in east Buffalo to the Wright/Hennepin county line in Rockford,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

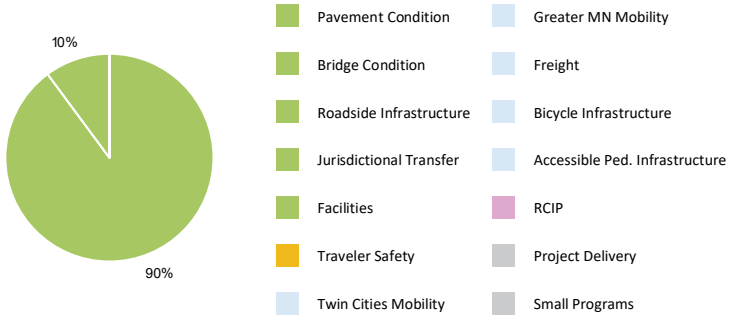
The project was selected to address deteriorating pavement conditions. Originally scheduled for mill and overlay, this project was upscoped to a full depth reclamation from Buffalo to west of Rockford with the remainder of the project staying a mill and overlay. Hydraulic and guardrail improvements will also be addressed. The scope of work for this project was modified to a more substantial, longer-term improvement with additional bond funding provided by the 2017 Legislature.

PROJECT RISKS

There are no known risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***4.8***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

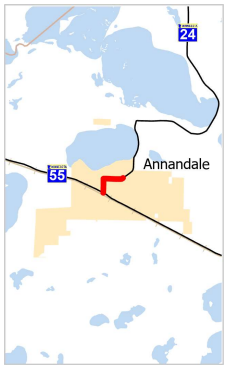
SCHEDULE

Date in which project entered the STIP:	2013 & 2017 (Upsco
Environmental Document Approval Date:	1/9/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/26/2017
Original Letting Date:	4/27/2018
Current Letting Date:	4/27/2018
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

COST ESTIMATE ASSUMPTIONS

The estimate is based on actual bid price.

PROJECT SUMMARY



MN 24
From MN 55 to N Poplar Ave in Annandale

State Project Number 8611-26

Reconstruct Hwy 24 from Hwy 55 to Poplar Ave in Annandale, includes updates to pedestrian sidewalks and replace underground city utilities.

RECENT CHANGES & UPDATES

This project was constructed in 2020.

PROJECT HISTORY

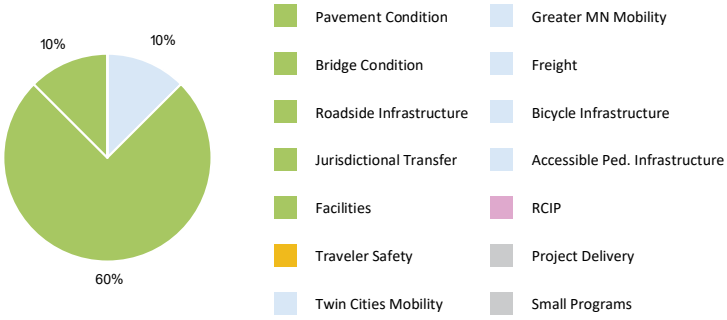
The project was programmed as a mill and overlay, but became an urban reconstruction when the city added their underground utility replacements. Project will be completed fall 2020.

PROJECT RISKS

This project was an urban project, so traffic control and pedestrian traffic was difficult.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.8***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

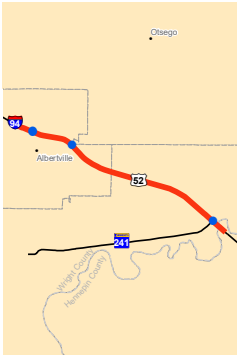
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/18/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	2020

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is based on the actual bid amount.

PROJECT SUMMARY



I 94
Albertville to TH 241

State Project Number 8680-172
I-94 Maple Grove to Clearwater

Reconstruct I-94 and add lane (EB & WB) from Wright CR 19 in Albertville to the Crow River bridge in St Michael. Replace bridges over Wright CR 19; Hwy 241

RECENT CHANGES & UPDATES

8680-177 is now associated with this project. This is an advance construction project with paybacks in FY 20 and FY 21.

PROJECT HISTORY

Project was let through the design-build process. This project addresses needs in pavement, bridge and capacity improvements on I-94. The purpose is to add capacity between CSAH 37 and TH 241, replace pavement and rehab or replace bridges. The proposed project will add a 3rd general purpose lane in each direction on I-94 between CSAH 37 in Albertville and TH 241 in St. Michael. Pavement will be replaced from the east end of MnROAD to TH 241. Bridges at CSAH 19, CSAH 37 and TH 241 will be rehabbed or replaced. The eastbound collector-distributor lane between CSAH 19 and CSAH 37 will be constructed. The interchange at TH 241 will be reconfigured to improve operations.

PROJECT RISKS

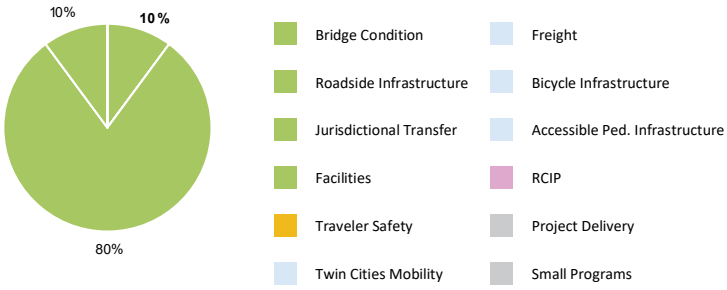
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	3/1/2018
Municipal Consent Approval Date:	1/22/2019
Geometric Layout Approval Date:	5/8/2018
Construction Limits Established Date:	5/8/2019
Original Letting Date:	3/20/2019
Current Letting Date:	3/20/2019
Construction Season:	2019 - 2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

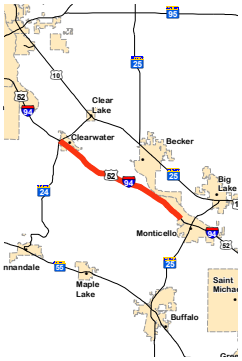
	Baseline Estimate	*Current Estimate*
Construction Letting:	63.6	63.6
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	8.1	8.1
Construction Engineering:	5.1	5.1
Right of Way:	1.2	1.2
Total:	***80.6***	***81.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices. The current estimate is based on actual bid prices and letting of this project, which includes estimated local costs totaling $1.2 million.

PROJECT SUMMARY



I 94
Monticello to Clearwater

State Project Number 8680-173

Reconstruct 14 miles of I-94 from west of Hwy 25 in Monticello to Hwy 24 in Clearwater; add lanes, new pavement, noise wall in Monticello, improve drainage

RECENT CHANGES & UPDATES

This project came in substantially above the baseline estimate with the bidding process. It was decided to move forward with the project. This is an advance construction project with paybacks in FY 20 & FY 21.

PROJECT HISTORY

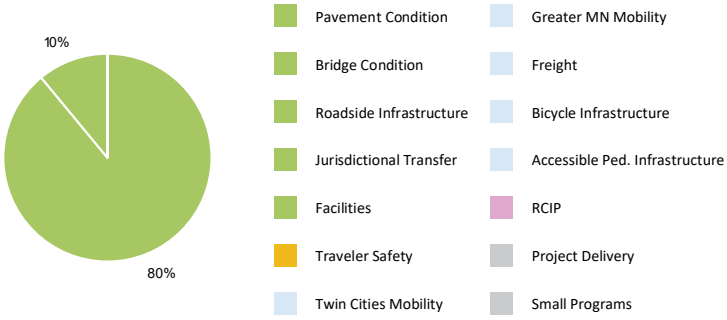
The project was programmed to address deteriorating pavement. Project development staff were not available so a consultant was hired to develop the layout, environmental document and maintenance of traffic staging.

PROJECT RISKS

A potential risk involves a box culvert replacement at Silver Creek.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	38.1	97.4
Post Letting Construction Costs:	0	2.5
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.92	8.5
Construction Engineering:	1.28	2.5
Right of Way:	0	0.1
Total:	***41.3***	***111.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

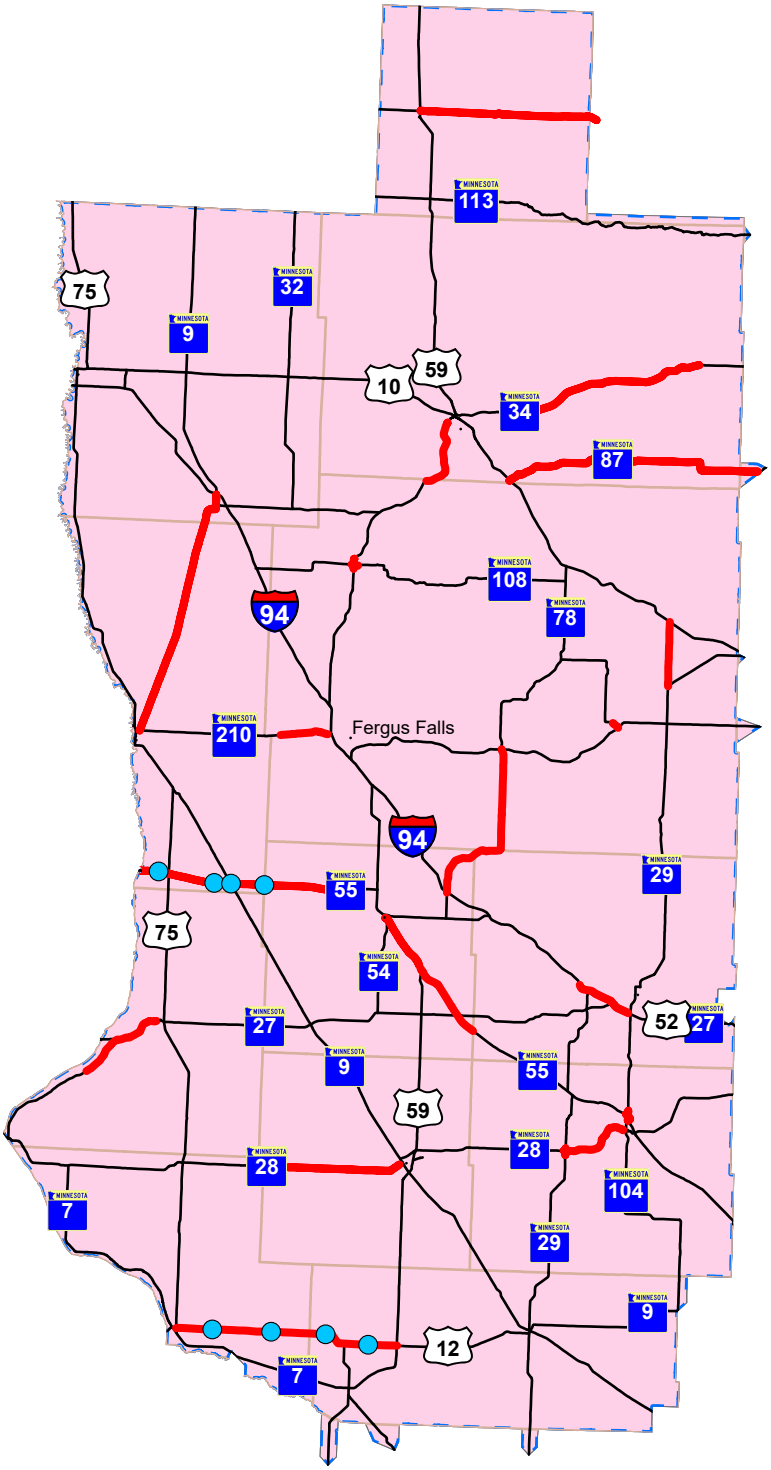
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	1/10/2019
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	3/4/2019
Construction Limits Established Date:	3/4/2019
Original Letting Date:	6/21/2019
Current Letting Date:	
Construction Season:	2019 - 2021
Estimated Substantial Completion:	Fall 2021

COST ESTIMATE ASSUMPTIONS

The baseline estimate was for an unbonded concrete overlay. The baseline estimate did not include any costs associated with maintenance of traffic. Further analysis showed minimal difference between the costs for temporary widening and removal.

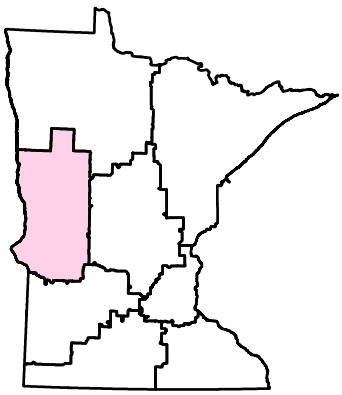
Major Highway Projects 2020
D4- DETROIT LAKES



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



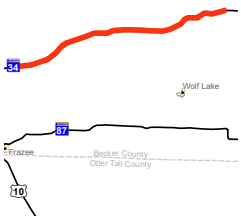
District 4 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 34	0303-68	On MN 34 from east of CSAH 29 to Ponsford in Becker County	D1	201
US 59	0304-37	On US 59 from south of the north Otter Tail county line to south of Willow St. in Becker County	D2	202
MN 87	0306-30	On MN 87 from US 10 to the eastern city limits in Frazee	D3	203
MN 87	0306-31	On MN 87 from Frazee to Menagha	D4	204
US 12	0603-16	On US 12 from US 75 IN Ortonville to US 59 in Big Stone County	D5	205
MN 9	1409-25	On MN 9 from Barnesville to I-94 in Barnesville	D6	206
I 94	2180-109	On I-94 from 79 to the east of Hwy 114.	D7	207
I 94	2180-115	On I-94 from 114 to 29 in Douglas County	D8	208
I 94	2180-118	On I-94 from the west junction of 114 to the west of Hwy 29 in Douglas County	D9	209
MN 55	2609-28	On MN 55 from Elbow Lake to Barret in Grant County	D10	210
MN 55	2609-36	On MN 55 from Grant Ave to County Line in Grant County	D11	211
MN 200	4402-22	On MN 200 from 59 to E. of Roy Lake in Clearwater and Mahnomen Counties	D12	212
MN 210	5601-33	On MN 210 from 94 to County Line in Otter Tail County	D13	213
US 59 & MN 108	5618-117	City of Pelican Rapids	D14	214
MN 78	5619-11	On MN 78 from 94 to 210 in Otter Tail County	D15	215
MN 106	5622-16	On MN 106 from US 10 to MN 29 in Otter Tail County	D16	216
MN 108	5624-20	In Henning	D17	217
MN 28	6103-32	Hwy 28, Hwy 29, Hwy 104 - Glenwood	D18	218
MN 28	6103-34	On MN 28 from Starbuck to Glenwood in Starbuck	D19	219
MN 29	6105-26	On MN 29 from south of 1st Street to MN 114, MN 28 from John Street to Tiegen Street, MN 114 from MN 28 to 10TH Street in Starbuck	D20	220
MN 29	6106-25	On MN 29 bridge 61006 in Glenwood	D21	221
MN 28	7503-38	On MN 28 from Chokio to Morris in Stevens County	D22	222
MN 27	7802-33	On MN 27 from south of CSAH 6 to west of 16th St. in Wheaton in Traverse County	D23	223
MN 55	8404-47	On MN 55 from State Line to Wendell in Wilkin County	D24	224

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 34
On MN 34 from 0.2 MI E OF CSAH 29 to PONSFORD in Becker County
Bridge 03X06
State Project Number 0303-68

Resurface Hwy 34 from Becker CR 29 to Ponsford Road

RECENT CHANGES & UPDATES

Partnering with the DNR for some tree removal and logging prior to the construction project. Current 8' x 6' box culvert at Shell River is proposed to be replaced with a single 20' box culvert (Bridge 03X06). Intersection at Project Termini was added to include center left turn lanes.

PROJECT HISTORY

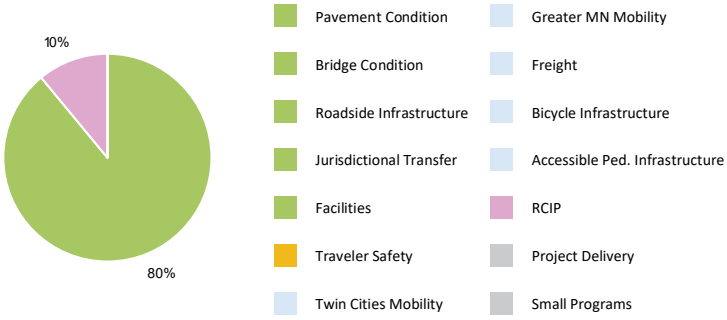
This project is a two lane rural highway that is intended to improve pavement quality, ride quality and reduce future anticipated maintenance costs.

PROJECT RISKS

Bridge 03X06 at Shell River

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.8	8.9
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.1
Construction Engineering:	0	0.8
Right of Way:	0	0.1
Total:	***8.8***	***11.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

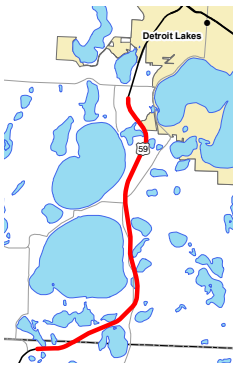
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/5/2020
Construction Limits Established Date:	Need unknown
Original Letting Date:	6/12025
Current Letting Date:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 28, 2020, applied a 5 percent inflation rate to the 2020 cost estimates to adjust for the 2022 construction year.

PROJECT SUMMARY



US 59
On US 59 from 0.8 MI S OF N OTTER TAIL COUNTY LINE to 0.2 MI S OF WILLOW STREET, in Becker County

State Project Number 0304-37
Hwy 59: South of Detroit Lakes

Resurface from Willow St. in Detroit Lakes to CR 20,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

The project was selected for an upscope from a mill and overlay to a reclaim in 2018. The project was needed as a result of low ride quality and above average crash history. Yearly spending for patching and crack filling will grow if project is not completed. Working on geometric layout and other pre-design activities. Letting date revised from 2020 to 2018 construction. The geometric layout is complete and construction limits established.

PROJECT RISKS

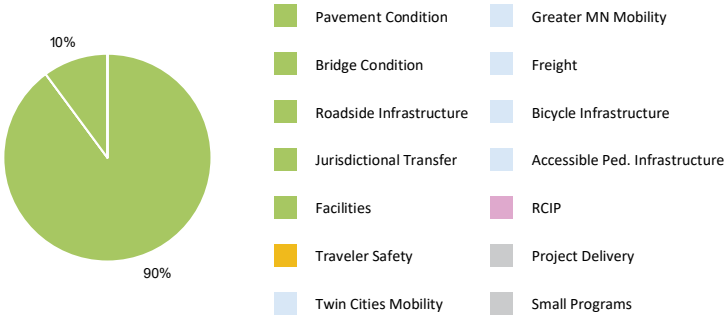
Project risks include additional aggregate shouldering, ADA update at CR 6, ADA at Sauer Lake Rest Area, upgrades to the pedestrian push button on the signal system at CR 6 and additional hydraulics issues. These risks were accounted for as contingencies

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/23/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/22/2015
Construction Limits Established Date:	12/22/2015
Original Letting Date:	9/21/2018
Current Letting Date:	5/18/2018
Construction Season:	2018
Estimated Substantial Completion:	September 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

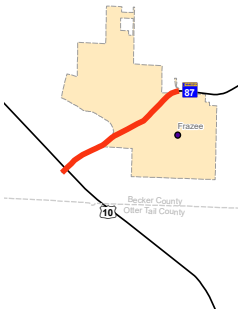
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	4.3
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	0.3
Construction Engineering:	0.28	0.3
Right of Way:	0	0
Total:	***4.7***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This project is substantially complete. The current estimate reflects final total project cost estimate numbers.

PROJECT SUMMARY



MN 87
On MN 87 from US10 to E City Limits in Frazee

State Project Number 0306-30
Hwy 87: Frazee

Complete streets reconstruction in Frazee, from Hwy 10 to east city limits,,

RECENT CHANGES & UPDATES

Guardrail will be replaced and added above and below the TH 10 overpass bridge. Project design is at 30%.

PROJECT HISTORY

This project will improve the trunk highway needs including pavement condition, ADA improvements, intersection improvements and city utility needs. The resulting project will be a complete streets/urban reconstruction. This project is being designed by a consultant. Ponds are being added to treat runoff from both rural and urban projects.

PROJECT RISKS

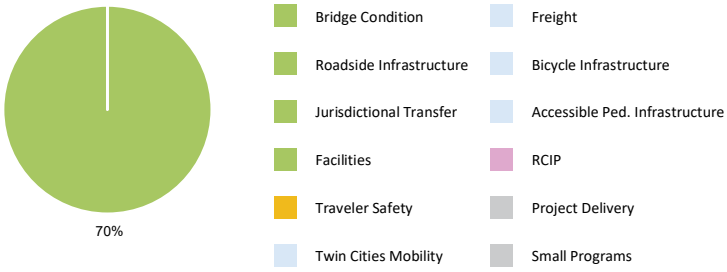
City utility coordination, environmental impacts, tree removals, retaining wall impacts and railroad coordination.Cooperative agreement with the city.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	2/11/2020
Geometric Layout Approval Date:	5/18/2020
Construction Limits Established Date:	5/18/2020
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	6.1
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.8
Construction Engineering:	0	0.5
Right of Way:	0	0
Total:	***5***	***7.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

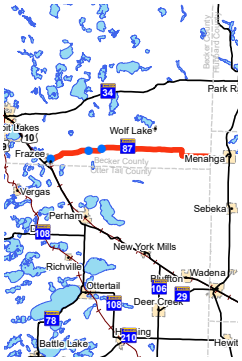
COST ESTIMATE ASSUMPTIONS

The scoping estimate dated January 23, 2020, was applied with a 5 percent inflation rate to the 2020 cost estimate to adjust for the 2022 construction year.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 87
On MN 87 from Frazee to Menagha
Bridge 0306-03013, 0306-03X04, 0306-03X05
State Project Number 0306-31
Hwy 87: Frazee to the Becker/Wadena County Line

Resurface, widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line,,

RECENT CHANGES & UPDATES

Toad River Box Culvert Replacement was removed from the project to environmental/DNR concerns with an artesian well. Project Design is 100% Complete, to be let September 25, 2020.

PROJECT HISTORY

The project is now a road resurface project divided into two fixes. Frazee to Evergreen includes reclaim with shoulder widening. Evergreen to East County Line includes cold in place recycle. Box culvert bridge replacements in the first segment is still included. This project is now consultant designed. Project letting was advanced. Project was a mill/overlay with shoulder widening and box culvert bridges from Frazee to Evergreen.

PROJECT RISKS

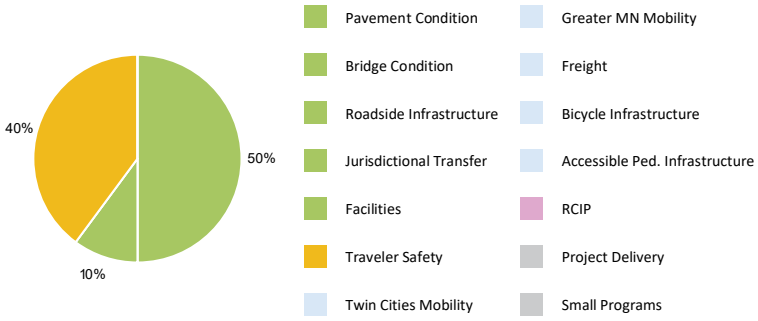
Construction staging, detour length, wetland environmental impacts, box culvert bridge environmental impacts. Narrow shoulders and hydraulic improvements increased the cost.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/28/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/10/2019
Construction Limits Established Date:	7/10/2019
Original Letting Date:	3/26/2021
Current Letting Date:	9/25/2020
Construction Season:	2020 - 2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	17.6
Post Letting Construction Costs:	0.8	0
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.62	2.1
Construction Engineering:	1.08	1.4
Right of Way:	0	0.2
Total:	***16.2***	***23***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The scoping estimate dated February 23, 2020, was applied with a 3 percent inflation rate to the 2020 cost estimates to adjust for the 2021 construction year. The fix was changed to a reclaim for the whole project which increased the cost.

PROJECT SUMMARY

US 12
On US 12 from US 75 IN Ortonville to US 59 in Big Stone County
Bridge 1060, 1121, 76012, 794
State Project Number 0603-16

Resurface from Hwy 75 to Hwy 59; replace box culverts; repair bridge,

RECENT CHANGES & UPDATES

Design of this project is 90% complete.

PROJECT HISTORY

Project was selected to receive additional funding to reclaim pavement, widen shoulders and address snow traps throughout the corridor. The letting date has been revised to 3/26/2021. Project is being considered for an upscope to include shoulder widening and snow sloping throughout corridor. Also, pavement fix would be modified to a reclaim. The project scoping document was completed in April 2016. Areas are being reviewed for possible snow trap mitigation.

PROJECT RISKS

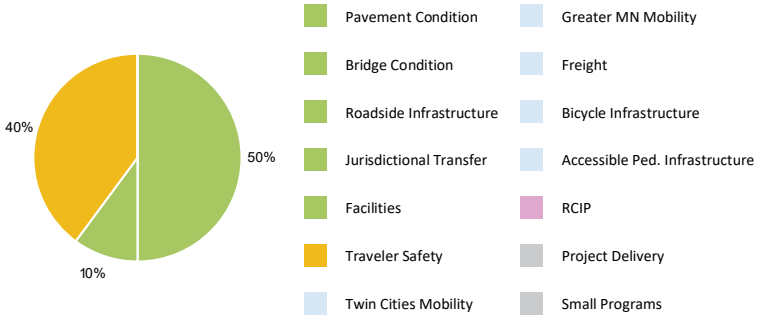
Possible contamination at the NW quadrant of Hwy 12 and Hwy 59, super elevation of the curve at the east end of the project and possible additional drainage work.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/26/2019
Construction Limits Established Date:	11/26/2019
Original Letting Date:	11/22/2019
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

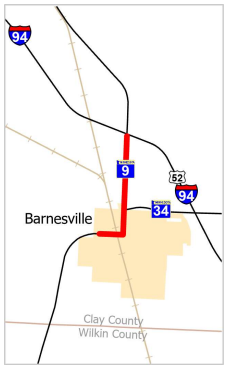
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	20.5
Post Letting Construction Costs:	0.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.96	2.6
Construction Engineering:	0.64	1.8
Right of Way:	0.1	1.1
Total:	***11***	***27.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate was developed on January 19, 2018, inflated to year of construction. Pavement width will be widened with this project, which will result in the gravel shoulders being paved. This resulted in an increase to the cost of the project. The fix was changed to a reclaim which increased the cost. On January 27, 2020, the scoping estimate was applied with a 3 percent inflation rate to the 2020 cost estimate to adjust for the 2021 construction year.

PROJECT SUMMARY



MN 9
On MN 9 from BARNESVILLE to I-94 in Barnesville

State Project Number 1409-25
Hwy 9, Barnesville Complete Streets Project: Barnesville to I-94

Reconstruct and resurface from Barnesville to I-94; includes pedestrian accessibility improvements and local utility replacements.

RECENT CHANGES & UPDATES

The project layout is going through its second review and it is anticipated the final layout will be available in October 2020. The construction limits will be completed the second week of September 2020 which will allow the right of way acquisition and contaminated material research to begin. The intersection of Front and Main, which is also where TH 9 turns was recently determined to warrant an all way stop with the project.

PROJECT HISTORY

The city was awarded a TA grant providing them additional funding to construct a shared use path on the east side of TH 9 from Main Ave to TH 34. The project entered the program as a mill and overlay for the entire project. After the ADA review identified the majority of sidewalk and curb ramps as non compliant, which would require the majority of curb to be removed and the city wanted to replace its utilities from Main to TH 34, it was determined to change the project to a reconstruction from Main to TH 34. Another factor that aided in the decision was the city was awarded a TA grant to construct a shared use path adjacent to TH 9 on the east side from Main to TH 34. The reconstruction portion of the project will reconstruct the shoulders to a standard width which allows the path to be constructed without acquiring additional R/W or wetland impacts. Turn lanes from the north and south will be constructed to CR 55 as a result of the increased agricultural traffic to the elevator.

PROJECT RISKS

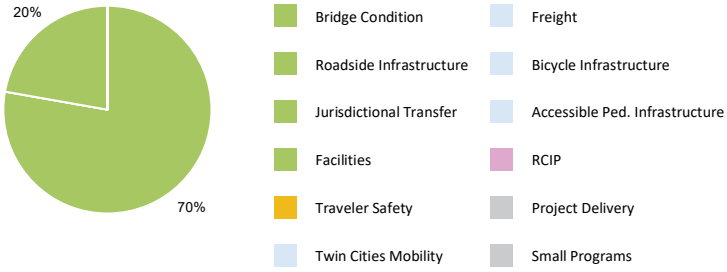
Project risks include construction survey needing to be done by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in right of way, cultural resources requirement for historical structures, coordination with railroad to update new crossing, and local utility plans changing late in the plan delivery.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	9/10/2020
Original Letting Date:	9/23/2022
Current Letting Date:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

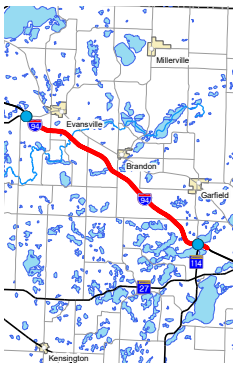
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	4.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6***	***6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate is based on a scoping report. An update to the estimate will be made again between the 30% and 60% plan.The scoping estimate, dated January 29, 2020, applied a 10 percent inflation rate to the 2020 cost estimate to adjust for the 2023 construction year.

PROJECT SUMMARY



I 94

On I-94 from 79 to the east of Hwy 114.

Bridge 21801, 21802, 21803, 21804, 21809, 21810, 21812

State Project Number 2180-109

Replace the bridge decks on bridges over I-94 at County Road 88 near Fergus Falls, Highway 79 near Evansville, and Highway 114 near Alexandria. Also replace the bridge deck on Highway 27 over Interstate 94 near Osakis. Provide new concrete pavement surface.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

Combining these six projects into one will limit the impact to the traveling public for two construction seasons. The bridge decks and concrete paving projects were originally to be completed in six separate contracts over multiple years. The seven bridges were in three different areas: Fergus Falls, Evansville and Osakis. The project split into three separate projects, two bridges near Fergus Falls, one bridge near Osakis and the four bridges near Evansville with a concrete overlay on both EB and WB I-94 between the bridge locations. The bridges near Fergus Falls were completed in 2016. The bridge near Osakis will be let fall 2016 with construction in 2017. The other four bridges and concrete overlay plans are 95 percent complete and are waiting for funding. A reduced impact to the traveling public is still expected by combining the four bridges and concrete overlay as one project.

PROJECT RISKS

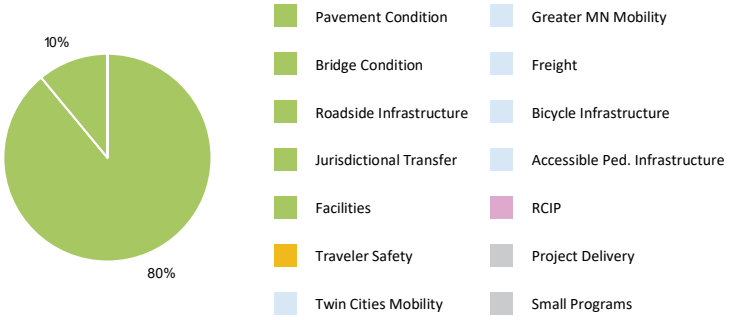
There was a reduction of impact to the cable median guardrail in the area of the concrete overlay. This may be difficult as the guardrail is close to the pavement and limits the contractor's working area. The major portion of the work (four bridges and the concrete overlay) is not funded. Delaying the funding will impact the estimate due to inflation.

SCHEDULE

Date in which project entered the STIP:	11-01-2015
Environmental Document Approval Date:	6/15/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	3/16/2016
Current Letting Date:	
Construction Season:	
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	42	22.8
Post Letting Construction Costs:	2.5	3.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.28	1.1
Construction Engineering:	1.52	1.4
Right of Way:	0	0
Total:	***48.3***	***28.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

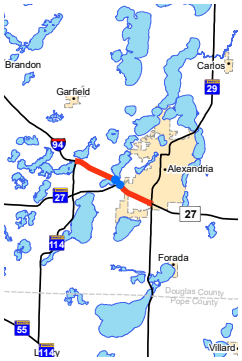
COST ESTIMATE ASSUMPTIONS

The current estimate reflects low bid amounts for the three projects. Combining the work into three projects resulted in low bids for the work.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I 94
On I-94 from 114 to 29 in Douglas County

State Project Number 2180-115
I-94: Eastbound Road Construction

Concrete resurfacing from Hwy 114 to Hwy 29,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed and open to traffic.

PROJECT HISTORY

There are sidewalk improvements to Lake Latoka Rest Area included with this project. This project was initiated because intense annual maintenance was required. The scoping report completed was approved July 5, 2017. This project was originally proposed as a 2023 project, but was moved to 2019.

PROJECT RISKS

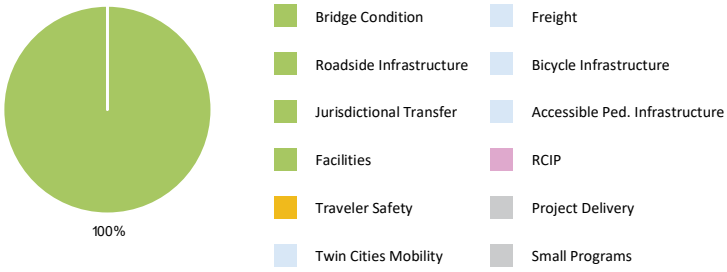
Lake Latoka Rest Area improvements are included with this project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/28/2018
Original Letting Date:	1/25/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	8/30/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

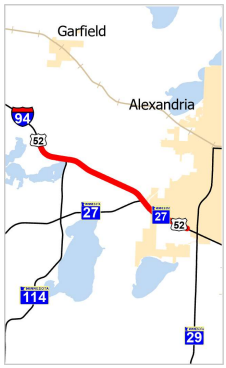
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	6.3
Post Letting Construction Costs:	0.59	6
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.2
Construction Engineering:	0.48	0.3
Right of Way:	0.01	0
Total:	***8***	***12.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects bid amounts.

PROJECT SUMMARY



I 94
On I-94 from 1.3 MI. W. OF JCT. 114 to 0.4 MI. W. OF TH 29 in Douglas County

State Project Number 2180-118

Concrete resurface westbound lanes from Hwy 114 to Hwy 29, Garfield to Alexandria

RECENT CHANGES & UPDATES

Adding lighting at TH 114 was removed from the project because it was installed with another project. Repairs to right of way fencing was removed since it will be addressed as a separate project. The scope of the project was amended following the analysis of the inplace concrete showing deterioration which indicated that the pavement was not a good candidate for a concrete pavement rehabilitation.

PROJECT HISTORY

The amended scope addresses the immediate needs until a future project can be delivered to address the bigger issues with the pavement condition. The amended scope includes sections of complete concrete pavement replacement, areas of full depth concrete repair and removes the bituminous shoulder replacement, partial depth repairs and the diamond grinding of the concrete pavement from the project. Cross overs will be needed for traffic control. Guardrail will be updated. The purpose of this project is to address concrete joint and panel failures.

PROJECT RISKS

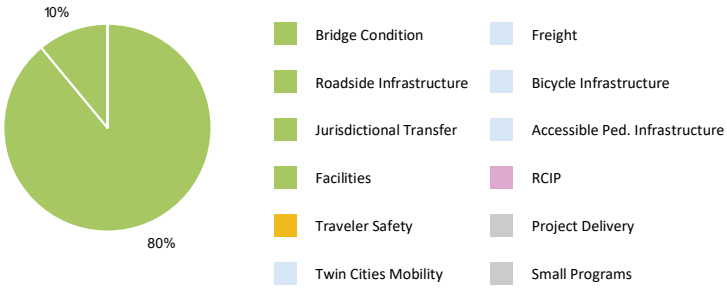
The project risks may include an additional cross over at TH 114.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/27/2023
Current Letting Date:	1/27/2023
Construction Season:	2024 - 2025
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

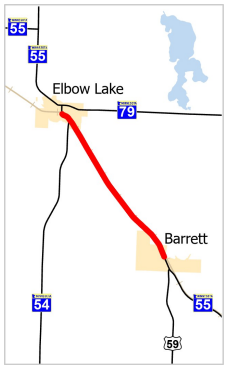
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	8.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10.6***	***10.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated August 3, 2020, applied a 10 percent inflation rate to the 2019 cost estimate to adjust for the 2023 construction year. The fix was changed from a concrete rehabilitation for the whole length of the project to concrete pavement replacement only in areas of critical need. This change decreased the cost.

PROJECT SUMMARY



MN 55
On MN 55 from ELBOW LAKE to BARRET in Grant County

State Project Number 2609-28
Hwy 55/59: Elbow Lake to Barrett

Resurface and widen shoulders from Elbow Lake to Barrett

RECENT CHANGES & UPDATES

Advancing Letting Date to March 25-2022 as an ELLA (Early Let, Late Award)This project is consultant designed.

PROJECT HISTORY

Project is a Road Reclamation project to include shoulder widening, inslope and ditch grading.

PROJECT RISKS

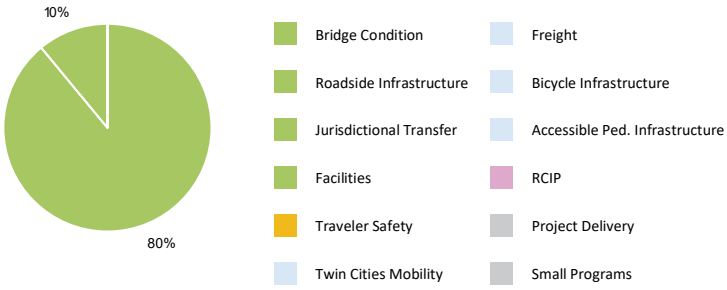
There is a risk to advancing the letting date to March 25, 2022 compressing the schedule. Other risks include snow trap grading, right of way acquisition, and city/county coordination/COOP agreements.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/18/2022
Current Letting Date:	3/25/2022
Construction Season:	2022 - 2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

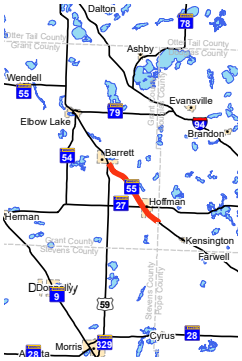
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	7.2
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9***	***9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To be let 3-25-22 as an ELLA and constructed late summer 2022.The scoping estimate, dated January 23, 2020, applied a 10 percent inflation rate to the 2020 cost estimates to adjust for the 2022 construction year.

PROJECT SUMMARY



MN 55
On MN 55 from Grant Ave to County Line in Grant County

State Project Number 2609-36
Hwy 55: Pomme de Terre Bridge Replacement near Barrett

Resurface from Barrett to Douglas/Grant County Line; replace Pomme De Terre River bridge,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete and open to traffic. Although the rest of the project was completed in late October 2019, the bridge replacement portion of the project experienced delays due to de-watering issues. In November 2019, MnDOT made the decision to suspend the Highway 55 bridge replacement work at the Pomme de Terre River and re-bid the bridge work in 2020. Work resumed June 1, 2020.

PROJECT HISTORY

The beams arrived in late July 2020, a month behind schedule due to COVID-19 shutdowns that delayed the beam supplier's operations and deliveries. This change slowed progress, and the schedule was adjusted to reflect the unforeseen delays. Highway 55 reopened on Sept. 10, 2020. This project is a reclaim with a bridge replacement. Project was developed to address declining pavement and bridge condition. Projects are being timed together to minimize disruption to the traveling public. CSAH 5 work was removed from the project.

PROJECT RISKS

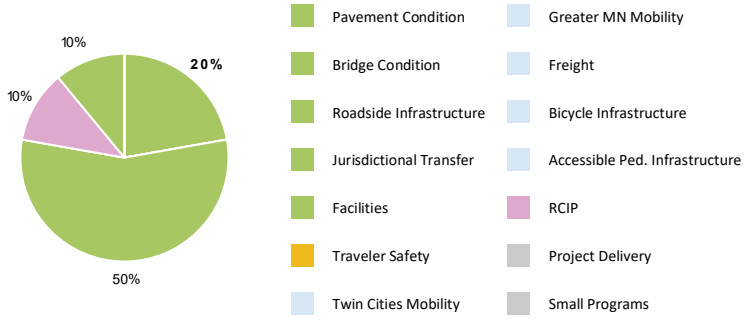
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	9/10/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/1/2017
Original Letting Date:	3/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	4.3
Post Letting Construction Costs:	1.2	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.6
Construction Engineering:	0.48	0.2
Right of Way:	0	0
Total:	***7.4***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

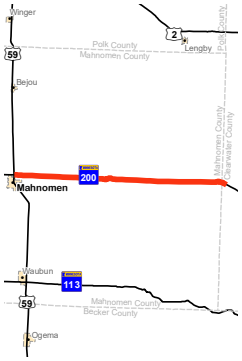
COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices. The current estimate reflects the construction letting after the low bid. The construction letting cost for the current estimate is $4.3 million showing a decrease in cost through the bid and award process.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 200
On MN 200 from 59 to E. of Roy Lake in Clearwater and Mahnomen Counties

State Project Number 4402-22
Hwy 200: Mahnomen to Roy Lake

Repair pavement, widen shoulders construct turn lanes and paved sidewalk at Roy Lake from Hwy 59 to east of Roy Lake. Funded by District 2 and District 4.

RECENT CHANGES & UPDATES

The layout for Roy Lake has been signed and approved. A 30% plan and construction limits have been established. A wetland delineation report was finalized and sent to USARCE for review.

PROJECT HISTORY

This project was identified as a need after the recent mill and overlay completed in 2016 on TH 200. The existing shoulders are generally 2' in width and the in slopes are 1:3 or steeper in some areas. The volume of traffic on the roadway Is lower than most two lane two way roads in the district so was not seen as a major priority for improvement by the district. After a few public meetings with members of White Earth Reservation and the surrounding communities it was evident that an improvement was needed. White Earth agreed to provide additional easement as necessary to widen the road to improve safety on the major connecting roadway within the reservation. White Earth and MnDOT are continuing to hold monthly meetings to discuss project development and deal with issues as they develop. Now moving from 30% plans to 60% plans more involved communication is taking place.

PROJECT RISKS

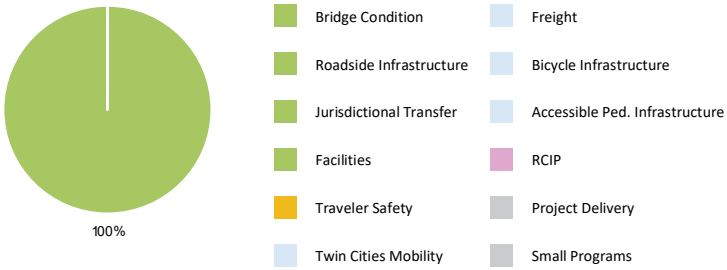
Project risks include obtaining a grant of easement through tribal trust land for widening from White Earth, traffic control and construction staging in the Roy Lake area while replacing an existing box culvert and maintaining drainage.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	July 2020
Construction Limits Established Date:	Pending Approval
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

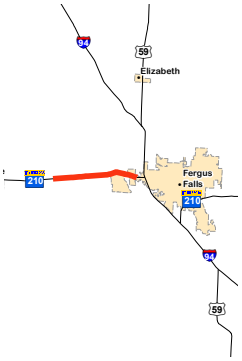
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.2	19
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0.8	0
Preliminary Engineering:	1.6	0
Construction Engineering:	1	0
Right of Way:	0.2	0
Total:	***17.4***	***19***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 2, 2020, applied a 5 percent inflation rate to the 2020 cost estimates to adjust for the 2022 construction year. The risks at Roy Lake and Twin lakes Creek have been accepted as a paved sidewalk and bridge replacement are being included in the project. The estimate has not been updated though as the quantities are still unknow with only a 30% plan.

PROJECT SUMMARY



MN 210
On MN 210 from 94 to County Line in Otter Tail County

State Project Number 5601-33
Hwy 210: West of I-94 near Fergus Falls

Reconstruct from near I-94 to the Wilkin County line,

RECENT CHANGES & UPDATES

Project was let. Award went to Mark Sand & Gravle Co. Project was upscoped to a concrete reconstruction. The letting date was moved back to February 2020 to accommodate this change. The upscope includes left turn lanes at CR 116 and the grain elevator facility. Lighting is proposed at the left turn lane locations. The upscoped project is planned to also include minor alignment/profile changes.

PROJECT HISTORY

Snow fence was removed from the project to be reviewed in context of the entire corridor. This project addresses higher than normal maintenance patching, three times per year compared to once every five years. The original project scoping was completed December 2015. Blowing and drifting snow control measures benefit/cost study was completed where it was determined to be cost effective. Letting date was advanced due to poor pavement condition.Four foot high snow fence was added to the project, located just behind the enhanced ditch for snow storage. A Draft Runway protection Zone Alternatives Analysis was submitted to the FAA for a section of 4' snow fence in the Fergus Falls Airport RPZ. It was determined that the left turn lane at Co Rd 116 can't be constructed due to geometric constraints. Existing bypass lanes will be replaced with left turn lanes at Co Rd 21 and Co Rd 86 as well as the one at the grain elevator (138th Ave.). City utility relocations will be included in the plan.

PROJECT RISKS

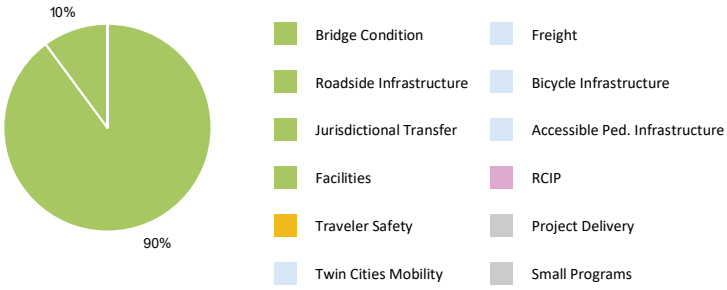
Risk for converting six additional bypass lanes to left turn lanes was retired. Risk for relocation of road closure gate was retired. Risk for paving local roads to the railroad was retired. Three city roads will be paved to the railroad and 50' beyond based on input from Fergus Falls.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	8/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/1/2019
Construction Limits Established Date:	2/1/2019
Original Letting Date:	11/22/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

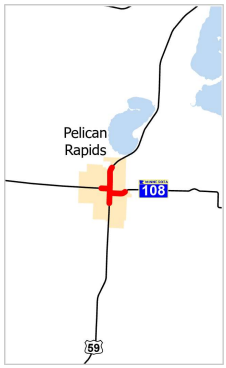
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	12.8
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.5
Right of Way:	1	0.2
Total:	***6.8***	***14***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

There is a local cost for the city road approach work. The city has also decided to include it's utility relocation work to the plan. The preliminary estimate from the city's consultant is $215,000 for the utility work. The current estimate is the low bid amount for the project. The new fix for the project of concrete pavement has increased the cost. Turn lanes were also added to the project resulting in additional cost.

PROJECT SUMMARY



US 59 & MN 108
City of Pelican Rapids

State Project Number 5618-117
Hwy 59, 108, Pelican Rapids Complete Streets Project

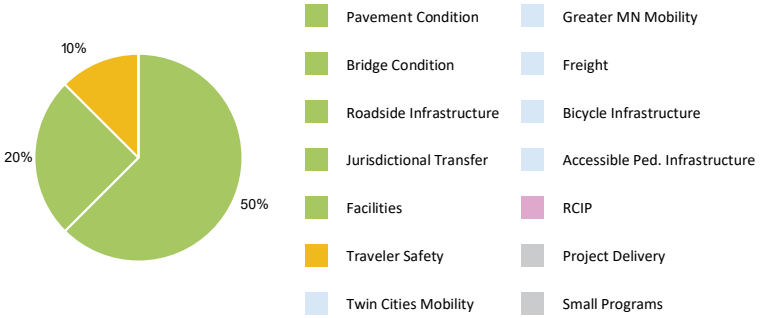
ON US 59 AND MN 108, PELICAN RAPIDS COMPLETE STREET AND RESURFACE BRIDGE #5025 OVER THE PELICAN RIVER,

RECENT CHANGES & UPDATES

Project just beginning, in early survey/ predesign stage.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

This project was added to the program at the request of the City of Pelican Rapids to develop a cooperative project to address the city's failing infrastructure and to improve the trunk highway needs including pavement resurfacing, ADA improvements, intersection improvements. The resulting project will be a complete streets/urban reconstruction.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13	13
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	0
Construction Engineering:	0	0
Right of Way:	0	0
Total:	***13***	***13***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

TH 108 Intersections design, possible Mini roundabouts.City Utility Replacements limits growing.Municipal consent form the City.Construction seasons (1 or 2 years).Bridge construction could grow.Value Engineering study could impact schedule and cost.

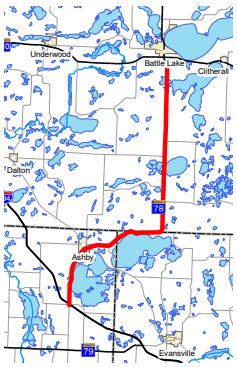
SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 16, 2020, applied a 16 percent inflation rate to the 2020 cost estimate to adjust for the 2024 construction year. The standard average bid prices were used to create the scoping estimate. The project will be let on January 26, 2024 and construction will begin summer of 2024.

PROJECT SUMMARY



MN 78
On MN 78 from 94 to 210 in Otter Tail County

State Project Number 5619-11

Resurface from I-94 to Battle Lake,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

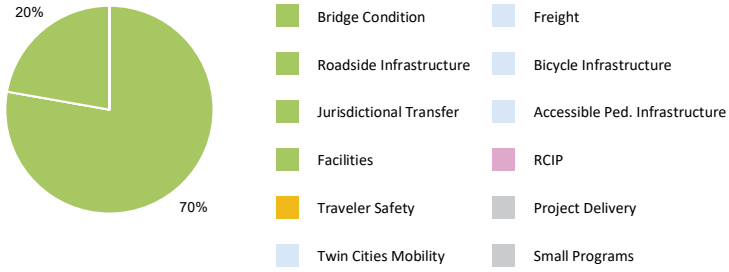
This project was designed to correct deteriorating road surface. The scoping document was approved February 2014. There was a coordinated effort with Battle Lake and Ashby on a possible trail between the two communities. Right of way and design work was completed.

PROJECT RISKS

No major risks noted.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.4	3.9
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	0.3
Construction Engineering:	0.56	0.2
Right of Way:	0	0
Total:	***9.7***	***4.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	3/8/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/1/2017
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	October 2018

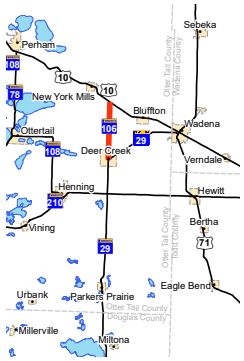
COST ESTIMATE ASSUMPTIONS

The current estimate reflects low bid amount for the project. The baseline estimate had a higher inflation rate than was realized in the actual let amount. The bid price for bituminous was low. These factors account for the lower bid price.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 106
On MN 106 from US10 to MN29 in Otter Tail County

State Project Number 5622-16

Resurface from Deer Creek to Hwy 10; Improve pedestrian accessibility,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

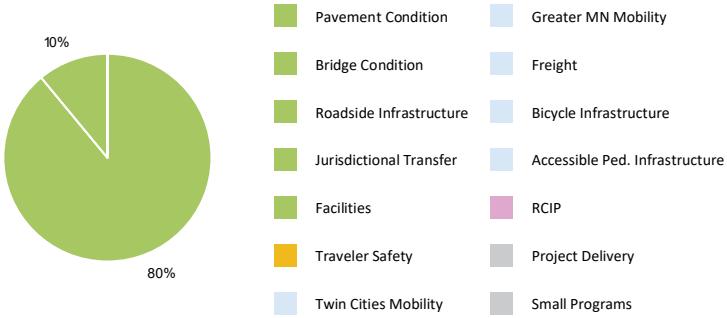
The project was upscoped to cold inplace recycling pavement fix, added shoulder widening and 1.5 miles of regrading. Originally, this project was scoped for a 3" mill/fill with turn lanes being added at CSAH 52. Also, ADA improvements were included in the Deer Creek.

PROJECT RISKS

There are no known risks at this time.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	4.8
Post Letting Construction Costs:	0.6	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	0.4
Construction Engineering:	0.56	0.3
Right of Way:	0	0
Total:	***8.4***	***5.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

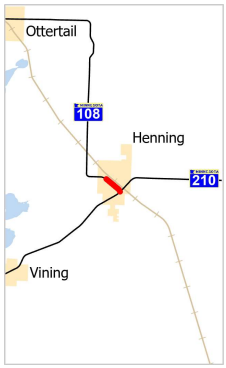
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/13/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/30/2017
Original Letting Date:	2/23/2018
Current Letting Date:	5/18/2018
Construction Season:	2018
Estimated Substantial Completion:	September 2018

COST ESTIMATE ASSUMPTIONS

This project is substantially complete. The current estimate reflects final total project cost estimate numbers. The baseline estimate had a higher inflation rate than was realized in the actual let amount. The bid price for bituminous was low.

PROJECT SUMMARY



MN 108
On MN 108 from 4th Street to MN 219 in Henning

State Project Number 5624-20
Hwy 108: Henning

Reconstruction from 4th street in Henning to Jct. of Hwy 210,

RECENT CHANGES & UPDATES

Scope signed April 2020. City was awarded $150,000 Transportation Alternatives funding.

PROJECT HISTORY

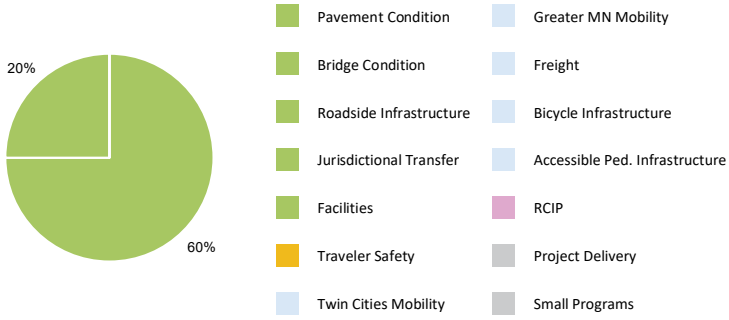
City wants to include sanitary sewer in project.$263,290.50 funding will be included in this project from the ADA Office.

PROJECT RISKS

Lighting - City may decide to replace existing lighting

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	0
Construction Engineering:	0	0
Right of Way:	0	0
Total:	***4***	***4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/17/2023
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 30, 2020, applied a 16 percent inflation rate to the 2020 cost estimates to adjust for the 2024 construction year.

PROJECT SUMMARY

MN 28
Hwy 28, Hwy 29, Hwy 104 - Glenwood

State Project Number 6103-32
Hwys 28, 29, 104 in Glenwood

Reconstruct Hwy 28 in downtown Glenwood; Resurface Hwys 28, 29, bike/ped trail and amenities.,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

This project includes ADA, complete streets, bituminous overlay and hydraulic flooding issues that need to be resolved. The complete streets portion of the project was approved, which includes improvements and facilities for bicycles and pedestrians. Hydraulic flooding issue mitigation design was approved. The predesign contract is complete. The final design contract is initiated. A project that was awarded transportation alternatives program funding will be constructed in conjunction with this project. Municipal consent and the geometric layout for the project have been approved. Twelve blocks of complete streets improvements will be done in Glenwood.

PROJECT RISKS

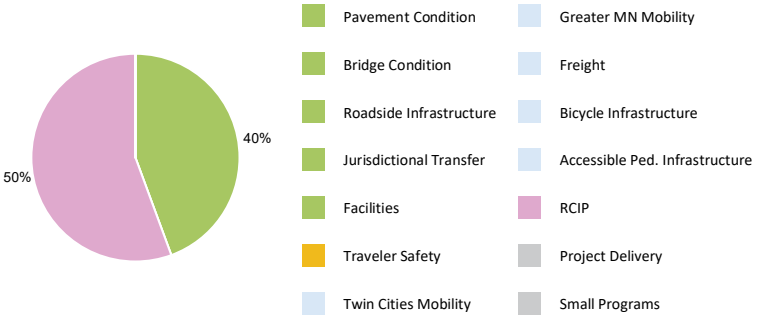
City participation costs, ADA, sidewalk, and access control. Cooperative agreement needs to be processed and signed. A limited use permit needs to be processed and signed. Detour agreements need to be processed and signed. Contractor needs to be proactive

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	7/12/2017
Municipal Consent Approval Date:	6/29/2016
Geometric Layout Approval Date:	7/19/2016
Construction Limits Established Date:	6/3/2016
Original Letting Date:	2/16/2018
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	October 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.3	9.3
Post Letting Construction Costs:	0.5	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	1.7
Construction Engineering:	0.56	0.9
Right of Way:	0	0.4
Total:	***9.2***	***13.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects a low bid amount for the project.

PROJECT SUMMARY

MN 28
On MN 28 from Starbuck to Glenwood in Starbuck

State Project Number 6103-34

Resurface and widen shoulders from Glenwood to Starbuck

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction completed in fall 2019. The shoulders were widened for the majority of the project limits as the traffic volumes are relatively high throughout. The turn back with Minnewaska township will take place fall 2020. A vegetation management plan will be required for next spring and summer to plant native grasses near the Minnewaska School to meet the mitigation requirements demanded by the DNR.

PROJECT HISTORY

There is a concern for high water tables and bad soils within the profile exiting Glenwood going west up over the hill. The district is working with Minnewaska Township to turn back Silver Beach Road. This project includes bituminous milling, roadway reclamation, bituminous surfacing, shoulder widening and center left turn lane construction. Multiple locations along the project include ditches and centerline culverts that need review to correct hydraulic issues. A bypass lane was added at CSAH 24. A hydraulic design is required on the north side of TH 28 at Silver Beach road to redirect runoff during large rain events to reduce flooding. It was determined that the cross section of the roadway in the construction plan will be continued to the west to Golf Course Road. The center left turn lanes are being constructed before widening shoulders to 8 feet. This decision was made to avoid additional impacts to the DNR ponds near lake Minnewaska and also to avoid potential high water tables in the roadway profile exiting Glenwood and going up over the hill. The project was constructed this summer.

PROJECT RISKS

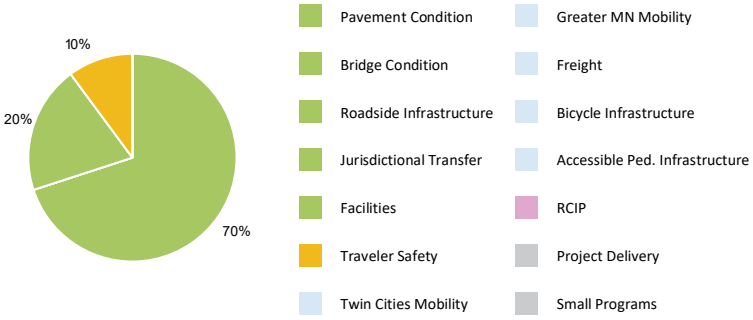
All risks retired except the planting of native grasses in spring 2020. This has been moved from spring 2020 since weather conditions and contract availability was not desirable.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Approved
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Approved
Construction Limits Established Date:	Approved
Original Letting Date:	2020
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

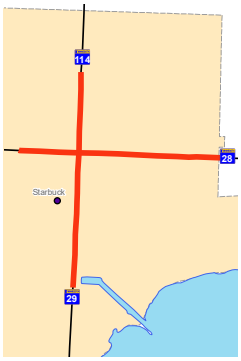
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	6
Post Letting Construction Costs:	1.4	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	0.6
Construction Engineering:	0.56	0.4
Right of Way:	0	0
Total:	***9.6***	***7.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This project was completed fall 2019 with plans to plant native plantings in spring 2020. The baseline estimate reflects the construction programmed amount. The current estimate reflects the low bid amount.

PROJECT SUMMARY



MN 29
On MN 29 from 230' south of 1st Street to MN 114, MN 28 from John Street to Tiegen Street, MN 114 from MN 28

State Project Number 6105-26

Resurface Hwys 28, 29 and 114 in Starbuck; improve pedestrian accessibility

RECENT CHANGES & UPDATES

The project is currently under construction with a completion date of November 1st, 2020.

PROJECT HISTORY

This project will improve the trunk highway needs including pavement resurfacing, ADA improvements and intersection improvements. The resulting project will be a complete streets/urban reconstruction. This project received a $375,000 Transportation Alternatives grant.

PROJECT RISKS

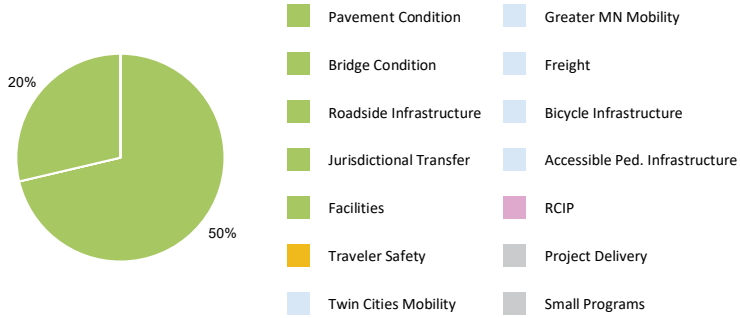
Hydraulic issues, construction staging and accessibility work are all project risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/20/2019
Municipal Consent Approval Date:	8/13/2019
Geometric Layout Approval Date:	8/8/2019
Construction Limits Established Date:	8/9/2019
Original Letting Date:	10/25/2018
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

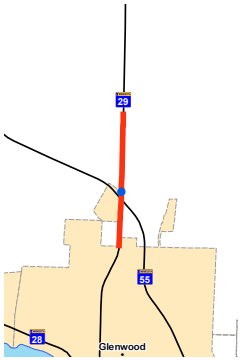
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.8	7.6
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	1
Construction Engineering:	0	0.3
Right of Way:	0	0.3
Total:	***5.8***	***9.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects low bid amount for the project. Hydraulic issues and additional bicycle and pedestrian facilities account for the difference between the baseline estimate and the bid on the final design of the project.

PROJECT SUMMARY



MN 29
On MN 29 bridge(s) 61006 in Glenwood

Bridge 61006

State Project Number 6106-25
Hwy 29 Overpass: Near Glenwood

Construct Hwy 29 overpass in Glenwood. Includes two roundabouts and lighting.

RECENT CHANGES & UPDATES

A second roundabout was added at TH 55 and 160th to address concerns related to turning vehicles. The City is including their utility relocates in the project. Construction is planned over 2 years. TH 55 realignment, TH 55 roundabout and 160th construction

PROJECT HISTORY

This project addresses safety concerns and train delays at an at grade crossing of TH 29 and the Canadian Pacific Railroad and a four-way stop intersection with TH 55 north of Glenwood. A new bridge along TH 29 is proposed that will go over TH 55 and CP railroad, eliminating the CP railroad crossing and intersection of TH 55/TH 29. Pope County and their representatives were successful in getting this project funded in the Transportation Bill passed in May 2018. The project proposes a roundabout at 160th St., the new connecting road between TH 29 and TH 55.

PROJECT RISKS

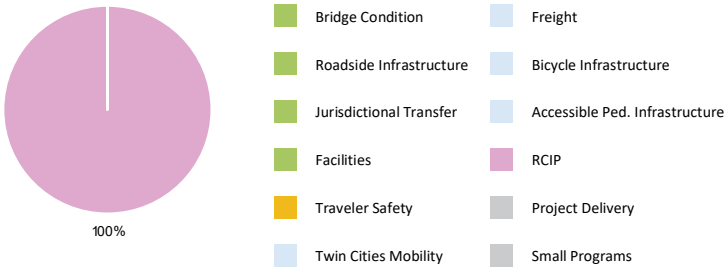
Unknown right of way and utility impacts, potential risk with CP Railroad, potential for poor and contaminated soils.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

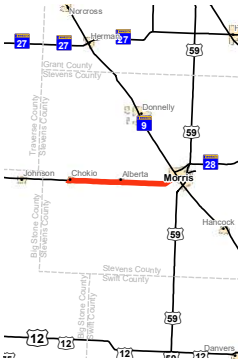
	Baseline Estimate	*Current Estimate*
Construction Letting:	13	13.2
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	***13***	***18.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated July 29, 2020, applied a 3 percent inflation rate to the 2020 cost estimates to adjust for the 2021 construction year being represented by the baseline and current estimate.

PROJECT SUMMARY



MN 28
On MN 28 from Chokio to Morris in Stevens County

State Project Number 7503-38
Hwy 28: Chokio to Morris

Cold Inplace Recycle from Chokio to Morris; replace 3 box culverts

RECENT CHANGES & UPDATES

All project related items were completed summer 2019. There were some utility relocation issues in the beginning, but they were cleared up and did not effect the timeline of construction. There are still a few utility relocations taking place now that the roadway work is complete.

PROJECT HISTORY

This project was a flex project from FY 2022 to 2020 as a mill and overlay project. It was selected to receive further funding for replacing three box culverts 1745, 8118 and 1744 in FY 2020 so it moved to FY 2020. The project was updated from a mill and overlay to a Cold Inplace Recycle to better address the deteriorating surface and severe cracking. A snow fence was added on the eastern limits of the project to eliminate blowing and drifting near the railroad crossing outside of Morris. A fence was installed in the right of way and further back on private property through a 15-year lease. The site had one of the highest snow transfer volumes in the state.

PROJECT RISKS

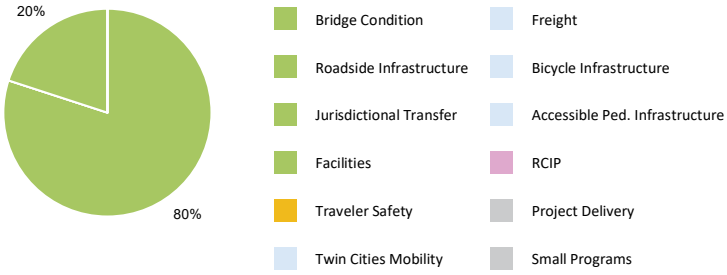
All project risks have been retired. The project risks included a possible snow fence near Spooner, adding guardrail which was retired after further review, additional lighting at a railroad crossing that was dismissed, removing and constructing 3 box culverts that can over flow in 3” rain events.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	3/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/31/2018
Original Letting Date:	10/25/2019
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	6.6
Post Letting Construction Costs:	0.6	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.2
Right of Way:	0.1	0.1
Total:	***6.5***	***7.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate represents the estimated quantities and average bid prices of the project at that time. The current estimate reflects low bid amount for the project.The project was awarded for $6,640,459.56 to Central Specialties.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 27
On MN 27 from 0.45 miles south of CSAH 6 to 330' west of 16TH STREET in Wheaton in Traverse County

State Project Number 7802-33

Resurface Hwy 27 from near CR 6 to Wheaton and Hwy 75 from Dumont to the Mustinka River,

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

This project was upscoped from a mill and overlay to a cold inplace recycle on rural portions of TH 75/TH 27. Also included are centerline culverts and box culvert bridges on TH 27. The urban portion on TH 27 and TH 75 will now be included in the SP 7802-35 to be constructed in 2019. This project was also advanced on letting from 12-2018 to 4-2018 to be constructed in summer 2018 as an early let, late award.

PROJECT RISKS

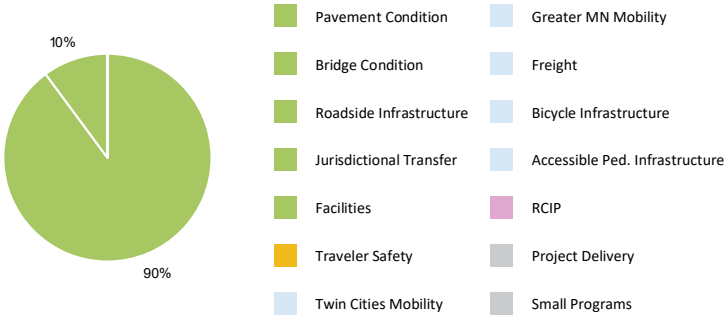
No right of way acquisition will be allowed with this upscoped, advanced project. Environmental documents that include all hydraulic impacts need to be completed before letting date. New estimate increased because it includes work on Hwy 75 that was previously a separate project (SP 7805-33). Project estimate increased because it is now a cold inplace recycle with additional hydraulic work. The project has advanced a construction season.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/12/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	1/31/2017
Original Letting Date:	1/25/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	October 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	6.1
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.6
Construction Engineering:	0.36	0.3
Right of Way:	0	0
Total:	***5.8***	***7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the low bid amount for the project.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 55
On MN 55 from State Line to Wendell in Wilkin County
Bridge 6385, 84001A, 8806, 8807, 8874
State Project Number 8404-47

Resurface from MN/ND border to southern jct of CR11 in Wendell; replace 4 box culverts,

RECENT CHANGES & UPDATES

The letting date of this project is now 11/19/2021. This change has been made due to funding issues. The pavement fix was changed from a cold in-place recycle to a full depth reclamation on TH 55 between the state line and Wendell for SP 8404-47. The change to the pavement fix was needed since bituminous pavement deteriorated to an unacceptable level for a cold in-place recycle with various locations of alligator cracking. Also a thicker pavement structure was needed for the

PROJECT HISTORY

This was a project funded in 2017. The project scoping document was signed on 4/25/2018. The letting date of this project is now 11/19/2021. This change has been made due to funding issues.

PROJECT RISKS

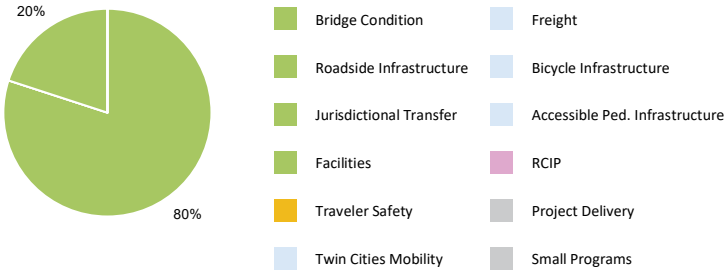
There will be possible turn lanes added. There may be additional unknown drainage costs with this project.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/30/2019
Original Letting Date:	1/29/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

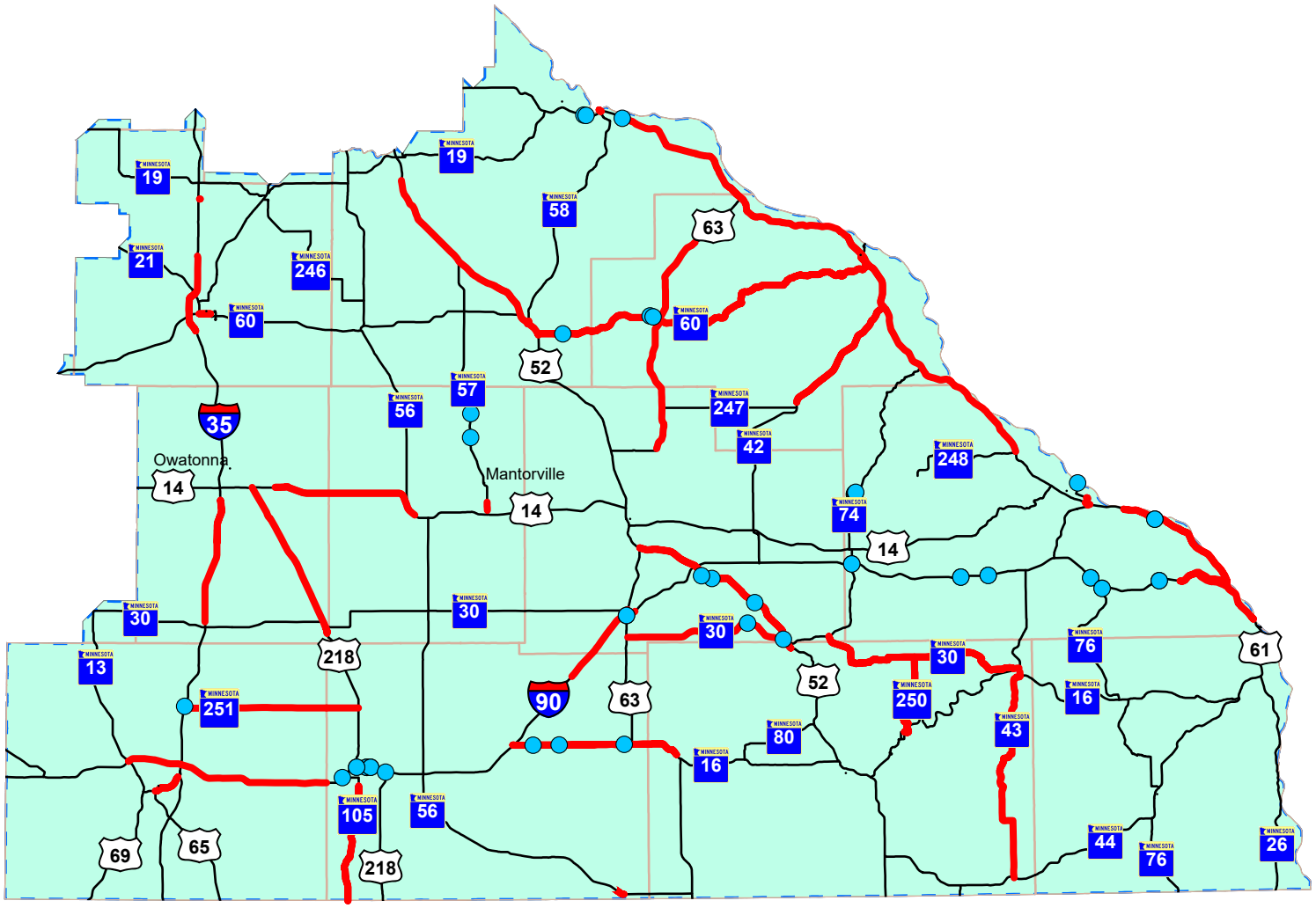
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	10.3
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.3
Construction Engineering:	0.76	0.9
Right of Way:	0.1	0
Total:	***12.6***	***13.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 22, 2020, applied a 3 percent inflation rate to the 2020 cost estimates to adjust for the 2022 construction year.

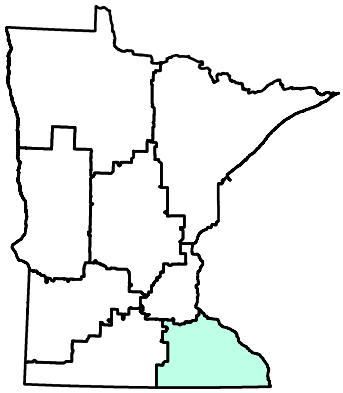
Major Highway Projects 2020
D6- ROCHESTER



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION

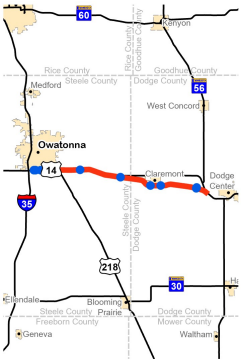


District 6 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
US 14	2001-42	New alignment on US 14 from Steele CR 43 (east of Owatonna) to MN 56 north (west of Dodge Center)	E1	228
MN 57	2007-41	On TH 57, from south of CSAH 22 to south of 520th St./Dodge-Goodhue County Line	E2	229
MN 57	2007-43	On TH 57, from CSAH 34 to 11th St in Kasson	E3	230
MN 30	2305-29	On Hwy 30 from TH 74 to the western city limits of Rushford	E4	231
MN 30	2305-30	On MN 30 from Rushford West City Limits to MN 43 in Rushford	E5	232
MN 43	2306-26	On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County	E6	233
MN 250	2319-20	On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County	E7	234
US 65	2405-32	On US 65 from Newton Ave to the I-35 ramps in Albert Lea	E8	235
MN 251	2408-23	On MN 251 from I-35 in Freeborn County to TH 218 in Mower County	E9	236
I-90	2482-74	On I-90 from MN 13 (Albert Lea) to CR46 (Petran) in Freeborn County	E10	237
I-90	2482-77	On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin	E11	238
I-90	2482-78	On I-90 at Oakland Woods Rest Area in Freeborn County	E12	239
US 52	2506-83	On US 52 from MN 60 to MN 19 in Goodhue County	E13	240
MN 58	2510-50	On MN 58, replacing bridge 9661 in Zumbrota	E14	241
US 61	2513-97	On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing	E15	242
US 61	2513-98	On Hwy 61, Bridge 6776 in Red Wing	E16	243
US 61	2514-121	On US 61, bridges 6483 and 6482 in Red Wing	E17	244
US 63	2515-21	Hwy 63 bridge over the Mississippi River and Hwy 61	E18	245
MN 16	5003-17	On MN 16 from I 90 to Tracy Road in Spring Valley in Fillmore and Mower Counties	E19	246
MN 56	5005-68	On MN 56 from eastern city line to 770th Ave in Le Roy	E20	247
MN 105	5007-34	On Hwy 105 from Iowa state line along 11 miles towards Austin	E21	248
US 218	5009-34	On US 218, West Junction over I-90	E22	249
I-90	5080-170	On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (Austin) and Hwy 105	E23	250
MN 30	5505-27	On MN 30 replace bridges 9008 and 9009 in Olmsted County	E24	251
MN 30	5505-30	On MN 30 from US 63 in Stewartville to US in Chatfield	E25	252
US 52	5507-64	On US 52 from I-90 to Chatfield	E26	253
US 52	5507-69	On US 52 from just south of I 90 to US 63 in Olmsted County	E27	254
US 63	5509-84	On US 63 from eastbound I 90 to westbound I 90 in Stewartville	E28	255
US 63	5510-84	On US 63 from CSAH 33 to south of TH 60 in Olmsted and Wabasha Counties	E29	256

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
I-90	5580-94	On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties	E30	257
MN 60	6607-50	On MN 60 from MN 21 to Central Avenue in Faribault	E31	258
I-35	6680-113	On I-35 from just north of MN 21 to just north of CSAH 9 in Rice County	E32	259
I-35	6680-116	On I-35 at Heath Creek Rest Area in Rice County	E33	260
I-35	6680-117	On I 35, northbound and southbound from Rice CR 48 to north of MN 21	E34	261
US 218	7408-50	On US 218 from the southern junction with MN 30 to US 14.	E35	262
US 218	7408-54	On US 218 from TH 30 to TH 30 in Blooming Prairie	E36	263
I-35	7480-126	6 bridges on I-35 and 4 bridges on Hwy 14	E37	264
I-35	7480-133	I 35, southbound from north of MN 30 to north of Br 74841	E38	265
MN 42	7901-52	On MN 42 from MN 247 to US 61 in Wabasha County	E39	266
MN 60	7902-25	On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties	E40	267
MN 60	7903-54	On MN 60 from US 63 to US 61 in Wabasha County	E41	268
US 61	7904-44	On US 61 from MN 248 to MN 60 in Wabasha County	E42	269
US 61	7906-96	On US 61 from MN 42 to Lake City in Goodhue and Wabasha Counties	E43	270
US 61	7906-97	On US 61 In Lake City from West Elm Street to Central Point Road	E44	271
US 63	7908-35	On US 63 from TH 60 to CR 78 in Wabasha County	E45	272
MN 43	8503-53	On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.	E46	273
MN 43	8503-5900E	On MN 43 over Mississippi River, just north of junction with Hwy 61	E47	274
US 61	8504-77	On TH 61 over Cedar Creek South of Winona	E48	275
US 61	8504-79	On US 61 from I-90 to CSAH 15 in Winona County	E49	276
MN 74	8508-42	On TH 74 from Bridge 8592 to 8595 in Whitewater State Park	E50	277
I-90	8580-167	On I-90 from junction of CR 101 in Winona County	E51	278
I-90	8580-172	On I-90, twelve repaired bridges in Winona County	E52	279
I-90	8580-174	On I-90 bridge(s) 85814, 85816 in Winona County	E53	280
I-90	8580-175	On I-90 from CSAH-12 to near TH-61 in Dakota	E54	281

PROJECT SUMMARY



US 14

New alignment on US 14 from Steele CR 43 (east of Owatonna) to MN 56 north (west of Dodge Center)

Bridge 20018, 20019, 20020, 20X04, 20021, 20X03, 74025

State Project Number 2001-42

Hwy 14: Owatonna to Dodge Center

Hwy 14, construction of a new 4-lane alignment, from Steele County Road 43 to Hwy 56 north.

RECENT CHANGES & UPDATES

Construction of the Dodge County Road 1 Overpass and realignment of 630th Street is complete. Bridge construction of remaining bridges and realignment of Hwy 14 is ongoing. The project is on schedule to be open to traffic in Fall 2022.

PROJECT HISTORY

This project will expand Highway 14 from two lanes to four lanes between Owatonna and Dodge Center, completing a continuous four-lane roadway from I-35 to Rochester. The purpose of the project is to improve capacity and safety and enhance system continuity to foster economic growth. In 2010, MnDOT completed a FEIS for the Hwy 14 expansion project from Owatonna to Dodge Center with no construction funding identified. During the 2013 legislative session, the Corridors of Commerce program was enacted by the Legislature and a 2.5 mile segment of Hwy 14 from the study was awarded construction funding through this program. This project was completed in 2015. The 2018 MN Legislature passed a bonding bill that included additional money for COC projects. Hwy 14 was among the three projects selected from this round. After selection the project was developed for design-build contract delivery for a summer 2019 letting.The contract award date was on 10/21/2019.

PROJECT RISKS

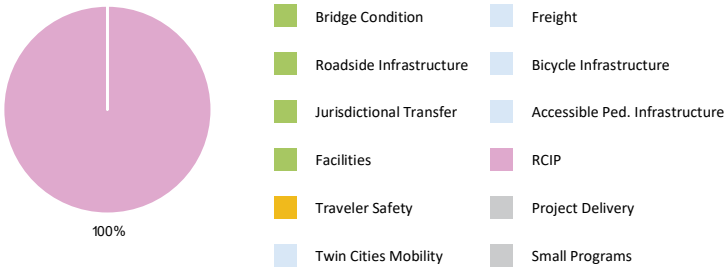
Unknown location of drain tile, utility relocations being completed to keep construction on schedule, dewatering due to high water table, coordination with railroad and settlement issues for bridge construction.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	11/1/2010
Municipal Consent Approval Date:	5/1/2011
Geometric Layout Approval Date:	12/1/2018
Construction Limits Established Date:	08/1/2011
Original Letting Date:	8/21/2019
Current Letting Date:	8/21/2019
Construction Season:	2019-2022
Estimated Substantial Completion:	9/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

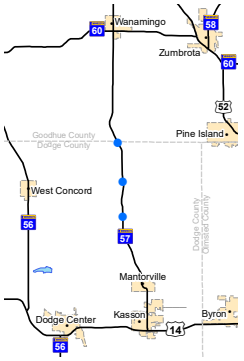
	Baseline Estimate	*Current Estimate*
Construction Letting:	107	99.6
Post Letting Construction Costs:	5.8	6.3
Other Construction Elements:	6.3	0.6
Preliminary Engineering:	9.8	16.6
Construction Engineering:	6.3	6.2
Right of Way:	10.4	9.2
Total:	***145.6***	***138.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is from the project financial plan developed as part of the project procurement documentation including the Engineers Cost Estimate for letting along with other known and estimated project expenditures. Following the August 21st, 2019 project letting, the winning bid was less than the Engineers Cost Estimate for the project so the current estimate has updated the construction letting costs to known.

PROJECT SUMMARY



MN 57

On TH 57, from south of CSAH 22 to south of 520th St./Dodge-Goodhue County Line

Bridge 20016, 20017, 20015

State Project Number 2007-41

Hwy 57 Bridge Replacements: North of Mantorville

Reconstruct Hwy 57 Bridge No. 6862 over N Branch Middle Fork Zumbro River, Bridge No. 6861 Over Milliken Creek and Bridge No. 6867 Over Mid Fork Zumbro River

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction will be complete fall 2019.

PROJECT HISTORY

The purpose of the project was to replace bridge 6862. In April 2017, bridges 6861 and 6867 were added to the project due to their conditions and proximity to 6862. The primary need for this project is to provide structurally sound bridges to cross over Milliken Creek, the Middle Fork of the Zumbro River and over the North Branch Middle Fork of the Zumbro River on TH 57 in Dodge County. These bridges were all built at or near the same time and are showing signs of physical deterioration. Additionally the bridges do not meet current design standards and the bridge railings are substandard.

PROJECT RISKS

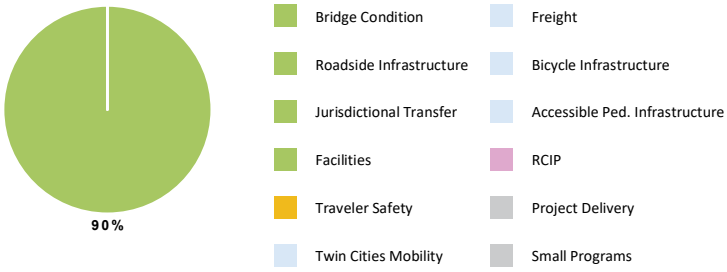
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/11/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/27/2017
Construction Limits Established Date:	6/18/2018
Original Letting Date:	1/27/2017
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

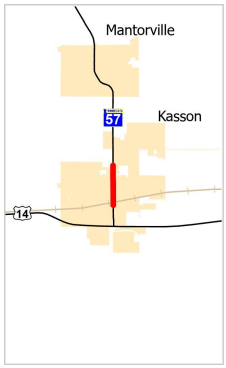
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.2	4.1
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.6
Construction Engineering:	0.1	0.4
Right of Way:	0	0
Total:	***2***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2015. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 57
On TH 57, from CSAH 34 to 11th St in Kasson

State Project Number 2007-43

Reconstruct Highway 57 in Kasson from Dodge County Road 34 to 11th St NE

RECENT CHANGES & UPDATES

Preliminary geometric layout has been revised to include round-a-bouts at Dodge CSAH 34 and Main Street. These will improve operations and safety at these intersections.

PROJECT HISTORY

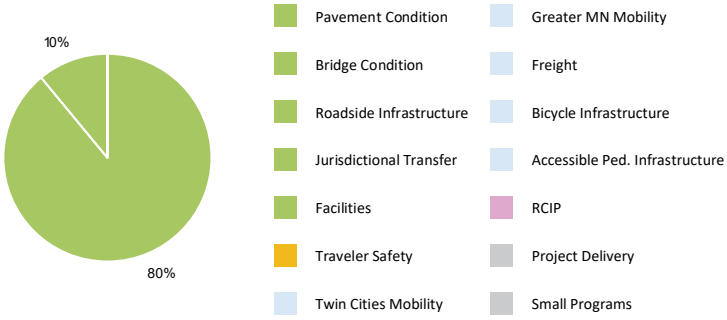
The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards.In January 2019, MnDOT and City executed a Partnership Agreement for the City to be the lead for delivery of the project.

PROJECT RISKS

Implementing scope changes have impacted the delivery schedule. Project schedule are being reassessed for revised letting date.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	4.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***6.6***	***6.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/18/2020
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	11/2021

COST ESTIMATE ASSUMPTIONS

Current/Baseline estimate is based on an high level planning estimate.Current estimate includes additional safety funds for implementing round-a-bouts as part of the project.

PROJECT SUMMARY

MN 30
On Hwy 30 from TH 74 to the western city limits of Rushford

State Project Number 2305-29
Hwy 30 Repaving: Chatfield to Rushford

Repave Hwy 30 from Hwy 74 to W city limits at Rushford

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is currently under construction.

PROJECT HISTORY

TH 30 is a 2-lane undivided, rural highway between the cities of Rushford and Chatfield. The majority of the roadway from the junction of TH74 supports a higher than expected average daily traffic for a rural road. The ride quality was rated as fair, but has decreased quickly to a rating of poor. Some culverts will be replaced. All other culverts were lined in 2017. No right of way will be required. A short term detour will occur for culvert replacements.

PROJECT RISKS

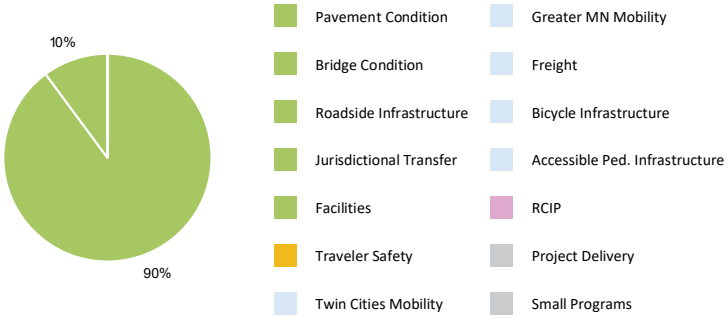
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/4/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	1/4/2019
Original Letting Date:	3/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

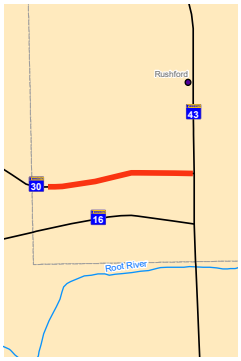
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5.7
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.2
Construction Engineering:	0.4	0.2
Right of Way:	0	0
Total:	***6.3***	***6.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2018. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 30
On MN 30 from Rushford West City Limits to MN 43 in Rushford

State Project Number 2305-30

Reconstruct Hwy 30 in Rushford

RECENT CHANGES & UPDATES

The project design is being led by the city. A partnership agreement has been signed with the city.

PROJECT HISTORY

TH 30 is a 2-lane urban highway in the city of Rushford. It carries an AADT of 1100-1950. The ride quality index was rated at fair in 2015. This ride quality condition has decreased since 2013. Additionally the city has utility replacement needs (sanitary sewer and water main) and ADA facilities are noncompliant. The project purpose is to restore the RQI, extend pavement service life and provide a safer roadway.The project design is being led by the city. A partnership agreement has been signed with the city.

PROJECT RISKS

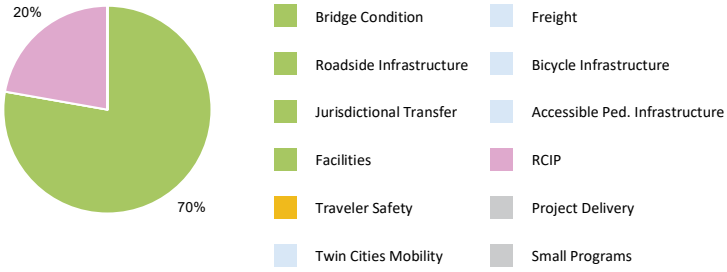
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/19/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	11/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

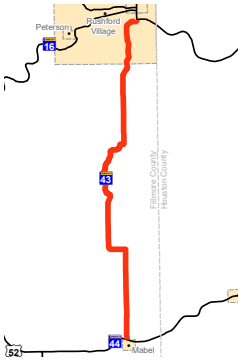
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.1***	***5.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2019. Cost splits with the city have been determined.

PROJECT SUMMARY



MN 43
On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County

State Project Number 2306-26

Asphalt repaving Highway 43 from Highway 44 to Highway 16

RECENT CHANGES & UPDATES

This corridor has a prescriptive easement.

PROJECT HISTORY

The purpose of this project is to extend the service life of the pavement. The pavement on this segment of highway is projected to deteriorate rapidly into "Poor" condition after 2023. A bituminous mill and overlay will restore the ride quality of the pavement. The project also includes slope stability work and hydraulic improvements.This corridor has a prescriptive easement.

PROJECT RISKS

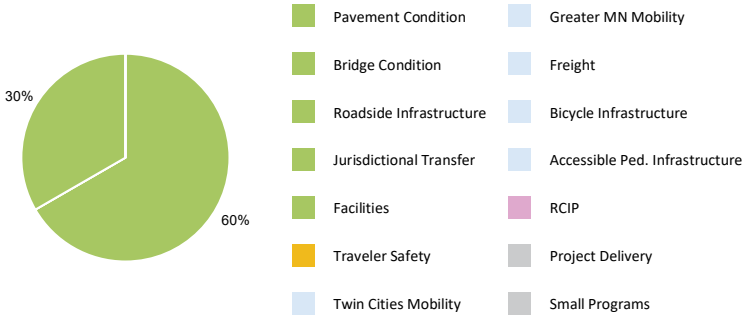
There are areas of extremely poor pavement quality which run the risk of needing repair before the project is constructed. This project has been identified for a flexible 2021 letting.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2020
Original Letting Date:	Flex
Current Letting Date:	2/24/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	11/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

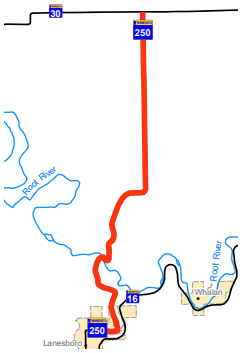
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.1	10.1
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.71	0
Preliminary Engineering:	1	1.2
Construction Engineering:	0.9	0.8
Right of Way:	0	0
Total:	***12.71***	***12.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline and Current Estimates are scoping level cost estimates only. Final hydraulics recommendations in the final pavement determination will be made during project development, which could affect the overall project cost. Bituminous cost increases could also affect the overall project estimate.

PROJECT SUMMARY



MN 250
On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County

State Project Number 2319-20

Resurface Hwy 250 from Hwy 16 to Hwy 30

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement is showing signs of deterioration, which is expected to accelerate in the upcoming years. Also within this project, bridges #23027 and #23028 require bituminous wedge paving between the approach panels and the approach roadway to correct for some settlement. The project also includes hydraulic improvements.

PROJECT RISKS

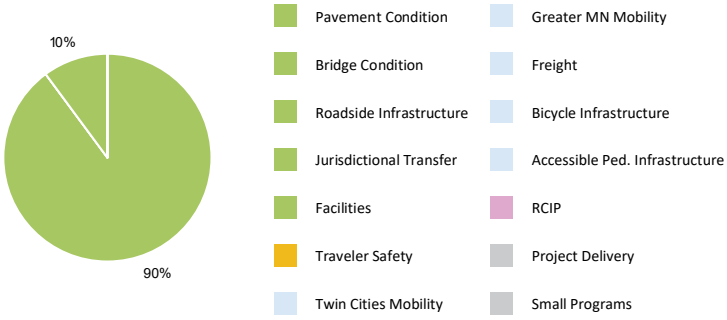
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	11/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

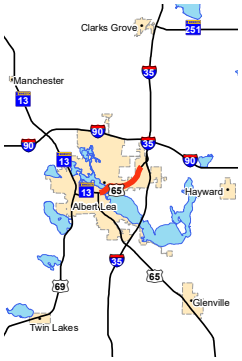
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	3.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0.6	0.6
Total:	***5.2***	***5.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline and Current Estimates are scoping level cost estimates only. Final hydraulics recommendations in the final pavement determination will be made during project development, which could affect the overall project cost. Bituminous cost increases could also affect the overall project estimate.

PROJECT SUMMARY



US 65
On US 65 from Newton Ave to the I-35 ramps in Albert Lea

State Project Number 2405-32

Resurface Hwy 65 in Albert Lea from Newton Ave to the I-35 ramps. Repair storm sewer and make ADA improvements with sidewalk and ramp

RECENT CHANGES & UPDATES

The project will be delivered by a consultant. Consultant will complete right of way acquisition, preliminary and final design and environmental documentation for the district.

PROJECT HISTORY

TH 65 is a 4-lane divided urban and rural, principal arterial highway. Pavement is in poor condition and within the project limits is deteriorating rapidly. Additionally many of the pedestrian ramps and sidewalks have poor cross-slopes, horizontal and vertical discrepancies, non-compliant landings or poor pavement. This makes it more difficult for non-motorized users to travel pedestrian facilities along TH 65. Also the 39-year old signal at Garfield Avenue and TH 65 has become increasingly costly to repair because it is beyond the average signal life of 25 years of service.The project will be delivered by a consultant. Consultant will complete right of way acquisition, preliminary and final design and environmental documentation for the district.

PROJECT RISKS

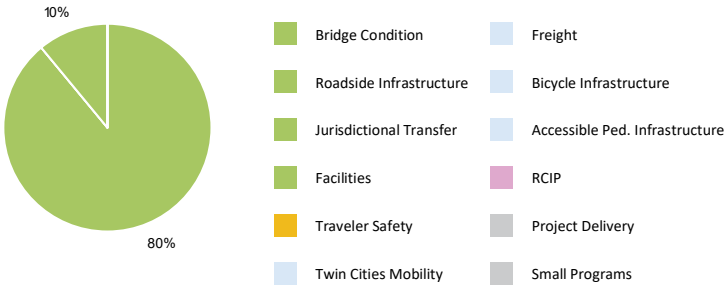
Competitive bid may be higher or lower than expected.Additional funds are needed to include raising the road. Other programmed projects maybe delayed to fully fund the project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/20/2020
Current Letting Date:	12/17/2021
Construction Season:	2022
Estimated Substantial Completion:	11/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

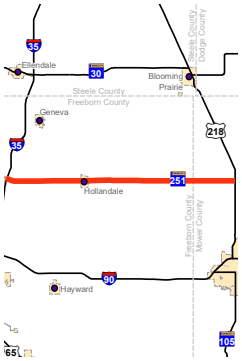
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	6.1
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.1
Construction Engineering:	0.4	0.5
Right of Way:	0.1	0
Total:	***5.2***	***8.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on scoping report finalized in 2017.Current estimate reflects costs for grade raise.

PROJECT SUMMARY



MN 251
On MN 251 from I-35 in Freeborn County to TH 218 in Mower County

Bridge 24801

State Project Number 2408-23
Hwy 251 Resurfacing: Hollandale

Hwy 251 repave with asphalt from I-35 in Freeborn County to Hwy 218 in Mower County

RECENT CHANGES & UPDATES

This project is designed by a consultant.

PROJECT HISTORY

The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway. Within the project limits Hwy 251 has a RQI that is considered good; however the pavement is showing signs of deterioration with transverse and longitudinal cracking. The pavement is projected to reach the "Fair" RQI category by 2024. The roadway pavement has moderate remaining service life of 4-11 years due to condition and age.This project is designed by a consultant.

PROJECT RISKS

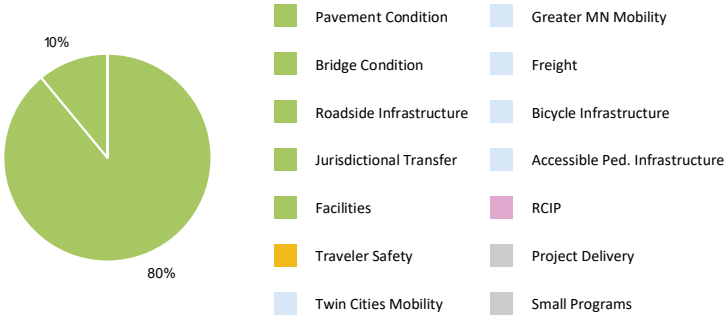
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/23/2019
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/20/2018
Original Letting Date:	2/28/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	11/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

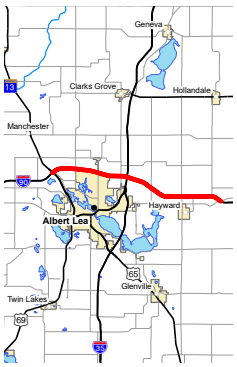
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.1
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	***8.4***	***7.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline is a scoping level cost estimate. Current estimate reflects let cost.

PROJECT SUMMARY



I-90
On I-90 from MN 13 (Albert Lea) to CR46 (Petran) in Freeborn County

State Project Number 2482-74
I-90 WB Concrete Overlay: Freeborn County Road 46 to Hwy 13

Repave I-90 WB lanes from Hwy 13 to Freeborn CR 46 at Petran and redeck Bridge No. 9727

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is under construction.

PROJECT HISTORY

This segment of I-90 is a 4-lane divided, rural highway. The pavement is starting to show signs of deterioration. This project will improve ride quality and reduce maintenance costs. This project was upscoped to an unbonded concrete overlay and will include re-decking bridge 9727. This project was delayed and moved from a 2018 project to a 2019 project.

PROJECT RISKS

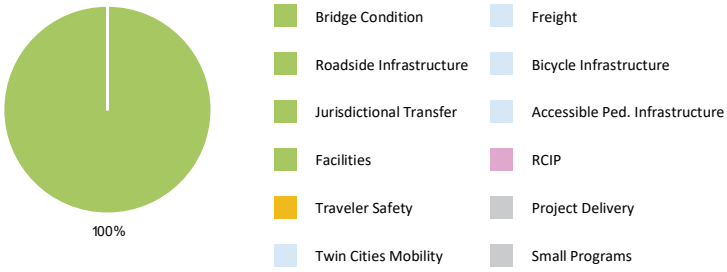
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	12/19/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/17/2017
Original Letting Date:	11/17/2017
Current Letting Date:	5/18/2018
Construction Season:	2019
Estimated Substantial Completion:	11/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

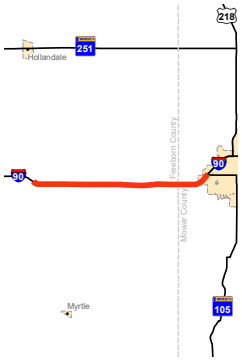
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	17.2
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.42	0.4
Construction Engineering:	0.28	0.9
Right of Way:	0	0
Total:	***5.9***	***19.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-90
On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin

State Project Number 2482-77
I-90 WB Concrete Overlay: Freeborn County Road 46 to Hwy 13

Resurface eastbound lanes I-90 from Mower CR 46 to Hwy 105 in Austin

RECENT CHANGES & UPDATES

The project was advanced from FY23 to FY20 . With the expedited schedule, the bridge work was eliminated and will be completed in the future. Additionally snow fence reconstruction at Hwy 105 was eliminated from the project.

PROJECT HISTORY

The purpose of the project is to improve the ride quality and extend the useful life of the pavement before a full reconstruction is needed. Also because bridge #9728 needs so much work to bring it to meet standards (including: redecking, new bridge rails, beam painting and widening (which includes: adding a beam line, pier, abutment widening) this bridge is being proposed to be replaced. Pier struts to bridges #9727and #9728 are proposed as a safety improvement and will result in replacing affected existing guard rail under both bridgesThe project was advanced from FY23 to FY20 . With the expedited schedule, the bridge work was eliminated and will be completed in the future. Additionally snow fence reconstruction at Hwy 105 was eliminated from the project.

PROJECT RISKS

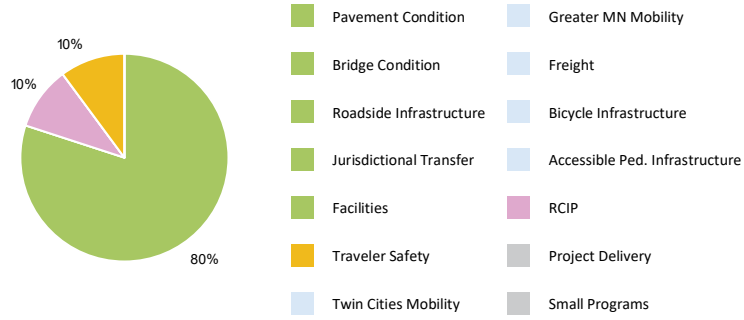
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	11/7/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/14/2019
Original Letting Date:	10/23/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	10/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

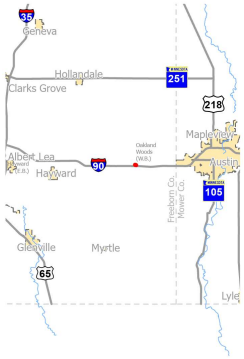
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.5	13.9
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	1.6	0
Preliminary Engineering:	1.4	0.2
Construction Engineering:	1.4	0.9
Right of Way:	0	0
Total:	***21.9***	***16.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2018 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

PROJECT SUMMARY



I-90
On I-90 from OAKLAND WOODS REST AREA to OAKLAND WOODS REST AREA in Freeborn County

State Project Number 2482-78
I-90 Rest Areas Reconstruction

I 90 Reconstruct And Expand Oakland Woods Rest Area Parking Lot

RECENT CHANGES & UPDATES

There are no updates for this project in 2020.

PROJECT HISTORY

The rest area is located approximately 10 miles east of the I-90 and I-35 interchange, which is a major freight crossroads in the upper Midwest and southern Minnesota. I-90 is a rural four-lane interstate with a 2015 traffic count of 12,100 Average Annual Daily Traffic and 2016 heavy commercial vehicle traffic count of 1,850 Heavy Commercial Average Annual Daily Traffic near the rest area. The general setting of the project area is rural with scattered commercial and residential land uses, with most of the area undeveloped. The proposed project is a rest area reconstruction and expansion project at the Oakland Woods Area that includes expansion of the existing truck parking lot, reconstruction of the existing car parking lot, access ramp connections, sidewalks and the upgrade and expansion of the existing lighting system.

PROJECT RISKS

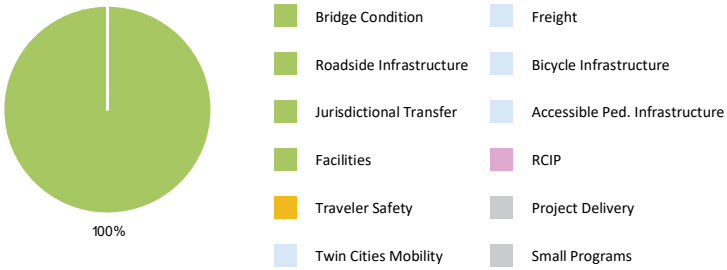
The project may impact existing rest area, travel information center, wayside, or scenic overlook. This may also have social, economic and environmental impacts like threatened endangered species, wetlands, erosion control, utilities and construction impacts.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/27/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/27/2020
Original Letting Date:	4/26/2019
Current Letting Date:	4/26/2019
Construction Season:	2019-2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.3***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices.

PROJECT SUMMARY

US 52
On US 52 from MN 60 to MN 19 in Goodhue County

State Project Number 2506-83
Hwy 52 Southbound Improvements: Hader

Reconstruct southbound lanes of Hwy 52 near Hwy 19 to near Hwy 60 and resurface northbound lanes from Hwy 60 to CR 7. Potential new interchange and bridge at Hwy 52 and Hwy 57 intersection at Hader

RECENT CHANGES & UPDATES

An interchange is now recommended at Hwy 52 and Hwy 57 in Hader.

PROJECT HISTORY

The existing pavement consists of a 20-foot concrete pavement overlaid with variable depth bituminous surfacing. Significant longitudinal cracking and deterioration is evident along the project length, primarily caused by the underlying narrow concrete pavement structure originally placed in 1920s. The roadway section has been subsequently widened and overlaid with bituminous pavement. However, due to the asymmetric widening (resulting in centerline shift) and performance of the widened sections, the roadway continues to demonstrate significant cracking and deterioration in the wheel paths.

PROJECT RISKS

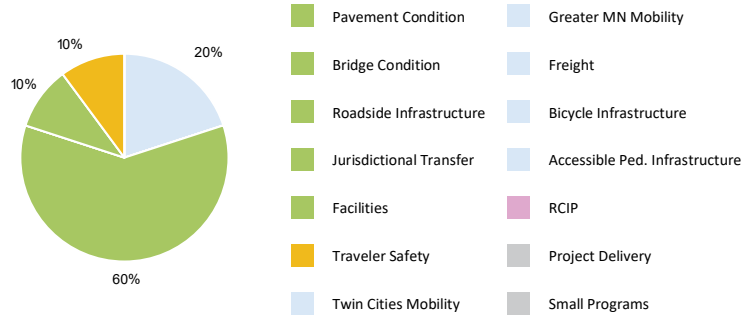
Project risks for costs and schedule delays include acceptance of project and cost participation by affected municipalities, coordination with utilities for relocations with accordance to freeway accommodation and unknown final pavement selection.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	10/27/2017
Current Letting Date:	1/27/2021
Construction Season:	2018-2023
Estimated Substantial Completion:	11/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

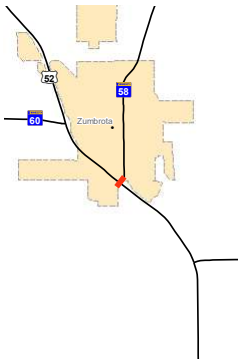
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	59.4
Post Letting Construction Costs:	0.4	3.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	8.5
Construction Engineering:	0.32	3.2
Right of Way:	0	2.9
Total:	***6.9***	***77.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Current estimate reflects from a revised scoping report signed August 2018. Base estimate was for a preservation project not the revised scope to reconstruct SB TH52, which increased the estimated cost significantly plus the interchange.

PROJECT SUMMARY



MN 58
On MN 58, replacing bridge 9661 in Zumbrota
Bridge 9661
State Project Number 2510-50

This project consists of grading, bituminous surfacing, adding roundabouts, ADA improvements, lighting and replacing a bridge over TH 52 along Hwy 58 in Zumbrota.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

PROJECT HISTORY

The project was originally scoped for a replacement of the bridge in its current location. During the design process and local coordination, the project evolved based on new needs and construction staging to maintain access. Changes include building the new bridge off-line and with a round-about termini. This allowed access to be maintained for the majority of the construction process.

PROJECT RISKS

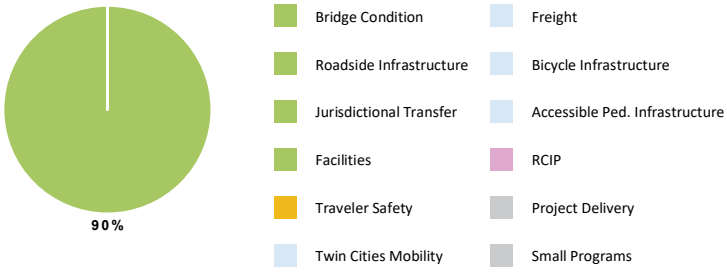
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/21/2016
Municipal Consent Approval Date:	8/4/2016
Geometric Layout Approval Date:	5/11/2016
Construction Limits Established Date:	5/11/2016
Original Letting Date:	1/27/2017
Current Letting Date:	1/27/2017
Construction Season:	2017-2018
Estimated Substantial Completion:	5/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	5.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.48	1.2
Construction Engineering:	0.32	0.5
Right of Way:	0	0.2
Total:	***5.9***	***7.9***

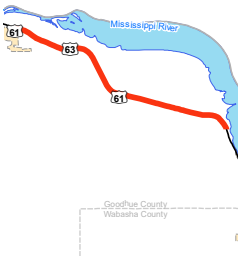
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based off of a scoping report while the current estimate the reflects construction close out costs to date. The current letting cost is reflective of changes during the design process and local coordination. This includes changes from the original scope to build the new bridge off-line and with round-about termini. This change allowed access to be maintained for the majority of the construction process.

PROJECT SUMMARY

US 61
On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing



State Project Number 2513-97
Hwy 61 Reconstruct: Lake City

Resurface Hwy 61 from north of Lake City to Red Wing

RECENT CHANGES & UPDATES

The original project was not scoped to included passing lanes or intersection improvements.

PROJECT HISTORY

The purpose of the project is to improve the ride quality and extend the useful life of thepavement. Additionally safety improvement will be completed with the construction of passing lanes and right turn lanes.

PROJECT RISKS

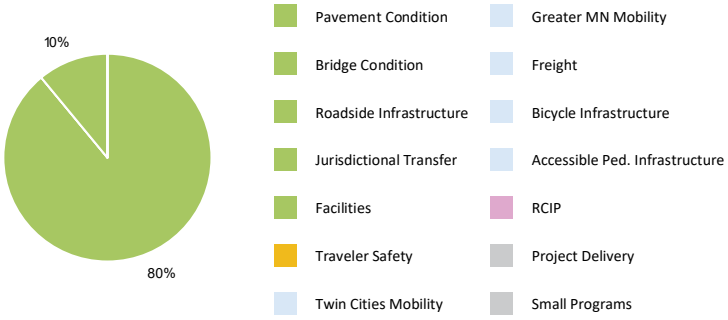
Additional work has been added to the original project scope for passing lanes and intersection improvements which could affect project delivery schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/19/2021
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	10/15/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

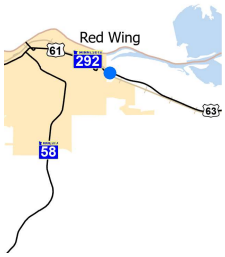
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	7.2
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.7	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***7.2***	***9.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2019 scoping report. Current estimate reflects additional work added to the project scope.

PROJECT SUMMARY



US 61
On Hwy 61, Bridge 6776 in Red Wing
Bridge 6776
State Project Number 2513-98

Replace Hwy 61 bridge over railroad east of Red Wing

RECENT CHANGES & UPDATES

Consultant contract is being initiated to complete design.New bridge will be reconstructed to the north, requiring a realignment of Hwy 61. This will allow traffic to be maintained during construction.

PROJECT HISTORY

The purpose of the project is to provide a structurally sound crossing on TH 61 over the CP Rail tracks with a structure that meets all current design standards for bridges, roadway geometrics, and railroad overpasses.Bridge 6776 on TH 61, built in 1955, is located over the Canadian Pacific Railroad on the south side of Red Wing, MN and is in need of replacement. The deck is beginning to deteriorate on both the top and bottoms sides. The substructure is also deteriorating and has section loss in the steel beams. The clearance over the railroad has an NBI rating of 4. The geometry of the deck also has an NBI rating of 4. It has a sufficiency rating of 81.5 and the current ARP Rail Rating does not meet standards. The current width of the bridge is 40 ft. The bridge also should be considered for realignment as it is located on curve. The AADT was 7300 as of 2015 with a HCAADT of 630.

PROJECT RISKS

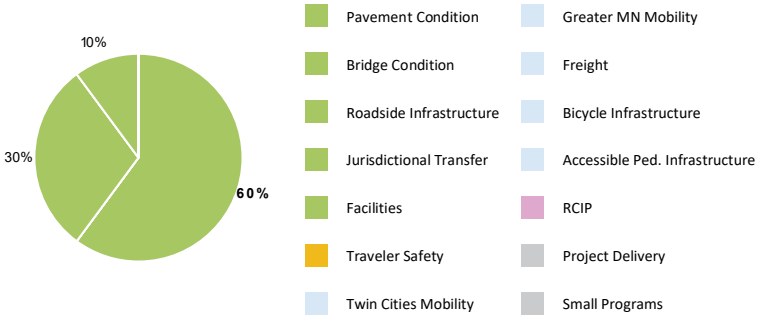
Competitive bids may be higher or lower than expected. Coordination with the CP Railroad will be needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	10/15/2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

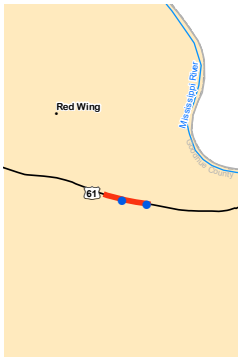
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	7.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0.1
Total:	***9.2***	***9.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate reflects the scoping estimate from 2019.

PROJECT SUMMARY



US 61
On US 61, bridges 6483 and 6482 in Red Wing
Bridge 6483; 6482
State Project Number 2514-121

Replace bridge on Hwy 61 in Red Wing over Withers Harbor Dr. Fill in abandoned railroad tunnel under Hwy 61

RECENT CHANGES & UPDATES

The district has completed conceptual layouts and staging plans to reduce project risks, identify impacts and refine cost estimates.

PROJECT HISTORY

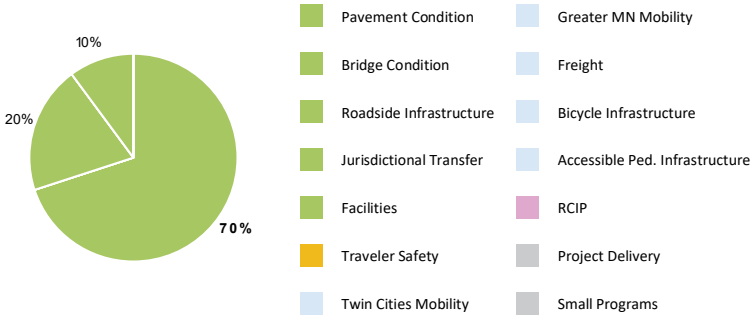
The project calls for the replacement of bridge 6483 because of its age and condition, along with reconstruction of the approaches to the bridge. It also removes bridge 6482 in Red Wing.

PROJECT RISKS

Competitive bids may be higher or lower than expected. Municipal consent will be needed.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	9.8
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.8	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***10.1***	***11.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

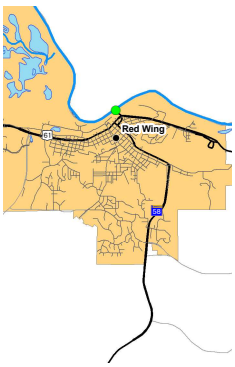
SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/27/2017
Current Letting Date:	12/16/2022
Construction Season:	2023-2024
Estimated Substantial Completion:	11/2024

COST ESTIMATE ASSUMPTIONS

Baseline estimate from 2013 scoping report with FY18 letting. Current estimate based upon today's dollars with FY23 letting.

PROJECT SUMMARY



US 63
Hwy 63 bridge over the Missippi River and Hwy 61
Bridge 9040; 9103
State Project Number 2515-21
Hwy 63 Bridges over Mississippi River and Hwy 61: Red Wing

Hwy 63 Red Wing Bridge replacement (carry-over)

RECENT CHANGES & UPDATES

The project was let on March 8, 2017. Bids were competitive and significantly lower than the engineer's estimate. Construction began in spring 2017.

PROJECT HISTORY

Bridge 9040 is fracture critical and was put on the Chapter 152 Bridge list in 2008. Bridge 9103 is on the National Register. The original primary needs were to provide structurally sound crossings of the Mississippi River and Hwy 61, but after a traffic analysis, it determined that mobility in Red Wing should also be addressed. The recommended approach in Red Wing is the buttonhook design creating a new signalized intersection with Hwy 61 and Hwy 63. A jughandle design will be constructed on the Wisconsin approach. A steel box girder structure over the Mississippi River was selected as the recommended bridge type. A two-lane structure will only be constructed to meet immediate needs of capacity while preserving the right of way for a future four-lane when it is warranted. The letting date was moved from Feb. 24, 2017 to March 8, 2017 to allow for a six-week advertise period due to the size of the project.High water and river flooding has impacted the project construction schedule.

PROJECT RISKS

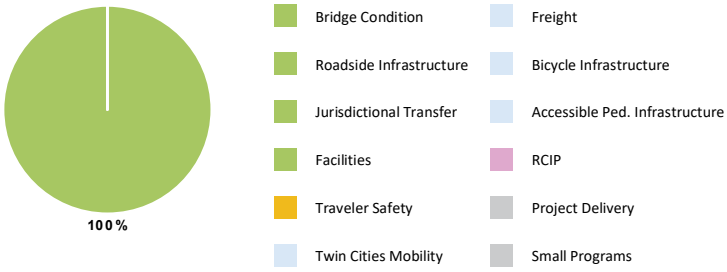
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/21/2016
Municipal Consent Approval Date:	11/23/2015
Geometric Layout Approval Date:	2015
Construction Limits Established Date:	7/7/2015
Original Letting Date:	11/1/2017
Current Letting Date:	3/8/2017
Construction Season:	2017-2020
Estimated Substantial Completion:	8/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	80	63.5
Post Letting Construction Costs:	8	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	6	8
Construction Engineering:	4	5.3
Right of Way:	2	1.4
Total:	***100***	***80.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is assumed project costs for all agencies (Minnesota and Wisconsin), but the current estimate is the letting cost and includes the Minnesota portion only.

PROJECT SUMMARY

MN 16
On MN 16 from I 90 to Tracy Road In Spring Valley in Fillmore and Mower Counties

Bridge 50X06, 50X05, 50X04

State Project Number 5003-17
Hwy 16 Resurfacing: Dexter to Spring Valley

Repave Hwy 16 and improve pedestrian accessibility I-90 to Tracy Road In Spring Valley and replace bridge Nos. 6045, 6046 and 6047

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is to be completed fall 2019.

PROJECT HISTORY

In 2017 this project had three box culvert bridges added to the scope. The scope baseline estimate was also updated to reflect lower bituminous unit prices than assumed when originally scoped. Therefore there was only a moderate increase in the current estimate from the baseline estimate. This segment of Hwy 16 is a rural 2-lane roadway. The pavement is beginning to deteriorate, which is expected to accelerate over the upcoming years. The project is needed to extend service life and improve ride quality. It includes safety and other improvements.

PROJECT RISKS

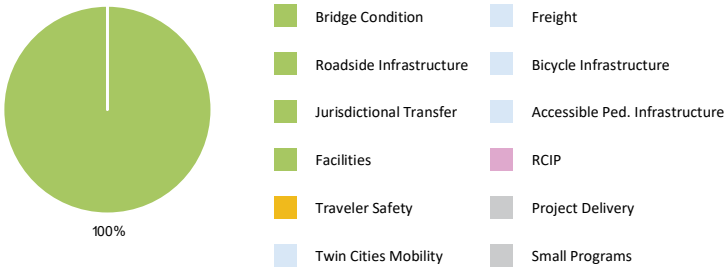
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/3/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/15/2017
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	11/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

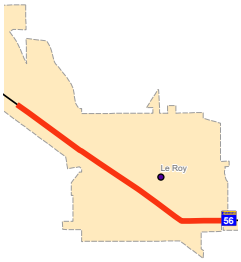
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	5.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.4
Right of Way:	0	0.2
Total:	***8.5***	***7.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2015 scoping report with a FY19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 56
On MN 56 from eastern city line to 770th Ave in Le Roy

State Project Number 5005-68

Reconstruct Hwy 56 from the eastern part of the city to north of 770th Ave.

RECENT CHANGES & UPDATES

Final geometric layout is to be approved Fall 2020. Project will require detours to complete construction.

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards.

PROJECT RISKS

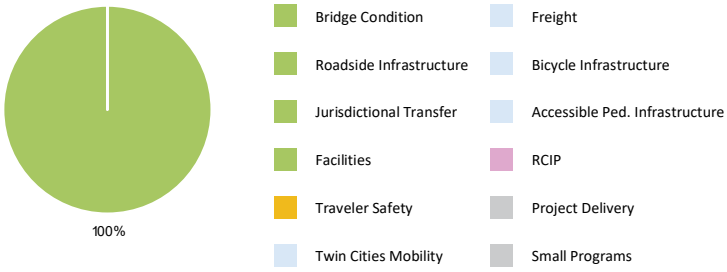
Competitive bids may be higher or lower than expected. Municipal consent will be needed.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	11/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

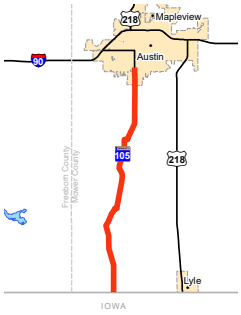
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	7.8
Post Letting Construction Costs:	0	0
Other Construction Elements:	2.1	0.6
Preliminary Engineering:	0.7	0.9
Construction Engineering:	0.5	0.6
Right of Way:	0.05	0.1
Total:	***8.25***	***10***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on an approved scoping report. Current estimate reflects estimate from approved scoping report.

PROJECT SUMMARY



MN 105
On Hwy 105 from Iowa state line along 11 miles towards Austin

State Project Number 5007-34

Resurface Hwy 105 from the Iowa state line to Turtle Creek in Austin

RECENT CHANGES & UPDATES

Project was delayed to FY22 due to negotiations for turnback of Hwy 105.

PROJECT HISTORY

The purpose of this project is to extend pavement service life and provide a safer roadway. TH 105 is a 2-lane undivided, rural highway between Austin and the Minnesota-Iowa border. The roadway supports a higher than average daily traffic count that is expected on the rural portion. The urban segment has a higher than expected crash rate. The ride quality was fair but the rating has deteriorated quickly and is now rated at poor.Project was delayed to FY22 due to negotiations for turnback of Hwy 105.

PROJECT RISKS

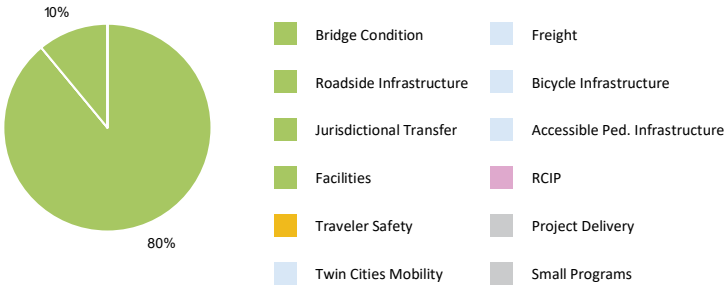
Hwy 105 is currently being considered as a turnback with Mower County. Negotiations are currently ongoing.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/15/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/20/2018
Original Letting Date:	12/20/2019
Current Letting Date:	12/18/2021
Construction Season:	2022
Estimated Substantial Completion:	10/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	3.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.3
Right of Way:	0.1	0
Total:	***5.8***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based off of a June 2018 estimate from a final scoping document. The current estimate reflects an adjustment for an error in the scoping estimate and adjustment for revised inflation factors.

PROJECT SUMMARY

US 218
On US 218, West Junction over I-90
Bridge 50803, 50804
State Project Number 5009-34
I-90 Bridge Replacements: Austin

Replace northbound and southbound Hwy 218 bridges over I-90 in Austin

RECENT CHANGES & UPDATES

Project was moved from FY21 to FY22, due to additional time needed to evaluate bridge design alternatives.

PROJECT HISTORY

The need for this project was studied with a pre-scoping corridor study for the I-90 bridges in Austin. Project was initially a rehab project and was up-scoped to a bridge replacement after additional condition issues were discovered during the most recent bridge safety inspection including expansion joint deterioration, deterioration at the ends of multiple prestressed beams and pier cap deterioration at piers 1 and 3 (under joints). The existing bridges were built in 1966 and have significant condition issues. The southbound bridge (50803) is also considered functionally obsolete. In addition, the bridges were identified by Austin as a priority for replacement during the corridor study conducted for I-90 through the city.

PROJECT RISKS

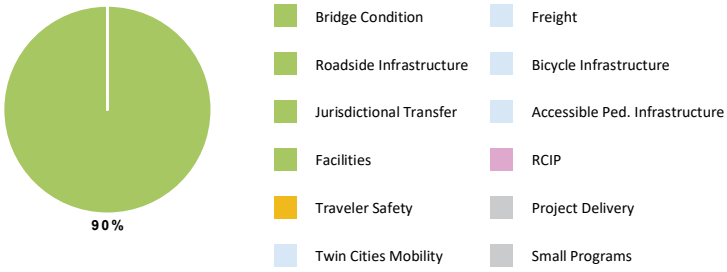
Alignments are being reviewed to avoid staging. This would have additional pavement costs and increase the estimate. The substandard design ramps may require additional ramps pavement needing to be reconstructed as part of the project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/29/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	9/30/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	9.8
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0.85	0
Preliminary Engineering:	1	1.4
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***10.95***	***13.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report signed in 2018 and assumes replacement of both bridges with a single structure and constructing a bridge half at a time using staged construction.The current estimate reflects adjustment to contingency factors and inflation rates and moving project to FY22.

PROJECT SUMMARY

I-90

On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (

Bridge 6868; 6869; 9178; 9179; 9180; 9183; 9201

State Project Number 5080-170

Replace 5 bridges and repair 3 others in Austin. Replace I-90 eastbound and westbound bridges over Cedar River, Mower CR 45 bridge over I-90 , Hwy 105 over I 90 and Hwy 218 bridge over I-90. Repair eastbound and westbound I-90 bridges over 6th St

RECENT CHANGES & UPDATES

A pre-scoping corridor study for the I-90 bridges in Austin once included work on Bridges 9504, 50803, and 50804 which will be constructed in FY21.

PROJECT HISTORY

The need for this project was studied with a pre-scoping corridor study for the I-90 bridges in Austin. The existing bridges were built from 1958 to 1959. Bridge 9180 is functionally obsolete with poor deck condition and geometry and Bridge 9201 is structurally deficient. Both have insufficient vertical clearance over the Interstate. Bridges 6868 and 6869 both have significant scour conditions at the pier. Bridge 9183 has vertical clearance, deck geometry and structural condition issues. Operational and safety issues at ramp intersections were also identified for offset ramps at WB I-90 and 4th Street (Bridge 9180), at 21st Street (Bridge 9201), and WB I-90 4th Street. This project will address the bridge condition issues for the seven bridges identified. Of the seven bridges, five structures were recommended for replacement: 9180, 9183, 9201, 6868, and 6869. Bridges 9178 and 9179 are recommended for rehabilitation to extend the useful life of those structures.A pre-scoping corridor study for the I-90 bridges in Austin once included work on Bridges 9504, 50803, and 50804 which will be constructed in FY21.

PROJECT RISKS

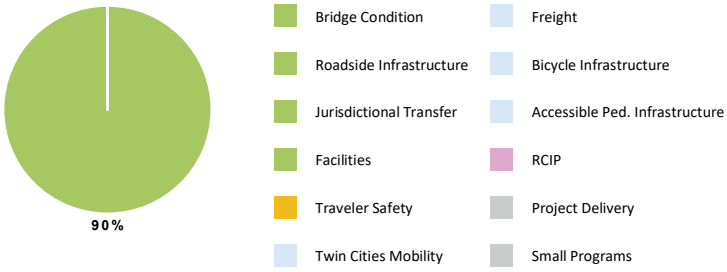
Substandard ramp designs and change in vertical profile will result in additional ramp reconstruction. Need for noise abatement adding additional project cost. Unidentified utilities could cause project delays or additional project cost to relocate.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	
Current Letting Date:	1/27/2023
Construction Season:	2023-2025
Estimated Substantial Completion:	11/2025

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

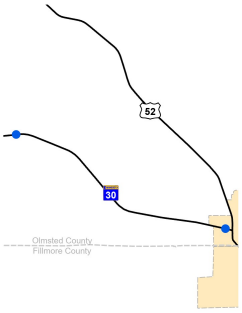
	Baseline Estimate	*Current Estimate*
Construction Letting:	30.4	28.4
Post Letting Construction Costs:	0	1.1
Other Construction Elements:	2.4	0
Preliminary Engineering:	2.2	3.4
Construction Engineering:	2.2	2.3
Right of Way:	0.1	0
Total:	***37.3***	***35.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based from corridor study recommendations. Current estimate reflects adjustment to contingency factors and inflation rates.

PROJECT SUMMARY



MN 30
On MN 30 replace bridges 9008 and 9009 in Olmsted County
Bridge 9009, 9008
State Project Number 5505-27

Replace Hwy 30 bridge over Mill Creek in Chatfield and bridge over North Branch Root River west of Chatfield

RECENT CHANGES & UPDATES

The project will include reconstruction of Hwy 30 from Hwy 52 to Mill Creek Road. This will be an urban section and include sidewalk.

PROJECT HISTORY

Bridge 9008 over Mill Creek was constructed in 1956. The bridge is rated fair to poor with a substandard bridge railing. There are many signs of physical deterioration of the bridge structure outlined in the bridge inspection report where replacement of the bridge is recommended. Bridge 9009 over the North Branch of the Root River was constructed in 1956. It is in need of repair. The existing bridge has a rating of fair to poor, approach panels having noticeable settlement, substructure spalling and cracking and the bearings not functioning appropriately. The project is needed to address these deficiencies.The project will include reconstruction of Hwy 30 from Hwy 52 to Mill Creek Road. This will be an urban section and include sidewalk.

PROJECT RISKS

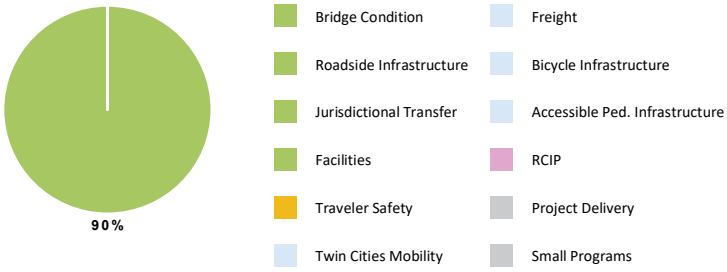
Coordination with the city for inclusion of additional features on the bridge is a risk.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	01/28/2022
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	11/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

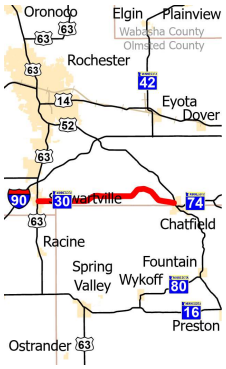
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	5.7
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.14	0
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.3	0.5
Right of Way:		0.1
Total:	***4.34***	***7.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate from 2016 scoping report with FY20 letting that involved replacement of Br. 9008 and re-decking Br. 9009. Current estimate reflects upscope to replacement of both bridges and a FY21 letting

PROJECT SUMMARY



MN 30
On MN 30 from US 63 in Stewartville to US in Chatfield

State Project Number 5505-30

Resurface Hwy 30 from Hwy 63 to Hwy 52

RECENT CHANGES & UPDATES

The city of Stewartville has requested extending a bike path along Hwy 30 within the project limits.

PROJECT HISTORY

The purpose of this project is to restore the RQI, extend pavement service life and provide a safer traveled way. Additionally, sidewalks and pedestrian ramps within the City of Stewartville do not meet current ADA standards. TH 30 is a 2-lane undivided, rural highway between the city of Stewartville and Chatfield. The majority of the roadway from the junction of US 63 to US 52 RQIs on this roadway are projected to be 1.2 to 1.4 in 2024, which is considered to be poor condition. A resurfacing will protect the remaining pavement and improve the ride quality. Additionally, traffic signal at US63 and Hwy 30 has reached the end of its useful life will be replaced.

PROJECT RISKS

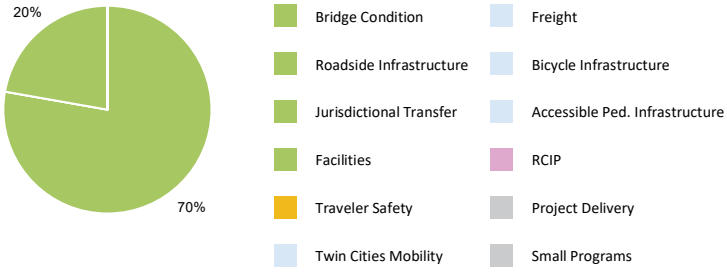
Competitive bid may be higher or lower than expected. Municipal consent may be needed if bike path is added as part of the project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	01/01/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	10/15/2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

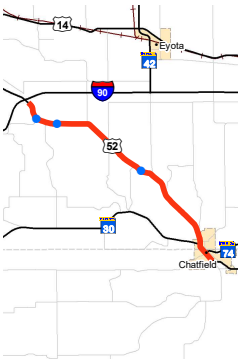
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	7.7
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0.5	0.52
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0.1	0.1
Total:	***9.8***	***9.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline and current estimates are based off a signed scoping report.

PROJECT SUMMARY



US 52
On US 52 from I-90 to Chatfield

Bridge 6124; 8182; 8183, 55X25, 55X23, 55X24

State Project Number 5507-64

Hwy 52 Roadway Improvements: Marion to Chatfield

Repave Hwy 52 and make pedestrian improvements from Fillmore CR 5 in Chatfield to I-90 and replace Bridge Nos. 6124, 8182 and 8183

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction completion is on schedule for fall 2019.

PROJECT HISTORY

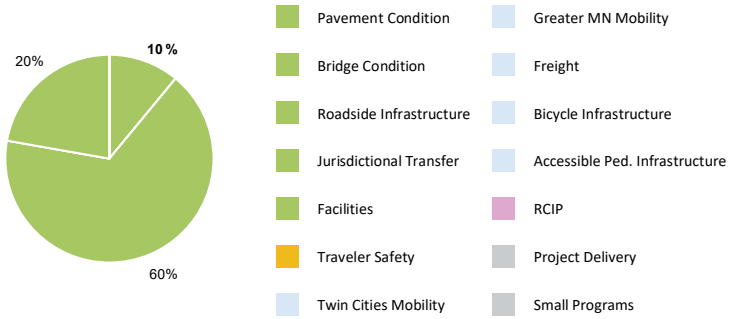
This project will preserve the existing roadway structure, extend pavement life and improve ride quality. The project changed from a regrade to a mill and overlay based on district priorities and funding issues. The project includes bridge replacements originally part of SP 5507-65. This project is also associated with SP 2311-31.

PROJECT RISKS

No outstanding risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	8.8
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.7
Right of Way:	0	0.7
Total:	***5.8***	***11.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

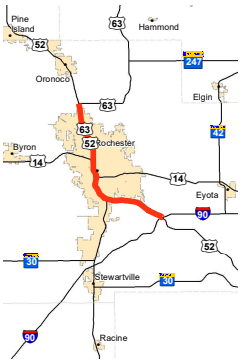
SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/29/2017
Construction Limits Established Date:	6/7/2015
Original Letting Date:	10/26/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	10/2019

COST ESTIMATE ASSUMPTIONS

Current estimate was updated to reflect current inflation factors. The additional items added to the project plus right of way costs increased the current estimate. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



US 52
On US 52 from just south of I 90 to US 63 in Olmsted County

State Project Number 5507-69
Hwy 52 Rochester Resurfacing: Rochester

Hwy 52 Repaving, ADA Improvements and Bridge Replacements - Bridge Nos. 614, 8182 and 8183 From Fillmore County Rd 5 in Chatfield To I-90, Repaving Hwy 52 South of I-90 to Hwy 63

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction is complete.

PROJECT HISTORY

In 2017 the project was advanced into March 2018 as an ELLA. The pavement along Hwy 52 from Hwy 63 to I-90 is starting to show signs of deterioration and has seen accelerating deterioration in recent years. This segment of Hwy 52 is a 4-lane divided, rural expressway. The ride quality index has dropped in both directions from 2010 to 2015. Potholes are starting to develop at the transverse joints in the concrete from damage caused by freezing and thawing, which creates maintenance and safety issues.

PROJECT RISKS

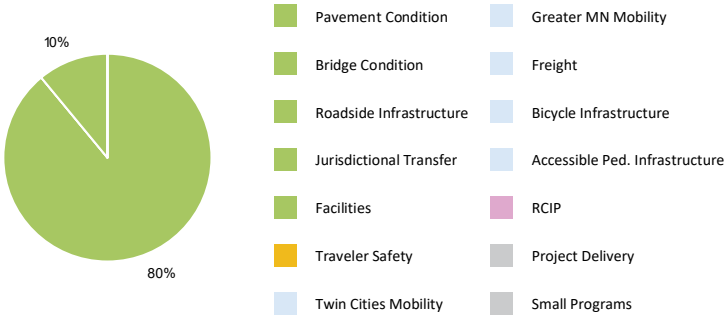
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/22/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/8/2017
Original Letting Date:	11/22/2019
Current Letting Date:	4/27/2018
Construction Season:	2018
Estimated Substantial Completion:	10/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

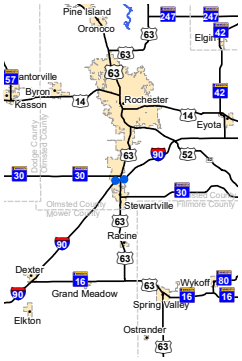
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	6.2
Post Letting Construction Costs:	0.5	-0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.2
Construction Engineering:	0.48	0.3
Right of Way:	0	0
Total:	***8.1***	***6.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



US 63
On US 63 from eastbound I 90 to westbound I 90 in Stewartville

Bridge 9889, 9890

State Project Number 5509-84
Hwy 63 and I-90 Interchange Improvements: North of Stewartville

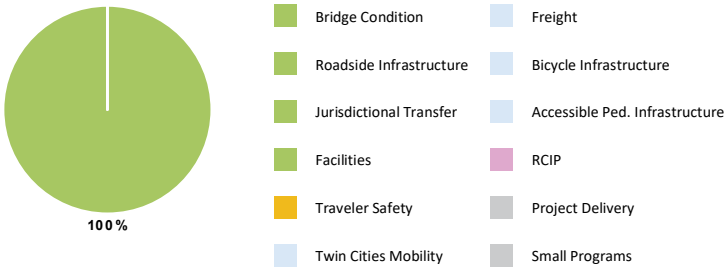
Replace the northbound and southbound Hwy 63 bridges over I-90. Construct and expand interchange ramps and install cable median barrier

RECENT CHANGES & UPDATES

Project is on schedule to start construction in 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

The project had originally entered the scope as a bridge replacement project. Due to safety and operational concerns a pre-scoping study was initiated to study the interchange. Due to change in funding the project was moved from original letting into the CHIP in FY25. Due to costs savings and changing program needs, funding was available and the project advanced back into the STIP.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	14.9	15.9
Post Letting Construction Costs:	1.1	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.56	1.7
Construction Engineering:	1.04	1.4
Right of Way:		1.3
Total:	***18.6***	***22***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

No outstanding risks.

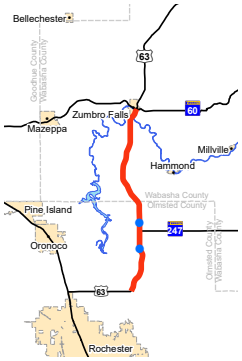
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/26/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/29/2018
Construction Limits Established Date:	1/2/2019
Original Letting Date:	1/25/2019
Current Letting Date:	2/28/2020
Construction Season:	2020-2021
Estimated Substantial Completion:	11/2021

COST ESTIMATE ASSUMPTIONS

The current estimate is based on the final scoping report signed May 2018, and data from the pre-scoping study. Costs reflect current construction cost data and a reduced contingency factor. The baseline estimate is a pre-scoping level cost estimate only and was based on high-level assumptions for quantities based on the proposed work and high contingency factor for project risks.

PROJECT SUMMARY



US 63
On US 63 from CSAH 33 to south of TH 60 in Olmsted and Wabasha Counties

Bridge 8831; 8313

State Project Number 5510-84
Hwy 63 Resurfacing: Between Rochester and Zumbro Falls

Concrete Overlay On Blacktop From Olmsted County Road 33 To 0.3 Mi S Hwy 60 And Replacement Of Bridge Nos. 8831 And 8313 Over Stream, ADA Improvements

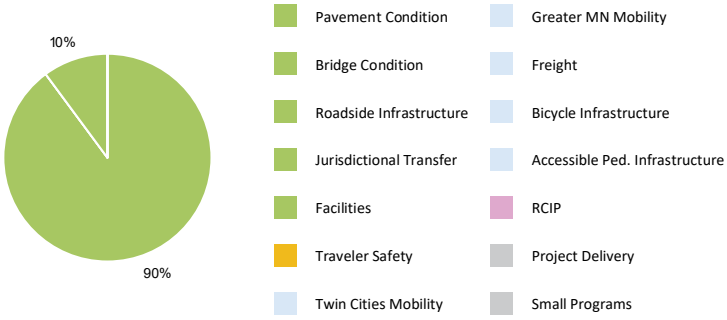
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in August 2018.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

In 2017, project limits previously were from 75th Street in Olmsted County to Wabasha County Road 78 and programmed as a bituminous mill and overlay. In 2016, the limit was changed to begin at 75th Street and end at Hwy 60 in Zumbro Falls and replace two box culvert bridges. This section of Hwy 63 is a two-lane rural highway. The ride quality index is low and starting to show signs of deterioration, which will be addressed to extend pavement life.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.84	0.5
Construction Engineering:	0.56	0.4
Right of Way:	0.2	0.2
Total:	***9.1***	***8.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

No outstanding risks.

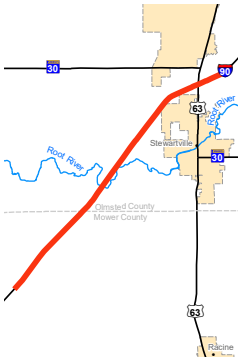
SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	7/6/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/1/2016
Original Letting Date:	1/26/2018
Current Letting Date:	2/23/2018
Construction Season:	2018
Estimated Substantial Completion:	8/2018

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the base-line cost estimate for this project. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-90
On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties

State Project Number 5580-94

Resurface I-90 from east of Mower CR 1 to east of Hwy 63

RECENT CHANGES & UPDATES

Bridge 9859 was to have pier struts constructed as part of the project, but this was removed because Bridge No. 9859 is being looked at as a potential bridge replacement in the future.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. This segment of roadway received a bituminous mill and overlay in 2009. It is estimated that the RQI will deteriorate by 2023. There is also a bridge (9858) along the corridor that is being recommended for an overlay to maintain and extend the service life of the structure. Some safety improvements were identified as well including pier crash struts and updating guardrail to meet current standards.Bridge 9859 was to have pier struts constructed as part of the project, but this was removed because Bridge No. 9859 is being looked at as a potential bridge replacement in the future.

PROJECT RISKS

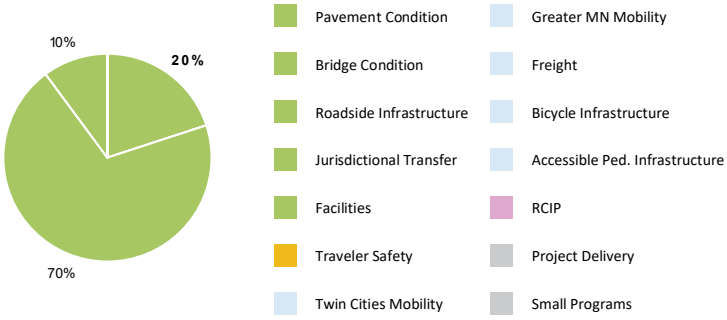
If Bridge Office does not allow the overlay to be staged half-at-a-time, crossovers could be required for traffic control staging.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/18/2022
Current Letting Date:	1/28/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	11/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

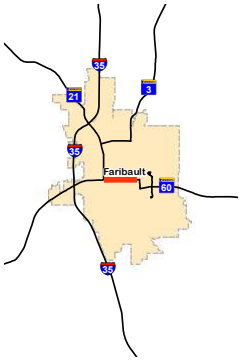
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.9***	***6.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report signed in 2019. The current estimate does reflect costs for the additional work at the rest stop and adjustments from revised inflation factors.

PROJECT SUMMARY



MN 60
On MN 60 from MN 21 to Central Avenue in Faribault

State Project Number 6607-50
Hwy 60 Downtown Faribault Reconstruct: Faribault

Reconstruct and improve pedestrian accessibility Hwy 60 In Faribault from Hwy 21 to Central Ave

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction is complete.

PROJECT HISTORY

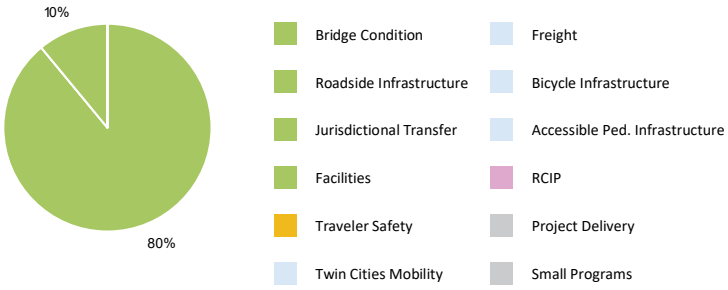
The city and MnDOT agreed to terms for the project in the letter of intent to upscope project to reconstruction with the city serving as the lead agency.

PROJECT RISKS

No outstanding risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	0
Post Letting Construction Costs:	0.4	0
Other Construction Elements:	0	6.2
Preliminary Engineering:	0.48	0.1
Construction Engineering:	0.32	0.1
Right of Way:	0.1	0
Total:	***5.2***	***6.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

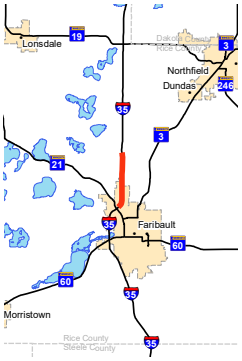
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	12/6/2016
Municipal Consent Approval Date:	10/24/2017
Geometric Layout Approval Date:	8/29/2017
Construction Limits Established Date:	8/29/2017
Original Letting Date:	12/15/2018
Current Letting Date:	12/15/2018
Construction Season:	2017-2019
Estimated Substantial Completion:	11/2019

COST ESTIMATE ASSUMPTIONS

The MnDOT share is capped at $6.37 million for this locally led/let project. The city is responsible for costs above this amount. Current estimate reflects construction close out costs to date for MnDOT share of project.

PROJECT SUMMARY



I-35
On I-35 from 0.1 MI N MN 21 to 0.1 MI N CSAH 9 in Rice County

State Project Number 6680-113
I-35 Concrete Overlay: Faribault

I-35 Repaving Southbound Lanes From Hwy 21 To Rice County Road 9

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction is complete.

PROJECT HISTORY

Purpose of the project is to improve ride quality and service life on I-35 and improve safety of TH 21 exit movement southbound. Project is located near Faribault north of the Hwy 21 interchange. The original project was a mill and overlay of I-35. A second project was merged with it to lengthen the I-35 deceleration lane onto TH 21 southbound. Then the project was advanced 2 years. The project was up scoped to an unbonded overlay. Questions about the exit loop arose so the geometry at the top of the loop was added. The project was extended south. Then the exit loop was extended to a full regrade. Finally with the geometric layout bridge rail revisions are being added.

PROJECT RISKS

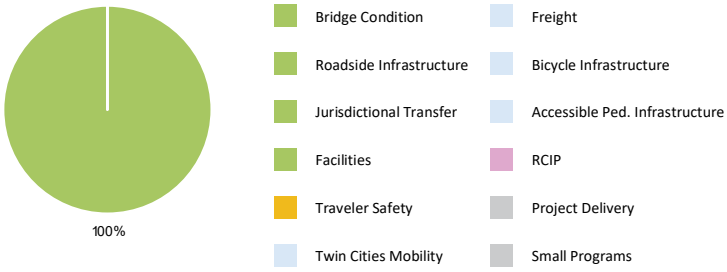
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/23/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/30/2017
Construction Limits Established Date:	11/30/2017
Original Letting Date:	11/16/2018
Current Letting Date:	5/18/2018
Construction Season:	2018
Estimated Substantial Completion:	10/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

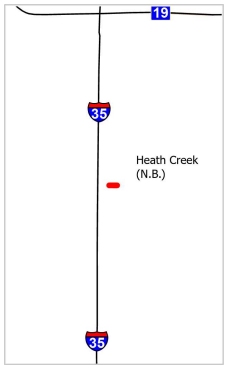
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.8	6.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.24	0.3
Construction Engineering:	0.16	0.4
Right of Way:	0	0
Total:	***2.4***	***7.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate from initial 2015 scoping report for mill and overlay pavement preservation. FY19 letting date. Project later upscoped to an unbonded concrete overlay. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-35
On I-35 from Heath Creek Rest Area to Heath Creek Rest Area in Rice County

State Project Number 6680-116
I-35 Heath Creek Rest Area Reconstruction: NB on I-35

I-35 northbound reconstruct Heath Creek Rest Area parking lot.

RECENT CHANGES & UPDATES

There are no updates for this project in 2020.

PROJECT HISTORY

This project is the reconstruction of the Health Creek Rest Area off I-35 northbound which includes the reconstruction of existing parking lots, portions of the access ramp connections and the sidewalks, and upgrading the parking area lighting system. The proposed project is a major freight route highway in the upper Midwest and eastern Minnesota. I-35 is a rural four-lane interstate with a 2016 traffic count of 39,500 Average Annual Daily Traffic and 2016 heavy commercial vehicle traffic count of 6,500 Heavy Commercial Average Annual Daily Traffic near the rest area. The general setting on the project area is rural with scattered commercial and residential land uses, with most of the area undeveloped. The Health Creek rest Area is a modern rest area with a small building, an outdoor play and pet exercise area, picnic shelters and tables and separate parking areas for cars and trucks. There are currently approximately 58 car parking stalls and 20 truck parking stalls. A paved sidewalk is located along both sides of the vehicle parking area and the north side of the truck parking lot that connects to the rest area building.

PROJECT RISKS

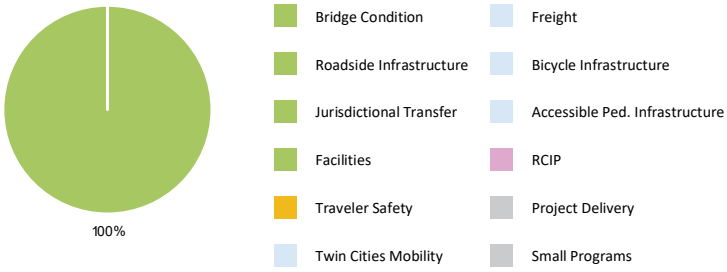
The project may impact existing rest area, travel information center, wayside, or scenic overlook.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	4/26/2019
Current Letting Date:	4/26/2019
Construction Season:	2019-2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

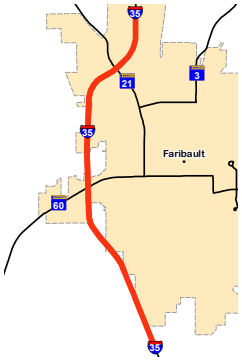
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	4.6
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.7***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices.

PROJECT SUMMARY



I-35
On I35, NB and SB from Rice CR48 to 0.1 mi no of MN21

State Project Number 6680-117

Resurface all I-35 lanes from Rice CR 48 to Hwy 21

RECENT CHANGES & UPDATES

A study is currently underway looking at what ramp modifications should be proposed at the TH 60 interchange.

PROJECT HISTORY

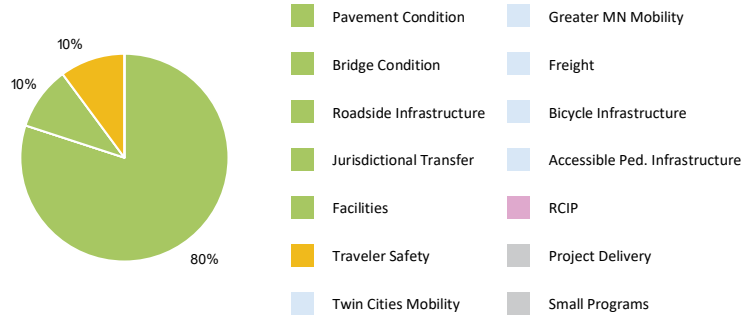
Purpose of the project is to improve ride quality and service life on I-35.This section of TH 35 is a 4-lane divided rural interstate principal highway with AADT of 27,000 (2016) and a HCADT of 4,450 (2016).

PROJECT RISKS

Competitive bid may be higher or lower than expected.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	15.3
Post Letting Construction Costs:	0.6	1.1
Other Construction Elements:	0	0.7
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1.2
Right of Way:	0	0
Total:	***16***	***19.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

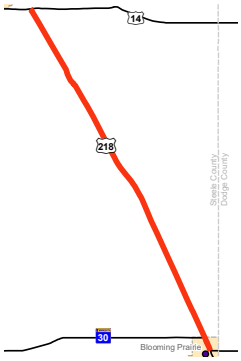
SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	10/15/2023

COST ESTIMATE ASSUMPTIONS

The baseline is based on a high level planning estimate from when the project entered the CHIP. The current estimate is from the final scoping report.

PROJECT SUMMARY



US 218
On US 218 from southern junction with MN 30 to US 14.

State Project Number 7408-50

Resurface Hwy 218 from Hwy 30 to Hwy 14

RECENT CHANGES & UPDATES

Intersection safety improvements are being evaluated to be included or removed from the project as noted in the project scope.

PROJECT HISTORY

The purpose of this project is to restore the RQI, extend pavement service life and provide a safer traveled way. TH 218 within the project limits is a 2-lane undivided, rural highway with an AADT between 5600 - 4600 (2015 counts) and a HCADT range of 335 – 380 (2013 counts). TH218 became a NHS route in 2016. TH 218 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH218 has a ride quality index (RQI) of 3.3 which is considered good but the roadway pavement does have a moderate remaining service life of 8 years due to condition and age. Multiple intersection have been identified in the District Safety Plan for needing improvement as well.

PROJECT RISKS

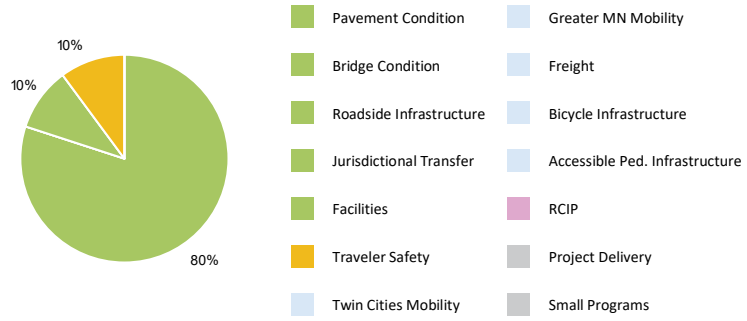
Competitive bid may be higher or lower than expected. Agreement with the railroad is needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/18/2022
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	10/15/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

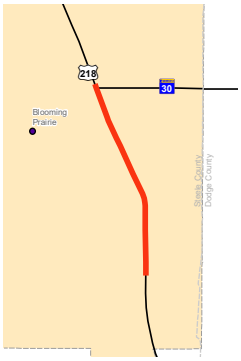
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0.1
Total:	***8.9***	***8.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates is based on a scoping report finalized in 2020.

PROJECT SUMMARY



US 218
On US 218 from TH 30 to TH 30 in Blooming Prairie

State Project Number 7408-54
Hwy 218 Reconstruct: Blooming Prairie

Reconstruct Hwy 218 in Blooming Prairie from 3rd St NE to Hwy 30 on the north side of town

RECENT CHANGES & UPDATES

The project limits are being reviewed to include additional geometric and traffic safety improvements.

PROJECT HISTORY

This segment of TH218 is an urban 4-lane highway with undivided sections. The current Pavement Ride Quality Index is "very poor" and service life has been exceeded within the Blooming Prairie city limits. The pavement is showing signs of deterioration, which is expected to accelerate over the upcoming years. There is an existing concrete pavement that was placed in 1954. The exposed concrete has excessive failed joints and cracking. The purpose of the project is to reconstruct the roadway providing for a safer travel way and to include bicycle and pedestrian needs within the corridor.

PROJECT RISKS

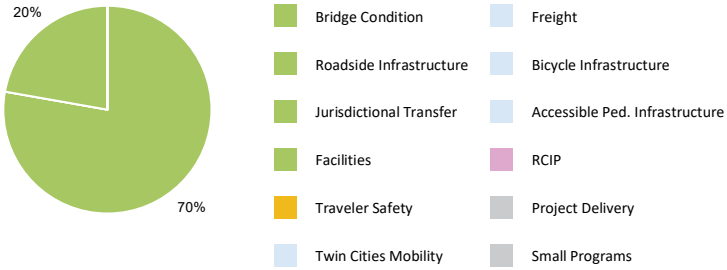
There is a high risk of contaminated materials needing mitigation as part of the construction. Also there has been additional geometric and traffic safety needs identified which may cause the project limits to be extended.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	11/18/2022
Current Letting Date:	11/17/2023
Construction Season:	2023-2024
Estimated Substantial Completion:	11/2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

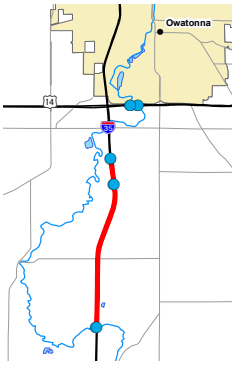
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	7
Post Letting Construction Costs:	1.8	0.5
Other Construction Elements:	1.3	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0.2	0
Total:	***10.9***	***9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based off a signed scoping report. The current estimate is the preliminary construction estimate based off of estimated quantities and average bid prices.

PROJECT SUMMARY



I-35
6 bridges on I-35 and 4 bridges on Hwy 14
Bridge 74807, 74808, 74823, 74824, 74804, 74803, 740
State Project Number 7480-126
Steele County Bridges: Near Owatonna

This project will be a design-build for replacement of six bridges on I-35 between Owatonna and Hope. The project also includes replacement of 4 bridges on Hwy 14 near Owatonna between I-35 and CR 45.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

PROJECT HISTORY

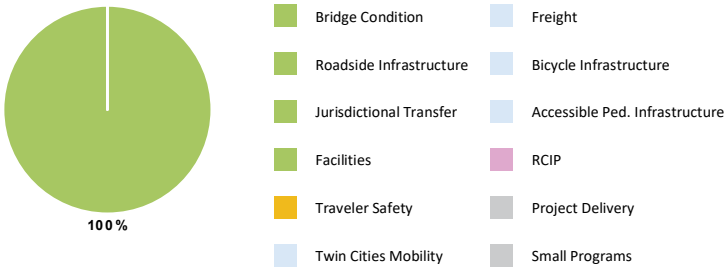
This project is being funded with additional state appropriation money. The project was initially funded at $30M to reconstruct all 10 bridges. The price for 9 bridges came in at $29.6M. The district identified a tenth bridge to include for a cost of a little over $3 million, which will be funded with district money.

PROJECT RISKS

No outstanding risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	27.3	26.4
Post Letting Construction Costs:	1.9	6
Other Construction Elements:	0	0.6
Preliminary Engineering:	2.58	6.3
Construction Engineering:	1.72	0.7
Right of Way:	0	0
Total:	***33.5***	***40***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

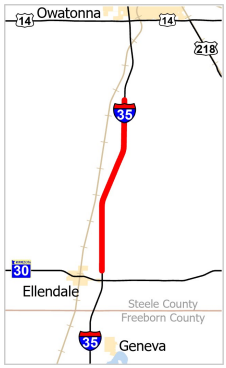
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	8/1/2010
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/1/2015
Construction Limits Established Date:	10/1/2015
Original Letting Date:	4/08/2016
Current Letting Date:	3/16/2016
Construction Season:	
Estimated Substantial Completion:	11/2018

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumed steel bridges on I-35 and Hwy 14 over the Union Pacific Railroad. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-35
I 35, SB from 0.5 mi N MN 30 to 1.13 mi N Br 74841

State Project Number 7480-133

Resurface southbound I-35 north of Hwy 30 to north of bridge in Steele County

RECENT CHANGES & UPDATES

This project was advanced into the STIP and is currently being scoped. The project is funded in FY24 but will be let in FY23.

PROJECT HISTORY

Purpose of the project is to improve ride quality and service life on I-35. It will include possible replacement of weighing in motion devices that are used as a screening tool for weight enforcement of vehicles.

PROJECT RISKS

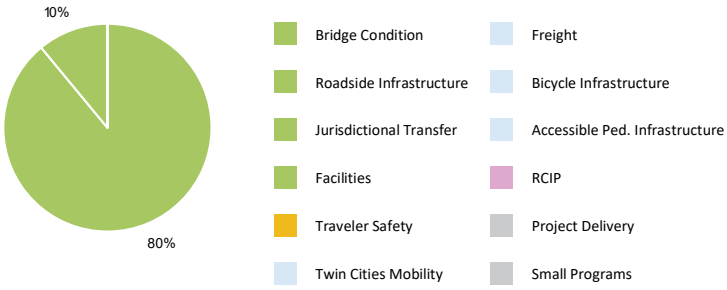
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/27/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	10/15/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline/current estimate is based on a high level planning estimate from when the project entered the CHIP.

PROJECT SUMMARY

MN 42
On MN 42 from MN 247 to US 61 in Wabasha County

State Project Number 7901-52
Hwy 42 Resurfacing: Plainview

Hwy 42 repave with asphalt from Hwy 247 in Plainview to Hwy 61 near Kellogg

RECENT CHANGES & UPDATES

Soil correction is being done with the project that is not part of the original scope. The project limits were adjusted due to construction of a reduced conflict intersection at Hwy 42 and Hwy 61. The RCI construction is part of 7904-44.

PROJECT HISTORY

Project was originally a FY2021 project. Within the project limits, TH 42 is a 2-lane undivided, rural highway. TH 42 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH 42 is considered fair but the roadway pavement does have a poor remaining service life of 0-3 years due to condition and age. The original project, as scoped, included dollars to improve the intersection of TH42/TH269/CR4/CR27, but was removed. Wabasha County will be constructing these improvements as part of a LPP project.Soil correction is being done with the project that is not part of the original scope. The project limits were adjusted due to construction of a reduced conflict intersection at Hwy 42 and Hwy 61. The RCI construction is part of 7904-44.

PROJECT RISKS

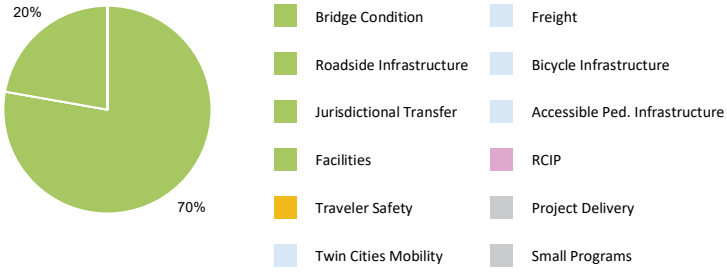
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	6/11/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	4/25/2018
Original Letting Date:	1/1/2021
Current Letting Date:	10/25/2019
Construction Season:	2020
Estimated Substantial Completion:	10/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	4.3
Post Letting Construction Costs:	0.7	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.3
Construction Engineering:	0.44	0.4
Right of Way:	0.3	0
Total:	***7.8***	***5.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

PROJECT SUMMARY

MN 60
On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties

Bridge 8676, 8890, 8841

State Project Number 7902-25

Hwy 60 Improvements: Zumbro Falls

Resurface Hwy 60 from Hwy 52 to Hwy 63 and make ADA improvements

RECENT CHANGES & UPDATES

Bridge 8676 was scoped as a box culvert bridge replacements. After the bridge scoping hydraulic analysis was completed, it was recommended to be replaced as a span bridge.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement in the project limits is showing signs of deterioration. The ride quality is expected to be poor in 2022. TH60 within Zumbro Falls has non-compliant ADA facilities and sanitary sewers from the 1920s that need replacement. Additionally the storm sewer is not designed to meet current standards. ADA facilities within Mazeppa do not meet current ADA standards. Bridge 8841 and 8890 are concrete box culverts built in 1954. Both culverts are exhibiting deterioration and are considered poor requiring increase maintenance time and cost to maintain. Bridge 8676 is also exhibiting the same issues built in 1948 and is included in the bridge replacement work.

PROJECT RISKS

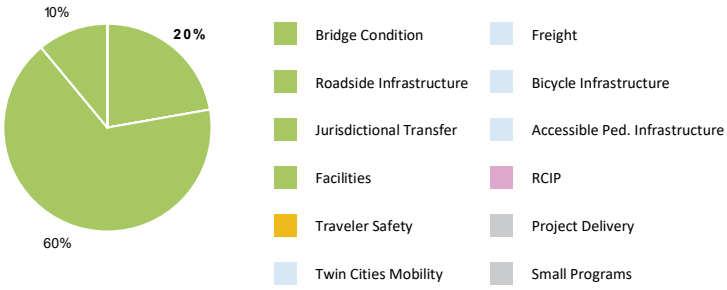
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	2/7/2020
Construction Limits Established Date:	3/24/2020
Original Letting Date:	11/17/2017
Current Letting Date:	10/22/2021
Construction Season:	2022
Estimated Substantial Completion:	11/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

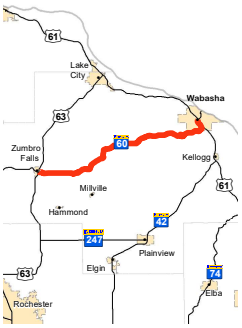
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.6
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	1.1
Construction Engineering:	0.72	0.7
Right of Way:	0.2	0.2
Total:	***12.3***	***12.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in June 2018.

PROJECT SUMMARY



MN 60
On MN 60 from US 63 to US 61 in Wabasha County

State Project Number 7903-54
Hwy 60 Resurfacing: Zumbro Falls to Wabasha

Repave Hwy 60 from Hwy 63 Zumbro Falls to Hwy 61 near Wabasha

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is to be completed fall 2019.

PROJECT HISTORY

In 2017 this project will extend pavement service life and provide a safer roadway. The project was advanced to Feb. 22, 2019 letting. Within the project limits, Hwy 60 is a 2-lane undivided, rural highway. The pavement along Hwy 60 is showing signs of deterioration. A majority of Hwy 60 has a ride quality index of fair but the roadway segment of this project has a remaining service life of 0-3 years due to condition and age. There are also sections of roadway that have safety concerns, especially within the areas of CSAH 2 and CSAH 4. These sections need safety improvements as indicated in the highway safety plan. The plan also noted 13 curves as high risk. The project letting was moved to March 2019. Hydraulics recommendations were updated and removed the need for right of way acquisition.

PROJECT RISKS

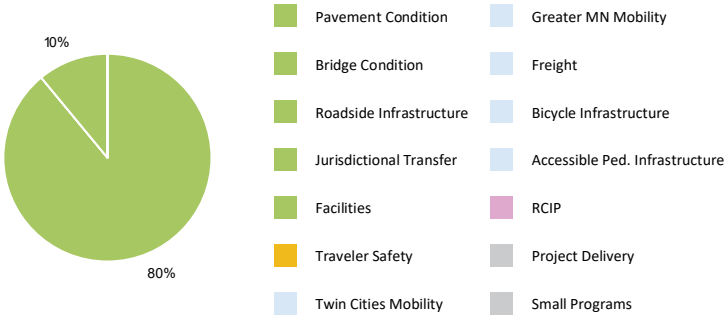
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	1/14/2019
Original Letting Date:	10/26/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

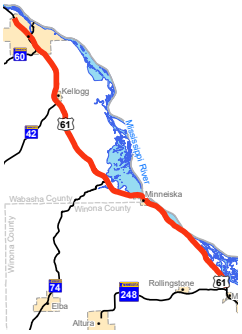
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.9	8.1
Post Letting Construction Costs:	0.9	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.3
Construction Engineering:	0.8	0.4
Right of Way:	0.1	0.1
Total:	***13.9***	***8.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report with a FY20 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



US 61
On US 61 from MN 248 to MN 60 in Wabasha County

State Project Number 7904-44

Resurface southbound lanes of Hwy 61 from Hwy 248 to Hwy 60 and Hwy 74 from Wabasha CR 26 to Hwy 61

RECENT CHANGES & UPDATES

Construction of a reduced conflict intersection at Hwy 61 and Hwy 42 was added to the project. Sidewalk work in Weaver was eliminated. The bridge work has expanded to include approach panels and endposts on all southbound Hwy 61 bridges and northbound Hwy

PROJECT HISTORY

The purpose of this project is to restore the ride quality index, extend the pavement service life and provide a safer traveled way. Since the last overlay in 2000, the ride quality index has been steadily decreases, giving the pavement a low remaining service life. Additionally, sidewalks and pedestrian ramps within the City of Weaver do not meet current ADA standards.Construction of a reduced conflict intersection at Hwy 61 and Hwy 42 was added to the project. Sidewalk work in Weaver was eliminated. The bridge work has expanded to include approach panels and endposts on all southbound Hwy 61 bridges and northbound Hwy 61 bridges with bullnoses.

PROJECT RISKS

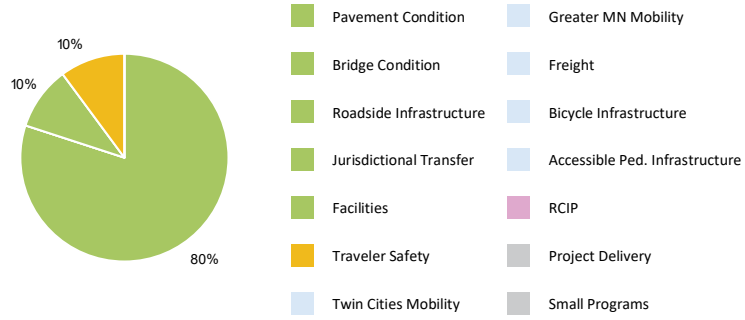
Additional work added to the scope may affect project delivery schedule

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	10/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12	14.3
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	2.1
Construction Engineering:	0.9	1.1
Right of Way:	0	0
Total:	***15.2***	***18.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline and current estimate is based on a signed scoping report.Current estimate reflects additional work for RCI and guardrail replacement. RCI work is being funded with HSIP funds.

PROJECT SUMMARY

US 61
On US 61 from MN 42 to Lake City in Goodhue and Wabasha Counties

State Project Number 7906-96
Hwy 61 Resurfacing: Kellogg to Lake City

Hwy 61 Repaving Shoulder Paving, RCI's, Turn Lanes and ADA Improvements from Hwy 42 to 1 Mile North of Lake City.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction of a 3/4 intersection and two reduced conflict intersections near Wabasha were added to the project. Work within Lake City was eliminated until a city-led project in 2020. Almost 12-miles of guardrail replacement were added as it was not in the original scope. Letting date was adjusted from to Dec. 2018 to allow additional project development time resulting from project scope expansion.

PROJECT HISTORY

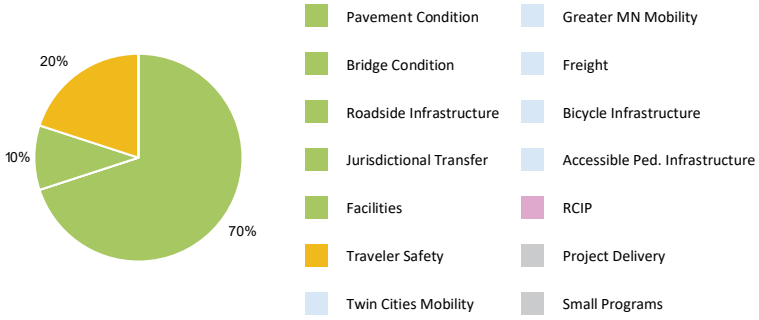
There is a need for improved pavement, shoulder, ride quality and extended pavement life. This includes rehabilitation and replacement of deficient storm sewers, culverts and other low cost safety improvements where reconstruction of curb ramps, sidewalks, crosswalks and median improvements are needed along the north segment of Lake City.Construction of a 3/4 intersection and two reduced conflict intersections near Wabasha were added to the project. Work within Lake City was eliminated until a city-led project in 2020. Almost 12-miles of guardrail replacement were added as it was not in the original scope. Letting date was adjusted from to Dec. 2018 to allow additional project development time resulting from project scope expansion.

PROJECT RISKS

No outstanding risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	11.7
Post Letting Construction Costs:	1.5	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.9
Construction Engineering:	0.48	0.7
Right of Way:	0	0.1
Total:	***14.2***	***14.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/24/2017
Construction Limits Established Date:	3/22/2017
Original Letting Date:	10/19/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	11/2019

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on signed scoping report. New estimate reflects additional work added to the project. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY

US 61
On US 61 In Lake City from West Elm Street to Central Point Road

State Project Number 7906-97
Hwy 61 Reconstruct: Lake City

Hwy 61 reconstruct highway in Lake City from West Elm Street to Lakeshore Drive

RECENT CHANGES & UPDATES

The city has included additional city utility work as part of the project. Additional aesthetic work has been included as part of the project.

PROJECT HISTORY

This section was originally planned to be part of the mill and overlay project from TH 42 to 1 mile north of Lake City. The city decided in the winter of 2016-2017 to convert this 4-lane undivided section to a 3-lane section, with one through lane in each direction and a continuous two-way left turn lane. It was decided to do a complete reconstruction to address all needs, including mobility, pavement condition and traffic/pedestrian/bicycle safety. An agreement was reached with the city that will have the city leading the design and project development process. MnDOT will let award and administer the contract.

PROJECT RISKS

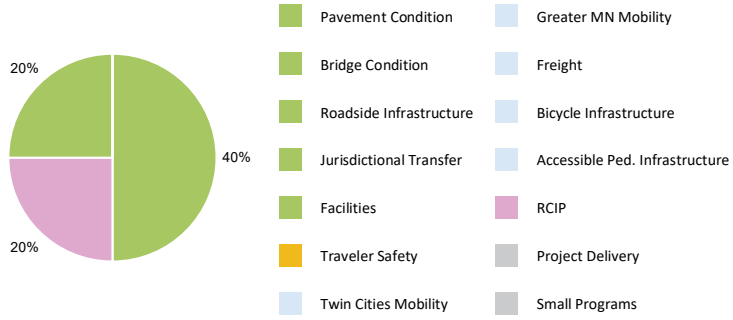
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/30/2019
Municipal Consent Approval Date:	Approved
Geometric Layout Approval Date:	4/27/2018
Construction Limits Established Date:	8/10/2018
Original Letting Date:	11/22/2019
Current Letting Date:	11/22/2019
Construction Season:	2020
Estimated Substantial Completion:	11/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

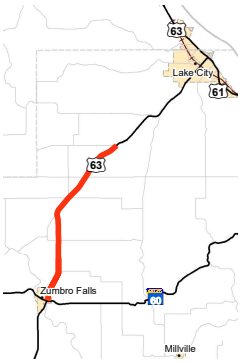
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.7	14.6
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	1.1
Construction Engineering:	0.28	0.7
Right of Way:	0	0
Total:	***9.9***	***16.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The cost estimate includes MnDOT's portion only and is based on a conceptual pavement section. Final pavement determination could affect the estimate. It's assumed city will acquire all right of way.

PROJECT SUMMARY



US 63
On US 63 from TH 60 to CR 78 in Wabasha County

State Project Number 7908-35
Hwy 63 North of Zumbro Falls: Zumbro Falls to Wabasha County Road 78

HWY 63 REPAVING FROM ZUMBRO FALLS (HWY 60) TO WABASHA COUNTY RD 78 (NORTH OF OAK CENTER)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in October 2018.

PROJECT HISTORY

This section of Hwy 63 is a two-lane rural highway. The ride quality index is low and starting to show signs of deterioration, which will be addressed to extend pavement life. Project limits previously were from 75th Street in Olmsted County to Wabasha County Road 78. In 2015, the limit was changed to begin at the intersection of Hwy 60 in Zumbro Falls but still end at CR78. This project will no longer include reconstruction of TH60 in Zumbro Falls. The TH60 work will now be included with a FY22 project, SP7902-25.

PROJECT RISKS

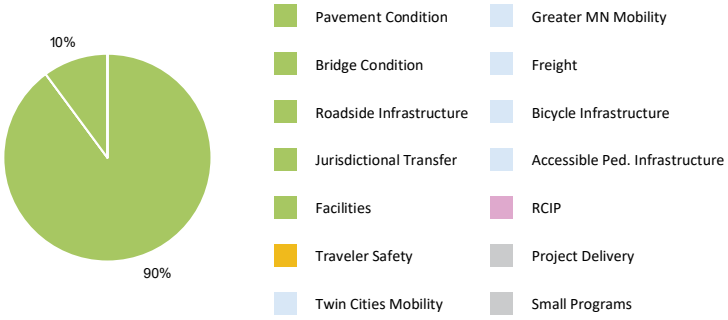
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/6/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/1/2017
Original Letting Date:	1/1/2018
Current Letting Date:	3/7/2018
Construction Season:	2018
Estimated Substantial Completion:	10/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

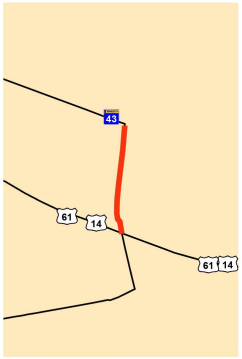
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	3
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.02	0.3
Construction Engineering:	0.68	0.2
Right of Way:	0	0.1
Total:	***10.3***	***3.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Base estimate based upon initial scoping estimate. Included much longer project limits. Project split into 2 separate projects in 2015. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 43
On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.

State Project Number 8503-53

Reconstruct Hwy 43 from Hwy 61 to Mankato Ave/Sarnia Ave in Winona and replace box culvert 3937

RECENT CHANGES & UPDATES

Extensive public engagement has been ongoing with opportunities for public partners and stakeholders. Geometric layout development has begun.

PROJECT HISTORY

The roadway in this section of TH 43 will be reconstructed to improve pavement and striping, reconfigure the roadway, intersections and accesses to improve vehicular, bicycle and pedestrian mobility and safety. This stretch is in poor condition with heavy wear. The current configuration of the roadway and intersections hinders mobility at TH 43 through traffic. The corridor has a limited amount of access control and traffic entering TH 43/Mankato Ave. from businesses creates unsafe movements and impacts the flow of traffic. Additionally, bicycles and pedestrians need safer ways to navigate the corridor.

PROJECT RISKS

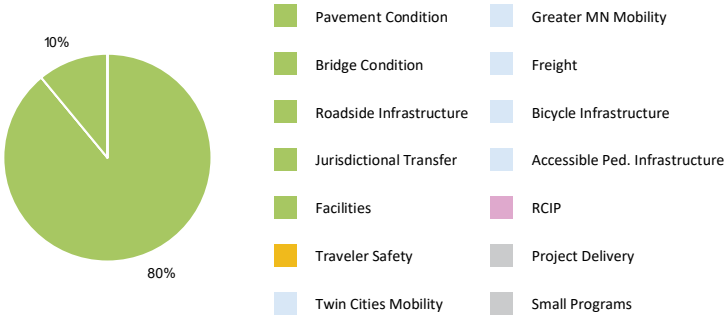
Competitive bids may be higher or lower than expected. Municipal consent will be needed.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	6/30/2020
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/28/2022
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	11/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

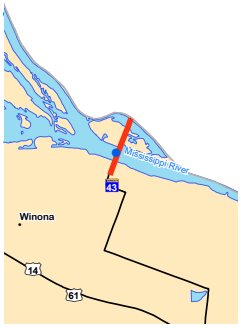
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	12.6
Post Letting Construction Costs:	0.1	0.9
Other Construction Elements:	0.6	0
Preliminary Engineering:	1.1	1.5
Construction Engineering:	0.7	1
Right of Way:	0.3	0.2
Total:	***12.3***	***16.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on high-level planning estimation. Current estimate reflects HSIP funding awarded to the project for construction of round-a-bouts.

PROJECT SUMMARY



MN 43
On MN 43 over Mississippi River, just north of Jct TH 61
Bridge 5900
State Project Number 8503-5900E
Hwy 43 Bridge: Winona

Hwy 43 Winona Bridge rehabilitation (CARRY-OVER)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

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 recommended rehabilitation of the existing bridge, along with building a new bridge parallel to the old bridge. Recent cost projections indicate the need for about $30 million in additional project funding to complete the project because the original project scope was for a new four-lane bridge, yet now there is a new bridge and a rehab; the old bridge has deteriorated more than expected and the current design will provide a structural design that meets current traffic requirements with no load postings. This project was delivered via CMGC method.

PROJECT RISKS

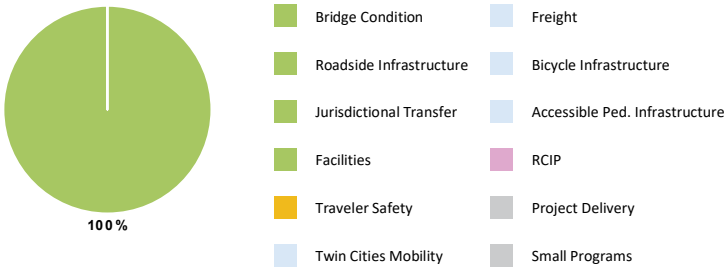
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2010
Environmental Document Approval Date:	1/1/2014
Municipal Consent Approval Date:	8/19/2013
Geometric Layout Approval Date:	7/1/2013
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/24/2014
Current Letting Date:	8/3/2016
Construction Season:	2016-2019
Estimated Substantial Completion:	07/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



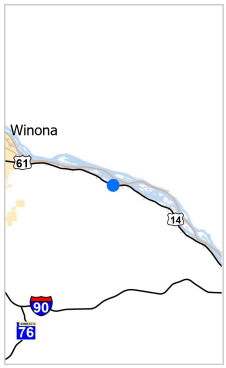
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Engineering Management:	14	35
Right of Way:	20	16
Work Package 1:	16.5	2.1
Work Package 2:	55	3.1
Work Package 3:	60	16.8
Work Package 4:	0	55.9
Work Package 5:	0	39.5
Work Package 6:	0	28.5
Contingency:	0	0
Total:	***165.5***	***196.9***

COST ESTIMATE ASSUMPTIONS

The project cost for the new bridge and rehab of the old bridge has a maximum price cap of $142 million from Chapter 152 funding for engineering and construction with an additional $20 million for right of way acquisition. The current estimate reflects construction close out costs to date for rehab of bridge.

PROJECT SUMMARY



US 61
On TH 61 over Cedar Creek South of Winona
Bridge 9062; 9063
State Project Number 8504-77

Replace northbound and southbound Hwy 61 bridges over Cedar Creek south of Winona

RECENT CHANGES & UPDATES

This project had originally been planned for construction in 2017 but due to funding constraints it was delayed in the 10-year CHIP and was moved into the program for FY24 contraction during Winter 2020. Scoping for the project is to be complete Fall 2020.

PROJECT HISTORY

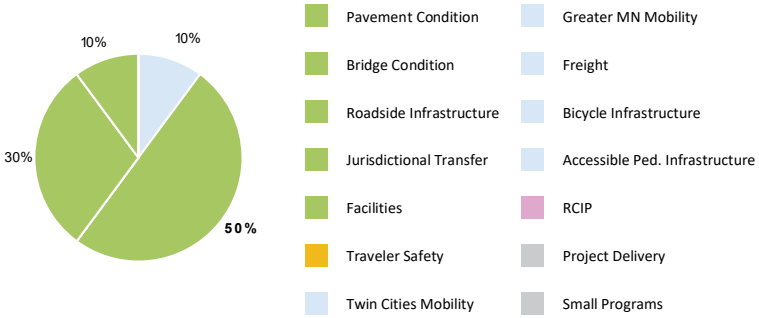
This project calls for replacement of Bridges 9062 and 9063 due to age and condition, along with reconstruction of the bridge approach panels and roadway approaches. Bridges 9062 and 9063 were constructed in 1957. Bridge 9062 is a 2-span bridge along TH 61 NB over Cedar Creek in Winona County. Bridge 9063 is also a 2-span bridge, along TH 61 SB, over Cedar Creek in Winona County.

PROJECT RISKS

Project scope has not been fully determined.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12	4.3
Post Letting Construction Costs:	1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	0.6
Construction Engineering:	0.9	0.3
Right of Way:	0	0
Total:	***15.2***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

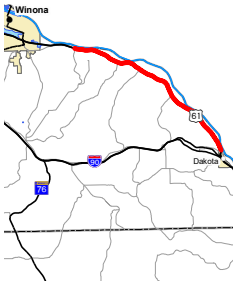
SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	11/2024

COST ESTIMATE ASSUMPTIONS

Current/Baseline estimate is based on an high level planning estimate.

PROJECT SUMMARY



US 61
On US 61 from I-90 to CSAH 15 in Winona County

State Project Number 8504-79
Hwy 61 Resurfacing Winona County: Homer to I-90

Repave Hwy 61 N of I-90 to Winona CR 15 at Homer

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is to be completed Fall 2019.

PROJECT HISTORY

This segment of Hwy 61 is a 4-lane divided highway, mostly rural with some small urban segments. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements.

PROJECT RISKS

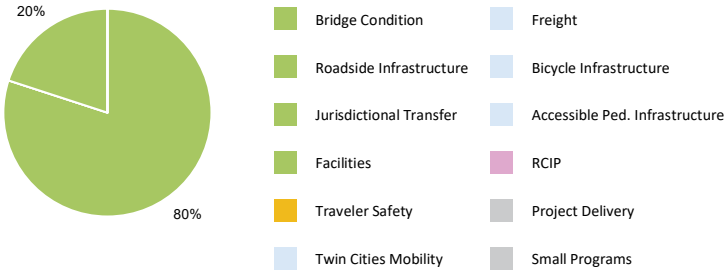
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	8/1/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/2018
Original Letting Date:	12/21/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	11/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

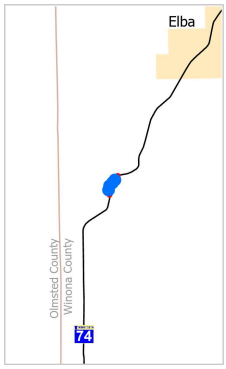
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.4	11.6
Post Letting Construction Costs:	1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.96	0.3
Construction Engineering:	0.64	0.5
Right of Way:	0	0
Total:	***15***	***12.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2015 scoping report with a FY19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 74
On TH 74 from Bridge 8592 to 8595 in Whitewater State Park
Bridge 8592, 8593, 8594, 8595
State Project Number 8508-42

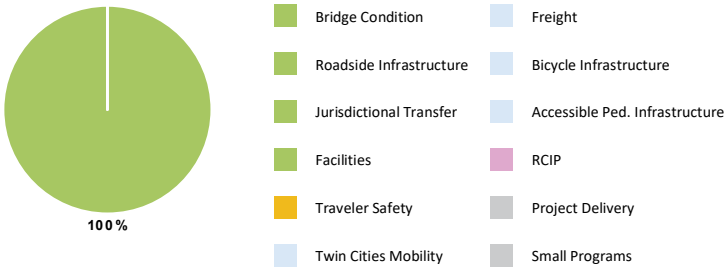
Rehabilitate four bridges on Highway 74 (Bridge No. 8592, 8593, 8594 and 8595) in Whitewater State Park

RECENT CHANGES & UPDATES

No recent changes or updates as this is the first year the project is part of the report.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

The purpose of the project is to improve the condition of four bridges carrying Trunk Highway (TH) 74 over a dry run through Whitewater State Park.Bridges 8592, 8593, 8594 and 8595 were constructed between 1936 and 1938 as part of an overall project to reconstruct TH 74 and to further protect it from ongoing erosion. The bridges lie within the Whitewater State Park Historic District, which is listed in the National Register of Historic Places and are contributing resources. They are also contributing resources for the National Register-eligible Trunk Highway Historic Corridor. The bridges are not individually eligible for the National Register.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.4***	***9.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/26/2020
Construction Limits Established Date:	8/19/2020
Original Letting Date:	
Current Letting Date:	12/4/2020
Construction Season:	2021
Estimated Substantial Completion:	10/2021

COST ESTIMATE ASSUMPTIONS

Baseline estimate reflects when the project did not consist of all four bridges.
Current estimate reflects construction cost of all bridges under one S.P.

PROJECT SUMMARY

I-90
On I-90 from junction of CR 101 in Winona County

State Project Number 8580-167
I-90 and Hwy 61 Repaving: Dresbach

Repave WB I-90 near Hwy 61/Dakota to W of WB entrance ramp from Hwy 61 NB, EB I-90 near Hwy 61/Dakota to W of S limits of Dakota and Hwy 61 from N I-90 to 0.4 miles N of I-90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

High tension cable median barrier was added to the project.

PROJECT HISTORY

This is a 4-lane interstate highway with reasonably high traffic volumes and a 70 mph speed limit. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements.High tension cable median barrier was added to the project.

PROJECT RISKS

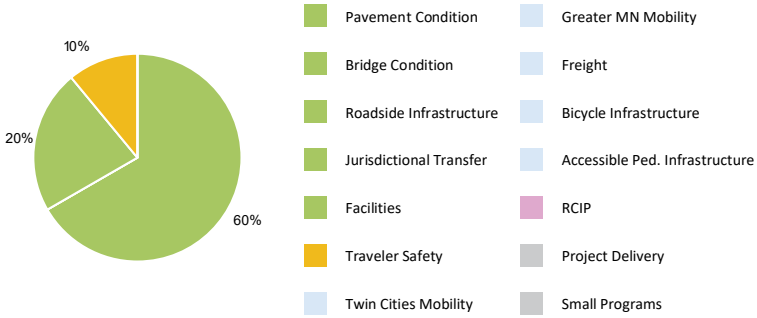
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	10/9/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/20/2018
Original Letting Date:	10/18/2019
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	11/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

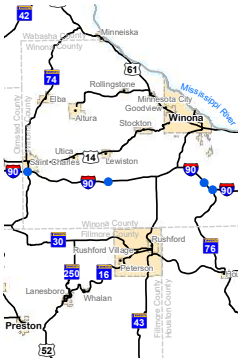
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	4.4
Post Letting Construction Costs:	0.3	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.2
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***5***	***4.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report with a FY19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-90

On I-90 twelve repaired bridges in Winona County

Bridge 85817, 85818, 85823, 85824, 85845, 85846, 85841, 85842, 85829, 85830, 85843, 85844

State Project Number 8580-172

I-90 Bridge Repair: St. Charles to Nodine

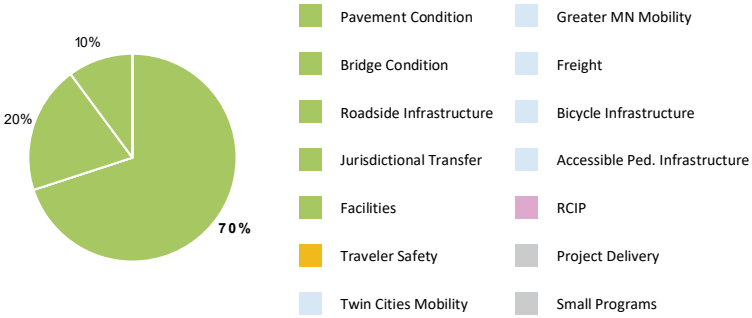
Repair I-90 Bridge Nos. 85817, 85818, 85823, 85824, 85829, 85830, 85841, 85842, 85843, 85844, 85845, 85846

RECENT CHANGES & UPDATES

Project construction is scheduled to be complete Fall 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



PROJECT HISTORY

The project started as a district set-a-side and is incorporating needs identified from the MnDOT Bridge Office.The purpose of this project is to preserve the structural integrity, repair the deterioration, prevent further deterioration and extend the service life of all identified bridges that will in turn, preserve MnDOT's investment in their bridges along this segment of the I-90 corridor. The primary need for this project is to address the deterioration of existing bridges located on I-90. These bridges have been inspected and reported by the MnDOT Bridge Maintenance Unit. The identified deficiencies include approach panels spalling, abutments cracking and spalling, failing neoprene compression joints, deck joint spalling, concrete girder chips and galvanized expansion bearing surfaces requiring repair. The bridges have positive sufficiency ratings requiring some minor repairs. The bridge decks have a satisfactory condition, but are in need of concrete wearing course removal and replacement. Cross-overs will be needed to direct traffic to bridge work.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	9.5
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.7
Right of Way:	0	0
Total:	***6.7***	***11.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

No outstanding risks. There will be a series of bridges that will require rehabilitation work in the 2019 summer construction season. These bridges will require traffic to be switched to a two-way two-lane scenario while bridges are under construction.

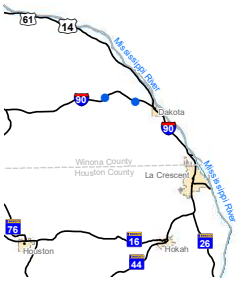
SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/3/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	12/18/2018
Current Letting Date:	2/22/2019
Construction Season:	2018-2019
Estimated Substantial Completion:	09/2020

COST ESTIMATE ASSUMPTIONS

The Baseline estimate reflects the scoping estimate. The current estimate reflects the awarded cost.

PROJECT SUMMARY



I-90
On I-90 bridge(s) 85814, 85816 in Winona County
Bridge 85862, 85863
State Project Number 8580-174
I-90 Bridge Repair: St. Charles to Nodine

I-90 replace bridge at Winona County Road 12 near Nodine (Bridge No. 85814) and eastbound I-90 bridge (Bridge No. 85816) over Dakota Valley Road west of Dakota

RECENT CHANGES & UPDATES

Project construction is be completed Fall 2020.

PROJECT HISTORY

These bridges were part of a list of bridges identified for preventative maintenance. As the bridges were being researched, it was determined rehabilitation costs were comparable to replacement. The bridges were then planned for replacement as part of the scoping process.

PROJECT RISKS

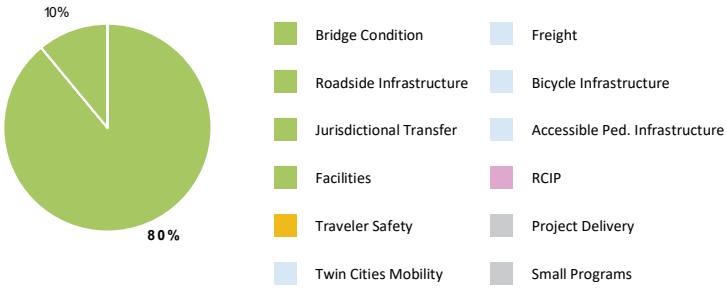
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/26/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/19/2019
Construction Limits Established Date:	9/19/2019
Original Letting Date:	3/27/2020
Current Letting Date:	3/27/2020
Construction Season:	2020
Estimated Substantial Completion:	10/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	9
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***6.4***	***11***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate reflects the scoping estimate. The current estimate reflects the awarded cost.

PROJECT SUMMARY

I-90
On I-90 from CSAH-12 to near TH-61 in Dakota

State Project Number 8580-175

Resurface I-90 from Winona CR 12 to Hwy 61 near Dakota

RECENT CHANGES & UPDATES

When project scoping was completed, a sinkhole issue within the project limits was identified. Maintenance did an emergency repair at the location. There is an investigation to determine if a permanent repair can be done with the project.

PROJECT HISTORY

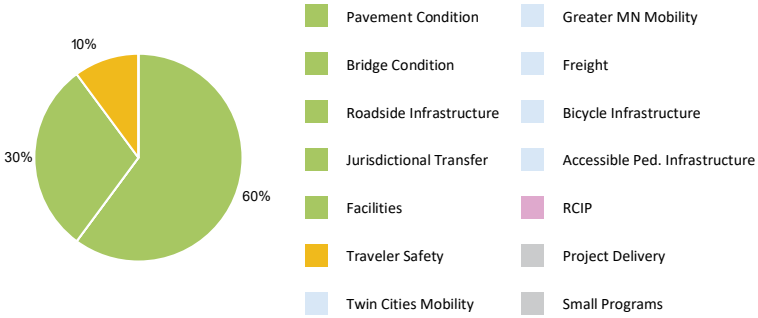
The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway.When project scoping was completed, a sinkhole issue within the project limits was identified. Maintenance did an emergency repair at the location. There is an investigation to determine if a permanent repair can be done with the project.

PROJECT RISKS

Additional work maybe added for sinkhole correction.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	6.7
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5.1***	***8.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

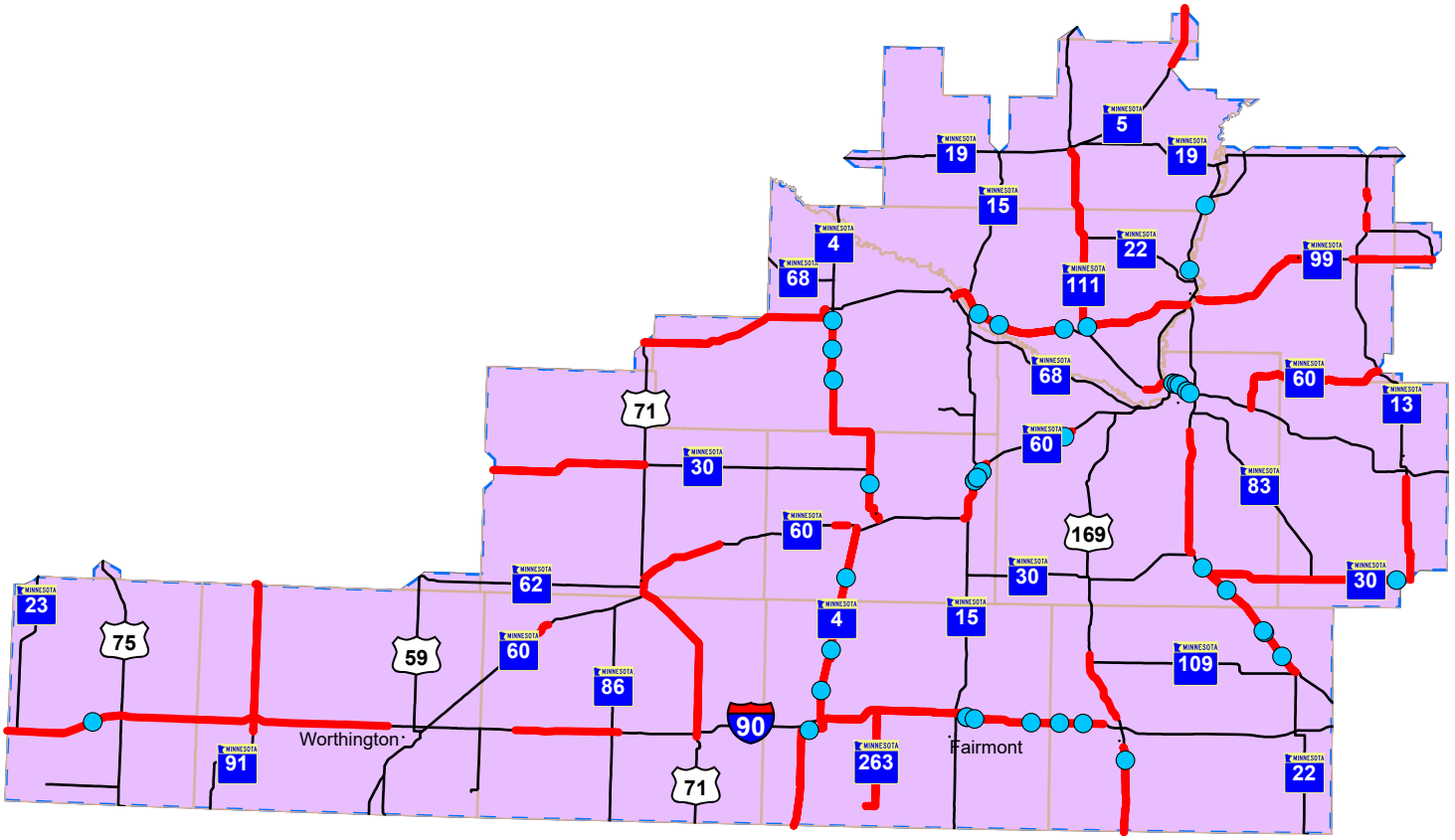
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/18/2022
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	11/2023

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate reflects the scoping estimate from 2019. The estimate has been adjusted to reflect adjusted inflation factors.

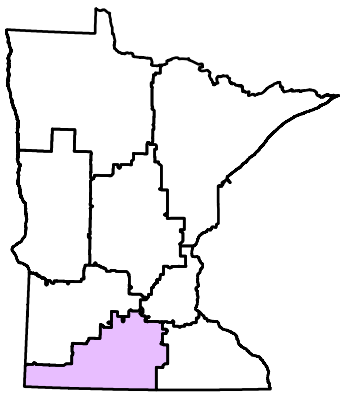
Major Highway Projects 2020
D7- MANKATO



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



District 7 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
US 14	0702-125	On US 14 from Lookout Drive in North Mankato to Mankato in Blue Earth County	F1	285
MN 22	0704-100	On MN 22 from 5th Ave in Mapleton to CSAH 15 in Blue Earth County	F2	286
MN 22	0704-108	On MN 22 from CSAH 15 to CSAH 90 in Blue Earth County	F3	287
MN 60	0708-47	MN 60 through Lake Crystal	F4	288
MN 4	0801-35	On MN 4 from CSAH 18 to Ellsworth St. in Brown County	F5	289
US 14	0803-43	On US 14 from CSAH 5 to CSAH 27 in Brown County	F6	290
US 14	0803-44	On US 14 from TH 71 to Springfield in Brown County	F7	291
US 14	0804-81	On US 14 from Broadway St to Hwy 14 in New Ulm	F8	292
MN 30	1701-27	On MN 30 from CSAH 7 to TH 71 in Cottonwood County	F9	293
MN 60	1703-69	On MN 60 from Windom to west of Mountain Lake in Cottonwood County	F10	294
MN 60	1703-73	On MN 60 from 6th St (TH 62) to 490th Ave in Windom	F11	295
MN 22	2205-13	On MN 22 from CSAH 29 in Wells to TH 30 in Mapleton in Mapleton and Wells	F12	296
CSAH 52	2206-13	Hwy 22 in Wells to I-90 in Alden	F13	297
US 169	2207-118	On US 169 from Iowa to Blue Earth	F14	298
US 169	2208-113	On US 169 from CSAH 6 to CSAH 12 in Winnebago	F15	299
MN 60	3204-72	On MN 60 from CSAH 24 to CSAH 24 in Heron Lake	F16	300
US 71	3206-20	On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson County	F17	301
I 90	3280-131	On I-90 from CSAH 5 to TH 86 in Jackson County	F18	302
MN 13	4002-49	On MN 13 from Milwaukee Ave to N Welco Dr in Montgomery	F19	303
MN 60	4006-35	On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville	F20	304
MN 99	4010-10	On MN 99 from MN River Bridge to CSAH 38 in Le Sueur County	F21	305
MN 4	4601-32	On MN 4 from Iowa border to CSAH 26 in Martin County	F22	306
MN 4	4602-27	On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James	F23	307
MN 263	4609-17	On MN 263 from CR 125 (Clark St) in Ceylon to I90	F24	308
I 90	4680-126	On I-90 from Sherburn to Fairmont	F25	309
I-90	4680-129	On I-90 from TH 15 to two miles west of TH 169	F26	310
I 90	4680-132	On I-90 from TH 4 to TH 15 in Martin County	F27	311
US 14	5202-58	On US 14 from just east of Hwy 15 to just east of 481st Ave.	F28	312
US 169, MN 99	5206-31	Nicollet to St. Peter	F29	313
MN 111	5208-22	On MN 111 from 1st St in Nicollet to MN 22 in Gaylord	F30	314
US 169	5209-74	On US 169 bridge(s) 52001;52002 & 8961 in Nicollet County	F31	315
MN 91	5308-29	On MN 91 from Adrian to I-90 in Nobles County	F32	316

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
I 90	6780-114	On I-90 from South Dakota border to Worthington in Rock County.	F33	317
I 90	6780-117	On I-90 from Beaver Creek to Luverne in Rock County.	F34	318
MN 5	7201-119	On MN 5 from 5th St in Green Isle to Highway 212 in Sibley and Carver Counties.	F35	319
MN 13	8101-57	On MN 13 from Waseca to New Richland.	F36	320
MN 30	8105-21	On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties.	F37	321
MN 4	8302-38	On MN 4 from 10th Ave S to 11th Ave N in Saint James.	F38	322
MN 4	8302-48	On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.	F39	323
MN 15 & MN 60	8304-118	On TH 15/60 from the S interchange of TH 15/60 to the north interchange of TH 15/60 near Madelia	F40	324
MN 60	8309-52	On MN 60 from St. James TH 4 to Hwy 15 in Watonwan County.	F41	325

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

US 14
On US 14 from Lookout Drive in North Mankato to Mankato in Blue Earth County
Bridge 07009;07010;07015;07016;07017;07018;07019;07020;91387
State Project Number 0702-125
Hwy 14 Mankato/North Mankato Resurfacing

Resurface roadway and repair bridge and improve pedestrian crossings

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was let in March 2018 and construction began summer 2018 with a substantial completion in September 2018. The project costs were updated to reflect the pavement and bridge repair design plans. The project construction timeline was accelerated.

PROJECT HISTORY

Costs were not included for the roadway bridge end post work because a more extensive bridge project is planned for the future. The roadway is deteriorating more rapidly than expected. It required extensive roadway patching during the summer 2017. The resurfacing was moved one construction season earlier in 2018 rather than 2019. Project scoping was completed and the project was selected for work. The project is driven by poor and rapidly deteriorating pavement and by corrosion on bridge 91387.

PROJECT RISKS

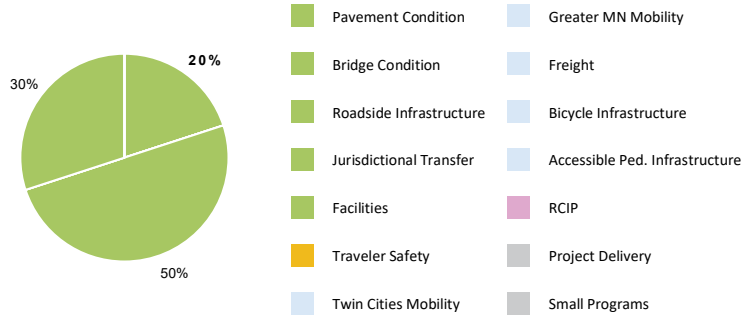
The roadway section has the highest volume of traffic in District 7 with significant peak morning and afternoon traffic volumes, which can impact project costs due to performing the work without a detour or road closure. The costs for the large culvert rehabilitation are not easily estimated due to the bridge configuration, culvert depth and type of specialized repair needed.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/10/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	4/28/2017
Original Letting Date:	3/19/2019
Current Letting Date:	3/23/2018
Construction Season:	2018
Estimated Substantial Completion:	11/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

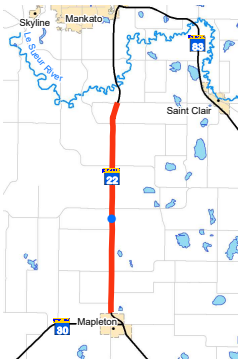
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	5.3
Post Letting Construction Costs:	0.6	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	0.3
Construction Engineering:	0.52	0.3
Right of Way:	0	0
Total:	***9***	***6.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Current estimate reflects actual project letting cost for the project. Baseline cost estimates were inflated to the 2018 mid-point of construction. Current Estimate was updated to reflect the current pavement fix. At Baseline, this wasn't completely known. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



MN 22
On MN 22 from 5th Ave in Mapleton to CSAH 15 in Blue Earth County

State Project Number 0704-100
Hwy 22 Victory Drive Memorial: Mapleton - Mankato

Reconstruct from 5th Ave in Mapleton to Blue Earth CR 15 and replace bridge over the Big Cobb River

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is constructed and open to traffic.

PROJECT HISTORY

Bridge over the Big Cobb River is scheduled to be replaced. The condition of the pavement was investigated in 2014 and found to be too deteriorated and unsuited for an unbonded overlay. The project scope was amended to include pavement reconstruction. Project limits were adjusted and the north limit was scaled back to the intersection of Hwy 15. The section of Hwy 22, from Hwy 15 to Hwy 90, which includes bridge over the Le Sueur River will not be included with this project. The letting date was changed to accommodate the Bridge Offices work load. The project was let in early 2017 and is underway. The project was let this year. Construction of the south half is underway. The highway is open to traffic north of County Hwy 10. There were rain delays, but the Mapleton to County Hwy 10 should be open this fall. Since last year the decision was made to add a left turn lane at County Hwy 15. Construction on that will take place in spring and summer 2018 along with the rest of the northern segment.

PROJECT RISKS

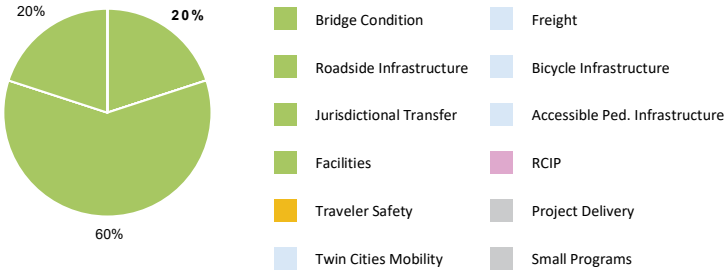
No risks remain. The project was projected to be constructed over two years.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	8/26/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	1/26/2016
Construction Limits Established Date:	6/04/2015
Original Letting Date:	1/1/2017
Current Letting Date:	1/27/2017
Construction Season:	2018-2019
Estimated Substantial Completion:	9/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

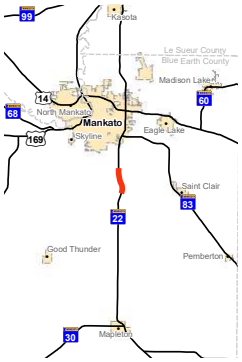
	Baseline Estimate	*Current Estimate*
Construction Letting:	25.9	16.5
Post Letting Construction Costs:	2.9	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	2.76	2
Construction Engineering:	1.84	1.4
Right of Way:	0.1	0.9
Total:	***33.5***	***20.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The project was let so the current estimate is the actual let amount. The baseline cost estimate and initial scope of work originally included this project and a separate project, SP 0704-108 which was then later let independently from this project. Project is substantially complete and actual costs are being realized.

PROJECT SUMMARY



MN 22
On MN 22 from CSAH 15 to CSAH 90 in Blue Earth County

State Project Number 0704-108
Hwy 22 Victory Drive Memorial

Resurface from Blue Earth CR 15 to Blue Earth CR 90 and construct roundabout at Jct of Blue Earth CR 90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Added left turn lanes south of CR 90 roundabout for additional safety. Construction started in 2018.

PROJECT HISTORY

The Highway Safety Improvement Program funded the safety project to add a roundabout at CR 90 and the Hwy 22 intersection. The project was upscoped to reconstruct pavement north and south of the roundabout along Hwy 22. The project further upscoped to add left turn lanes and a structural snow fence. MnDOT is partnering with Blue Earth County and landowners on right of way needs.

PROJECT RISKS

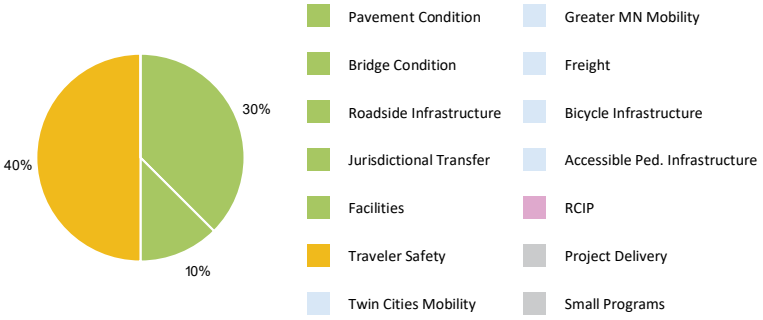
Project risks include a more extensive fix of pavement structure to the south of Hwy 22, turn lane additions and landowner push back. The snow fence design will be the district's first dual layer system.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	9/14/2017
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	1/11/2017
Construction Limits Established Date:	10/14/2016
Original Letting Date:	1/26/2017
Current Letting Date:	3/23/2018
Construction Season:	Summer 2018
Estimated Substantial Completion:	10/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

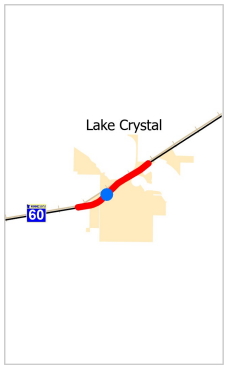
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	4.1
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.3
Right of Way:	0.1	0.1
Total:	***6.9***	***5.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project has been let and current estimate reflects letting construction cost. The project initially included more reconstruction work which was then modified based on materials investigations. This allowed for preservation work to occur which cost less. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



MN 60
MN 60 through Lake Crystal
Bridge 07003
State Project Number 0708-47

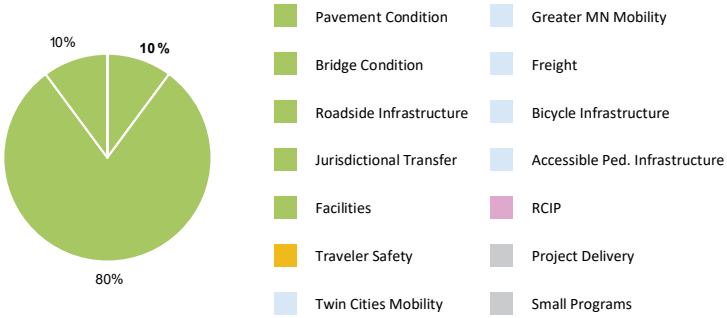
Reconstruct Hwy 60 in Lake Crystal from CR 20 to LaClaire St; add curb and gutter; repair bridge

RECENT CHANGES & UPDATES

There are no new updates to this project in 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

Project will reconstruct the road and rehabilitate Bridge No. 07003. Pavement condition is predicted to be poor by 2024. Transportation study to be completed Fall 2020. Project is needed to replace the pavement and improve the riding surface and extend the life of the roadway.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	6.8
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.7***	***8.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

- Trail along south side of Hwy 60 could impact Lake Crystal, leading to possible schedule and environmental risks. - Further coordination needed with City of Lake Crystal and Blue Earth County on layout, including municipal consent.

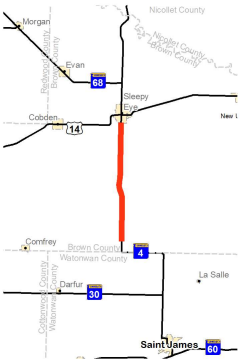
SCHEDULE

Date in which project entered the STIP:	Pending
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/15/2023
Current Letting Date:	12/15/2023
Construction Season:	2024
Estimated Substantial Completion:	2024

COST ESTIMATE ASSUMPTIONS

The estimates are based on concrete pavement replacement and rehabilitation of Bridge 07003, inflated to 2024.

PROJECT SUMMARY



MN 4
On MN 4 from CSAH 18 to Ellsworth St. in Brown County
Bridge 8814, 6757, 8852
State Project Number 0801-35

Resurface Hwy 4 from Brown CR 18 to Ellsworth St in the City of Sleepy Eye; replace 2 bridges and repair 1 bridge

RECENT CHANGES & UPDATES

Road surface is in poor condition, or projected to be by 2024.

PROJECT HISTORY

This project is needed to improve the pavement condition as the pavement is projected to be in poor condition by 2024. Bridge 6757 is currently in poor condition. The roadway is planned to be a full depth stabilized reclamation and will replace bridge 6757. Culvert 8852 will be replaced and bridge 8814 will have the guardrail improved. This will extend the life of the roadway.

PROJECT RISKS

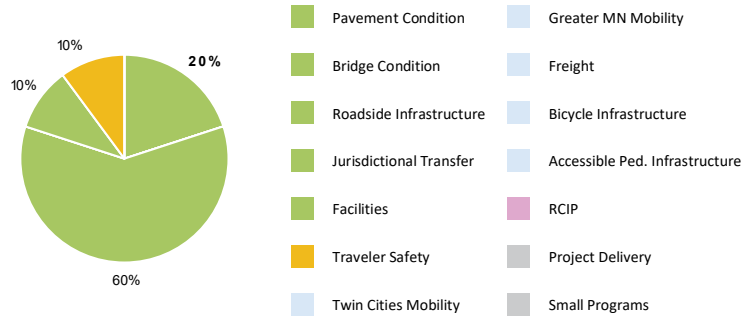
Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

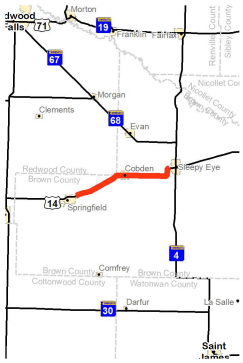
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	11.3
Post Letting Construction Costs:	0.82	0
Other Construction Elements:	0	0.8
Preliminary Engineering:	1.14	1.1
Construction Engineering:	0.76	0.8
Right of Way:	0	0
Total:	***12.7***	***14***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full-depth reclamation, and placement of a four-inch overlay.The project was moved from Fiscal Year 2022 to Fiscal Year 2023. Costs were updated to reflect inflationary cost factors, and was moved in order to manage district targets.

PROJECT SUMMARY



US 14
On US 14 from CSAH 5 to CSAH 27 in Brown County

State Project Number 0803-43

Resurface roadway and replace shoulders

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is constructed and open to traffic.

PROJECT HISTORY

This project was split out from an in-town Sleepy Eye project, SP 0803-38.

PROJECT RISKS

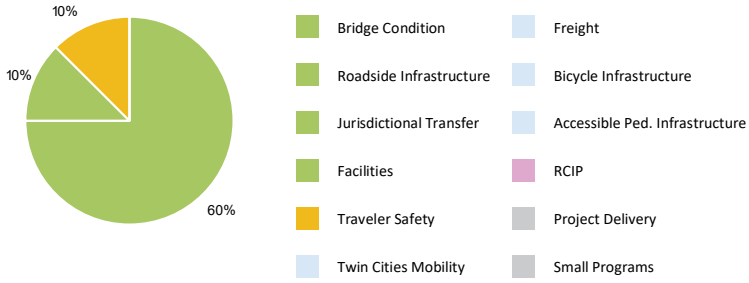
There are no project risks remaining.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/26/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	5/19/2017
Current Letting Date:	5/19/2017
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

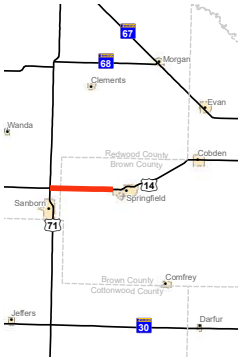
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	6.6
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	0.1
Construction Engineering:	0.56	0.2
Right of Way:	0	0
Total:	***8.5***	***7.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project was originally estimated in 2016 and inflated to 2017 construction. The project received favorable bids for concrete work showing a reduction in actual construction cost vs. estimated costs. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



US 14
On US 14 from TH 71 to Springfield in Brown County

State Project Number 0803-44

Resurface Hwy 14 from Hwy 71 to Springfield; construct snow fence, improve pedestrian crossings, replace underground utilities in Springfield

RECENT CHANGES & UPDATES

Design contracted out to RANI Engineering.

PROJECT HISTORY

MnDOT met with the city council to verify if utility upgrades are needed in 2017. There will be a meeting with the ADA Office in fall 2018 to determine ADA needs. The project starts at where 0803-43 ended and at the west side of our district (to include part of District 8 Sanborn Four Corners). Design currently at 30% complete with consultant RANI Engineering.

PROJECT RISKS

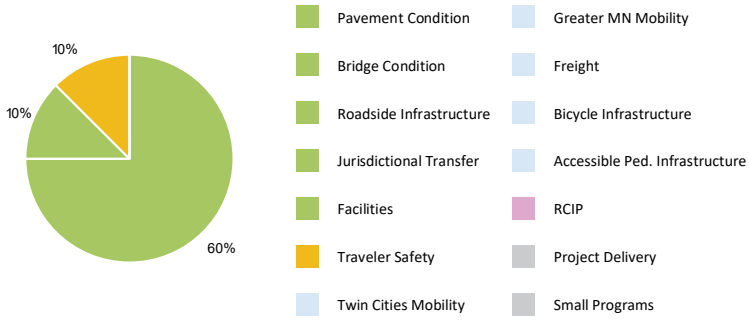
Potential reconstruct with extensive utility and ADA improvements with construction agreement with Springfield.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	6/01/2020
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

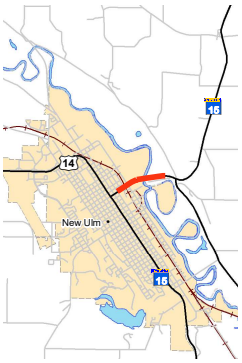
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	5.3
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0.3
Total:	***6.9***	***7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Current cost estimates are with potential risks and will stay as contingency until 60% design phase is completed.

PROJECT SUMMARY



US 14
On US 14 from Broadway St to Hwy 14 in New Ulm

State Project Number 0804-81
Hwy 14: New Ulm, Courtland, Nicollet, North Mankato

Replace bridges over MN River and DME RR, improve pedestrian access in New Ulm, and construct a new interchange at intersection of Highway 15 / County Road 21.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed.

PROJECT HISTORY

This project was originally scoped as a bridge replacement. A special task force was created to review priorities in the corridor and discussed how best to apply current funding. The task force issued a recommendation for the inclusion of Hwy 14/Hwy 15 interchange in the project, while revising the scope of the existing bridges to be 2-lane bridge structures. MnDOT reviewed the recommendation and concurred with the revised scope of work. The preliminary design and geometric layout for the project was finished in May 2016. The letting date was moved to Sept. 2017 because the agency believed a better bid would be obtained with a fall letting over an early summer letting. Project letting was moved to Oct. 27, 2017 and has been let, but the construction schedule has not changed.

PROJECT RISKS

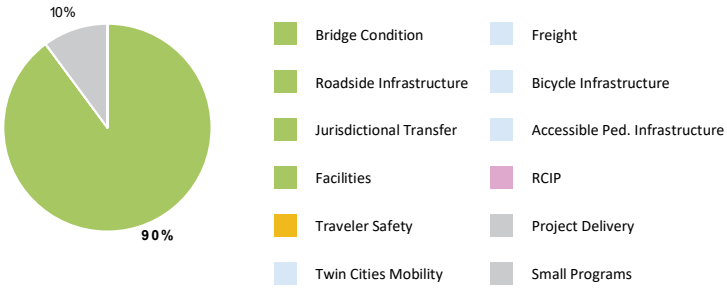
No risks, as project is substantially complete.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	3/20/2017
Municipal Consent Approval Date:	12/6/2016
Geometric Layout Approval Date:	5/11/2016
Construction Limits Established Date:	5/11/2016
Original Letting Date:	5/1/2017
Current Letting Date:	10/27/2017
Construction Season:	2018-2020
Estimated Substantial Completion:	11/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

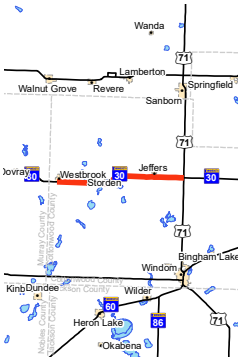
	Baseline Estimate	*Current Estimate*
Construction Letting:	42.7	31.5
Post Letting Construction Costs:	7	1.7
Other Construction Elements:	0	0.5
Preliminary Engineering:	4.2	4.4
Construction Engineering:	2.8	3
Right of Way:	0.1	0.7
Total:	***56.8***	***41.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate is based on actual letting cost. The poor soils were mitigated with surcharging and wick drain installation. Other items were included to reduce project cost including removal of the free right for Hwy 14 EB, removal of retaining wall, limiting grading in areas not required. Project is substantially complete and actual costs are being realized.

PROJECT SUMMARY



MN 30
On MN 30 from CSAH 7 to TH 71 in Cottonwood County

State Project Number 1701-27

Resurface Hwy 30 from Cottonwood CR 7 to Hwy 71

RECENT CHANGES & UPDATES

The project was let in February 2020 and constructed this summer.

PROJECT HISTORY

The project was identified as a resurfacing candidate. The pavement condition is fair and projected to be poor before the project is constructed. A scoping review was completed by district staff during 2016. The box culvert bridges do not require work under this project. If money becomes available this would be a candidate for an up scope to a bituminous reclamation. It was selected to enter the STIP as a project for FY 2021. Scoping for this project has been completed.Lighting was removed from this project and included in a county-wide lighting project.

PROJECT RISKS

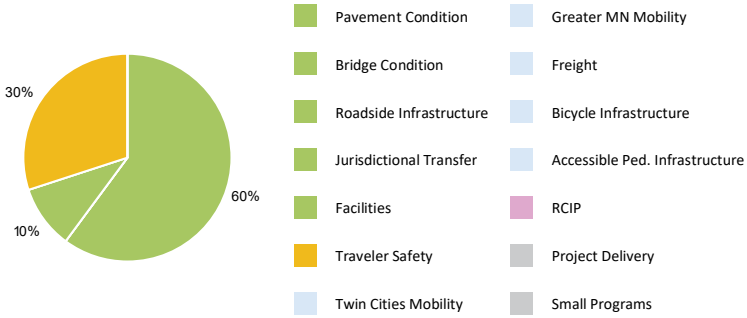
No risks, as project is substantially complete.

SCHEDULE

Date in which project entered the STIP:	11/09/2017
Environmental Document Approval Date:	12/17/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	12/18/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	4
Post Letting Construction Costs:	0.45	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7.1***	***5.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the actual construction letting. Reasons that the cost was lower include:- lighting was removed from the project and put in a county let project. - the project had been inflated to 2021, but was let in 2020.

PROJECT SUMMARY

MN 60
On MN 60 from Windom to west of Mountain Lake in Cottonwood County

State Project Number 1703-69
Hwy 60 Four-Lane Expansion: Windom to St. James

Construct two lanes to complete the four lane expansion from Windom to Mountain Lake

RECENT CHANGES & UPDATES

Construction continues during the 2018 season. Project should be substantially complete in fall 2018.

PROJECT HISTORY

The project received municipal consent on the layout from Bingham Lake. The consultant that will do the final design was procured. The cost estimate was lowered because contingencies for poor soils and retaining walls were reduced. The final scoping report was completed in 2013. The development of the formal geometric layout is underway. The work proposed under this project was originally 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 2012. Project was let and is nearing completion first of the year of two years of construction. No major issues were found during construction.

PROJECT RISKS

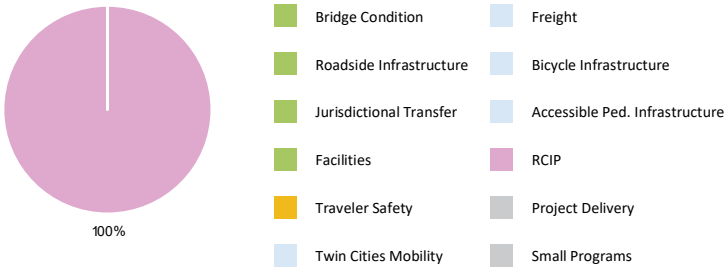
All major project design risks were retired.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	11/23/2012
Municipal Consent Approval Date:	5/4/2015
Geometric Layout Approval Date:	7/27/2015
Construction Limits Established Date:	4/22/2015
Original Letting Date:	2/24/2017
Current Letting Date:	2/8/2017
Construction Season:	2017 & 2018
Estimated Substantial Completion:	12/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

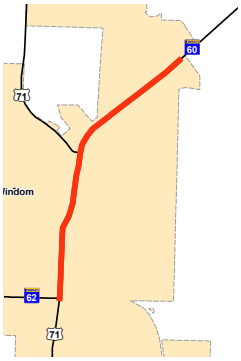
	Baseline Estimate	*Current Estimate*
Construction Letting:	27.1	19.7
Post Letting Construction Costs:	3	1.7
Other Construction Elements:	0	0.4
Preliminary Engineering:	2.94	2.5
Construction Engineering:	1.96	1
Right of Way:	1.5	2.7
Total:	***36.5***	***28***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the cost estimates for this project. The actual amount is 19.7 million and reflects good bid savings.

PROJECT SUMMARY



MN 60
On MN 60 from 6th St (TH 62) to 490th Ave in Windom

State Project Number 1703-73
Hwy 60: Windom

Resurface, Hwy 62 to 490th Ave in Windom

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The need for this project was to address pavement ride quality. To satisfy pavement condition targets, resurfacing the pavement on Highway 60 was in order. Restriping was done for the 11' lanes, which prolongs the life of the pavement in the bituminous widening section. Part of this project included investigating the condition of the bituminous widening and proposed a fix that will enabled the widening to hold up as long as the mainline pavement, and without extra maintenance.

PROJECT RISKS

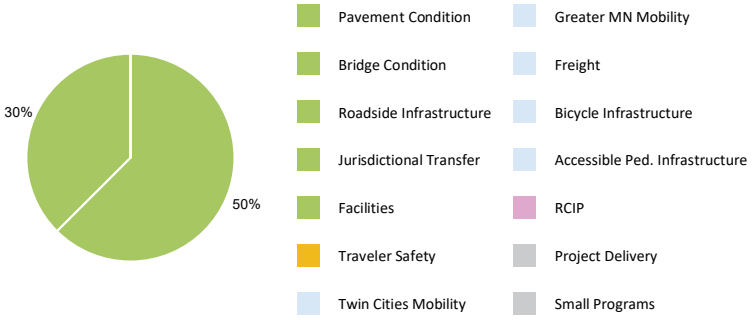
There are no outstanding project risks for this project.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/29/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	9/28/2018
Current Letting Date:	9/28/2018
Construction Season:	2019
Estimated Substantial Completion:	8/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

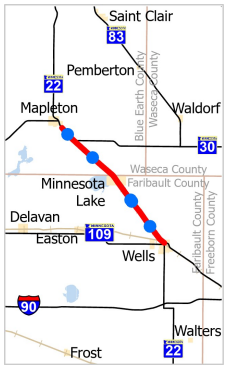
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.7	3.1
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0.1	0.4
Total:	***4.7***	***4.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the construction programmed amount based off of estimated quantities and average bid prices. The current estimate is the construction letting low bid amount. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



MN 22

On MN 22 from CSAH 29 in Wells to TH 30 in Mapleton in Mapleton and Wells

Bridge 22X02, 22X01, 22X03, 07X03, 07X04

State Project Number 2205-13

Hwy 22: Mapleton to Wells

Resurface Hwy 22 from Hwy 29 in Wells to Hwy 30 in Mapleton; repair 5 bridges

RECENT CHANGES & UPDATES

Northern project limits were updated to the southern edge of Mapleton to accommodate a future project through town.

PROJECT HISTORY

Project was originally scoped as a cold in-place recycle (CIR) fix in the spring of 2020 and included repair work at five bridge locations. The pavement rating from 2018 indicated a fair condition; however, it is anticipated to continue to deteriorate to a poor condition by the time of this project in 2023. Project will achieve a smooth riding surface through pavement preservation efforts along the entire project length while addressing Americans with Disabilities Act (ADA) deficiencies along Hwy 22 in Minnesota Lake.

PROJECT RISKS

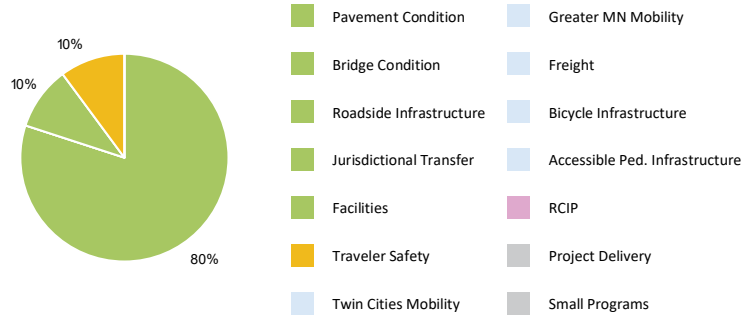
There may be a need to replace or add additional culverts within the project limits and perform additional hydraulic analysis. There may be additional impacts to accommodate sidewalk and pedestrian ramp work in Minnesota Lake.

SCHEDULE

Date in which project entered the STIP:	10/15/2019
Environmental Document 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:	12/16/2022
Current Letting Date:	12/16/2022
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

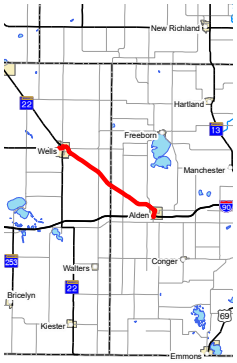
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.2	7.7
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	0.6
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	***11.4***	***9.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on a rough cost estimate as scoping had not been completed at the time. The estimate is based on CIR and bituminous overlay. Some contingency was included based on additional pavement items, surveying, and traffic safety needs. This estimate was based on 2020 dollars, then inflated to 2023 dollars.

PROJECT SUMMARY



CSAH 52
Hwy 22 in Wells to I-90 in Alden

State Project Number 2206-13

Resurface from Hwy 22 in Wells to I-90 in Alden and improve pedestrian crossings

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was let in Sept. 2017.

PROJECT HISTORY

This project will resurface the pavement to achieve a smooth riding surface. The project was scoped and pedestrian ramps and sidewalk will be replaced to meet ADA requirements in Alden. There is a railroad crossing in Alden, and a railroad agreement will be needed. The construction limits are complete. New sidewalk will be constructed in the city of Wells and most of the sidewalk in Alden will be replaced. The letting needed to be pushed to FY 2018. Construction in fall 2017 was considered, but construction staff limitations made that undoable. The change in construction year resulted in the estimate changing to account for additional inflation. This project is about to be let (Sept. 22, 2017) and has gone well. The only item that was added in the past year was a few tile crossings that the county requested be removed and replaced.

PROJECT RISKS

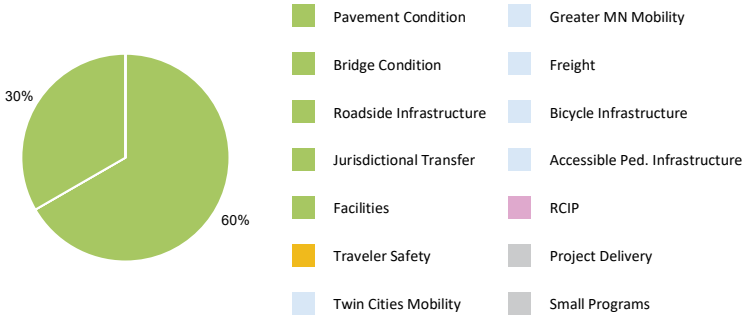
None remaining.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	8/24/2016
Municipal Consent Approval Date:	12/7/2015
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/2/2015
Original Letting Date:	1/1/2017
Current Letting Date:	9/22/2017
Construction Season:	Summer 2018
Estimated Substantial Completion:	08/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

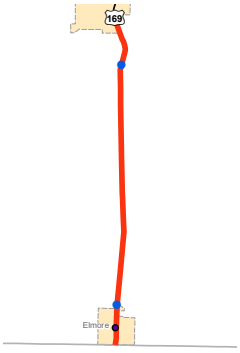
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	5.8
Post Letting Construction Costs:	0.48	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.2
Right of Way:	0.1	0.3
Total:	***7.5***	***7.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Actual letting cost is construction letting cost in current estimate.

PROJECT SUMMARY



US 169
On US 169 from Iowa to Blue Earth
Bridge 22002
State Project Number 2207-118

Resurface Hwy 169 from Iowa to Blue Earth; repair 1 bridge and 1 culvert

RECENT CHANGES & UPDATES

Changed from a concrete pavement rehabilitation to a mill and overlay. Right-of-way activities are eliminated. Detours eliminated.

PROJECT HISTORY

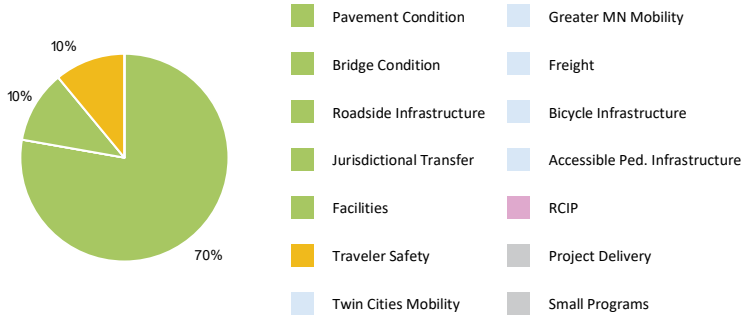
This project was moved from CY 2023 to 2022 due to funding availability and pavement need. Originally was intended for a longer-term pavement fix, but has been reduced in scope to a mill and overlay due to cost-saving measures.

PROJECT RISKS

No risks identified.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***7***	***7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

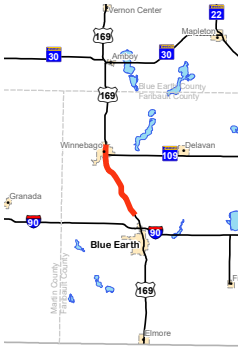
SCHEDULE

Date in which project entered the STIP:	10/15/2019
Environmental Document Approval Date:	Not Started
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	2/25/2022
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

COST ESTIMATE ASSUMPTIONS

Cost savings are needed due reduced revenue due to COVID-19 emergency repair projects due to heavy rains in the summer of 2020.

PROJECT SUMMARY



US 169
On US 169 from CSAH 6 to CSAH 12 in Winnebago

State Project Number 2208-113

Resurface from I-90 to Faribault CR 12 in Winnebago and improve pedestrian crossings

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project started Aug. 20, 2018 with an estimated completion in mid Oct. 2018.

PROJECT HISTORY

The purpose of this project is to provide a smooth riding surface and reconstruct the failing sidewalk and pedestrian ramps in Winnebago to meet ADA guidelines. The project was scoped and a minimal amount of risks were identified. The project scope was modified to bring the sidewalk up to current ADA standards in addition to the pedestrian ramps. The letting was changed to align with a scheduled letting date after the project was selected. Recently this project changed from an ultra-thin bonded wear coarse to an overlay and the UTBWC. The pavement deteriorated faster than anticipated.

PROJECT RISKS

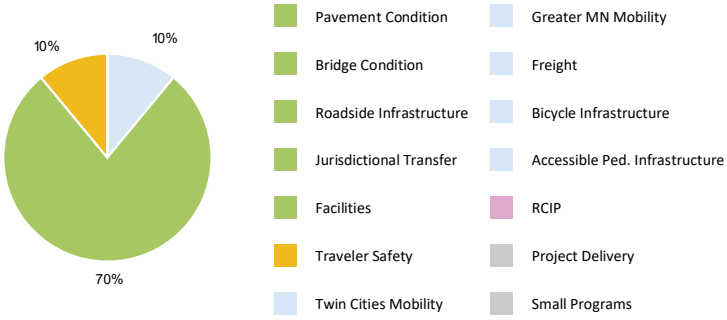
There is not a detour planned for this project, which could make some utility modifications difficult in Winnebago.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/14/2017
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/14/2015
Original Letting Date:	10/27/2017
Current Letting Date:	4/27/2018
Construction Season:	Summer 2018
Estimated Substantial Completion:	11/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

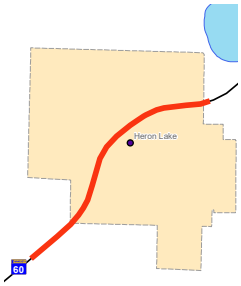
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.6
Post Letting Construction Costs:	0.25	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.456	0.4
Construction Engineering:	0.304	0.2
Right of Way:	0	0.4
Total:	***4.8***	***4.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Actual letting cost was $3.6 million. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



MN 60
On MN 60 from CSAH 24 to CSAH 24 in Heron Lake

State Project Number 3204-72
Hwy 60 Heron Lake: Intersection Safety Project

Install reduced conflict intersection (J-turn) on Hwy 60 at Jackson CR 24

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The 10th Street intersection has an above average number of crashes; most of which are right-angle/t-bone crashes. These crashes carry a higher likelihood of serious injury or death. Two of the right-angle crashes that have occurred recently have resulted in three fatalities. Only addressing the problem at 10th Street could result in the problem being relocated to the other intersections that serve Heron Lake, which is why three intersections are being treated.

PROJECT RISKS

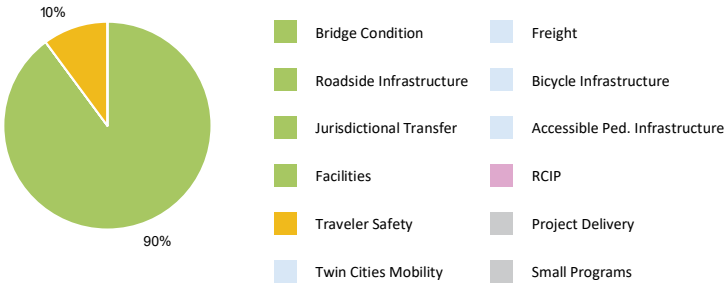
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	6/29/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	5/4/2018
Construction Limits Established Date:	Need unknown
Original Letting Date:	12/18/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.4	3.4
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***4.4***	***4.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is a scoping level estimate based off of estimated quantities and average bid prices. The current estimate is the construction let low bid amount. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY

US 71
On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson County
Bridge 8325, 8325
State Project Number 3206-20

Resurface Hwy 71 from Jackson to Hwy 60 in Windom; replace box culvert at Jackson CR 38

RECENT CHANGES & UPDATES

Project was let on 1/31/2020 and constructed in summer 2020.

PROJECT HISTORY

The project will resurface the roadway to provide a smooth ride and extend the life of the road, using newer cold in-place recycling technique. It will also replace bridge 8325. Scoping was completed in 2016.

PROJECT RISKS

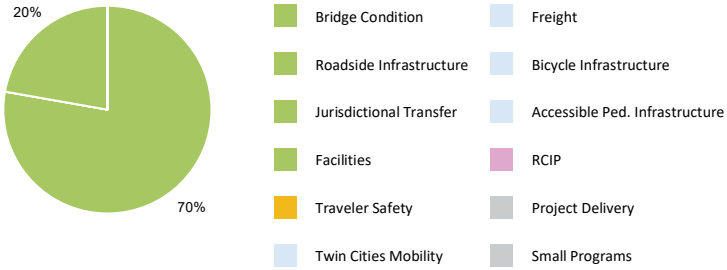
Project risks are retired.

SCHEDULE

Date in which project entered the STIP:	11/09/2017
Environmental Document Approval Date:	6/24/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/17/18
Original Letting Date:	01/31/2020
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.3	8.1
Post Letting Construction Costs:	0.75	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.1
Construction Engineering:	0.76	0.8
Right of Way:	0	0
Total:	***12***	***10.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The 2017 baseline estimate uses cost calculations for cold in-place recycling form of resurfacing, along with bridge replacement and culvert removals and repairs. This was estimated in 2015 dollars then inflated to 2020 dollars. The current estimate is based on the actual letting cost.

PROJECT SUMMARY

I 90
On I-90 from CSAH 5 to TH 86 in Jackson County

State Project Number 3280-131

Resurface eastbound I-90 from Jackson CR 5 to Hwy 86

RECENT CHANGES & UPDATES

This project is currently in the design phase and was upscoped from a medium mill and overlay to a concrete overlay.

PROJECT HISTORY

This project was initially programmed for a bituminous mill and overlay and changed to a unbonded concrete overlay due to the condition of the roadway. This project was chosen as a fiscal year 2022 project due to poor pavement condition.

PROJECT RISKS

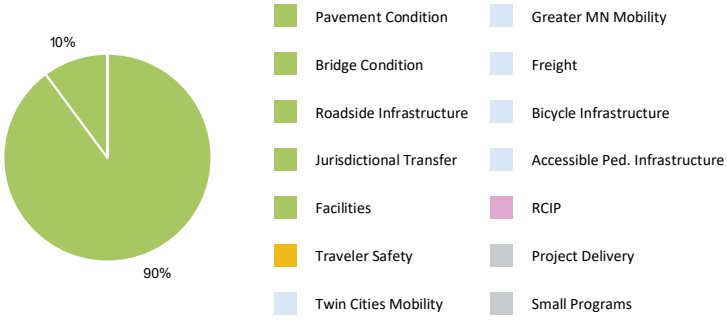
There are no outstanding risks on this project.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	6/30/2020
Original Letting Date:	6/25/2021
Current Letting Date:	2/26/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

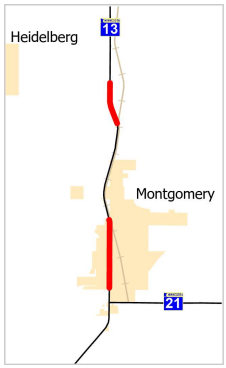
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	12.2
Post Letting Construction Costs:	0.36	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	1.5
Construction Engineering:	0.32	1
Right of Way:	0	0
Total:	***5.7***	***14.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on mill and overlay prices inflated to 2022. The current estimate is based on a concrete overlay increasing costs.

PROJECT SUMMARY



MN 13
On MN 13 from Milwaukee Ave to N Welco Dr in Montgomery

State Project Number 4002-49

Reconstruct Hwy 13 in Montgomery from Milwaukee Ave to N Welco Dr with improvements to sidewalk, lighting and drainage; construct roundabout at Le Sueur CR 28 intersection north of Montgomery

RECENT CHANGES & UPDATES

Combined two projects (roundabout at CSAH 28 and in-town construction). Outsourced design work to TKDA.

PROJECT HISTORY

This project started out with HSIP funds from the County and the State for the roundabout. In May 2020, the project was combined with the in-town project (4002-51) and the design work was consulted out to TKDA.

PROJECT RISKS

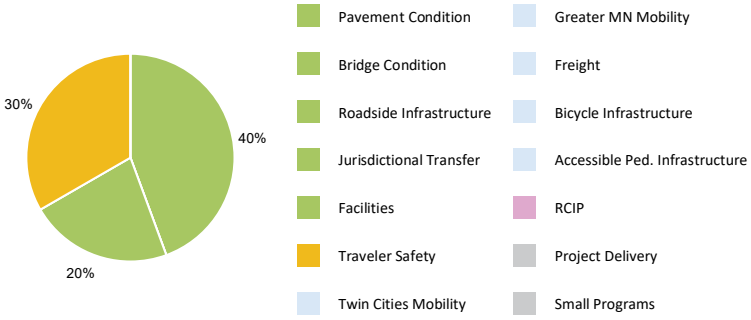
Project risks include HSIP funding potentially changing to a different fiscal year, a safety contingency for intersection construction and the potential change of the northern limits of the project due to infrastructure changes.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	01/27/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	5.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.2
Total:	***7.7***	***7.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Proposed letting date of 1/27/2023. Current estimate assumes inflation to mid-point of construction year 2023. A 1.1 inflation factor was used (from baseline FY 2020). Contingencies remain as risks get resolved.

PROJECT SUMMARY

MN 60
On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville

State Project Number 4006-35
Hwy 60: Madison Lake, Elysian, Waterville

Resurface Hwy 60 from Hwy 14 to Hwy 13 in Waterville; reconstruct in Madison Lake with improved sidewalks and crossings and improve approach slopes for safety; lighting intersections

RECENT CHANGES & UPDATES

Project is on schedule to begin construction in March of 2021, beginning with tree removal.

PROJECT HISTORY

This project is was upscoped to become a reclaim rather than a mill and overlay. This is a better fix and will last longer. It will also include resurfacing in Madison Lake. A bridge was identified for removal due to not being needed any longer. It was over an old rail road that is no longer in use.This project was upscoped to include the reconstruction of Madison Lake. This will improve pedestrian sidewalks, safety, and drainage. Adding passing lanes along the corridor was also explored. Bridge 5467 by Waterville will not be removed; this was considered since the bridge is over an old railroad track that is no longer being used.

PROJECT RISKS

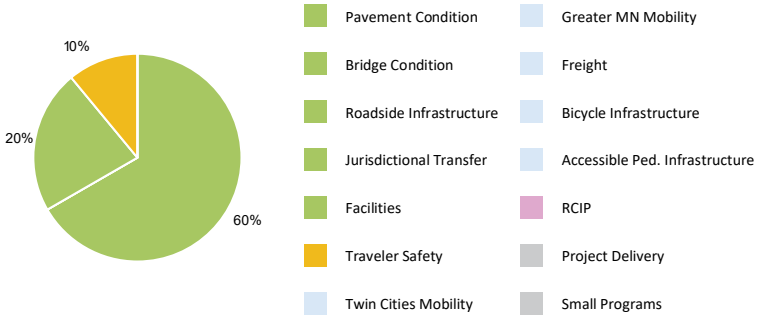
There are no project risks identified with this project.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	7/7/2020
Municipal Consent Approval Date:	12/2/2019
Geometric Layout Approval Date:	2/21/2019
Construction Limits Established Date:	7/12/2019
Original Letting Date:	12/20/2019
Current Letting Date:	12/4/2020
Construction Season:	2021
Estimated Substantial Completion:	2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

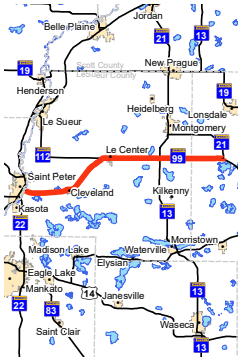
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	21.5
Post Letting Construction Costs:	0.9	0.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.2	2.1
Construction Engineering:	0.8	1.4
Right of Way:	0	0.6
Total:	***13.9***	***25.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on a reclaim inflated to 2020. The current estimate is significantly higher from the baseline estimate due to the upscope of the entire project to a reclaim vs. a mill and overlay, an upscope to a reconstruction in Madison Lake, and an increase in the amount of turn lanes that will be installed.

PROJECT SUMMARY



MN 99
On MN 99 from MN River Bridge to CSAH 38 in Le Sueur County

Bridge 8893

State Project Number 4010-10
Hwy 99: Nicollet to St. Peter

Resurface, widen and replace a bridge, Minnesota River bridge in St Peter to CR 38 and from Hwy 13 to Hwy 21 in Le Sueur County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed and completed in 2019.

PROJECT HISTORY

Due to deteriorating pavement, the district decided to split 4008-28 in to two projects. The first project was strictly a paving project in 2017 that encompassed Hwy 99 from the Minnesota River Bridge to Le Center. The second project was added into SP 4010-10 due to proximity. This work includes minor milling and overlay, culvert repair, turn lane modifications, bridge replacement, guardrail, and lighting.This letting date changed due to right-of-way acquisition. The pavement treatment changed from a mill and overlay to a cold in-place recycle.

PROJECT RISKS

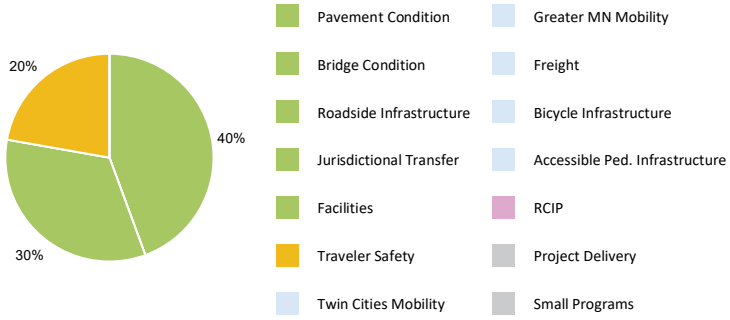
Project is complete.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/18/2018
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	6/7/2018
Construction Limits Established Date:	11/27/2017
Original Letting Date:	12/14/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

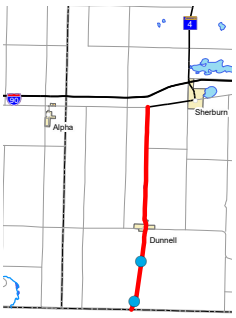
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	8.2
Post Letting Construction Costs:	0.31	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.51	1.1
Construction Engineering:	0.34	0.6
Right of Way:	0	0.2
Total:	***5.1***	***10.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The project estimate is based on bituminous pavement, lighting, bridge replacement, culvert repair/replacement, and guardrail work. The project estimate was inflated to 2019 dollars. This project increased in cost due to the addition of items left over from SP4008-28. SP 4008-28 was slated for 2019. The pavement was deteriorating faster than expected and therefore paved in 2017. All items that were not improved (e.g.: culverts, bridge, lighting, shoulders, guardrail, and turn lanes) were added to this project due to proximity.Cost estimate is based on actual let amount.

PROJECT SUMMARY



MN 4
On MN 4 from Iowa border to CSAH 26 in Martin County
Bridge 3572, 3878
State Project Number 4601-32
Hwy 4 Resurfacing: Sherburn to Iowa

Resurface, Iowa State line to Martin CR 26 and replace 2 bridges

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Roadway and bridge construction began in the summer of 2019. Construction was substantially completed and the roadway fully reopened to traffic in the fall of 2019.

PROJECT HISTORY

Repairs to the highway crossing culverts and bridges was further investigated to determine right-of-way needs. In 2013, the pavement was near the end of its service life, the ride quality was poor, and both bridges needed replacing. The project was shifted from fiscal year 2018 to 2019 as a ripple effect of projects coming in over estimate in 2016. This project resurfaced the pavement to achieve a smooth riding surface and improve the ride quality index. The project also included replacing bridges 3572 and 3878 with new box culverts.

PROJECT RISKS

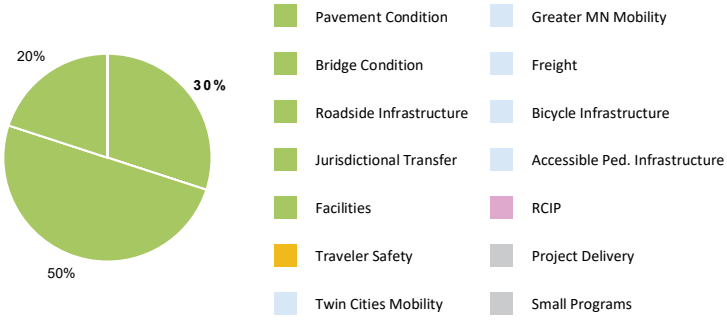
A more substantial or long-term fix would require raising the road grade or regrading, which would increase costs significantly. The project contingency does not include a change for this type of major risk.

SCHEDULE

Date in which project entered the STIP:	11/09/2017
Environmental Document Approval Date:	9/25/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2017
Original Letting Date:	01/26/2018
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	9/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	3.8
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.2
Right of Way:	0	0.1
Total:	***7.7***	***4.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project costs were updated based on pavement repair recommendations received as a mill and overlay. The baseline estimate is in 2017 dollars inflated to 2019 dollars. The current estimate removed scope items, compared to the base estimate that included an underseal and other minor pavement recommendations that weren't completely known at the time of baseline development.The current estimate for the construction letting is based on the actual letting cost. Project is substantially complete and actual costs are being realized.

PROJECT SUMMARY

MN 4

On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James

Bridge 46003, 6504, 8567, 5965

State Project Number 4602-27

Resurface Hwy 4 from Martin CR 26 to Hwy 60; replace 1 bridge and repair 3 bridges

RECENT CHANGES & UPDATES

Pavement condition is projected to be in poor condition in 2022.

PROJECT HISTORY

The road service is in poor condition or predicted to be by 2022.Due to budgetary constraints within the program, the project was shifted to fiscal year 2024 but identified to be a project with a flexible letting for fiscal year 2023. Bridge 8567 will be replaced under the project with a new box culvert.

PROJECT RISKS

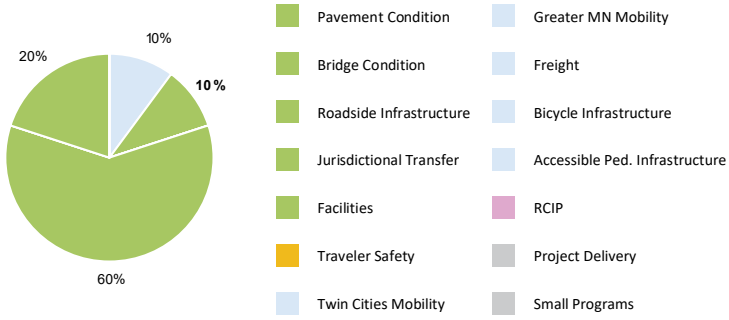
Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/22/2021
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

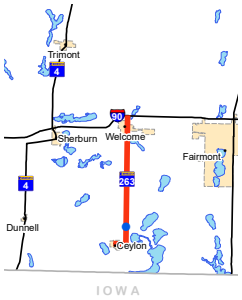
	Baseline Estimate	*Current Estimate*
Construction Letting:	16	17.8
Post Letting Construction Costs:	1.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.74	2
Construction Engineering:	1.16	1.4
Right of Way:	0	0.1
Total:	***20.7***	***22.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the pavement surface, cold in-place recycle, and then placement of a bituminous overlay for the final driving surface.The project was moved from Fiscal Year 2022 to Fiscal Year 2024. Costs were updated to reflect inflationary cost factors and was moved in order to manage district targets. The estimated costs were updated to include the replace of Bridge 8567.

PROJECT SUMMARY



MN 263
On MN 263 from CR 125 (Clark St) in Ceylon to I90

State Project Number 4609-17

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

RECENT CHANGES & UPDATES

Since this is a turnback project, it has been upscoped using turnback dollars to a reclaim overlay rather than a thin mill and overlay.

PROJECT HISTORY

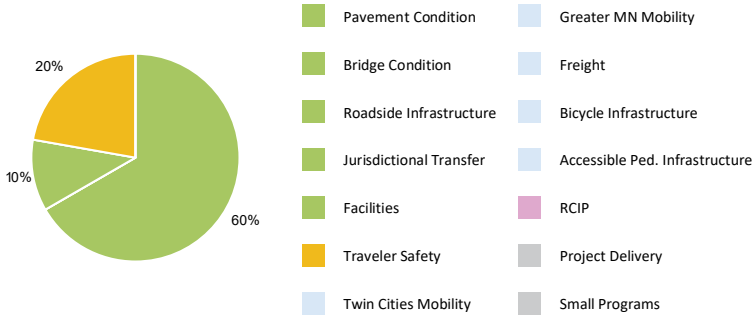
This is currently planned to be a turnback project. This section of roadway will be turned back to the county upon completion of the project in 2022. Letting moved one year due to funding. Due to pavement condition being very poor, and in coordinating with the county a reclaim was the preferred fix.

PROJECT RISKS

Getting landowner permission for snow fence locations.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	9.6
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.9
Construction Engineering:	0.48	0.5
Right of Way:	0	0.3
Total:	***7.3***	***12.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

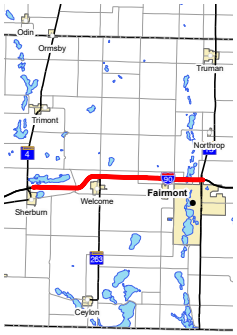
SCHEDULE

Date in which project entered the STIP:	11/09/2017
Environmental Document Approval Date:	12/30/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/6/2019
Original Letting Date:	11/20/2020
Current Letting Date:	3/25/2022
Construction Season:	2021
Estimated Substantial Completion:	Fall 2022

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a mill and overly. The current estimate is based on the upscoped reclaim and ADA work. This is estimated in 2021 dollars.

PROJECT SUMMARY



I 90
On I-90 from Sherburn to Fairmont

State Project Number 4680-126

This project is a mill and overlay of the westbound lanes on I-90, between Hwy 4 in Sherburn and just east of Hwy 15 in Fairmont. There will also be some drainage, lighting, and guardrail repairs. The bridge end posts will also be upgraded.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in 2017.

PROJECT HISTORY

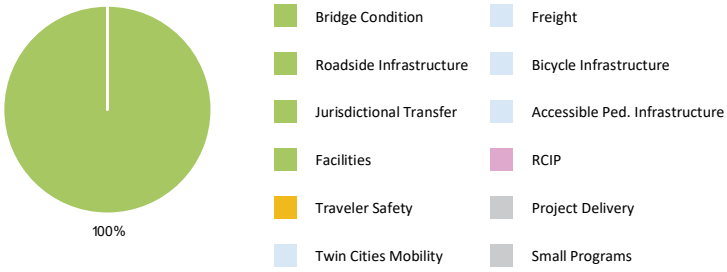
This project was added to the FY 2017 program. This acceleration was made possible due to an additional $25 million investment in I-90 made in 2014-2015, which was funded by savings from other projects.

PROJECT RISKS

There are no remaining risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.4	7.4
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.2	0.5
Right of Way:	0	0
Total:	***8.4***	***8.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

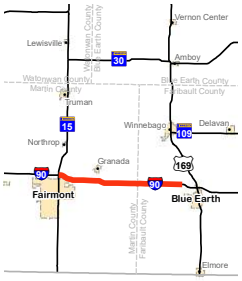
SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	9/30/2016
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	12/16/2016
Current Letting Date:	12/16/2016
Construction Season:	Summer 2017
Estimated Substantial Completion:	05/22/2018

COST ESTIMATE ASSUMPTIONS

The current estimate is the actual bid amount. Project has been closed out and actual costs have been realized.

PROJECT SUMMARY



I-90

On I-90 from TH 15 to two miles west of TH 169

Bridge 46836, 46835, 46831, 46824, 22801, 22802

State Project Number 4680-129

I-90 Fairmont to Blue Earth

Resurface I-90, Hwy 15 to 2 miles west of Hwy 169 and repair multiple bridges

RECENT CHANGES & UPDATES

Construction resumed in the spring of 2020 with traffic diverted to the westbound lanes while resurfacing the eastbound lanes and final bridge repair work was completed.

PROJECT HISTORY

This project was advanced to construction in 2019 as a result of the new legislative funding provided in 2017.Project construction started in the spring of 2019 with through traffic routed to the eastbound lanes. Resurfacing of the westbound lanes and repairs to several of the bridges was completed in 2019. Normal traffic configuration was restored in the fall of 2019, and construction was suspended over the winter.

PROJECT RISKS

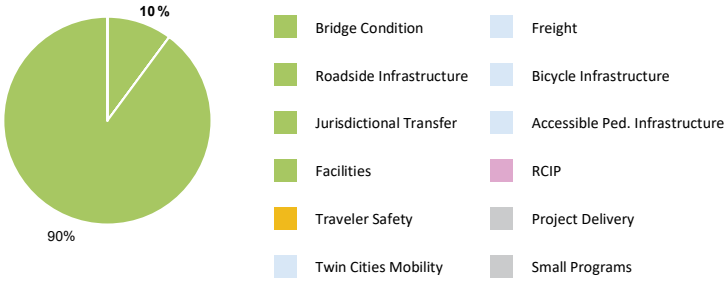
Project was bid in December 2018, had two seasons of construction in 2019 and 2020, and is now nearing substantial completion. As of fall 2020, remaining risks to the project have decreased.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	7/20/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	11/16/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

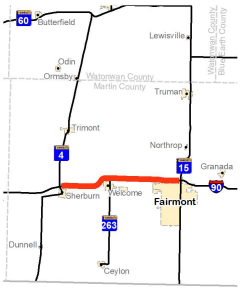
	Baseline Estimate	*Current Estimate*
Construction Letting:	40	38.5
Post Letting Construction Costs:	3.3	3.3
Other Construction Elements:	0	0
Preliminary Engineering:	3.12	2
Construction Engineering:	2.08	3.2
Right of Way:	0	0
Total:	***48.5***	***47***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The project includes milling off a portion of the existing bituminous pavement and placing a concrete overlay on both the mainline pavement and shoulders. The current estimate is based on the construction letting and the awarded construction contract.

PROJECT SUMMARY



I 90
On I-90 from TH 4 to TH 15 in Martin County

State Project Number 4680-132

Resurface I-90 from Hwy 4 to Hwy 15; upgrade lighting

RECENT CHANGES & UPDATES

The project changed from a cold in-place recycle to mill & overlay to reduce cost and help with program funding constraints.

PROJECT HISTORY

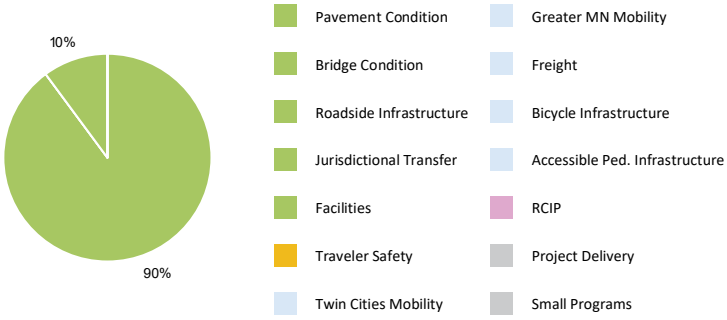
Pavement condition is predicted to be below terminal serviceability by 2022. Project is needed to repair the pavement and improve the riding surface and extend the life of the roadway.

PROJECT RISKS

Coordination needed with Cities of Sherburn, Welcome, and Fairmont on detours and local traffic control.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	9
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	0.8
Construction Engineering:	0.72	0.6
Right of Way:	0	0
Total:	***13.3***	***10.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

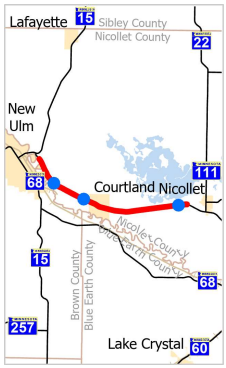
SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	12/17/2021
Current Letting Date:	12/17/2021
Construction Season:	2022
Estimated Substantial Completion:	2022

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on mill & overlay prices inflated to 2022. Cost is reduced due to scoped change from CIR to mill & overlay.

PROJECT SUMMARY



US 14

On US 14 from just east of Hwy 15 to just east of 481st Ave.

Bridge 96916, 97036, 97101

State Project Number 5202-58

Hwy 14: New Ulm, Courtland, Nicollet, North Mankato

Reconstruct Hwy 14 from 2-lane to 4-lane from Hwy 15 at New Ulm to east of Nicollet (481st Ave); construct 2 new interchanges and replace 3 bridges

RECENT CHANGES & UPDATES

In early 2020 the Governor announced that MnDOT would seek a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. The state Legislature passed a bill that will dedicate oversize vehicle permit fees to repaying TIFIA loans. MnDOT has been in communication with the US DOT and a letter of interest for the loan is being prepared. In September 2020 the US DOT announced that MnDOT would receive a $22M BUILD Grant for Hwy 14.

PROJECT HISTORY

Right of way need identification was completed in September 2020. Plan production work began in September 2020. A Re-evaluation of the Environmental Impact Statement is underway.

In 2019 MnDOT announced it would move forward with developing the project up to the point of getting right of way despite the lack of funding.

This segment of Hwy 14 is the last between New Ulm and Rochester to receive funding to be expanded to four lanes. It was included in an Environmental Impact Statement that was completed in 2011 for the corridor between New Ulm and North Mankato. Expanding this segment to four lanes has long been a priority. Fatal and serious injury crashes, as well as traffic mobility impediments through Courtland drive the need for the project. MnDOT applied for a BUILD grant in 2019 and an INFRA grant in 2020. These were unsuccessful.

PROJECT RISKS

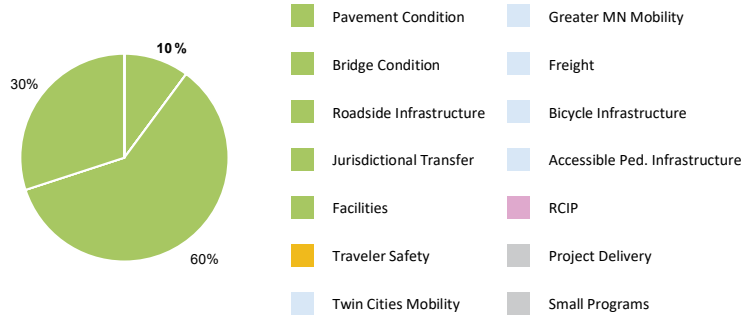
Working with landowners to resolve access and drainage issues took longer than anticipated limiting time for negotiations that may lead to more costs through eminent domain proceedings. Soils investigations have been accounted for in designs, but there may be undiscovered pockets of poor soil that will add to grading costs. Managing workload and communications for a large project designed by different members of a large team is challenging.

SCHEDULE

Date in which project entered the STIP:	10/2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	9/10/2020
Original Letting Date:	1/22/2022
Current Letting Date:	1/22/2022
Construction Season:	2022-2024
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	74	74
Post Letting Construction Costs:	3.5	3.5
Other Construction Elements:	2.2	2.2
Preliminary Engineering:	2.5	2.5
Construction Engineering:	1.5	1.5
Right of Way:	9	9
Total:	***92.7***	***92.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

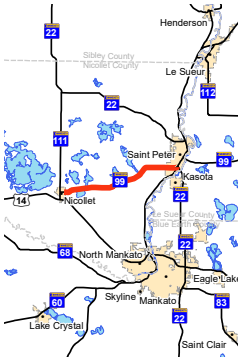
COST ESTIMATE ASSUMPTIONS

Cost estimates are based on early preliminary design work prior to having quantities available. The current estimate for all remaining work is $92.7M. The construction cost shown on the left does not include $2M in contingencies. Costs are in 2022 dollars. Funding for the project will be as follows:TIFIA Loan $45.4MBUILD Grant $22MOther Federal $6.8MNicollet County $3.5MState $15M

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169, MN 99
Nicollet to St. Peter
Bridge 4596
State Project Number 5206-31

Resurface Hwy 99 from Birch St in Nicollet to Hwy 169 in St Peter; replace 1 bridge and 1 culvert, and lighting

RECENT CHANGES & UPDATES

Project scheduled to be let on 10/23/2020.

PROJECT HISTORY

Pavement is in poor condition and expected to worsen by 2021. Resurface the roadway to provide a smooth ride and extend the life of the road. Current roadway fix started out as a cold in-place recycle and was downscoped to a thin mill & overlay prior to letting.

PROJECT RISKS

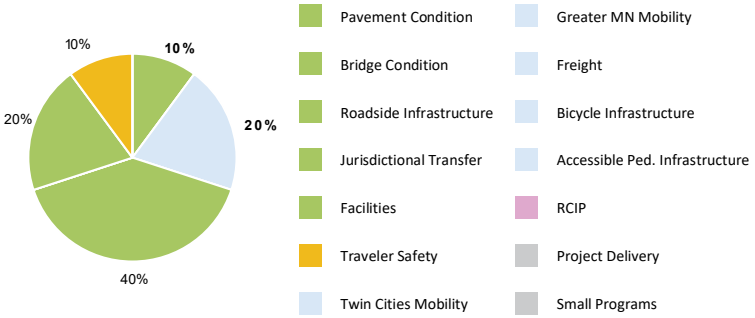
Project has been turned in, pending contract letting.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	6/1/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2018
Original Letting Date:	10/23/2020
Current Letting Date:	10/23/2020
Construction Season:	2021-2023
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

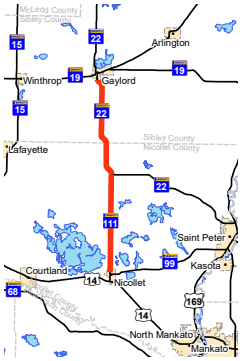
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.1	4.9
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.4
Right of Way:	0	0.2
Total:	***10.4***	***6.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Used current 2020 construction costs for design engineer's estimate at project turn-in. Recent downscoping roadway and shoulder fix to think mill & overlay contributed to a much lower cost estimate for 2021 construction.

PROJECT SUMMARY



MN 111
On MN 111 from 1st St in Nicollet to MN 22 in Gaylord

State Project Number 5208-22

Resurface 19 miles of Hwy 111/22 from Hwy 99 in Nicollet to 280th St in Gaylord; add turn lanes, new snow fence, rural intersection lighting; improve underground pipes and utilities

RECENT CHANGES & UPDATES

The scope has been updated to clarify the previous unknowns that are now shown in the project history. Two structural snow fences will be constructed to mitigate snow drifting. Nicollet will proceed with a water main extension and a re-alignment of the storm sewer system over two blocks in the city.

The project is under construction at this time and will be completed fall 2020.

PROJECT HISTORY

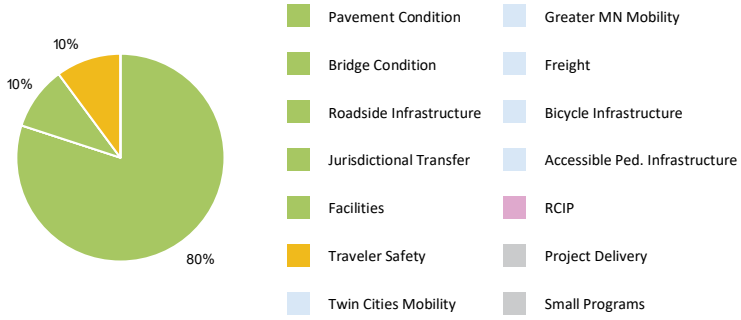
The scope was updated to focus on pavement needs. The following items were eliminated from the scope because they did not meet performance based needs: adding turn lanes at County Roads 4, 5 and 15, and replacing bridge 8721. Work has begun with landowners about possible snow drifting mitigation. Nicollet is investigating possible reconstruction north of Hwy 99. This project was identified as a resurfacing candidate. The pavement condition is fair, but projected to be fair to poor before the project is constructed. A scoping review was completed by district staff in 2015. In this review, a bituminous reclamation was recommended. An additional scope was added to take care of problems while the surface was off the road.

PROJECT RISKS

Project risks have been retired.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.4	13.5
Post Letting Construction Costs:	1.1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.44	1.6
Construction Engineering:	0.96	1.1
Right of Way:	0.12	0.2
Total:	***17.2***	***17.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

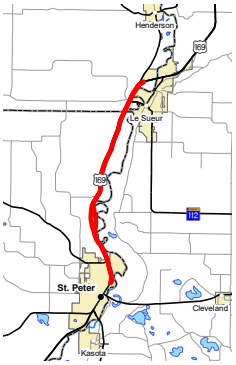
SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	November 2017
Original Letting Date:	11/15/2019
Current Letting Date:	11/22/2019
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate included all the original scoped work. The current estimate assumes a 3-inch mill, reclamation, and a 4.5-inch overlay. The current estimate is reduced due to the following removals from the scope: bridge 8721 replacement, edge drains, super elevation correction, and turn lanes at three locations.The current estimate matches the actual let amount.

PROJECT SUMMARY



US 169
On US 169 bridge(s) 52001;52002 & 8961 in Nicollet County

Bridge 52001;52002 & 8961

State Project Number 5209-74
Hwy 169: St. Peter, Le Sueur

Resurface NB lanes from Union St in St. Peter to Hwy 93 at Le Sueur

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

There are no new updates to this project in 2020.

PROJECT HISTORY

Project is planned for one construction season now, but originally it was scheduled for two seasons. Project was upscoped to include guardrail and bridge rail modifications to Bridge 52001 over Robarts Creek southbound. Project was downscoped to remove rehabilitation of bridges 52004 and 8649. Experimental intelligent work zone features were added to include driver warning systems for slowing or stopped traffic ahead in the work zones. This project will provide a smooth riding surface on the northbound lanes of Hwy 169, which is a high priority interregional corridor.

PROJECT RISKS

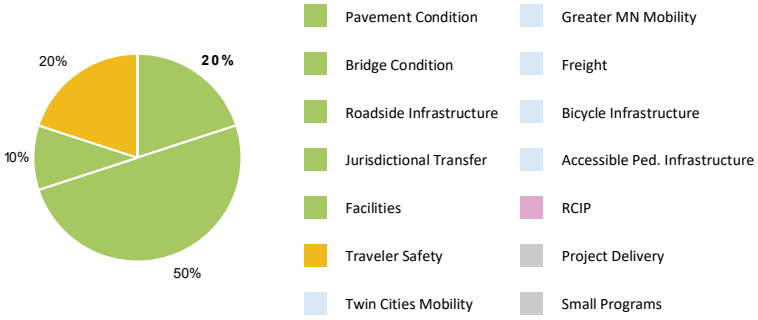
Majors risks were mitigated.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	2/2/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/14/2016
Original Letting Date:	11/17/2017
Current Letting Date:	12/1/2017
Construction Season:	Summer 2018
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

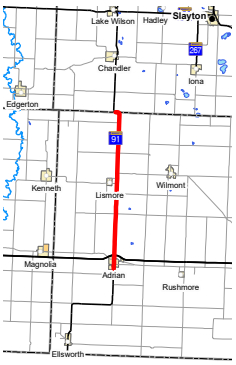
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.3	14.3
Post Letting Construction Costs:	0.4	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	2.5
Construction Engineering:	0.44	1.5
Right of Way:	0	0
Total:	***7.8***	***19.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The cost estimate assumed construction in 2018. Current Estimate included a pavement recommendation change from a mill and overlay project to a concrete overlay project to extend the service life. Other scope items were then added to coincide with a longer service life.

PROJECT SUMMARY



MN 91
On MN 91 from Adrian to I-90 in Nobles County

Bridge 1503, 8793

State Project Number 5308-29

Hwy 91: Adrian to Nobles/Murray County Line

Resurface 15 miles of Hwy 91 from the south Adrian city limits to the Noles/Murray County line; improve pedestrian crossings in Adrian, add turn lanes, new rural intersection lighting; improve underground pipes and utilities

RECENT CHANGES & UPDATES

Project is substantially complete as of August 1, 2020.

PROJECT HISTORY

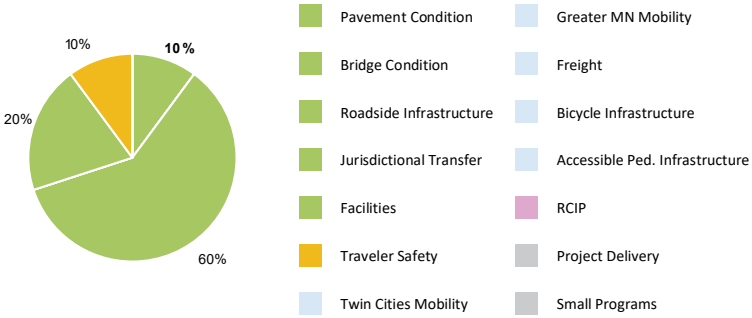
The project was moved to FY 2020 to free up funding for other projects in FY 2018. The replacement of bridges #1503 and #8793 was added to the scope. The scope was also revised to include sidewalk repairs to improve ADA compliance. The project was identified for inclusion in the 2018 program and scoped.

PROJECT RISKS

Project risks have been retired.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	9
Post Letting Construction Costs:	4.7	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.1
Construction Engineering:	0.52	0.8
Right of Way:	0	0.3
Total:	***12.9***	***12.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

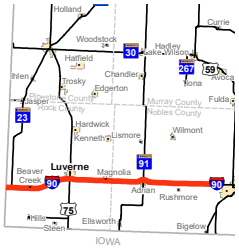
SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/27/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/1/2017
Original Letting Date:	12/15/2017
Current Letting Date:	2/22/2019
Construction Season:	2019-2020
Estimated Substantial Completion:	Fall 2020

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumes a medium mill and overlay, extensive ADA work, and the replacement of two box culverts. There is no work at other box culverts.The current cost estimate is from the Design engineer's estimate and was changed to account for an additional year of inflation, added bridges, additional ADA work, and included guardrail, city development work, and upgraded pavement fix.

PROJECT SUMMARY



I 90
On I-90 from South Dakota border to Worthington in Rock County.

State Project Number 6780-114

Install cable barrier in the median along the WB lanes

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete and roadway is open for traffic.

PROJECT HISTORY

I-90 from the South Dakota border to Worthington is a rural 4-lane freeway. There are 6 grade separated interchanges spaced along this stretch of freeway with additional bridges for roads crossing I-90. In general the terrain would be classified as level or gently rolling allowing significant sight distance in all directions. There are rural outside ditches as well as a generally shallow median ditch. Over a period of 10 years, there has been over 120 crashes coded as run off the road left, head on and sideswipe opposing. Three of these crashes were fatalities. The projects purpose is to increase the safety of the traveling public by reducing the severity of the types of crashes identified by installing high tension cable barrier in the center median of I-90, which will catch motorists prior to traveling into oncoming traffic as well as reduce the amount of rollover crashes.

PROJECT RISKS

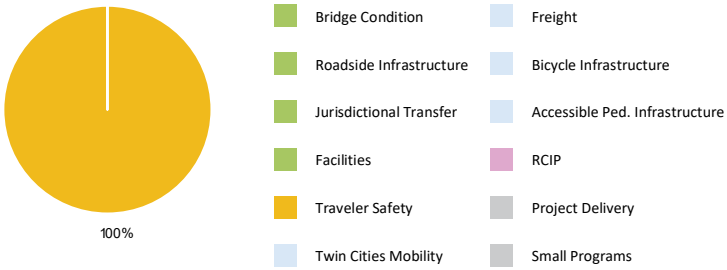
There are no known significant risks remaining.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	10/27/2017
Current Letting Date:	9/22/2017
Construction Season:	2018
Estimated Substantial Completion:	8/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

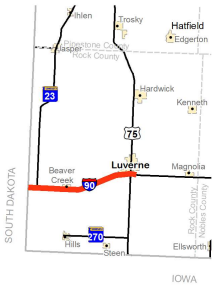
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0
Construction Engineering:	0.5	0.1
Right of Way:	0	0
Total:	***5.1***	***4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the construction programmed estimate based on estimated quantities and average bid prices of similar projects. The current estimate is the construction letting low bid amount. Project has been closed out and actual costs have been realized.

PROJECT SUMMARY



I 90

On I-90 from Beaver Creek to Luverne in Rock County.

Bridge 67801

State Project Number 6780-117

Resurface I-90 from just east of South Dakota to Luverne on WB lanes; repair 1 bridge

RECENT CHANGES & UPDATES

Eliminated west four miles; will be done as a separate project (timeframe unknown).

PROJECT HISTORY

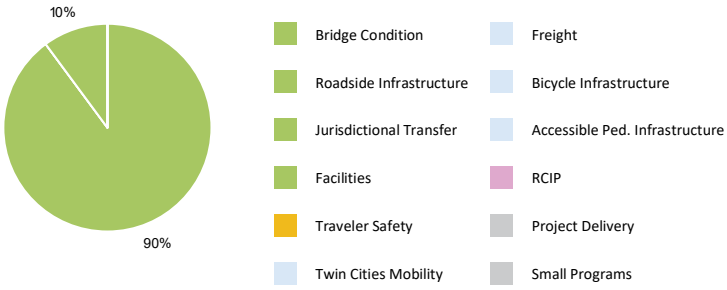
Pavement condition is predicted to be below terminal serviceability by 2022. Work will include pavement rehabilitation, guardrail improvements, bridge deck overlay and culvert repairs. This will extend the life of the roadway.

PROJECT RISKS

No risks identified.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.6	6.6
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.38	0.9
Construction Engineering:	0.92	0.5
Right of Way:	0	0
Total:	***17***	***8.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

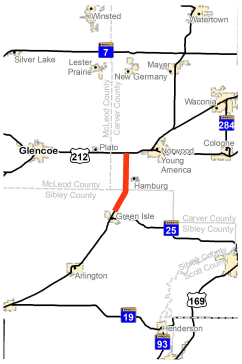
SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	06/25/2021
Current Letting Date:	3/26/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2021

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumed eastbound and westbound lanes. The current estimate has been reduced to westbound lanes only.

PROJECT SUMMARY



MN 5
On MN 5 from 5th St in Green Isle to Highway 212 in Sibley and Carver Counties.

State Project Number 7201-119
Hwy 5: Green Isle

Resurface Hwy 5 from 5th St in Green Isle to Hwy 212

RECENT CHANGES & UPDATES

The project was let on June 5, 2020. Construction took place in 2020.

PROJECT HISTORY

Originally scoped as a mill and overlay in 2017. Pavement was in fair condition and is expected to continue to deteriorate. Project will improve road surface and achieve a smooth riding surface. Project includes Metro District associated SP 1001-17 in Carver County. This project has been upscoped to include the Metro portion (Carver County) and for cold in-place recycle fix.Project has changed to remove full-width paved shoulders at the north end of the project between 134th Street and TH 212 . The change will remove the auxiliary lane present along this stretch up to the point where it would be necessary as a turn lane. The project scope has changed to include paving of the easternmost 200' of 180th Street on the west side of MN 5 just north of Green Isle. Project will also correct the crown of MN 5 to 2% along the project segment.

PROJECT RISKS

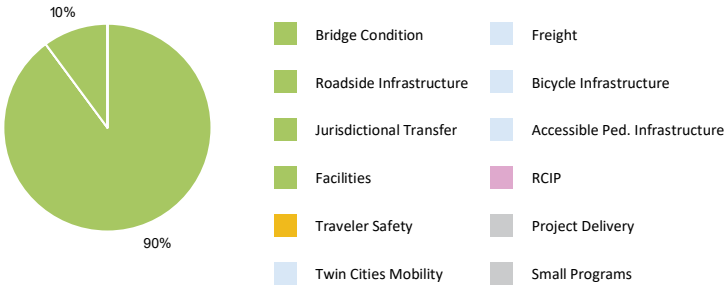
This project will be substantially complete in the fall of 2020.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	10/9/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/8/2019
Original Letting Date:	10/23/2020
Current Letting Date:	5/19/2020
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	2.7	3.5
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.6
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***3.3***	***4.6***

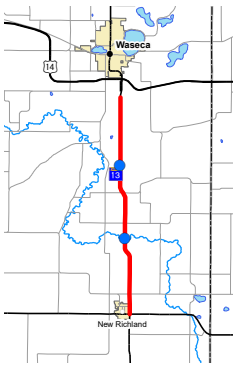
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The estimate is based on cold in-place recycle and bituminous overlay. The estimate prior to letting decreased from 5.6 million to 4.5 million due to scope changes and moving the construction up a calendar year. Some contingency was included based on additional pipe replacements, pavement items, and traffic safety needs. This estimate prior to letting was based on 2019 dollars, then inflated to 2020 dollars.

The number reflected in the current estimate column for construction letting is the actual let amount.MnDOT District 7 is leading this project. MnDOT Metro District has funded 1.8 million of the project.

PROJECT SUMMARY



MN 13
On MN 13 from Waseca to New Richland.

State Project Number 8101-57

This project is a mill and overlay on Hwy 13 from south of Waseca to Hwy 30 in New Richland, a length of about 11 miles. The project also includes bridge rehabilitation work on bridges and some ADA updates to the county trail on the east side of New Richland.

RECENT CHANGES & UPDATES

Under construction in summer 2018.

PROJECT HISTORY

This project combines mill and overlay pavement preservation and bridge rehabilitation. It will also address some ADA concerns on the county trail on the east side of New Richland. The project reached 95 percent design with no significant changes. The project letting was delayed due to funding. Then it was let. Due to staffing shortages, the project will be constructed in 2018.

PROJECT RISKS

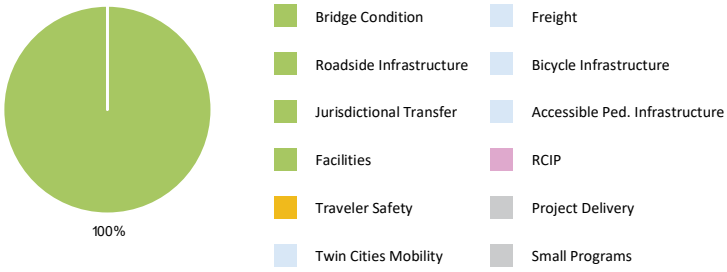
There are currently no outstanding risks on this project.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	6/24/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	12/16/2016
Current Letting Date:	5/19/2017
Construction Season:	2018 & 2019
Estimated Substantial Completion:	2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

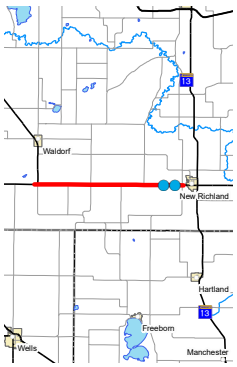
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	3.9
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.7
Right of Way:	0	0
Total:	***6.3***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The current estimate for construction is the actual bid. Original estimate didn't include major bridge work. Revised estimate included work to 2 Bridges (81001, 81002).

PROJECT SUMMARY



MN 30
On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties.

Bridge 6789, 8131

State Project Number 8105-21

Hwy 30: New Richland

Resurface Hwy 30 from Hwy 22 to New Richland; replace 2 bridges

RECENT CHANGES & UPDATES

Let on 12/18/2019. Currently 80% done with construction.

PROJECT HISTORY

Pavement conditions are fair but will continue to deteriorate; the road does not ride smoothly. Bridge 6789 is scour critical and bridge 8131 has a deck overlay indicating that the underlying deck is likely in very poor condition. Started construction in May 2020, will be complete in October 2020.

PROJECT RISKS

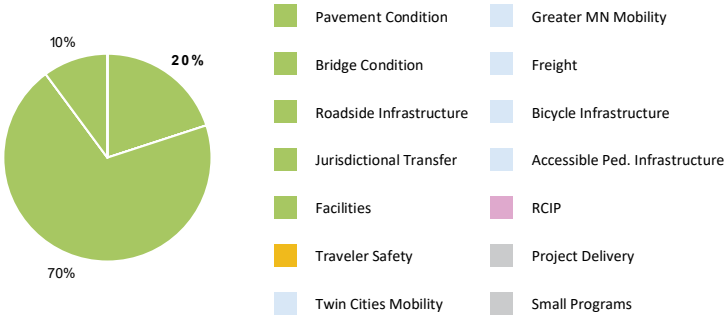
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	10/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/1/2018
Original Letting Date:	1/1/2023
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

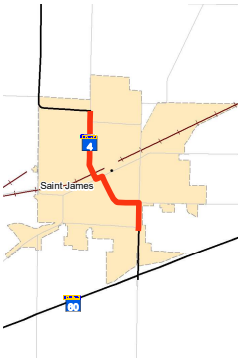
	Baseline Estimate	*Current Estimate*
Construction Letting:	9	9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.6
Construction Engineering:	0.9	0.9
Right of Way:	0	0.4
Total:	***12.2***	***11.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Estimate assumes inflation to mid-point of construction year 2020. A 1.21 inflation factor was used (from baseline FY 2017). Let on 12/18/2019, current estimates shown.

PROJECT SUMMARY



MN 4
On MN 4 from 10th Ave S to 11th Ave N in Saint James.

State Project Number 8302-38
Hwy 4 Reconstruction: St. James

This is a roadway reconstruction project for 1.6 miles in St James from south of 10th Ave S. to 11th Ave N. The sidewalk will be replaced and constructed to meet ADA standards. The storm sewer, sanitary sewer and water main will be replaced. Mini-roundabouts will be built to replace the existing signals.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project complete.

PROJECT HISTORY

The city approved the geometric layout. A consultant was procured for the final design work. The letting date changed to align with a scheduled letting date after the project was programmed. Some temporary easements will be needed in the process of making the sidewalks ADA compliant. The existing 1951 concrete throughout the corridor is in very poor condition. Multiple city utility breaks occur each winter due to poor utilities below the roadway. The project was first let in Feb. 2016 and all bids were rejected with the lowest being $18.8 million. The reasons for the bids being well over the estimate include tight staging requirements, specifications for contaminated soil handling, and a less competitive bidding environment. Staging was revised and the project was re-bid in May 2016 giving contractors an additional year for construction work. The low bid was at $15.7 million.

PROJECT RISKS

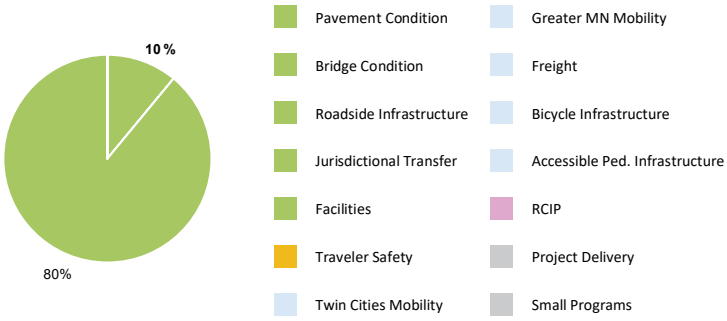
No risks, as project is substantially complete.

SCHEDULE

Date in which project entered the STIP:	2012
Environmental Document Approval Date:	11/23/2015
Municipal Consent Approval Date:	12/02/2014
Geometric Layout Approval Date:	4/10/2015
Construction Limits Established Date:	Summer 2015
Original Letting Date:	6/30/2016
Current Letting Date:	5/20/2016
Construction Season:	2016-2018
Estimated Substantial Completion:	Summer 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

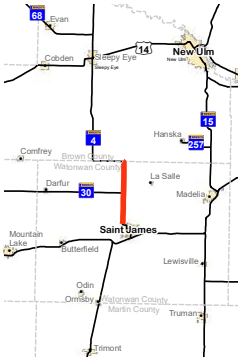
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	15.7
Post Letting Construction Costs:	0.4	1.2
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.6	1.5
Construction Engineering:	0.4	1.8
Right of Way:	0.2	0.8
Total:	***6.9***	***21.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The construction cost breakdown is: MnDOT's share - $8.1 million; city share - $6.9 million; and county share - $0.6 million. The current estimate is based on the awarded contract from the May 2016 letting.

PROJECT SUMMARY



MN 4

On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.

Bridge 5076

State Project Number 8302-48

Resurface Hwy 4 from Armstrong Blvd in St James to Watonwan CR 18; replace 1 bridge

RECENT CHANGES & UPDATES

Pavement condition is expected to be in poor condition by 2023. Bridge 5076 is in poor condition.

PROJECT HISTORY

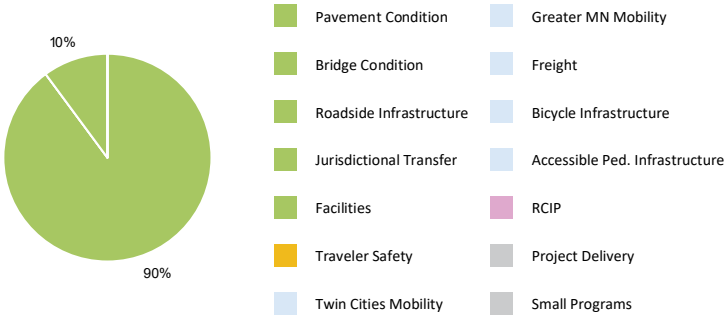
This project is needed to improve the pavement condition as the pavement is projected to be in poor condition by 2023. Bridge 5076 is currently in poor condition. The roadway is planned to be a full depth stabilized reclamation and will replace bridge 5076. This will extend the life of the roadway.

PROJECT RISKS

Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11	9.9
Post Letting Construction Costs:	0.87	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1
Construction Engineering:	0.76	0.7
Right of Way:	0	0
Total:	***14***	***12.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

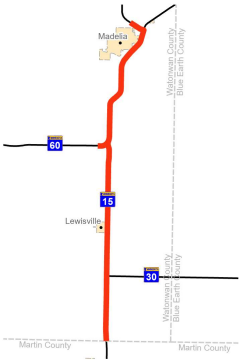
SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full-depth reclamation, and placement of a four-inch overlay. Bridge 5076 would be replaced with a box culvert instead of a span bridge.The project was moved from Fiscal Year 2022 to Fiscal Year 2023. Costs were updated to reflect inflationary cost factors and was moved in order to manage district targets.

PROJECT SUMMARY



MN 15 & MN 60
On TH 15/60 from the S interchange of TH 15/60 to the north interchange of TH 15/60 near Madelia
Bridge 83012, 83015, 83016, 83017, 83018
State Project Number 8304-118

Resurface Hwy 60 W interchange to Hwy 60 E interchange near Madelia; lighting

RECENT CHANGES & UPDATES

Project construction changed from 2024 to 2022.

PROJECT HISTORY

Pavement condition is considered to be poor by 2022. Project is needed to resurface the roadway and improve the riding surface and extend the life of the roadway.

PROJECT RISKS

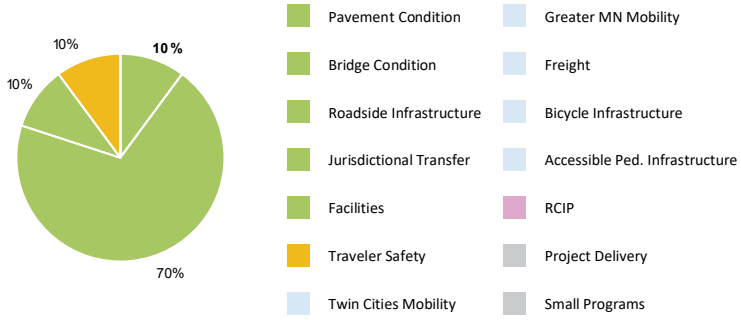
Coordination needed with City of Madelia and Watonwan County on detours and local traffic control.

SCHEDULE

Date in which project entered the STIP:	4/8/2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

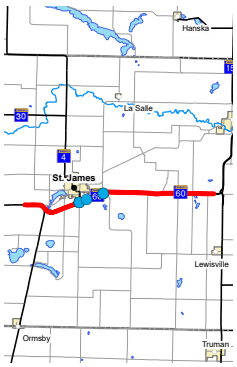
	Baseline Estimate	*Current Estimate*
Construction Letting:	18.1	18.1
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.3
Construction Engineering:	1.5	1.5
Right of Way:	0	0
Total:	***23.4***	***23.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on pavement replacement/resurfacing prices inflated to 2022.

PROJECT SUMMARY



MN 60
On MN 60 from St. James TH 4 to Hwy 15 in Watonwan County.

State Project Number 8309-52
Hwy 60 Watonwan County Resurfacing

Repair and resurface, 1 mile west of Hwy 4 to Hwy 15

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in the fall of 2019.

PROJECT HISTORY

Project was upscoped to an unbonded concrete overlay to be constructed in 2018 and 2019. Pipe repair work is expected to be completed ahead of time (under SP 8827-271) in the 2017 construction season. The project will resurface the pavement to provide an improved ride quality index rating, a smooth riding surface, and to preserve pavement life. The pavement is in poor condition and will be at the end of its service life by 2019. The scope of the project includes preservation work on the interchange ramps and bridge rehabilitation work in St. James.

PROJECT RISKS

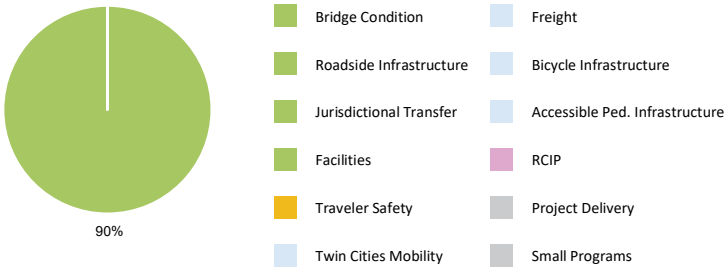
All major project design risks were retired.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	2/21/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/1/2017
Original Letting Date:	10/26/2018
Current Letting Date:	4/27/2018
Construction Season:	2018-2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

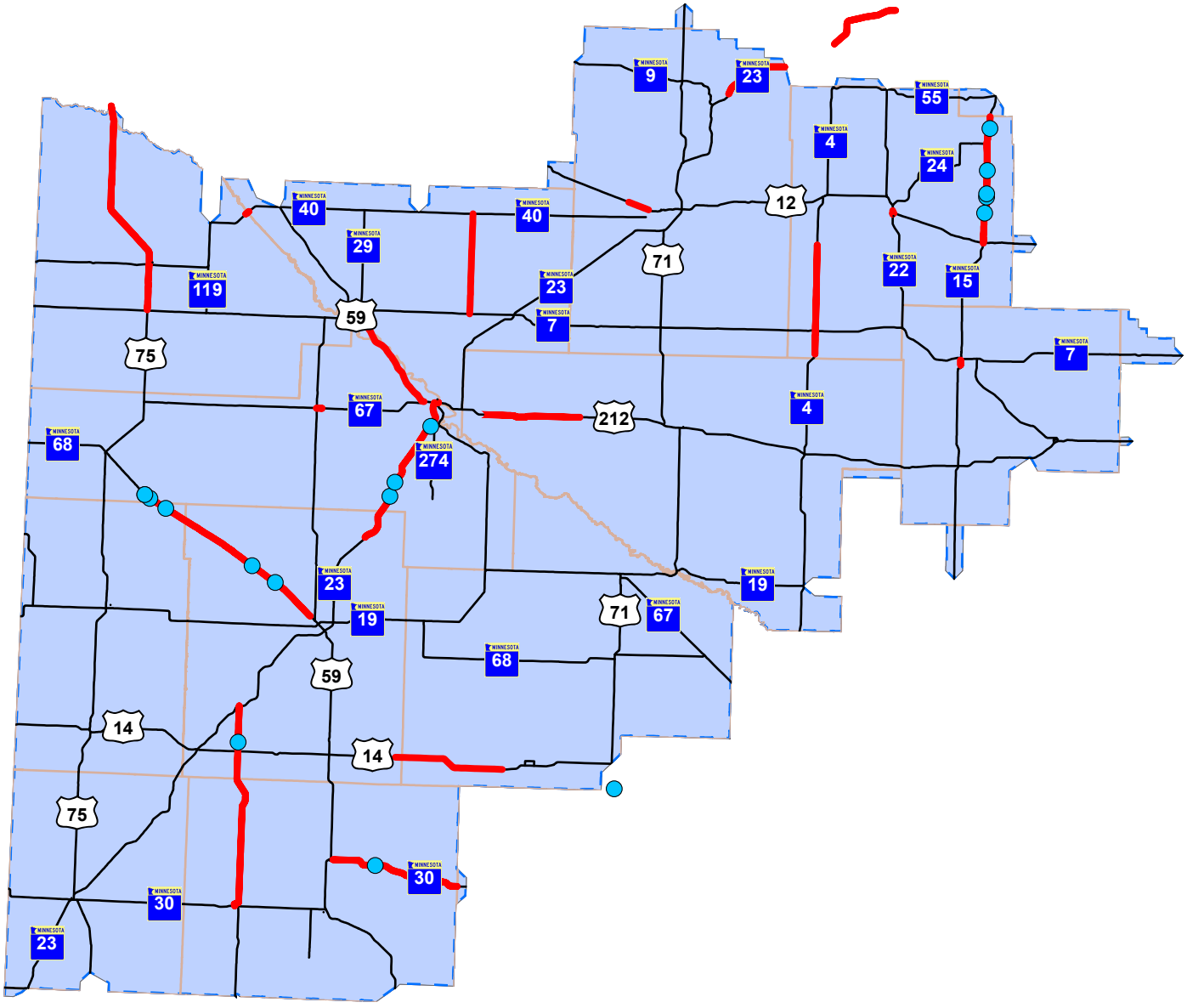
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.4	27.5
Post Letting Construction Costs:	1.2	3.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.44	1.1
Construction Engineering:	0.96	1.6
Right of Way:	0	0
Total:	***16***	***33.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate of cost was created using an itemized cost for each section of repair with average bid prices for projects in the area. Scope and timeframe was changed significantly due to new funding. Project was upscoped to a long-term fix from concrete pavement rehabilitation to unbonded concrete overlay. Actual construction let amount was $27.5 million. Project is substantially complete and actual costs are being realized.

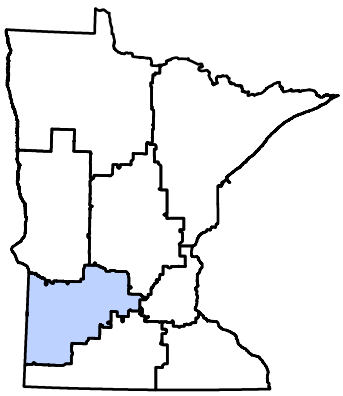
Major Highway Projects 2020
D8- WILLMAR



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



District 8 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
MN 40	1209-22	On MN 40, bridge replaced in Chippewa and Lac Qui Parle Counties.	G1	328
MN 277	1213-90	On MN 277 from MN 40 to MN 7 in Chippewa County.	G2	329
US 12	3403-74	On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.	G3	330
MN 23	3408-18	On MN 23, from New London to Paynesville in Kandiyohi County.	G4	331
US 75	3703-25	On US 75 from Township 127 to MN 7 in Bellingham.	G5	332
MN 23	4203-50	On MN 23 from Cottonwood to Hwy 212 in Granite Falls.	G6	333
MN 68	4210-49	On MN 68 from Minneota to Marshall in Lyon County.	G7	334
MN 15	4304-53	On MN 15 from 5th Avenue SW to 2nd Avenue NE in Mcleod County.	G8	335
MN 4	4701-32	On MN 4 from Cosmos to CSAH 23 in Meeker County.	G9	336
US 12	4704-89	On US 12 from 4th Street to Holcombe Avenue in Meeker County.	G10	337
MN 15	4707-26	On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.	G11	338
MN 30	5103-91	On MN 30 from US 59 to Murray/Cottonwood County line.	G12	339
MN 91	5108-12	On MN 91 from MN 30 to MN 23 in Murray County.	G13	340
US 14	6401-37	On US 14 from 4th Street in Tracy to CSAH 7 in Revere.	G14	341
US 71	6405-68	South of Sanborn	G15	342
US 212	6510-67	On US 212 from MN 23 to CSAH 6 in Sacred Heart.	G16	343
MN 23	7305-124	On MN 23 from Paynesville to Richmond in Stearns County.	G17	344
MN 67	8706-89	On MN 67 from US 59 to 6th St. in Clarkfield in Yellow Medicine County	G18	345
US 212	8712-32	On US 212 from MN 29 to MN 67 in Yellow Medicine County.	G19	346

PROJECT SUMMARY

MN 40

On MN 40, bridge replaced in Chippewa and Lac Qui Parle Counties.

Bridge 12017

State Project Number 1209-22

Hwy 40: Bridge; 3 miles west of Milan

This project replaces the bridge, known as Milan bridge, over Lac Qui Parle Lake.

RECENT CHANGES & UPDATES

High water levels and contractor issues have delayed completion of the project. Highway 40 was opened to traffic on July 2, 2020. Work on the rip-rap is still underway. May 2021 is a potential completion date.

PROJECT HISTORY

The project was let on schedule. Completion was threatened due to extreme weather conditions and contractor delays. Geometric layout approved. Preliminary bridge and roadway plans are complete. On schedule for letting date. This project continued through the project development process, including public outreach. The decision to replace the bridge rather than rehabilitate the existing structure was determined through extensive public outreach. This project was previously a bridge rehabilitation until late 2015, when it changed to a bridge replacement through outreach. The 2017-2020 state transportation improvement program is the first year it is shown as a bridge replacement.

PROJECT RISKS

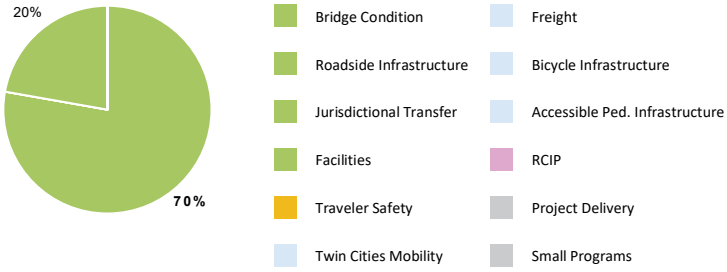
This project will need an Army Corps of Engineer's permit and review through the environmental process, including Minnesota State Historic Preservation Office concurrence.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	5/7/2018
Construction Limits Established Date:	5/7/2018
Original Letting Date:	3/22/19
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	July 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

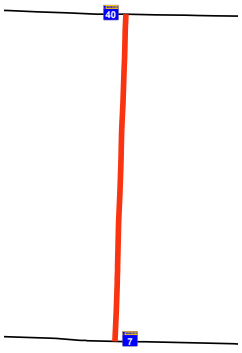
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	7.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.3	0.2
Total:	***6.8***	***9.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering is 20 percent of construction total and right of way costs are based on previous scopes to replace the bridge in 2009. The cost estimates went down when the project shifted from rehab to replacement due to the historic nature of the bridge. It is more costly to rehab when following historic guidelines.

PROJECT SUMMARY



MN 277
On MN 277 from MN 40 to MN 7 in Chippewa County.

State Project Number 1213-90

Turn back ownership of Hwy 277 to Chippewa County.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Turn back complete, TH 277 is now Chippewa County Road 4 (CSAH 4).

PROJECT HISTORY

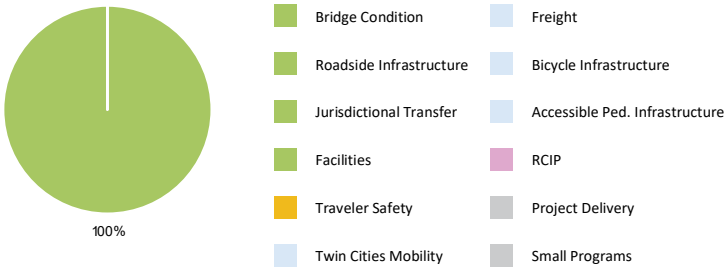
Due to lower traffic volumes, the lack of a population center and type of traffic (not the long haul, interregional nature) this road was considered for reassignment to the County System. Chippewa County was approached with a proposal and they were open to the transfer of control. After several discussions with MnDOT, the county agreed to accept the road into their system.Some additional funds were needed due to culvert needs.

PROJECT RISKS

No known significant project risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.9	8.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***10.5***	***9.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

COST ESTIMATE ASSUMPTIONS

The Total Project Cost Estimate was prepared assuming full reconstruction costs including culverts, surfacing, grading, and shoulder widening. This was the total project cost estimate that was used to determine how much MnDOT should pay the County to accept the road into their system.

PROJECT SUMMARY

US 12
On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.

State Project Number 3403-74
Willmar Rail Connector & Industrial Access Project: Willmar Wye

This project realigns Hwy 12 and reconstructs Hwy 40 including two new bridges to facilitate a railroad bypass on the west side of Willmar.

RECENT CHANGES & UPDATES

Currently under construction, and 58% complete. Construction started in July of 2019. The project is a design build project.

PROJECT HISTORY

The project was let August 2018, but the project wasn't awarded until January 25, 2019. Substantial progress was made in negotiation of the master cooperative agreement. The complexity of the agreement resulted in significant delays to the project schedule, but the delays did not threaten the project. Master Cooperative Agreement was signed January 19, 2019 (City, County, State, BNSF). Several key permits and agreements were attained. Extra geotechnical monitoring will be used in the construction process to minimize risk of instability. Construction is expected to take place from 2019 through 2021 for the highway portion of the project.

PROJECT RISKS

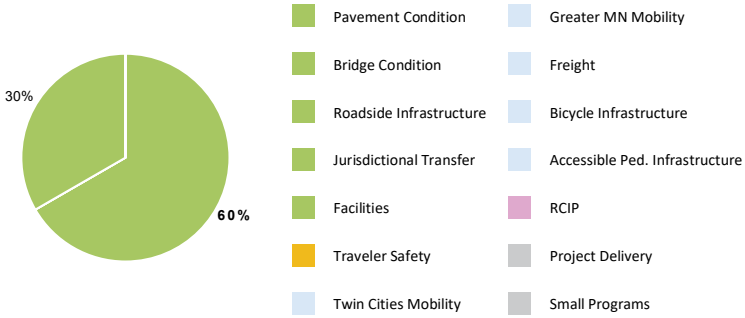
Given that this project is a public/private partnership, there are risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway. One example would be the master cooperative agreement between public and private entities and complexity of the agreement affecting project schedule.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/4/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/28/2017
Construction Limits Established Date:	9/28/2017
Original Letting Date:	10/19/2017
Current Letting Date:	August 2021
Construction Season:	2019 - 2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

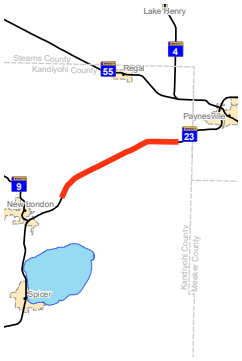
	Baseline Estimate	*Current Estimate*
Construction Letting:	36.2	36.2
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0
Construction Engineering:	1.2	0
Right of Way:	2.5	0
Total:	***41.7***	***36.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Assumptions for the construction letting include: 1) Alternative 2B will be chosen 2) $20.2 million railroad costs and $16 million roadway costs 3) Includes 15 percent of the roadway costs for design-build assumptions for engineering/consultant costs include: 1) 8 percent of the total letting cost to cover preliminary design of the roadway and preliminary and final design of the railroad. The cost estimates were fairly fluid as the Tiger Grant cost shares with the various entities shifted as did the project development costs.

PROJECT SUMMARY



MN 23
On MN 23, from New London to Paynesville in Kandiyohi County.

State Project Number 3408-18
Hwy 23 South Gap: New London to Paynesville

This project expands Hwy 23 from a 2-lane to 4-lane roadway from New London to Paynesville.

RECENT CHANGES & UPDATES

Scope complete. The final layout was approved earlier this year. Construction limits are expected to be completed in September of 2020. The 30% plans are expected to be submitted in November of 2020.

PROJECT HISTORY

Layout was finalized and approved in early 2020. May of 2018 received $105 Million in Corridors of Commerce funding for north and south Gaps. November 2015-June 2016 environmental review and public hearings held. 2015 preferred alternative finalized. Environmental review begun in August 2014.

PROJECT RISKS

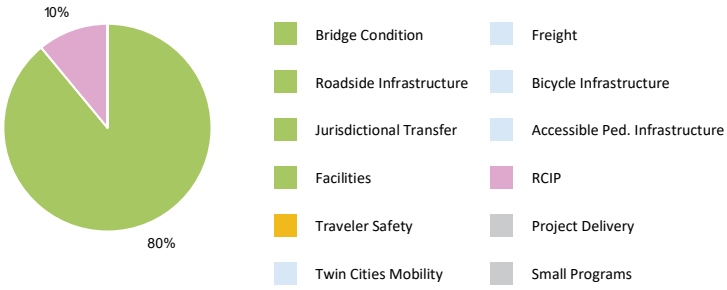
There are several project risks including utility impacts, wetland coordination, potential contaminated materials, hydraulics, and permits for DNR/NPDES.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	6/30/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	January 2020
Construction Limits Established Date:	Pending
Original Letting Date:	12/16/2023
Current Letting Date:	12/16/2022
Construction Season:	2023 - 2024
Estimated Substantial Completion:	Fall 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	30.7	31
Post Letting Construction Costs:	3.8	3.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.6
Construction Engineering:	1.8	1.8
Right of Way:	5.7	5.7
Total:	***44.6***	***44.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering cost is assumed to be 20% of construction total.

PROJECT SUMMARY

US 75
On US 75 from Township 127 to MN 7 in Bellingham.

State Project Number 3703-25
Hwy 75: Madison to Bellingham

The project resurfaces Hwy 75 from township 127 to Hwy 7, but not in Madison. The project includes pedestrian improvements to meet ADA standards, new culvert liners and guardrail replacements.

RECENT CHANGES & UPDATES

This project is in the construction phase, and is anticipated to be complete by fall of 2020.

PROJECT HISTORY

the purpose of this project is to improve the ride quality and prolong the service life of the existing pavement and meet the ADA requirements in the City of Bellingham.This project is progressing through the project development process. Paved shoulders have been added to the project to meet the districts bicycle route plan.

PROJECT RISKS

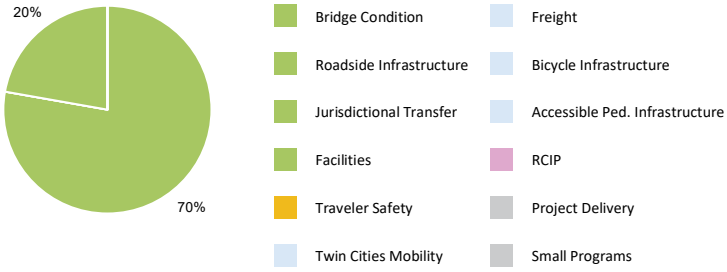
No known significant project risks. Pedestrian improvements in the urban area may incur costs for unknown issues.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/21/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/25/2018
Construction Limits Established Date:	6/25/2018
Original Letting Date:	
Current Letting Date:	
Construction Season:	2021
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6	7.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***7***	***9.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering estimates for FY 2020 reflect 20 percent of construction letting. This project has minimal right of way costs. The current cost estimate has increased from the baseline estimate due to the addition of paved shoulders.

PROJECT SUMMARY

MN 23

On MN 23 from Cottonwood to Hwy 212 in Granite Falls.

Bridge 87X03, 87X04, 87X05, 91419; 91420; 91459

State Project Number 4203-50

Hwy 23: Cottonwood to Granite Falls

This project resurfaces Hwy 23 from Cottonwood to Hwy 212/Hwy 23 in Granite Falls and constructs left turn lanes at the intersection of Lyon County Roads 9, 75, 10, and 2 along with Yellow Medicine CR 18.

RECENT CHANGES & UPDATES

Project was let on 1/31/2020. Project is currently under construction with an expected completion of Fall 2020.

PROJECT HISTORY

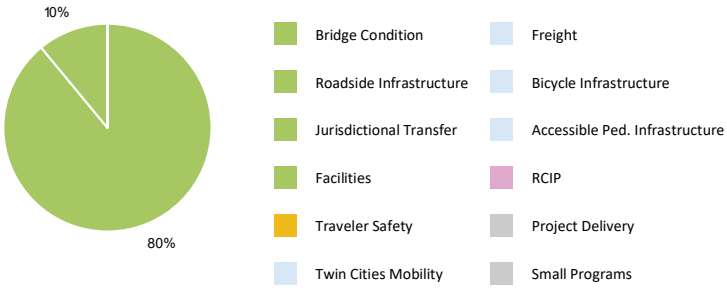
Bridge replacements added via recommendation by the MnDOT Bridge Office in 2018. The Geometric layout was completed in late 2018 along with final plans and special provisions in late 2019.

PROJECT RISKS

No known significant project risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	26.2	37.2
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	3.3
Construction Engineering:	1.8	2.1
Right of Way:	0.4	0.4
Total:	***31.9***	***43.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/31/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/9/2019
Construction Limits Established Date:	11/15/2018
Original Letting Date:	1/31/2020
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The current estimate cost for construction letting is the awarded construction cost of the project from the project's letting.

PROJECT SUMMARY

MN 68

On MN 68 from Minneota to Marshall in Lyon County.

Bridge 5324, 5324; 5629; 8323; 6222, 5629, 6220, 6222, 8323

State Project Number 4210-49

Hwy 68: Minneota to Marshall

Widen shoulders on Hwy 68 from Minneota to Marshall. Replace bridges and culverts along project area.

RECENT CHANGES & UPDATES

90% plans expected by fall of 2020. Environmental documents have been completed.

PROJECT HISTORY

January 2019 scope amendment approved. Letting date moved to August 2021. Since the initial scoping of this project in 2016, the letting date has changed and a box culvert has been added. The need for this project are narrow shoulders that are inadequate for safe operation. The average daily traffic is 4,100 (2014) with and estimate of 6,500 project in year 2030. The current shoulders are only 4 feet wide with non-recoverable steep in-slopes. There were 186 accidents reported from 2005-2015 including two fatal accidents and 35 confirmed injury accidents. In the district safety plan, deep ditch slopes that are considered unrecoverable and present a significantly higher risk of rollovers and significant injury crashes. Increasing roadway safety is the primary need of this project.

PROJECT RISKS

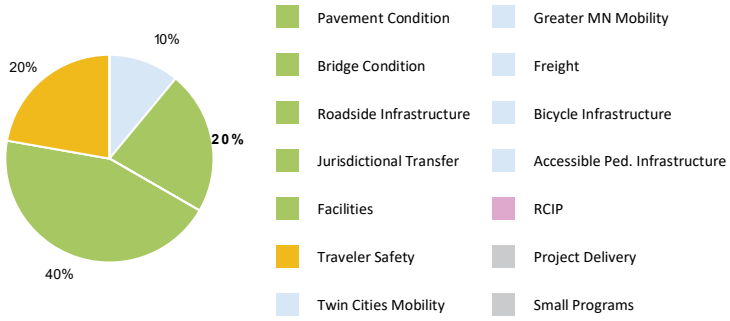
This project has some risks in hydraulics as well as contaminated materials management.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/12/2019
Construction Limits Established Date:	7/30/2019
Original Letting Date:	12/18/2020
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

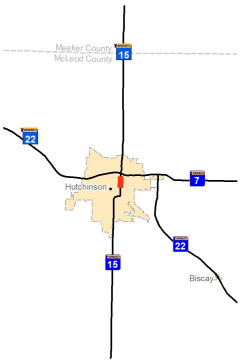
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	9.6
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	1	1
Total:	***9.7***	***12.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering is assumed to be 20% of the construction cost. The increase in the cost seen in the current estimate compared to the baseline estimate is due to an increased need for excavation and material than previously anticipated. This is due to the new special ditch grades coming in after original estimates and the discovery of more hydraulic work needed during the design phase.

PROJECT SUMMARY



MN 15
On MN 15 from 5th Avenue SW to 2nd Avenue NE in Mcleod County.

State Project Number 4304-53
Hwy 15: Downtown Hutchinson

This project reconstructs Hwy 15 through downtown Hutchinson.

RECENT CHANGES & UPDATES

This project was let on February 28, 2020. Construction commenced in the spring of 2020 and progressed through the summer. Substantial completion is expected mid-October 2020.

PROJECT HISTORY

The letting was delayed to February 2020 due to late design taking longer than planned. Pre-letting public engagement is complete. Agreement discussions with city progressed smoothly. The layout, construction limits and right of way acquisition process is complete. MnDOT had continued to conduct public engagement activities as the project progressed through design. This reconstruction project was selected due to poor pavement condition and local utility improvement needs. The community has done extensive study and outreach for their downtown/main street area. Cost sharing is anticipated for parking lanes, sidewalk, traffic signals and aesthetics. Tied to SP # 4304-96.

PROJECT RISKS

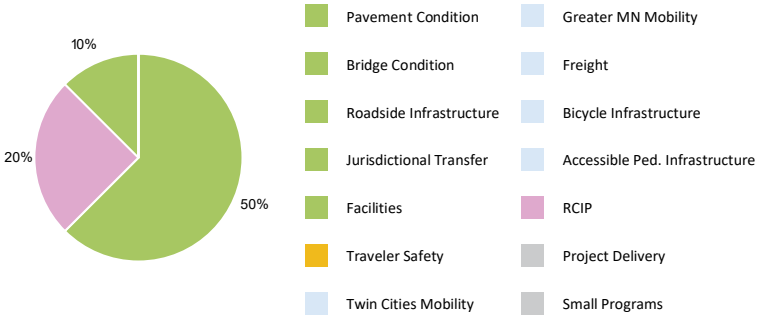
Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil. The risk of these items were mitigated by completing building inspections and performing environmental reviews of the soil. Minor right of way acquisitions may be needed.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/7/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/8/2018
Construction Limits Established Date:	9/13/2019
Original Letting Date:	11/22/2019
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

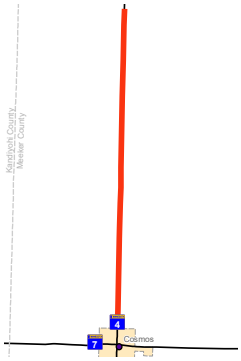
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.3	6.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.2	0.2
Total:	***7.5***	***7.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Low bid was $11,585.181 which included SP 4303-96 and all State and City costs for both SP's. Cost overruns and supplemental work costs are expected to be less than $100,000.

PROJECT SUMMARY



MN 4
On MN 4 from Cosmos to CSAH 23 in Meeker County.

State Project Number 4701-32

The project resurfaces Hwy 4 from Cosmos to Meeker CR 23.

RECENT CHANGES & UPDATES

It was determined that pipe lining and ditch cleaning were not needed with project, previously done with District Wide culvert project. Project detail design has begun and 60% plans were completed in July of 2020.

PROJECT HISTORY

Scoping is complete along with total project cost estimate.

PROJECT RISKS

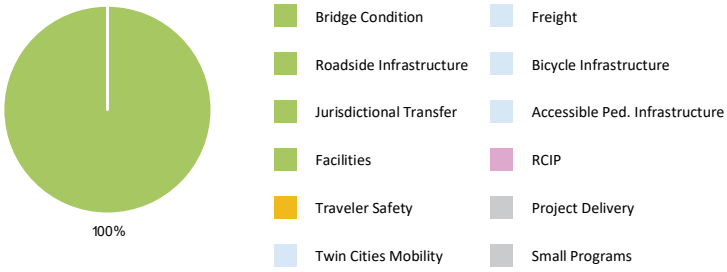
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not needed
Original Letting Date:	
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

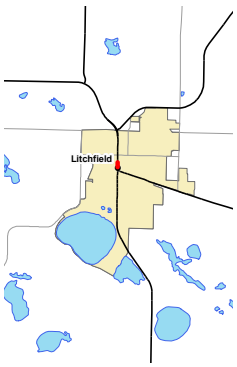
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	5.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.4***	***6.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost.

PROJECT SUMMARY



US 12
On US 12 from 4th Street to Holcombe Avenue in Meeker County.

State Project Number 4704-89
Hwy 12 Reconstruction: Litchfield

This project reconstructs Hwy 12 downtown Litchfield from 4th St. to Hwy 22 and 4th St. in Litchfield from Hwy 12 to N. Donnelly Ave.

RECENT CHANGES & UPDATES

Construction is complete, open to traffic fall 2020.

PROJECT HISTORY

Scope amended. TH 12 will be detoured spring 2020, project completed fall 2020. The district hired a consultant to assist with the development of this project. The project progressed through the project development process, while continuing to work with the city and continuing public outreach. Costs were updated to reflect the current estimate. From October 2015 to April 2016, the district, with the assistance of a consultant, conducted a robust public engagement process to determine what the Litchfield community wanted out of a downtown reconstruction project. The project progressed through the project development phases and there was continued public involvement from design through construction. The letting for this project was moved up several months to provide more time in construction for this large and complex project.

PROJECT RISKS

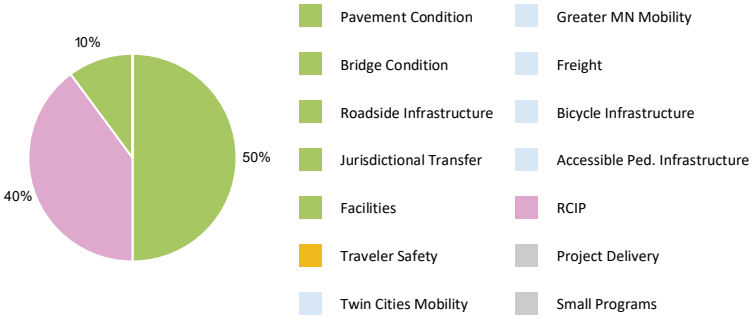
This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, historical buildings, uncertain pedestrian improvement needs and potential hazardous materials.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/18/2018
Municipal Consent Approval Date:	12/8/2017
Geometric Layout Approval Date:	11/6/2017
Construction Limits Established Date:	11/6/2017
Original Letting Date:	3/22/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	11
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.36	0.3
Construction Engineering:	0.24	0.3
Right of Way:	0	0.1
Total:	***4.5***	***11.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The cost estimate includes many of the risks described in the project risks section. Several factors caused the cost estimates to increase as follows: the project limits were extended two blocks on TH 12 to the east, five city blocks had to be added to the project in order to accommodate storm sewer needs, and finally a water quality pond was added that was not in the original scope.

PROJECT SUMMARY

MN 15

On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.

Bridge 8671, 8672, 6429, 5939, 6359

State Project Number 4707-26

The project resurfaces Hwy 15 from Hwy 12 in Dassel to Meeker/Stearns County line.

RECENT CHANGES & UPDATES

A scoping amendment is in progress to remove the Rural Intersection Conflict Warning System (RICWS) in Kingston and install Light-Emitting Diode (LED) stop signs in its place. The Early Notification Memorandum (ENM) process has been completed and the Material Design Report (MDR) and surveys are nearly finished. The letting was originally scheduled for 3/25/2022, and has been changed to 3/24/2023 moving construction to summer of 2023.

PROJECT HISTORY

Preliminary schedule developed summer of 2019. This project is continuing through the project development process. The scoping report was approved in 2017. The asphalt pavement has structural deficiencies that need to be addressed, primarily deteriorating pavement indicated by excessive cracking and rutting in the wheel paths. The purpose of this project is to repair deteriorated pavement. By repairing the deteriorating pavement, this will improve the ride quality and increase the life expectancy of the road/pavement.

PROJECT RISKS

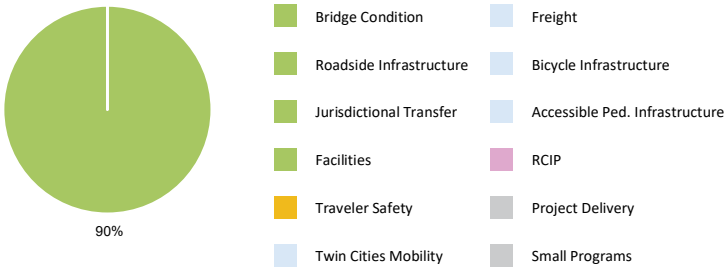
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	3/25/2022
Current Letting Date:	3/24/2023
Construction Season:	2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.4	9.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***11.3***	***11.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The project has no right of way costs.

PROJECT SUMMARY

MN 30
On MN 30 from US 59 to Murray/Cottonwood County line.
Bridge 6782
State Project Number 5103-91

The project resurfaces Hwy 30 from Hwy 59 to the Murray/Cottonwood County line. It also resurfaces a bridge on Hwy 30 over the Des Moines River, east of Currie.

RECENT CHANGES & UPDATES

Project is being re-scoped to include a larger pavement fix and a bridge replacement. Scope expected to be finalized by the end of September 2020.

PROJECT HISTORY

Project was initially scoped in fall 2016 as a pavement rehabilitation project due to anticipated pavement deterioration over the next decade. Over the next several months, the initial scope of the project was modified to include guardrail replacement, end post repairs, and deck repairs of Bridge #6782, east of Currie. The installation of culvert liners were also added to the scope to facilitate drainage improvements along the corridor. The final scope was approved in summer of 2017. In 2020, it was decided that the project was to be rescoped with a larger pavement fix and a complete replacement of bridge # 6782.

PROJECT RISKS

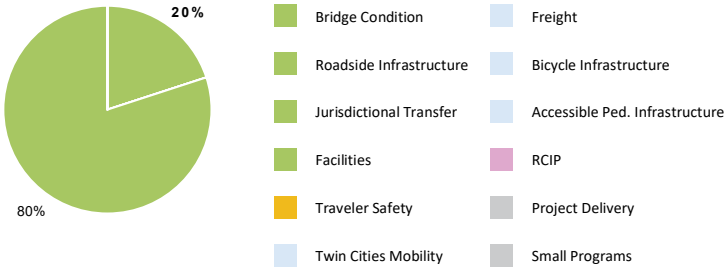
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending
Original Letting Date:	11/20/2020
Current Letting Date:	12/19/2025
Construction Season:	
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

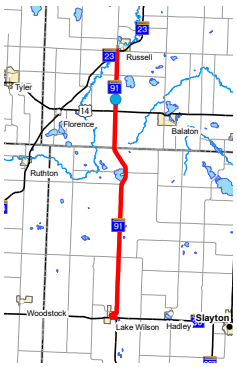
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	4.3
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	0.5
Construction Engineering:	0.28	0.3
Right of Way:	0	0
Total:	***5***	***5.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting.

PROJECT SUMMARY



MN 91
On MN 91 from MN 30 to MN 23 in Murray County.

Bridge 42X07, 9094

State Project Number 5108-12
Hwy 91: Nobles/Murray County line to Russell

The project resurfaces Hwy 91 from Lake Wilson to Hwy 23. It also replaces a bridge over a ditch and upgrades sidewalks in Lake Wilson.

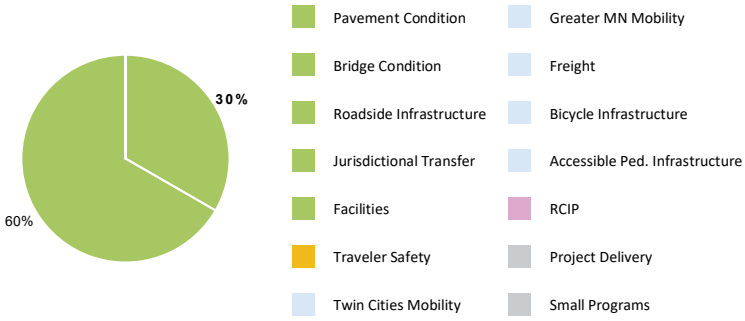
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed Fall 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

Under construction 2019/2020. Final design phase and plan preparation completed. Let on schedule. This project progressed through the project development process. The geometric layout and construction limits were approved. The total project cost estimate was reduced due to updated inflation factors. 2015 was the first year this project was in the report. This project is tied with two other 2019 projects on Hwy 91, one of which is in District 7.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	6.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.7
Construction Engineering:	0.44	0.5
Right of Way:	0	0
Total:	***8.4***	***8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

No known significant project risks. Relatively minor cost risk for culverts scoped for liners, may need to be replaced. Pedestrian improvements in the urban section may incur costs for unknown issues.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/17/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/4/2017
Construction Limits Established Date:	8/4/2017
Original Letting Date:	2/22/2019
Current Letting Date:	
Construction Season:	2019 - 2020
Estimated Substantial Completion:	Fall 2020

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. This project has no right of way costs.

PROJECT SUMMARY

US 14
On US 14 from 4th Street in Tracy to CSAH 7 in Revere.

State Project Number 6401-37

This project resurfaces the pavement and applies a chip seal to Hwy 14 from 4th St. in Tracy to CR 7 near Revere. It also repairs culverts and guardrails, extends right-turn lanes at CR 80, upgrades sidewalks, ramps and adjacent driveways in Walnut Grove.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction completed Fall 2019

PROJECT HISTORY

Let on Schedule. Fully scoped. The project need was due to pavement surface deterioration. The ride quality index of the highway was a 2.9 in 2016, and if not fixed would be a 1.7 by 2023. By milling 3" of surface off and putting 3" back along with a chip seal the structure can be saved. With the pavement fix it's natural to also include the ADA updates to current standards. The bridge approach panels were also improved west of town.

PROJECT RISKS

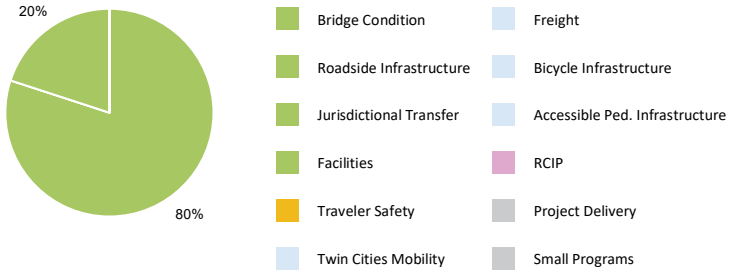
Timing of project progress making it usable during major community event- Laura Ingalls Wilder Pageant.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/15/2018
Original Letting Date:	12/21/2018
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

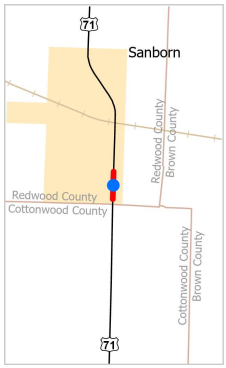
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.3	5.1
Post Letting Construction Costs:	0.1	-0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***4***	***5.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. This project has no right of way costs. Slope stabilization was added to the project to ensure guardrail repairs could be made increasing the current estimate. This was discovered after letting when the embankments were washed out.

PROJECT SUMMARY



US 71
South of Sanborn
Bridge 5543
State Project Number 6405-68

Replace bridge on Hwy 71 over the Cottonwood River three miles south of Hwy 14

RECENT CHANGES & UPDATES

The project was recently turned into Central Office for processing and will be advertised for a November 2020 letting.

PROJECT HISTORY

The project has maintained its November of 2020 letting since it was placed in the STIP. Through the hydraulic modeling and input from bridge maintenance scour has been an issue at this location, as such additional riprap has been placed around the bridge over the years. The bridge design has been lengthened to reduce velocity, scour, and long term maintenance. Environmental documentation has begun.

PROJECT RISKS

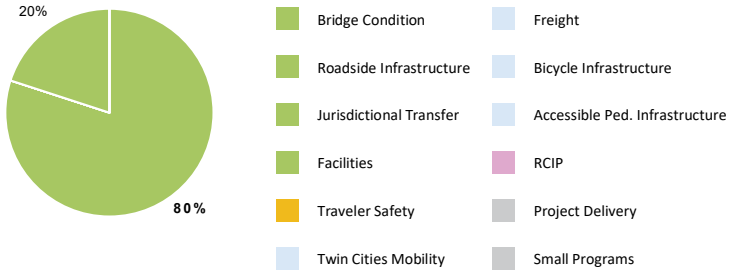
Market conditions at time of letting could inflate costs. Once in construction there is a risk of high water in the river, which could reduce the amount of working days and push construction into the late fall or early winter.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/31/2019
Municipal Consent Approval Date:	3/5/2019
Geometric Layout Approval Date:	11/25/2019
Construction Limits Established Date:	3/1/2019
Original Letting Date:	11/20/2020
Current Letting Date:	11/20/2020
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***5***	***5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Cost assumptions are based on the contractor utilizing the work in water staging plan that was provided, but the contractor could find a more innovative way to accomplish the work that fits better with their typical mode of operation. The bridge office supplied the cost of the new bridge and removal of the old and the District supplied the approach work. It is also assumed that the contractor will work six days a week and complete the bridge replacement in one construction season.

PROJECT SUMMARY

US 212
On US 212 from MN 23 to CSAH 6 in Sacred Heart.

State Project Number 6510-67

The project resurfaces Hwy 212 from Hwy 23 to Renville CR 6 and adds a passing lane. The project also reconstructs Hwy 212 through Sacred Heart.

RECENT CHANGES & UPDATES

The layout and construction limits are complete. The 30% plan has been submitted and reviewed. Right of way acquisition has begun.

PROJECT HISTORY

The scope has been amended to include a passing lane. The project will be done by alternate bid with both concrete or bituminous surfacing. Municipal consent is required. The project has been moved from Fiscal Year 2021 to 2022. The letting has been changed from 12/28/2020 to 12/17/2031.

PROJECT RISKS

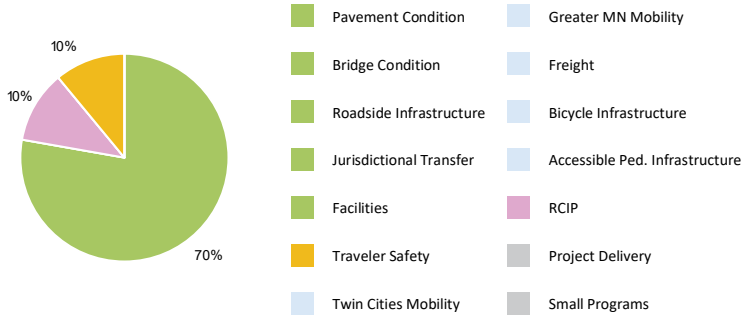
Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	12/18/2021
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	Fall 2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

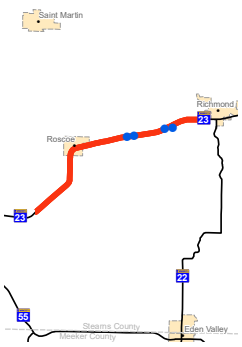
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.3	19.3
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	2.2
Construction Engineering:	1	1.4
Right of Way:	0	0
Total:	***20.5***	***23.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The Change in the baseline estimate to the current estimate is due to a passing lane being added to the scope as well as the project being done by alternate bid (both of which adds to engineering costs).

PROJECT SUMMARY



MN 23

On MN 23 from Paynesville to Richmond in Stearns County.

Bridge 73X05, 73X06, 73X08, 73J35

State Project Number 7305-124

Hwy 23 North Gap: Paynesville to Richmond

This project expands a two-lane roadway to 4-lane on Hwy 23 from Paynesville to Richmond (North Gap).

RECENT CHANGES & UPDATES

Final design activities are ongoing such as final design work, utility coordination, and public engagement. Right of way acquisitions and relocations are in progress and ongoing. Coordination and communication with project partners such as DNR, ACOE, SFWS, Townships, cities, county, on multiple items such as DNR trail design, environmental permitting, construction staging, and detour routes is ongoing.

PROJECT HISTORY

In summer 2019, final construction limits were set and final design commenced. Right of way acquisitions and relocations began summer of 2019. The geometric layout was finalized and municipal consent was obtained in fall 2018. In May 2018, the project received $105 million in Corridors of Commerce funding for the north and south gap projects. The environmental review was finalized and public hearings were held in 2017. The alignment alternatives were prepared and analyzed in 2015 as the environmental review progress began.

PROJECT RISKS

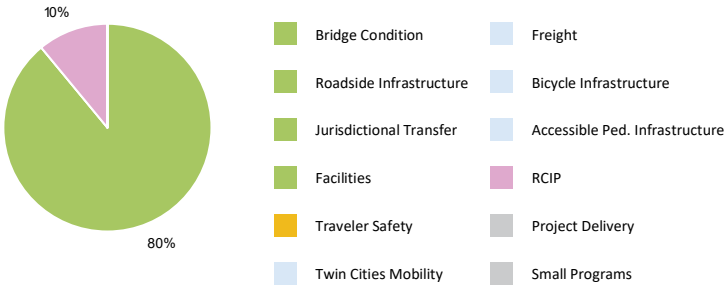
Project risks include construction staging, wetland mitigation, box culvert foundations, as well as permitting (watershed, DNR, Army Corp of Engineers, etc.)

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	9/29/2017
Municipal Consent Approval Date:	12/5/2018
Geometric Layout Approval Date:	9/7/2018
Construction Limits Established Date:	Spring 2019
Original Letting Date:	11/19/2021
Current Letting Date:	
Construction Season:	2022 - 2023
Estimated Substantial Completion:	Fall 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

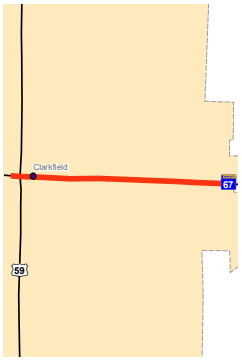
	Baseline Estimate	*Current Estimate*
Construction Letting:	44.4	44.4
Post Letting Construction Costs:	1.9	2.4
Other Construction Elements:	0	0
Preliminary Engineering:	4	4
Construction Engineering:	3	2.8
Right of Way:	6.4	6.5
Total:	***59.7***	***60.1***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Engineering estimates include utility relocation costs, right of way costs, project risks, and inflation. Preliminary and Construction Engineering are estimated at a combined total of 20% of construction letting cost.

PROJECT SUMMARY



MN 67
On MN 67 from US 59 to 6TH Street in Clarkfield in Yellow Medicine County.

State Project Number 8706-89
Hwy 67 Reconstruction: Clarkfield

Reconstruct Hwy 67 in Clarkfield,

RECENT CHANGES & UPDATES

Project pushed back from 2023 to 2024 to due to budget constraint. Outreach to the Community in progress, two open houses held in fall of 2019.

PROJECT HISTORY

Project scope complete. The project need is deteriorating pavement, which will continue to do so at an increased rate. The City will also have an opportunity to work on City utilities under the road with this project.

PROJECT RISKS

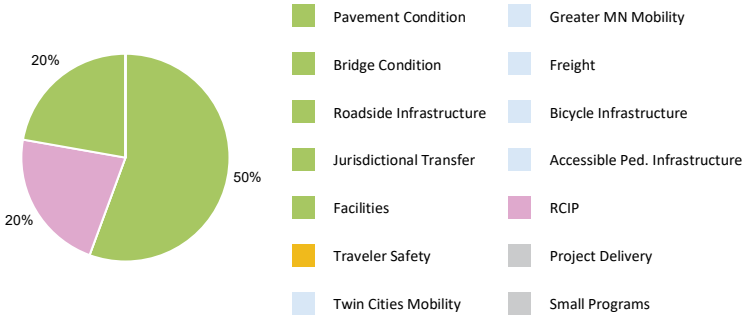
This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	Fall 2022
Current Letting Date:	
Construction Season:	2021 - 2024
Estimated Substantial Completion:	2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.8
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0.2	0.2
Total:	***5.4***	***5.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

12 percent engineering and 8 percent for construction administration. It is also assumed there will be some right of way costs.

PROJECT SUMMARY

US 212
On US 212 from MN 29 to MN 67 in Yellow Medicine County.

State Project Number 8712-32

The project resurfaces and adds rumble strips from Hwy 29 in Montevideo to the west end of the bridge in Granite Falls.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project complete.

PROJECT HISTORY

This project is progressing through the project development process. It's fully scoped. ADA improvements added to scope, which increased the current estimate.

PROJECT RISKS

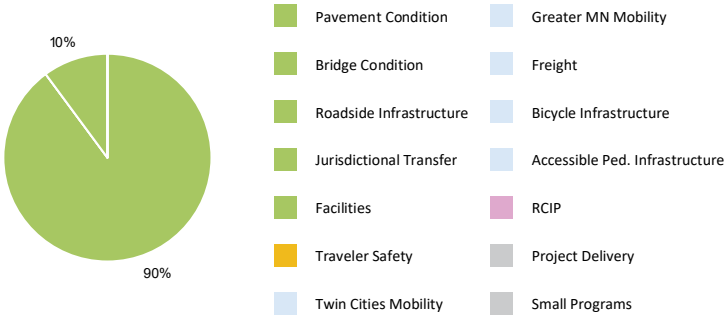
No known significant project risks. Relatively minor cost risk for culverts scoped for liners, may need to be replaced.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	6/26/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	7/13/2017
Original Letting Date:	
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	Fall 2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

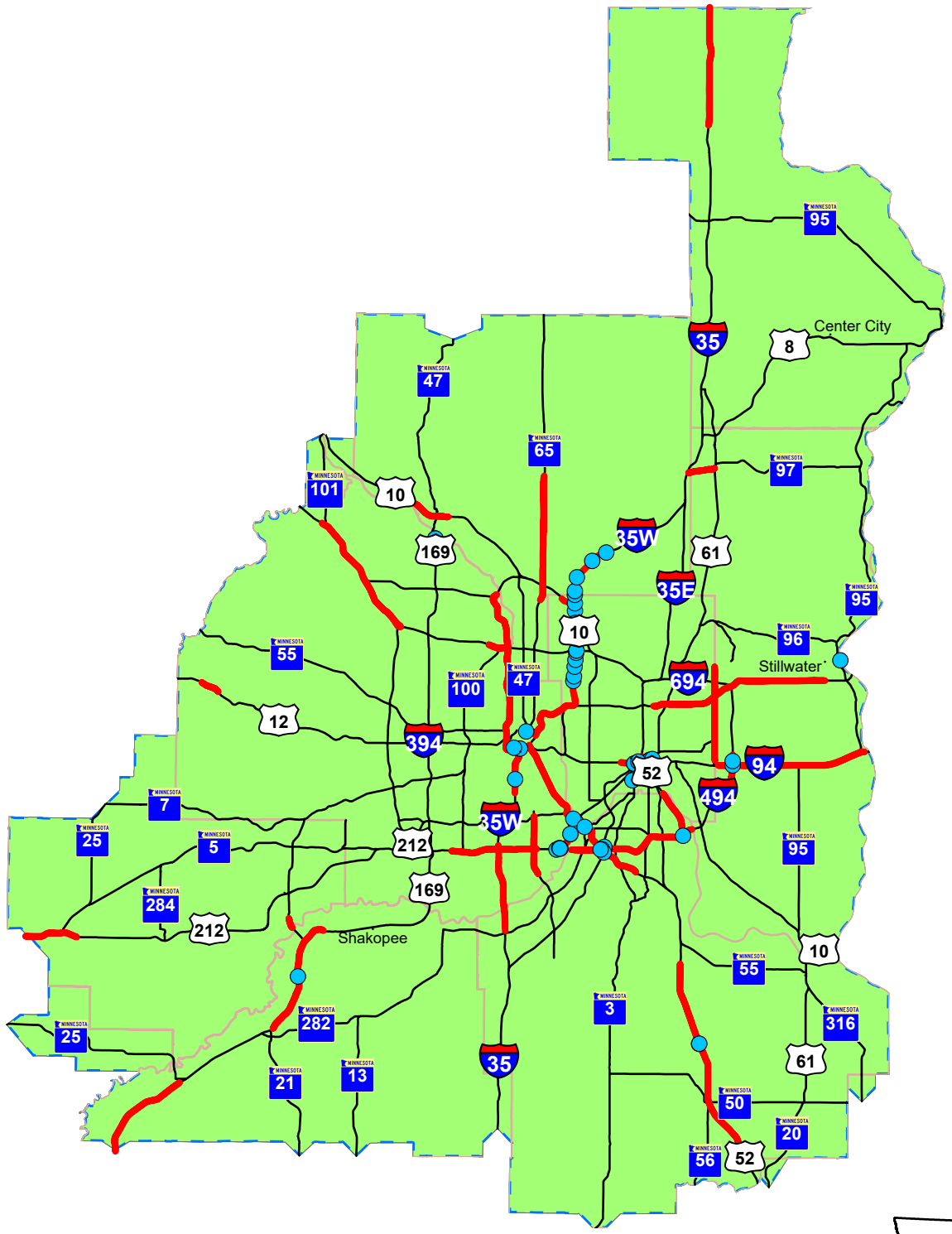
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.4	3.9
Post Letting Construction Costs:	0.1	-0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***4.1***	***3.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8% for construction administration.

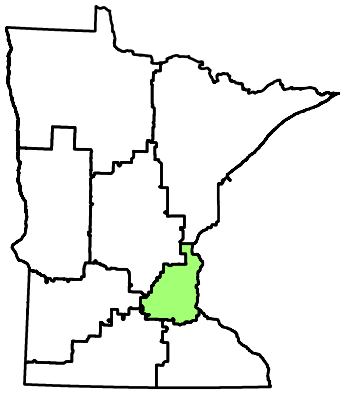
Major Highway Projects 2020
D- METRO



Major Highway Projects

- Bridge Projects
- Roadway Projects
- County Line
- Construction District

DEPARTMENT OF TRANSPORTATION



Metro District Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
US 10	0202-108	On US 10 from Thurston Ave to W Main St in Anoka	H1	350
MN 65	0207-110	On MN 65 from CSAH 10 to 153rd Ave in Ham Lake and Spring Lake Park	H2	351
US 10	0215-76	On US 10 from east of Ferry St to Bridge 9717 over BNSF in Anoka	H3	352
MN 41	1008-87	On MN 41 from south of MN River to the junction with Walnut St in Chaska	H4	353
US 212	1012-24	On US 212 from MN 5 to Carver CSAH 34 in Norwood Young America	H5	354
I 35	1380-84	On I-35 from south of Chisago CSAH 9 to Chisago/Pine Cty line in Chisago County	H6	355
US 52	1906-71	On US 52 from north of CR 86 to north of CSAH 42 in Rosemount	H7	356
MN 55	1909-100	Over the Mississippi River	H8	357
MN 55	1909-99	On MN 55 from east end of bridge over Bloomington Rd to east of Argenta Trail in Inver Grove Heights and Minneapolis	H9	358
MN 156	1912-59	On MN 156 from I-494 to Annapolis Street in South Saint Paul	H10	359
I 35W	1981-124	On I-35W bridges 5983, 5983, 9043, and 9044 in Bloomington and Burnsville	H11	360
I 494	1985-148	On I-494 from 3rd Ave S in S St. Paul to east end of MN River Bridge in Eagan and South Saint Paul	H12	361
I 494	1985-149	On I-494 from east of Hardman Ave S in S St. Paul to Blaine Ave E in Inver Grove Heights and S St. Paul	H13	362
MN 65	2710-47	On MN 65 bridge 2440 in Minneapolis	H14	363
MN 55	2724-126	On MN 55 from 13th Ave to MN 62 in Minneapolis	H15	364
MN 5	2732-105	On MN 5 many bridges in Dakota and Hennepin counties	H16	365
MN 252 & I94	2748-65	Hwy 252 between Hwy 610 in Brooklyn Park and I-94/I-694 in Brooklyn Center & I-94 between I-94/I-694 in Brooklyn Center and the 4th St. exit to downtown Mpls.	H17	366
US 169	2750-88	On US 169 bridges 27W37, 27W36 in Champlin	H18	367
MN 77	2758-77	On MN 77 from north end of MN River Bridge to Edgewater Blvd in Bloomington and Mpls	H19	368
I 94	2780-97	On I-94 from MN610 to MN 101 in Maple Grove and Rogers	H20	369
I 94	2781-432	On I-94 from Nicollet Avenue to Shingle Creek Bridge in Brooklyn Center	H21	370
I 35W	2782-327	On I-35W from 43rd St to 11th Ave in Minneapolis	H22	371
I 35W	2782-352	On I-35W from W 106th St. to south of W 82nd St in Bloomington	H23	372
I 35W	2783-166	On I-35W from 4th St SE in MPLS to Rosegate in Minneapolis and Roseville	H24	373
I 494	2785-424	On I-494, from East Bush Lake Rd to I-35W in both directions	H25	374
MN 149	6223-20	On MN 149 bridge(s) 62090 in Saint Paul	H26	375
MN 120	6227-86	On MN 120 from 4th St to MN 36	H27	376
I 94	6283-247	On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in St Paul	H28	377

ROUTE	STATE PROJECT #	PROJECT LOCATION	PAGE NAME	PAGE #
I 35W	6284-180	On I-35W from County Road B-2 in Roseville to north of Sunset Ave in Lino Lakes and Roseville	H29	378
US 169	7007-34	On US 169 bridge(s) 8829 in Belle Plaine	H30	379
US 169	7009-85	On US 169 from MN 21 to CSAH 15	H31	380
MN 97	8201-21	On MN 97 from Hornsby St NE to US 61	H32	381
MN 36	8204-77	On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater	H33	382
MN 36	8214-114	On MN 36 Bridge 4654 in Washington County	H34	383
I 35, CSAH 54	8280-47	On CSAH 54, bridges in Anoka and Washington Counties	H35	384
I 94	8282-132	On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale	H36	385
I 694	8286-81	On I-694 bridges 82832;82831,82817,82831 in Oakdale	H37	386

PROJECT SUMMARY

US 10
On US 10 from Thurston Ave to W Main St in Anoka

State Project Number 0202-108

New interchange with bridges on US Hwy 10 at Thurston Avenue, grade separation at Fairoak with bridge and supporting roadways on North and South side of US10 from West City of Anoka border to Eastbound entrance ramp from West Main Street

RECENT CHANGES & UPDATES

2019 is the first year the project is in the major highway projects report.

PROJECT HISTORY

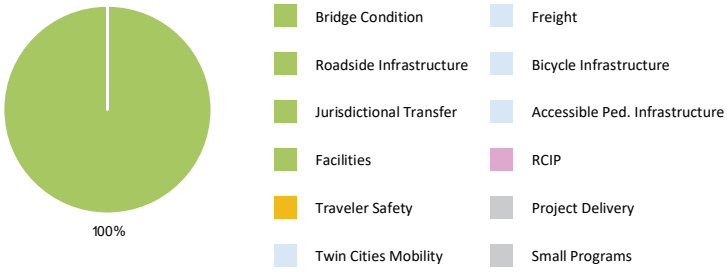
This is the first year the project is in the major highway projects report. This is MnDOT's contribution to a local project that includes the construction of two interchanges.

PROJECT RISKS

No project risks have been identified.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19	19
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.1	0.1
Construction Engineering:	0	0.1
Right of Way:	0	0
Total:	***19.1***	***19.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	10/26/2020

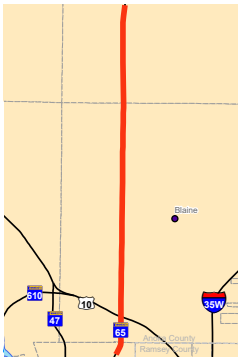
COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 65
On MN 65 from CSAH10 to 153rd Ave in Ham Lake and Spring Lake Park

State Project Number 0207-110

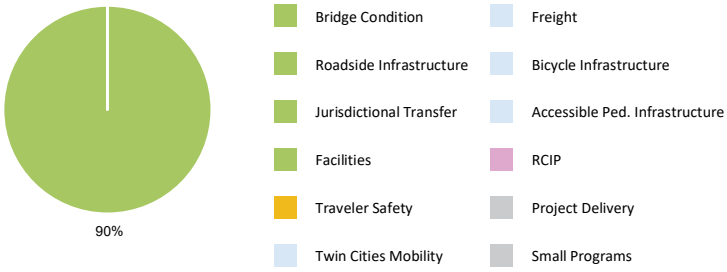
Mill and overlay, drainage repairs, ADA improvements on MN Hwy 65 from bridge under CSAH 10 in Spring Lake Park to 153rd Avenue in Ham Lake.

RECENT CHANGES & UPDATES

Project limits were updated in 2020 to avoid overlapping an adjacent project on TH 65

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

The primary need for the project is to provide a structurally sound bridge crossing overthe Rum River within the Highway 10 corridor. The existing TH 10 bridge over the RumRiver (MnDOT Bridge No. 9700) was constructed in 1962 and currently carriesapproximately 66,000 vehicles per day.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	36	16.1
Post Letting Construction Costs:	1.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	4.3	1.9
Construction Engineering:	2.8	1.3
Right of Way:	0	0
Total:	***44.5***	***19.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

This corridor includes a lot of non-compliant ADA facilities, which could lead to right-of-way impacts. Ongoing water resource needs investigation.

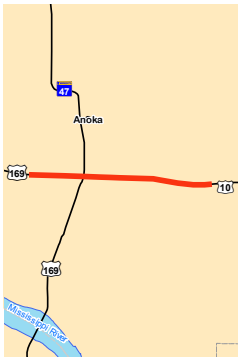
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	4/1/2020
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	9/1/2024

COST ESTIMATE ASSUMPTIONS

Project received a $15M BUILD grant to fill gap in project budget.

PROJECT SUMMARY



US 10
On US 10 from 0.25 MI EAST OF FERRY ST to BRIDGE 9717 OVER BNSF in Anoka

State Project Number 0215-76
Hwy 10 Rum River Bridge Replacement, Intersection Improvements: Anoka

Replace 4 bridges and rehabilitate 2 bridges on US Hwy 10 from .25 miles East of Ferry Street to bridge over BNSF in Anoka and reconstruct MN47/US169 interchange, noise walls and ADA improvements.

RECENT CHANGES & UPDATES

No updates to the project in 2020.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

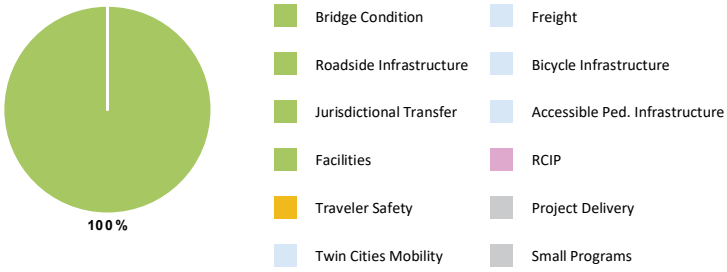
Project still has a funding gap. Additional risks include finalizing construction staging and management of traffic and detours.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2022 - 2023
Estimated Substantial Completion:	11/1/2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

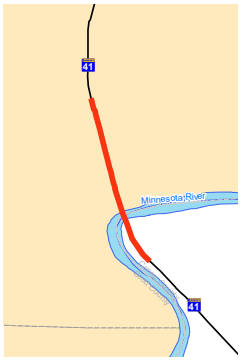
	Baseline Estimate	*Current Estimate*
Construction Letting:	54.2	54.2
Post Letting Construction Costs:	2.7	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	8.2	8.2
Construction Engineering:	5.5	5.5
Right of Way:	5.2	5.2
Total:	***75.8***	***75.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 41
On MN 41 from .1 Mi S of MN River to Jct Walnut St in Chaska

State Project Number 1008-87

Reconstruct roadway, median installation, turn lanes, signal modifications, ADA, rehabilitate bridge on MN Hwy 41 .1 miles South of Minnesota River in Louisville Township to Walnut St in Chaska.

RECENT CHANGES & UPDATES

No new updates for this project in 2020.

PROJECT HISTORY

Project runs through downtown Chaska and is associated with a local project. 2019 is the first year the project is in the major highway projects report. This is a locally let project.

PROJECT RISKS

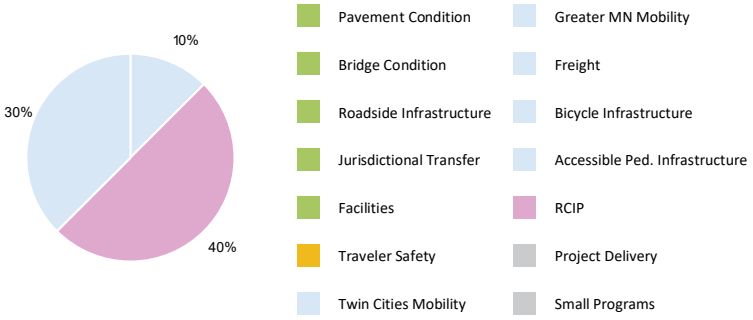
This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

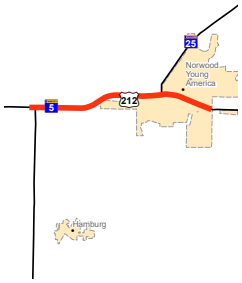
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.3	13.5
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***17.7***	***16.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. This project received $3.5m in TED funding.

PROJECT SUMMARY



US 212
On US 212 from MN 5 to Carver-CSAH34 in Norwood Young America

State Project Number 1012-24

Resurface, replace signals and improve pedestrian ramps, extend turn lanes and close access from 0.2 miles west of MN Hwy 25/MN Hwy 5 to Carver CR 34 in Norwood Young America & "Extend turn lanes at US212 at CR 131, at CSAH 31, at Railroad St, Salem Ave.

RECENT CHANGES & UPDATES

This project is in construction and anticipated to be substantially complete in October 2020.

PROJECT HISTORY

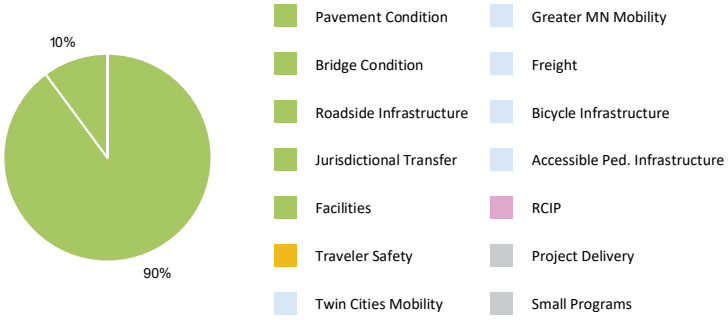
This is the first year the project is in the major highway projects report. The locals included a grade separation, pedestrian underpass, access control and signal work.

PROJECT RISKS

Management of traffic and detours.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	15.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2.5
Construction Engineering:	1.1	1.1
Right of Way:	0	0.2
Total:	***17.5***	***19.9***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

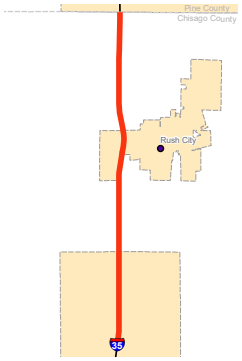
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	4/24/2020
Construction Season:	2020 - 2021
Estimated Substantial Completion:	10/31/2020

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



I 35
On I-35 from 0.2 MI S of Chisago-CSAH 9 to Chisago/Pine Cty line in Chisago County

State Project Number 1380-84
I-35 Road Resurfacing Project: Harris, Rush City

On I35 from Chisago CR 9 to Chisago/Pine County line, project improved the ride smoothness and restored pavement. Included concrete pavement, cable medians, storm water drainage repairs to culverts, pipes and concrete aprons.

RECENT CHANGES & UPDATES

2018 was the second year this project has been included in the MHPR. Construction letting for this project was moved to 01/25/2019. A state transportation improvement program modification was done in 2018 to split off early crossover work as part of this project and was let in June 2018 under SP 1380-95.

PROJECT HISTORY

The present ride quality index (smoothness) of this section ranges from 2.2 to 3.6 (2015), placing it in the low end of the poor category. There are many issues with this difficult section of concrete, first paved in 1969 and an 8.75" portland cement concrete overlay in 1987, then a medium concrete pavement rehab in 2008. The concrete pavement rehab did not address the badly deteriorated longitudinal joint which has been heavily patched with bituminous for safety. Pavement issues include moderate mid-panel wide cracking, especially around Rush City, multiple spalling & popouts being patched with bituminous. Due to the rapidly decreasing ride quality index condition of the current in-place concrete (a 5/8" bituminous overlay maintenance project was completed in 2015 in the northbound direction in the worst area around Rush City exit) and low projected remaining service life, a longer term fix is recommended like an unbonded concrete overlay.

PROJECT RISKS

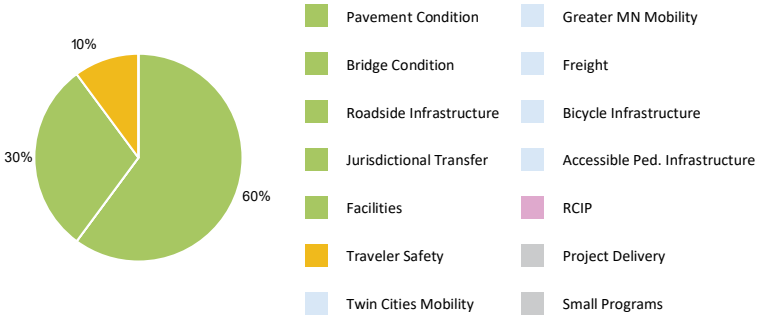
Project risks include public perception due to proximity of other projects with similar timelines, the volume of temporary work increased due to number of public and private direct accesses and impacts due to trout streams and FEMA flood zones.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/31/2021
Municipal Consent Approval Date:	1/27/2022
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Checking on Date
Original Letting Date:	1/25/2019
Current Letting Date:	10/28/2022
Construction Season:	2019 - 2020
Estimated Substantial Completion:	2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

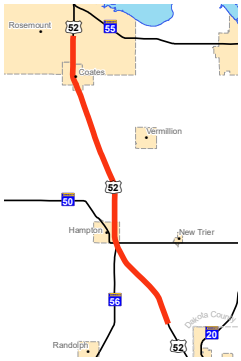
	Baseline Estimate	*Current Estimate*
Construction Letting:	26.7	22.5
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3.2	2.7
Construction Engineering:	2.1	1.8
Right of Way:	0	0
Total:	***33.1***	***28***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Please see baseline/30% estimate breakdown and low bid/current estimate break down. Project received good bids below the baseline and engineer estimate at turn in. We also have the 60% and turn in estimates if needed.

PROJECT SUMMARY



US 52
On US 52 from N OF CR 86 to 0.2 Ml N OF CSAH 42 in Rosemount
Bridge 19033 and 9675
State Project Number 1906-71

Resurface road, stormwater infrastructure repairs, cable median, guardrail and repair 2 bridges on US 52 from 0.2 miles north of CR 86 in Hampton Township to 0.2 miles north of CR 42 in Rosemount.

RECENT CHANGES & UPDATES

No new updates for this project in 2020.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

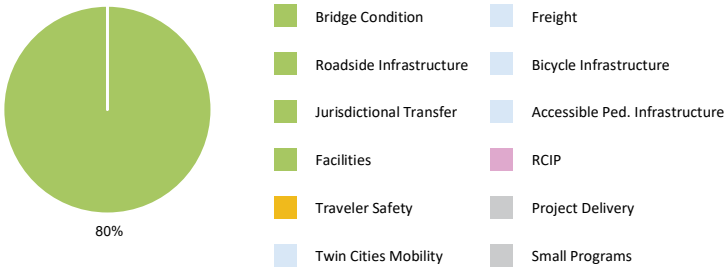
Project risks include public perception due to proximity of other projects with similar timelines, the volume of temporary work increased due to number of public and private direct accesses and impacts due to trout streams and FEMA flood zones.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	6/23/2021
Municipal Consent Approval Date:	1/27/2022
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	8/28/2020
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023 - 2024
Estimated Substantial Completion:	2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

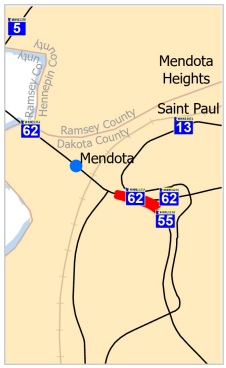
	Baseline Estimate	*Current Estimate*
Construction Letting:	61.9	64.9
Post Letting Construction Costs:	2.5	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	7.8
Construction Engineering:	5	5.2
Right of Way:	0	0
Total:	***76.8***	***80.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 55
Over the Mississippi River
Bridge 4190
State Project Number 1909-100

Rehab bridge deck over the Mississippi River in Mendota Heights.

RECENT CHANGES & UPDATES

Since this is a historic bridge that plays an important part of the cultural landscape and a link to Minnesota's transportation and engineering history, there is a need to identify the best way to execute this repair work without diminishing the bridge's historic character. This project will not include the removal of the railing and will be planned as a separate project in a later year. That way there is more time to evaluate alternatives with Cultural Resources.

PROJECT HISTORY

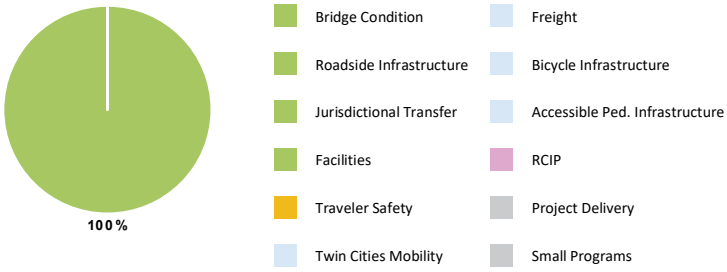
The original project was to perform a deck repair and replace the railings.

PROJECT RISKS

There are no current project risks identified.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12	3
Post Letting Construction Costs:	0.5	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.4
Construction Engineering:	1	0.3
Right of Way:	0	0
Total:	***15.5***	***4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

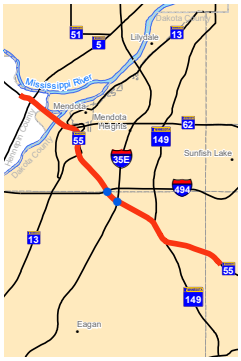
SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	1/25/2021
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

COST ESTIMATE ASSUMPTIONS

Since this project only includes deck work where the replacement of the railing has been moved to another project, the current estimate went down. Traffic control is part of SP 1909-99.

PROJECT SUMMARY



MN 55

On MN 55 from E end of bridge over Bloomington RD to 0.1 MI E OF Argenta Trail in Inver Grove Heights and Minn

Bridge 19819; 19827

State Project Number 1909-99

Concrete pavement rehabilitation, bituminous mill and overlay, rehabilitate bridges, and ADA on MN 55 from east end of bridge over Bloomington Road in Minneapolis to 0.1 miles east of Argenta Trail in Inver Grove Heights.

RECENT CHANGES & UPDATES

For this project value engineering was done on 9/4/2020. The scope of work from SP 1907-122 was added to this project in September 2020.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

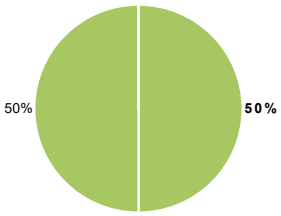
This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts.

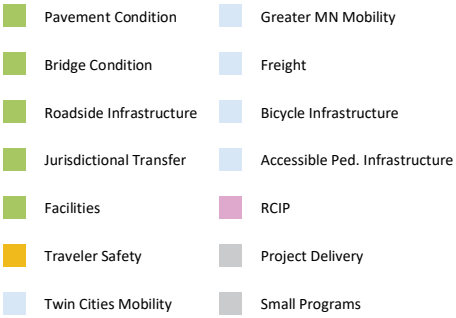
SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/25/2020
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	9/25/2020
Construction Limits Established Date:	9/25/2020
Original Letting Date:	
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition





TOTAL PROJECT COST ESTIMATE (MILLIONS)

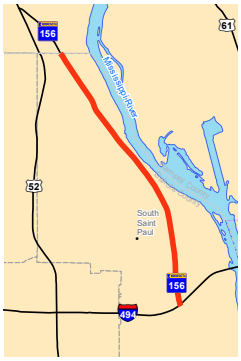
	Baseline Estimate	*Current Estimate*
Construction Letting:	27	27
Post Letting Construction Costs:	1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.2
Construction Engineering:	2	2.2
Right of Way:	0	0
Total:	***33***	***33.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This project needs an updated cost estimate to include the value engineering recommendations and add the scope of work from SP 1907-122.

PROJECT SUMMARY



MN 156
On MN 156 from I-494 to Annapolis Street in South Saint Paul

State Project Number 1912-59

Reconstruct, repair concrete and improve sidewalk access from I-494 to Annapolis Street in South St Paul.

RECENT CHANGES & UPDATES

No new updates for 2020.

PROJECT HISTORY

2019 is the first year this project is in the major highway projects report. The pavement fix was upscoped from a repair to a full rebuild of the roadway. This project is in coordination with a local project being led by the city of South St. Paul.

PROJECT RISKS

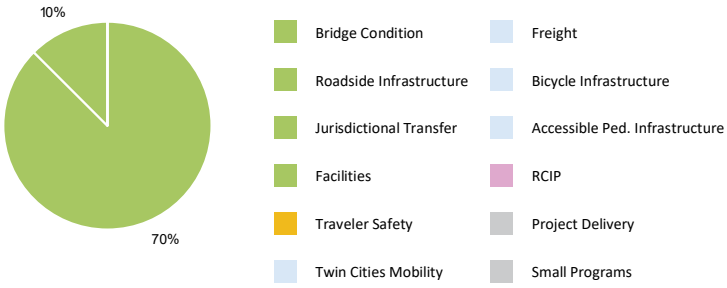
This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts. Ongoing water resource needs investigation.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	6/4/2021
Construction Season:	2020
Estimated Substantial Completion:	11/1/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

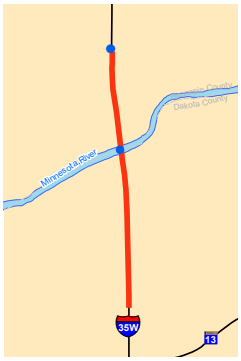
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.4	12.4
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	0.2	0.2
Right of Way:	0.3	0.3
Total:	***14.4***	***14.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. This project will be delivered using a design-build method.

PROJECT SUMMARY



I 35W
On I-35W bridges 5983, 5983, 9043, and 9044 in Bloomington and Burnsville

Bridge 5983, 5983;9043;9044

State Project Number 1981-124
I-35W Minnesota River Bridge: Bloomington, Burnsville

Replace bridge on I-35W over Minnesota River from Black Dog Road in Burnsville to 106th Street in Bloomington and design-build activities

RECENT CHANGES & UPDATES

In 2018, a design build contract letting resulted in lower current estimate from the baseline estimate. Favorable bids came in lower than the project cost estimate. Construction began in August 2018.

PROJECT HISTORY

In 2017, this project was advanced from 2020 to 2018. In 2017, scope and costs increased from the baseline estimate due to the inclusion of the 106th St bridges (mainline) and profile correction to bring the approaches out of the floor plain and. It will be delivered with the design-build delivery method. In 2009, lane re-configuration allowed for High Occupancy Toll lanes but reduced the existing shoulders on the bridge. This project will widen the bridge to allow for shoulder lanes and add auxiliary lanes in each direction to manage traffic weaving between the 106th Street and the Cliff Road interchanges. An off-road trail will also be added for pedestrian and bicycle crossing of the Minnesota River.

PROJECT RISKS

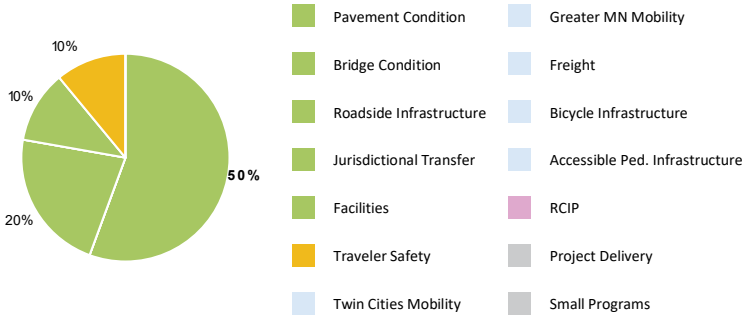
Remaining risks include construction and traffic control during construction.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/11/2018
Municipal Consent Approval Date:	11/6/2017
Geometric Layout Approval Date:	8/31/2016
Construction Limits Established Date:	4/11/2018
Original Letting Date:	6/14/2020
Current Letting Date:	5/9/2018
Construction Season:	2018 - 2021
Estimated Substantial Completion:	11/1/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

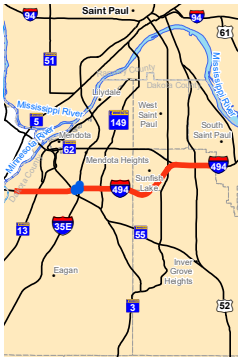
	Baseline Estimate	*Current Estimate*
Construction Letting:	134	112.6
Post Letting Construction Costs:	0	2.6
Other Construction Elements:	0	0.4
Preliminary Engineering:	13.44	19.8
Construction Engineering:	8.96	8.1
Right of Way:	0	0
Total:	***156.4***	***147.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project.

PROJECT SUMMARY



I 494

On I-494 from 3RD Ave S in S St. Paul to E end of MN River Bridge in Eagan and South Saint Paul

Bridge 19823;19824;19878;19897;19898;19899;19900

State Project Number 1985-148

I-494: Inver Grove Heights, South St. Paul

Resurface, repair drainage, add and upgrade guardrail from 0.1 miles east of 5th Avenue in St. Paul to I-35E in Mendota Heights

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

In 2018, the TPCE increased from $32 million to $33.5 million due to a construction estimate increased of $0.7 million and engineering costs of $0.8 million from final design changes. The letting date from was advanced from 12/27/2019 to 05/17/2019.

PROJECT HISTORY

In 2017, the letting date was moved to Dec. 2019. There was a cost increase of $0.9 million due to moving the project from 2019 to 2020. In 2016, eight bridges were added to the project and the TPCE increased to $32 million. The condition of the pavement in this road section requires regular, heavy maintenance patching in areas, and the proposed work to the pavement should reduce this type of ongoing maintenance. The current pedestrian access routes are largely substandard and will be improved. Existing drainage infrastructure deficiencies identified include pipes, culverts, aprons, catch basins, or manholes in unacceptable conditions. Several in-place median guardrail installations did not meet current standards.

PROJECT RISKS

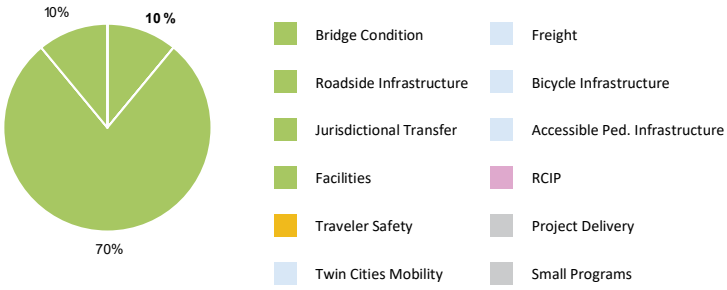
Previous project risks realized this past year included the late letting date triggering the project to move out of 2019 construction season, need for additional right of way for ADA work and traffic control expected to be high cost.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/12/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	7/10/2018
Original Letting Date:	7/27/2018
Current Letting Date:	5/17/2019
Construction Season:	2019 - 2020
Estimated Substantial Completion:	Fall 2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

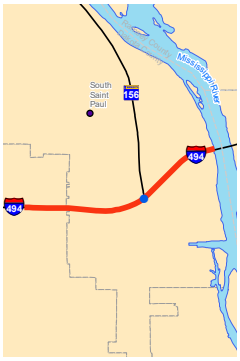
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.5	32.8
Post Letting Construction Costs:	0	1
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.74	5.1
Construction Engineering:	1.16	0
Right of Way:	0	0
Total:	***20.4***	***39.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project.

PROJECT SUMMARY



I 494

On I-494 from 0.2 MI E Hardman Ave S in S St. Paul to Blaine Ave E in Inver Grove Heights and South Saint Paul

Bridge 19865

State Project Number 1985-149

I-494: Inver Grove Heights, South St. Paul

Resurface, construct auxiliary lane, repair bridge and widening, construct retaining wall and noise wall, install lighting, signs and traffic management system, rebuild storm sewer and improve drainage on I494 from Hardman Avenue in South St. Paul to Bl.

RECENT CHANGES & UPDATES

Construction completed on 6/1/2020.

PROJECT HISTORY

In 2018, this project was let on June 2018, for $16.1 million, which is more than the baseline estimate's construction letting. The let amount is a result of retiring risks associated with storm water infrastructure and favorable bids. Construction was underway through fall 2019. In 2017, the construction letting estimate increased due to the inclusion of additional sanitary and storm water drainage ($4.3 million). The 2017 funding allowed for advancing the letting from July to February 2019. The auxiliary lane will provide drivers an opportunity to speed up and slow down in a space not used by high-speed through traffic. Built in 1980, bridge 19865 has the original overlay and joints and the bridge overlay and joints have reached the expected useful life. The project will also improve the pavement condition. Due to high impacts to traffic, construction to complete the roadway and bridge work will occur at the same time.

PROJECT RISKS

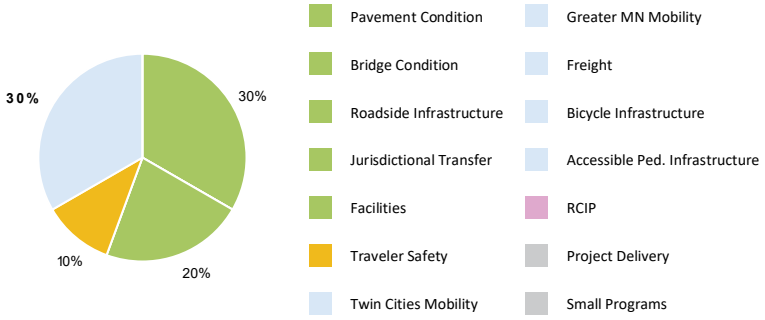
The project has high traffic impacts and storm water needs. The sanitary sewers under the 5th and 7th Ave. bridges may impact design.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	1/23/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/14/2016
Construction Limits Established Date:	3/8/2018
Original Letting Date:	7/26/2019
Current Letting Date:	6/13/2018
Construction Season:	2018 - 2019
Estimated Substantial Completion:	6/1/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition & Reduce congestion



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15.8	16.1
Post Letting Construction Costs:	0	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.74	2.2
Construction Engineering:	1.16	1.5
Right of Way:	0	0
Total:	***18.7***	***22.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the baseline estimate for this project. The current estimate is the post letting amount.

PROJECT SUMMARY

MN 65
On MN 65 bridge(s) 2440 in Minneapolis

Bridge 2440

State Project Number 2710-47

Historic Bridges: Third Avenue Bridge (Bridge 2440)

Rehabilitate bridge on MN Hwy 65 at 3rd Avenue South over Mississippi river in Minneapolis.

RECENT CHANGES & UPDATES

There are no new updates for this project in 2020.

PROJECT HISTORY

The estimated cost in the 2017 MHPR is preliminary and is expected to increase. This project was once planned to be let in 2018, but was pushed back due to the needs of other bridges and lack of funding. The project will be delivered by the Construction Manager/General Contractor method, which is used on complex projects to help save time, reduce risk and foster innovation. The 3rd Avenue Bridge was constructed between 1914 and 1917, and is an example of Melan arch construction. The alignment and spacing of arches was designed to avoid dangerous limestone breaks in the falls which produced an overall image as a gateway to downtown Minneapolis. This is a historic bridge and is a contributing element to the St. Anthony Falls Industrial Historic District, and is listed on the National Register of Historic Places.

PROJECT RISKS

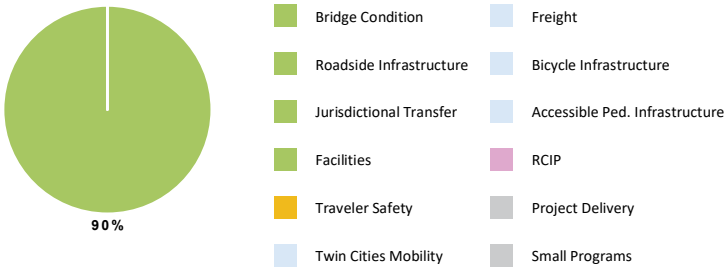
Project risks include additional unknown conditions, Construction Manager/General Contractor costs, construction access to the bridge, traffic control, the number of construction seasons and historic/cultural resource mitigation.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	07/27/2018
Current Letting Date:	3/25/2020
Construction Season:	2020 - 2023
Estimated Substantial Completion:	Summer 2023

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

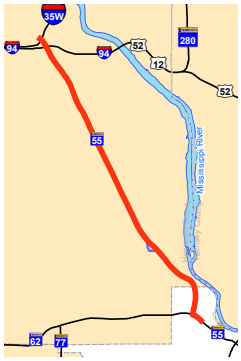
	Baseline Estimate	*Current Estimate*
Construction Letting:	50	129.3
Post Letting Construction Costs:	0	5
Other Construction Elements:	0	0
Preliminary Engineering:	4.38	15.2
Construction Engineering:	2.92	10
Right of Way:	0	0.3
Total:	***67.3***	***159.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project. The project will use the Construction Manager/General Contractor delivery method and possibly have multiple work packages.

PROJECT SUMMARY



MN 55
On MN 55 from 13th Ave to MN 62 in Minneapolis

State Project Number 2724-126

Bituminous mill and overlay, concrete pavement rehabilitation, sidewalk repairs, pedestrian ramp upgrades, accessible pedestrian signals, guardrail, pond repair, and drainage on MN Hwy 55 from 13th Avenue junction to MN62 junction in Minneapolis.

RECENT CHANGES & UPDATES

The project has been delayed to 2023.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

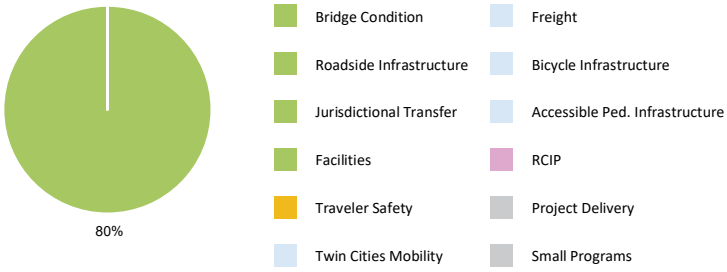
This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts. MnDOT is working with the City of Minneapolis and Hennepin County to make multi-modal improvements to the Hiawatha-Lake St. interchange.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2022 - 2023
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

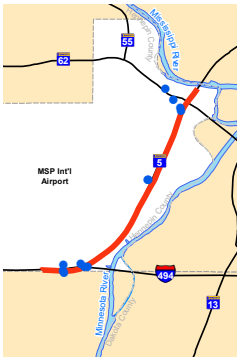
	Baseline Estimate	*Current Estimate*
Construction Letting:	15.7	15.6
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.2
Right of Way:	0	0
Total:	***19.5***	***19.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 5

On MN 5, many bridges in Dakota and Hennepin counties

Bridge 27161;27107;27118;27763;27764;2776;27983;27984;9153;9154;9306

State Project Number 2732-105

Resurface, grade, install cable median barrier, and repair 12 bridges on MN Hwy 5 between I-494 and the south end of the Hwy 5 Minnesota River Bridge.

RECENT CHANGES & UPDATES

Roadway construction is substantially complete, but waiting for striping of westbound TH 5 to open to traffic. Cold weather is adding delay. Construction confident permanent striping will be done this year. Contingency plan is to use temporary striping and install permanent in spring of 2021.

PROJECT HISTORY

The project was let in 2019 for $26m. Cost increase from baseline due to extending project limits to I-494 (CPR), bridge repair scope increased, including 3 additional bridge redecks.

PROJECT RISKS

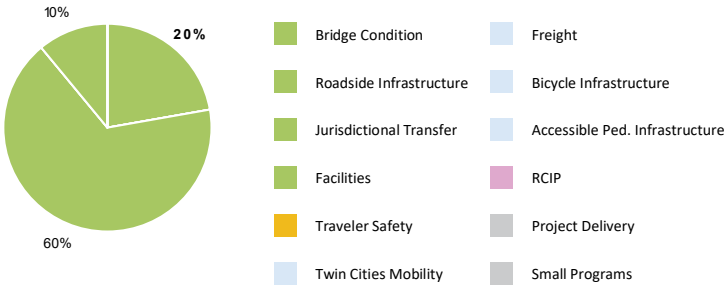
The project risks include traffic staging, ponding for erosion control, contaminated properties, project location adjacent to Fort Snelling and Fort Snelling State Park, and the Metropolitan Airports Commission interest in realigning the Post Road interchange.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	07/27/2018
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	10/1/2020

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

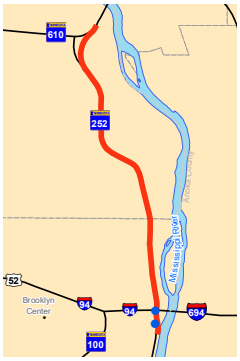
	Baseline Estimate	*Current Estimate*
Construction Letting:	18.3	26
Post Letting Construction Costs:		0
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	4.8
Construction Engineering:	1.2	0.4
Right of Way:		0
Total:	***21.3***	***31.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. The current estimate increased from the baseline estimate due to extending project limits to I-494 (CPR), increasing bridge repair scope and including three additional bridge redecks.

PROJECT SUMMARY



MN 252 & I94
Hwy 252 between Hwy 610 in Brooklyn Park and I-94/I-694 in Brooklyn Center & I-94 between I-94/I-694 in Brooklyn Park

State Project Number 2748-65
Highway 252/I-94 Environmental Review: Brooklyn Center, Brooklyn Park and Minneapolis

The purpose of the Highway 252/I-94 Project is to improve the safe and reliable movement of people and goods across multiple modes on and across Highway 252 and I-94 between Highway 610 and downtown Minneapolis.

RECENT CHANGES & UPDATES

In May 2020, the project was switched from an Environmental Assessment to an Environmental Impact Statement in recognition of it complexity and risk, and the construction year was changed from 2023 to 2026 at the earliest.

PROJECT HISTORY

Prior to the 2017 legislation, and for the past 10 years, our local partners have been pursuing and securing funding to improve the safety of the Highway 252 corridor. To date, our local partners have secured or designated roughly $35M in funds.

In 2017, legislation directed MnDOT to score projects submitted to the Corridors of Commerce Program based on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects. This project scored high and was selected for CoC funding. MnDOT is working with Hennepin County and the cities of Brooklyn Center, Brooklyn Park and Minneapolis to develop proposals to address the future of Hwy 252 and I-94 in Brooklyn Park, Brooklyn Center and western Minneapolis. An environmental review is underway to develop solutions to reduce congestion, improve safety and address reliability on the two highways.

PROJECT RISKS

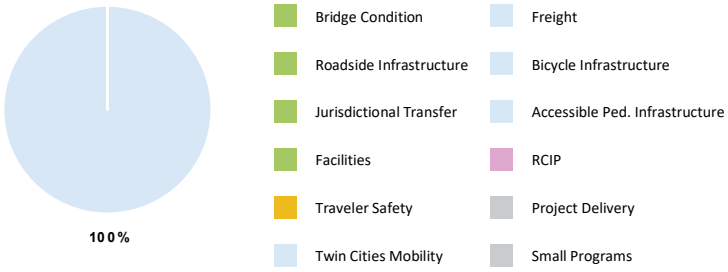
There are significant risks to the project including, transit alternatives, # of lanes, interchange locations, & bike ability and walkability alternatives.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	2024
Municipal Consent Approval Date:	2024
Geometric Layout Approval Date:	2024
Construction Limits Established Date:	2022
Original Letting Date:	6/29/2022
Current Letting Date:	2025 at the earliest
Construction Season:	2026 to 2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	96	96
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	5	5
Construction Engineering:	8	8
Right of Way:	10	10
Total:	***119***	***119***

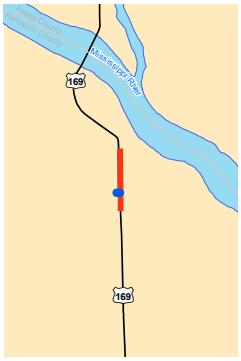
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The current estimate includes the Corridors of Commerce scope. However, MnDOT cannot predetermine the scope of the project before the NEPA process is complete. Therefore, both the scope and cost could significantly change.

**Local funds have been pursued and secured prior to the CoC award for safety improvements within the corridor, and it is assumed that these improvements and funds will be included in the final project that is developed.

PROJECT SUMMARY



US 169
On US 169 bridge(s) 27W37, 27W36 in Champlin
Bridge 27W37, 27W36
State Project Number 2750-88

Reconstruct; replace 2 bridge and extend turn lane from Hayden Lake Rd to Dean Ave in Champlin.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is constructed and open to traffic.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report. The locals included grade separation, pedestrian underpass, access control, and signal work.

PROJECT RISKS

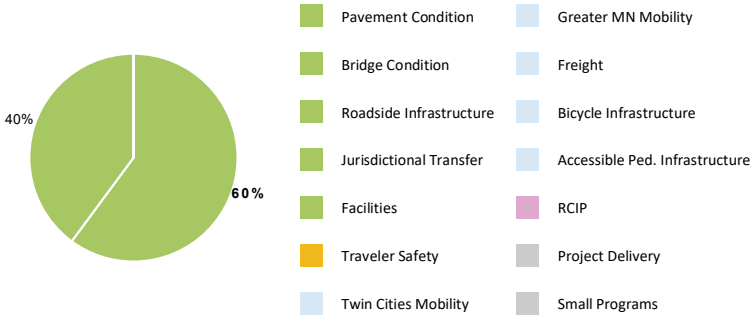
There may be pending right-of-way agreements to resolve. No other project risks remain.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	7/28/2017
Construction Season:	2018 - 2019
Estimated Substantial Completion:	2/15/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

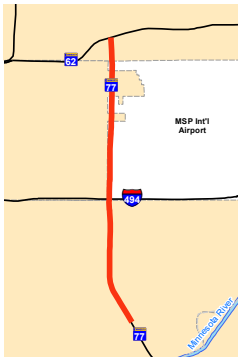
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.2	13.2
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	***14.3***	***14.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 77
On MN 77 from N END MN RIVER BR to EDGEWATER BLVD in Bloomington and Minneapolis

State Project Number 2758-77

Resurface on MN77 from north end MN River Bridge in Bloomington to Edgewater Blvd in Minneapolis, Reconstruct MN 77 Under 66th Street Bridge, widen NB exit ramp and at Old Shakopee Road, and install cable median barrier on MN Hwy 77 between MN River Bridge.

RECENT CHANGES & UPDATES

This project added concrete pavement reconstruction work under the 66th Street bridge and bituminous overlay of the TH62 loops.

PROJECT HISTORY

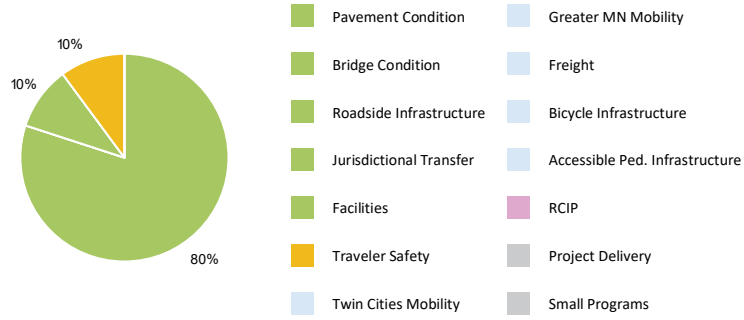
2019 is the first year the project is in the major highway projects report. The need of this project is to improve the pavement quality, drainage infrastructure, ADA accessibility, sidewalk/trail connections and install guardrail. The condition of the pavement smoothness and select drainage structure are in the low category. In addition to sidewalk/trails that require connections, pavement improvement and accessibility. Cable median barrier will be installed.

PROJECT RISKS

Project risks may include coordination and timing of the Corridors of Commerce project on I-494 and the City Of Richfield's 77th Street project.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.1	12.4
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	***16***	***15.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

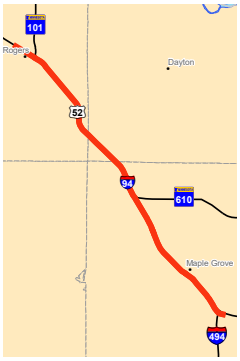
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	4/2/2019
Construction Limits Established Date:	6/19/2020
Original Letting Date:	
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices. A future cost estimate will account for the reconstruction under the 66th Avenue bridge and bituminous overlay of TH62 loops.

PROJECT SUMMARY



I 94
On I-94 from MN610 to MN101 in Maple Grove and Rogers

State Project Number 2780-97
I-94 Maple Grove to Clearwater

Reconstruction of Eastbound and westbound lanes between MN 610 and MN 101, traffic management systems, rest area parking lot improvements, weigh in motion, ADA and lighting from MN 101 in Rogers to I494 junction in Maple Grove.

RECENT CHANGES & UPDATES

The project is in construction.

PROJECT HISTORY

2019 is the first year this project is in the STIP. This project is for a long term concrete pavement repair.

PROJECT RISKS

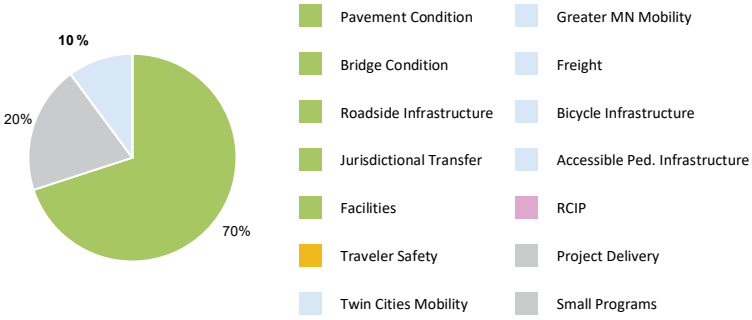
There are no risks at this time. Project is on schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/14/2019
Municipal Consent Approval Date:	3/6/2019
Geometric Layout Approval Date:	4/9/2019
Construction Limits Established Date:	12/21/2018
Original Letting Date:	10/9/2019
Current Letting Date:	10/9/2019
Construction Season:	2019 - 2021
Estimated Substantial Completion:	10/15/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	139.9	127
Post Letting Construction Costs:	1.8	0
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	7	7
Construction Engineering:	14.8	14.8
Right of Way:	1	1
Total:	***165.6***	***163.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

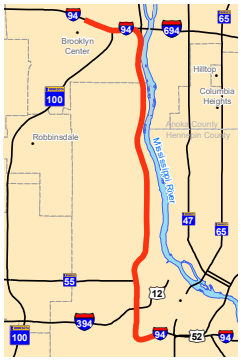
COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on standard practices using estimated quantities and average bid prices. Since the project is let the current estimate is the post letting cost with favorable bids.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I 94
On I-94 from Nicollet Avenue to Shingle Creek Bridge in Brooklyn Center

State Project Number 2781-432

This project includes concrete pavement repair and diamond grinding south of Hwy 55, bituminous overlay north of Hwy 55, drainage and slope repair, Lowery Tunnel tile repair, Portland Tunnel joint repair, bridge redeck of WB I-94 over SB Hwy 252 and miscellaneous repair of 49 bridges.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Landscaping work was completed. The overall project is constructed and open to traffic.

PROJECT HISTORY

In 2018, the project was open to traffic, but there were some remaining landscaping work to be finished. This project was modified by a supplemental agreement to include significant work to the Whitney pedestrian bridge, which connects the Minneapolis Sculpture Garden to Loring Park. The work done to the bridge was approximately $2.5 million and the increase in construction letting and engineering from the 2017 numbers reflect that change. In 2017, the TPCE increased by $3 million to $54.5 million because the lowest bid for the construction letting was greater than the project estimate. Engineering costs have remained at $8.2 million since 2016. In 2015, the TPCE increase to $48.3 million due to better known costs of traffic control mitigation and bridge scope changes. In 2014 a project revision request added 48 bridges to the project, which increased the estimate from the baseline estimate to $37.6 million and the letting date was also moved. Pavement inspections also showed more severe degradation than expected.

PROJECT RISKS

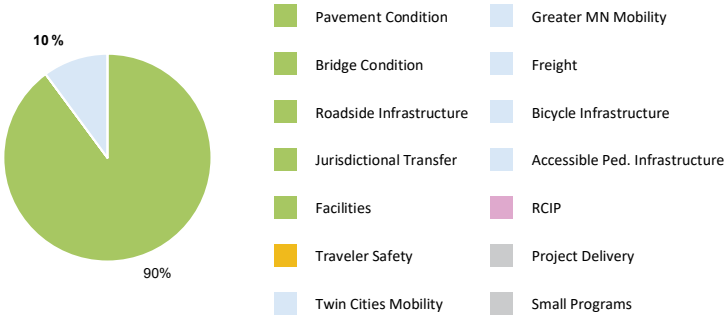
Project risks have been retired.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	2016
Construction Limits Established Date:	2016
Original Letting Date:	6/14/2013
Current Letting Date:	2/3/2017
Construction Season:	
Estimated Substantial Completion:	7/1/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

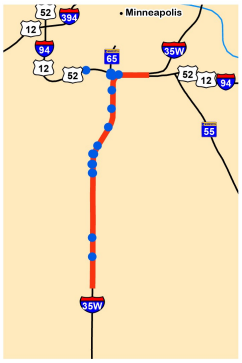
	Baseline Estimate	*Current Estimate*
Construction Letting:	23.4	49.7
Post Letting Construction Costs:	0	6
Other Construction Elements:	0	0
Preliminary Engineering:	1.38	0
Construction Engineering:	0.92	0
Right of Way:	0	0
Total:	***25.7***	***55.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Concrete pavement rehabilitation, traffic mitigation, bridge cost and scope are based on December 2014 bridge recommendations.

PROJECT SUMMARY



I 35W

On I-35W from 43RD ST to 11TH AVE in Minneapolis

Bridge 9618;9731;9733;9733;27867;27869;27870; 27872; 27843; 27851;27838; 9619

State Project Number 2782-327

I-35W at I-94: Downtown to Crosstown, Minneapolis

Construct MnPASS lane; reconstruct road; construct transit station, noise walls, retaining walls and build 6 bridges; replace 13 bridges and repair 3 bridges and on I35W in Minneapolis from 43rd St to 11th Ave; on I-94 from 1st Ave to Park Ave; and on MN Hwy 65 from 24th St to 15th St.

RECENT CHANGES & UPDATES

This project is divided in three phases. The first phase is to reconstruct I-35W from 43rd Street to I-94. The second phase involves construction of a retaining wall on the east side of I-35W between 42nd Street and 40th Street and the excavation of the embankment to facilitate the construction of Storm Water Storage Facility. The third phase constructs the Storm Water Storage Facility.

PROJECT HISTORY

Minneapolis, Hennepin County, Metro Transit, and MnDOT have worked since 2010 to develop a project on I-35W from 43rd Street into Downtown Minneapolis. The goals of this project was to extend the MnPASS lanes from 46th Street into Downtown Minneapolis, construct a grade separated transit station at Lake Street, provide additional local access at 28th Street and Lake Street, and upgrade the pavement and bridges throughout the corridor. A need to construct a Storm Water Storage Facility was identified to mitigate flooding on I-35W. This will be delivered in two phases and let as separate contracts and coordinated with the re-construction of I-35W.

PROJECT RISKS

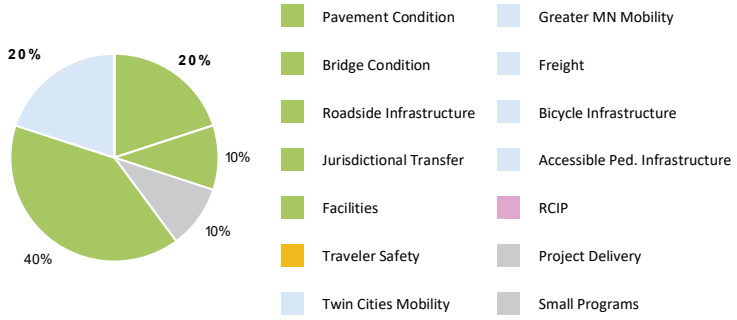
The inclusion of the projects for the construction of the Storm Water Storage Facility add risk to the project based upon the need to coordinate that construction with the contractor for the project to reconstruct Interstate 35W from 43rd Street to downtown. This is mitigated to some extent by having the same people administer both contracts.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	Spring 2016
Municipal Consent Approval Date:	Spring 2016
Geometric Layout Approval Date:	10/19/2015
Construction Limits Established Date:	11/28/2015
Original Letting Date:	7/21/2017
Current Letting Date:	
Construction Season:	2017 - 2023
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

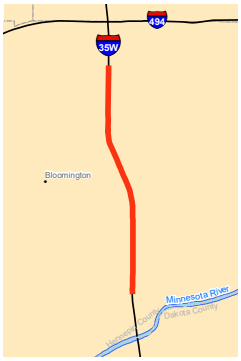
	Baseline Estimate	*Current Estimate*
Construction Letting:	265.5	311.3
Post Letting Construction Costs:	0	6.7
Other Construction Elements:	0	17.2
Preliminary Engineering:	26.7	22.8
Construction Engineering:	17.8	22.1
Right of Way:	3.6	3.6
Total:	***313.6***	***383.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate includes the MnDOT portion ($183 million). This large project is done in partnership with Minneapolis, Hennepin County and the Metropolitan Council. The current estimate includes funding from all project partners.

PROJECT SUMMARY



I 35W
On I-35W from W 106TH ST to 0.1 MI S OF W 82ND ST in Bloomington

State Project Number 2782-352

Resurface road, auxiliary lanes, drainage and ADA improvements on I35W from W 106th Street to 0.1 mile south of west 82nd Street in Bloomington.

RECENT CHANGES & UPDATES

There are no new updates for this project in 2020.

PROJECT HISTORY

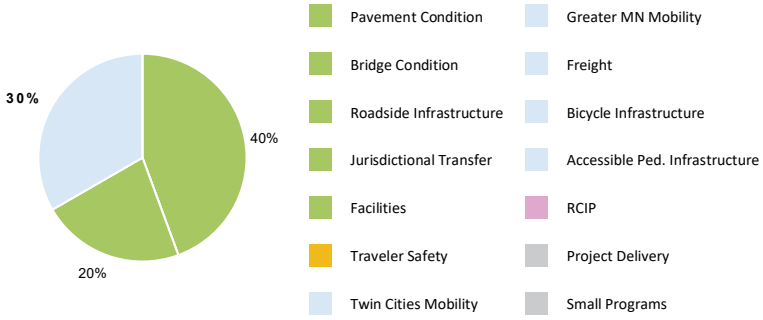
2019 was the first year the project was in the major highway projects report. As part of the project, the storm sewer structures will be repaired on this stretch of highway. The drainage pond is planned to be constructed with the repairs on the on & off ramps from 106th St, and the frontage road pavement repairs will be done by the City of Bloomington, paid by MnDOT.

PROJECT RISKS

There are no known significant project risks.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	15.6
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.2
Right of Way:	0	0
Total:	***20***	***19.3***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

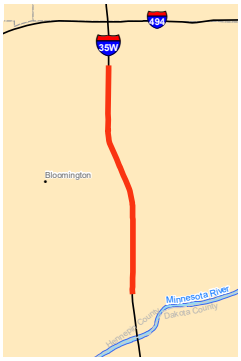
SCHEDULE

Date in which project entered the STIP:	11/27/19
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	7/26/2019
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	6/30/2023

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

PROJECT SUMMARY



I 35W
On I-35W from 4TH ST SE in MPLS to Rosegate in Minneapolis and Roseville

State Project Number 2783-166
I-35W Resurfacing: Minneapolis, St. Anthony, Roseville

Resurfacing on I35W from 4th St southeast in Minneapolis to Rosegate in Roseville.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed and is open to traffic.

PROJECT HISTORY

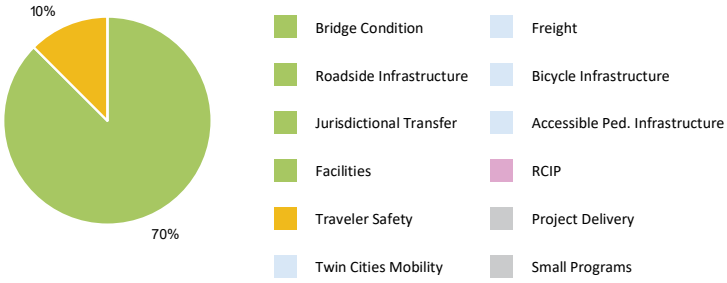
This segment of I-35W deteriorated quickly since the last concrete pavement repair in 2008. The deterioration accelerated over the last two seasons, requiring regular night maintenance patching. This project will be completed prior to the I-35W North MnPASS project (SP 6284-180) which is adjacent to the north of this segment.

PROJECT RISKS

All project risks have been retired.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.9	19.7
Post Letting Construction Costs:	0.8	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0
Construction Engineering:	1.2	0
Right of Way:	0	0
Total:	***20.7***	***19.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

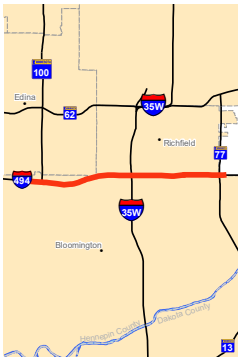
SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/6/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/25/2017
Construction Limits Established Date:	8/25/2017
Original Letting Date:	6/15/2020
Current Letting Date:	4/27/2018
Construction Season:	2018
Estimated Substantial Completion:	11/1/2018

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the baseline estimate using estimated quantities and average bid prices. The current estimate is the post letting cost after favorable bids.

PROJECT SUMMARY



I 494
On I-494, from East Bush Lake Rd to I-35W in both directions

State Project Number 2785-424

I494 From East Bush Lake Rd to MN100 EB, France Ave to MN77 EB and from MN77 to I35W in both directions to improve mobility and on I35W NB to WB I494 ramp in Bloomington.

RECENT CHANGES & UPDATES

This is a new project identified in the Capital Highway Investment Plan for early reporting purposes in the Major Highway Projects Report.

PROJECT HISTORY

In 2017, legislation directed MnDOT to score projects submitted to the Corridors of Commerce Program based on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects. This project scored high and was selected for CoC funding. The I-494/35W interchange was constructed in the 1960s. Fifty three years later the interchange supports more than 290,000 motorists daily and serves as a key access point between the western and eastern Twin Cities. High traffic volumes, economic growth along the corridors and harsh weather conditions have led to longstanding congestion, safety and flooding issues at the interchange. In 2013, after reviewing the results of numerous types of studies, MnDOT has initiated an I-494/35W Interchange Improvement Study that will study alternatives to improve safety, reduce congestion, allow for future development and improve access to transit alternatives in adjacent communities.

PROJECT RISKS

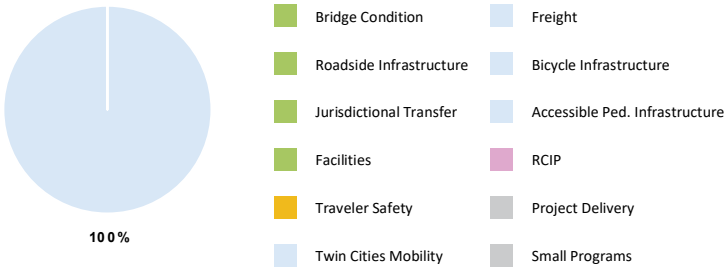
There are no known significant project risks at the moment.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2021 - 2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

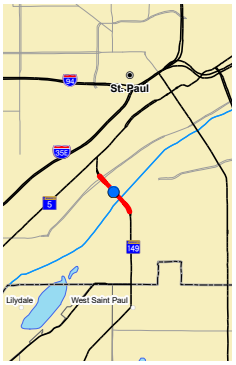
	Baseline Estimate	*Current Estimate*
Construction Letting:	173	173
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	13	13
Construction Engineering:	13	13
Right of Way:	5	5
Total:	***204***	***204***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The scope and estimate for this project falls within the original proposed scope and estimate submitted to the CoC program with certain risks. The risks include preservation elements that have a direct impact on the projects overall estimate. The baseline and current estimate of $204 million combines two projects that were submitted to the CoC program: the first project involving the construction of the MnPASS lane on I494 from France Ave. to Hwy 77 and a second project involving the construction of the turbine interchange at I494 and I35W. A TPCE will be forthcoming.

PROJECT SUMMARY



MN 149
On MN 149 bridge(s) 62090 in Saint Paul
Bridge 62090
State Project Number 6223-20
Hwy 149 High Bridge: St. Paul, West St. Paul, Mendota Heights

Repair Mississippi River bridge and approaches from West 7th Street (MN Highway 5) to George Street in St Paul.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed and is open to traffic.

PROJECT HISTORY

In August 2017, the project was let resulting in a construction bid of $43 million, which was higher than the estimate of $36.6 million in the previous MHPR. This was a result of unfavorable, but acceptable bids. In 2016, additional inspections and project scoping found the bridge more deteriorated than originally known when the project was initially scoped in 2012. Significant deterioration was found on deck surface and under the deck. Initial scoping efforts did not accurately reflect the costs associated with the bridge or the cost to accelerate construction to keep the full bridge closure to one year. A separate work package was developed to install a scaffolding system prior to the start of major construction to create safe and efficient access for construction crews. Cost of scaffolding was split from larger project's cost. Changes in 2015 include updating the letting date to Jan. 27, 2017, with an estimated substantial completion date of Jan. 26, 2018. A pavement project in West St. Paul (SP 1917-45) was tied to the bridge project.

PROJECT RISKS

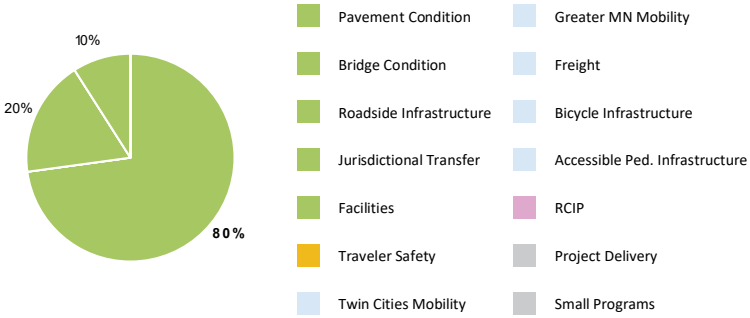
The bridge needs to be closed for one construction season, which impacts access for local businesses and neighborhoods. The rail line crossing under the north end of the bridge needs agreements and flagging during construction and must maintain river navigation during construction.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	4/10/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval / C
Construction Limits Established Date:	4/10/2017
Original Letting Date:	06/14/2017
Current Letting Date:	8/2/2017
Construction Season:	2018 - 2019
Estimated Substantial Completion:	12/01/2018

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	14.2	52.6
Post Letting Construction Costs:	0	2
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.68	5.8
Construction Engineering:	1.12	3.8
Right of Way:	0	0.5
Total:	***17***	***63.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

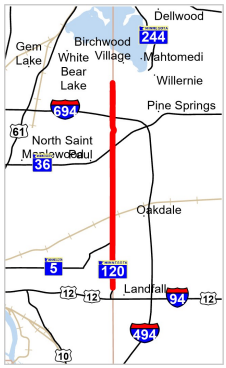
COST ESTIMATE ASSUMPTIONS

Several significant changes occurred with this project in 2017 that greatly increased the TPCE from $17 million to $46.7 million, including discovery of unknown bridge damage, the original scope undervaluing the construction costs associated with this unique bridge type and location, and an accelerated construction timetable with a one-year bridge closure. Standard practices were used to develop estimates for this project. The project uses the CMGC method of delivery.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 120
On MN 120 from 4th St to MN 36

State Project Number 6227-86

Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake.

RECENT CHANGES & UPDATES

2020 is the first time this project is entered into the major highway projects report.

PROJECT HISTORY

This project reconstructs the roadway with a full-depth reclamation using the existing deteriorated asphalt surface and recycling it to be used as a new layer to address poor pavement conditions on this corridor. This corridor currently has little to no pedestrian and bicycle infrastructure. Pedestrians and bicyclists are forced to use the existing substandard shoulders to navigate the roadway. Several severe crashes have occurred. This project will have extensive public involvement to determine what the ultimate footprint and what pedestrian facilities are needed on this roadway. Currently in the scope this includes multiple signal system upgrades and a 10 foot wide dedicated pedestrian trail along the length of the corridor on one side and a 6 foot bike able shoulder on the other.

PROJECT RISKS

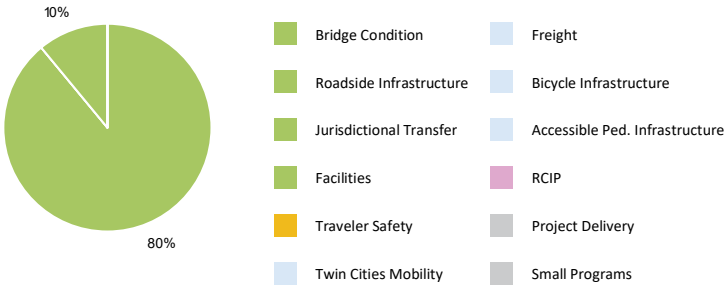
There are no project risks currently identified.

SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

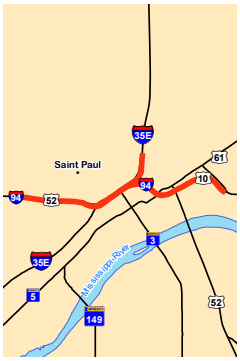
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	15
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	***18.6***	***18.6***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on standard practices using estimated quantities and average bid prices.

PROJECT SUMMARY



I 94

On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in Saint Paul

Bridge 9805, 9805A, 62875, 62875A, 62882, 62894

State Project Number 6283-247

I-94/I-35E Concrete Rehabilitation Project: St. Paul

Concrete pavement rehabilitation, preservation work on bridges, and repairs to drainage infrastructure on I94 from .2 miles West of Western Avenue to .1 miles East of Mounds Boulevard in Saint Paul, and on I35E from .3 miles north of 10th Street bridge to University Ave.

RECENT CHANGES & UPDATES

No new updates for this project in 2020.

PROJECT HISTORY

2019 was the first time this project entered the major highway projects report. This project repairs concrete roadway including several bridge repairs, install seepage mitigation, and repair drainage infrastructure. A primary need for the project is deteriorated pavement on I-94 and I-35E. The ride quality index (RQI) of this section of I-94 is in the poor to fair category. A minor CPR was completed on I-94 in 2006 and bituminous patching done in 2016. The RQI of this section of I-35E places it in the fair category. Pavement on both highways has deteriorated with scattered blow ups, shallow pop outs, some failed joints, and increasing panel cracks. For bridge work, recent inspections of bridges identified issues with decks, superstructures, substructures and approach panels. The purpose of the project is to restore the pavement condition in anticipation of a more extensive reconstruction project in 12-15 years and to repair select bridges to extend their serviceable life.

PROJECT RISKS

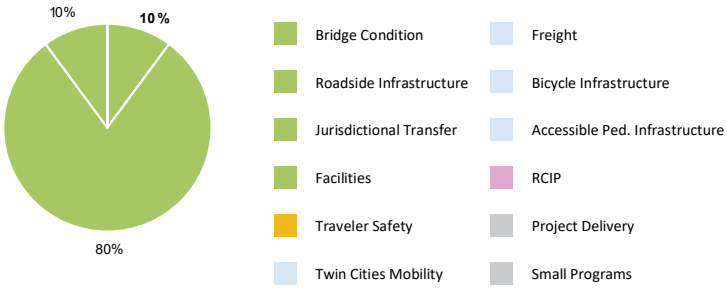
Risks include complex traffic staging/detour management which will require substantial coordination with adjacent projects and external stakeholders; and potential for overruns in CPR quantities.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/28/2020
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	10/3/2019
Original Letting Date:	4/23/2021
Current Letting Date:	4/23/2021
Construction Season:	2021 - 2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

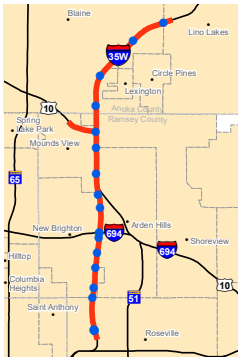
	Baseline Estimate	*Current Estimate*
Construction Letting:	27.3	31.2
Post Letting Construction Costs:	1.1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3.3	3.7
Construction Engineering:	2.2	2.5
Right of Way:	0	0
Total:	***33.9***	***38.7***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



I 35W

On I-35W from County Road B-2 in Roseville to 0.1 mile north of Sunset Avenue in Lino Lakes in Lino Lakes and Ros

Bridge , 9353;9603;9351;9355;9492;9357;62873;62890;9601;9602;62911;9578;62732;9605;02571;9607;02566;02

State Project Number 6284-180

I-35W North MnPASS: Roseville, Lino Lakes

Construct MnPass lane, resurface, repair 17 bridges, replace 5 bridges. Project on I-35W is from County Road B-2 in Roseville to 0.1 mile north of Sunset Avenue in Lino Lakes; on MN Hwy 10 project is from junction with I-35W to 0.7 miles east of County Road J.

RECENT CHANGES & UPDATES

In construction.

PROJECT HISTORY

Construction was identified to stretch into four seasons, but early traffic control work, including traffic cross-overs and shoulder work will start in fall 2018 so major work can begin quickly during the 2019 construction season. MnPASS lanes on I-35W between Hwy 36 and Lexington Ave are being added to improve mobility and travel time in the corridor. In addition to MnPASS, a long-term pavement fix will eliminate the need to do short term pavement fixes every 7-8 years in the corridor, and 16 bridges will be improved to meet current height clearance for freight vehicles.

PROJECT RISKS

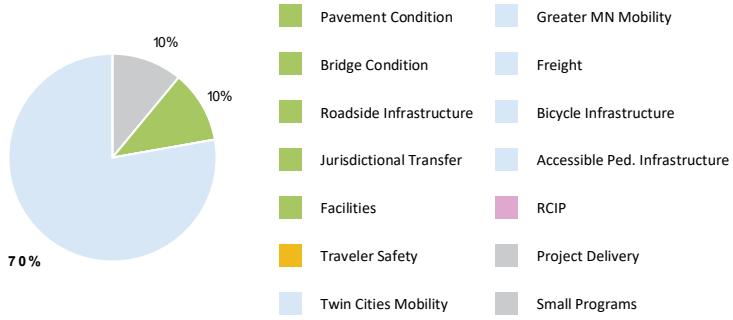
There are no identified project risks for this project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	8/15/2016
Municipal Consent Approval Date:	12/15/2016
Geometric Layout Approval Date:	4/1/2016
Construction Limits Established Date:	4/1/2016
Original Letting Date:	8/17/2018
Current Letting Date:	9/12/2018
Construction Season:	2019 - 2021
Estimated Substantial Completion:	9/2/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

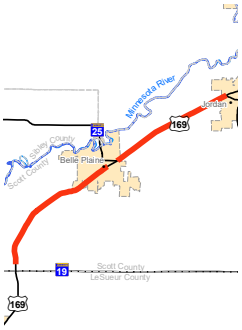
	Baseline Estimate	*Current Estimate*
Construction Letting:	208	208
Post Letting Construction Costs:	6.1	6.8
Other Construction Elements:	0	0.2
Preliminary Engineering:	2.2	23.8
Construction Engineering:	1.4	12.2
Right of Way:	0	0.2
Total:	***217.7***	***243.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project has let.

PROJECT SUMMARY



US 169
On US 169 bridge(s) 8829 in Belle Plaine
Bridge 8829
State Project Number 7007-34

Resurface and repair concrete and repair drainage from 0.3 miles north of MN Hwy 19 to 0.1 miles north of Ash Street in Belle Plaine, - TIED LET GROUP 10017

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has been let, awarded, constructed and is complete and open to traffic

PROJECT HISTORY

In 2017, the project was tied to another pavement project on US Hwy 169, 7008-111, the letting date was moved to SFY2018, and the current construction letting estimate was lowered from $21.5 million to $18.7 million due to project coordination. Coordination resulted in savings due to shared traffic cross overs, median work, traffic control, and other construction elements. This project was first included in the Major Highway Projects Report in 2016. This project will provide a long-term pavement improvement to this road segment along a heavily traveled corridor with significant freight volumes.

PROJECT RISKS

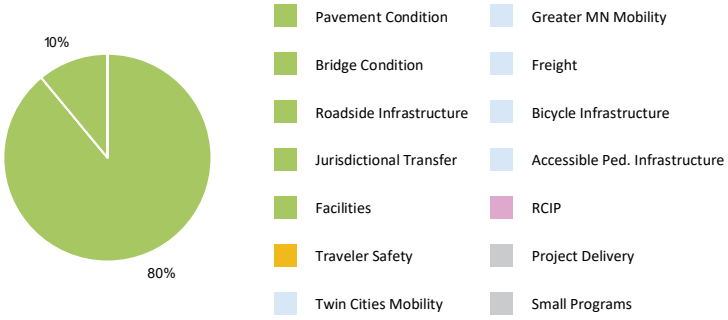
Project risks include soil contamination, traffic detour and access for adjacent properties, including a school and businesses.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	2/27/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	07/27/18
Current Letting Date:	3/7/2018
Construction Season:	2018
Estimated Substantial Completion:	2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	21.5	25.9
Post Letting Construction Costs:	0	1.1
Other Construction Elements:	0	3.7
Preliminary Engineering:	2.16	1
Construction Engineering:	1.44	1
Right of Way:	0	0
Total:	***25.1***	***33.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

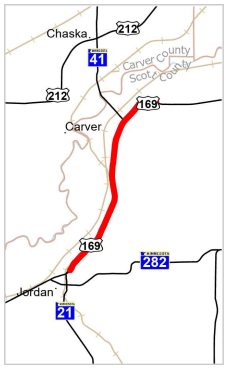
COST ESTIMATE ASSUMPTIONS

Cost savings occurred because of project coordination with another project on US 169 near Jordan, 7008-111. These savings included shared costs for traffic cross overs, median work, traffic control, and other construction elements. The current construction letting estimate decreased from $21.5 million in 2016 to $18.7 million due to coordination with 7008-111. Other costs that increased include $0.1 million to engineering and an additional $0.7 million to other construction elements for risk. In 2016 a scoping change reduced the construction letting costs resulting in a lower total project cost estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169
On US 169 from MN 21 to CSAH 15.

State Project Number 7009-85

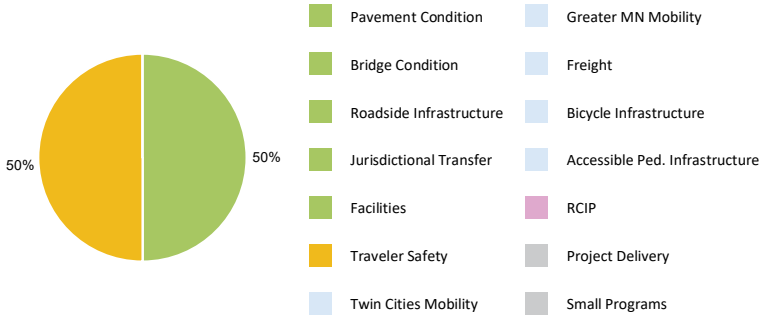
Repair pavement on Hwy 169 from just north of Hwy 21 to half mile west of CR 15 in Shakopee and construct RCI on US 169 at 166th, Bluff Dr and Hwy 21.

RECENT CHANGES & UPDATES

No new project updates in 2020.

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



PROJECT HISTORY

The goal of this project is to improve the ride (smoothness) and restore the pavement structure of this segment, so that the Ride Quality Index (RQI) of this section of roadway remains above 3.1- a pavement condition considered to be in the "Good" category for a projected period of 11-13 years. The segment was first paved over bituminous over concrete in 1990 and the last mill and overlay was in 2001. Traffic has continually increased along this corridor to a 2018 AADT of 26,000 to 31,000. This project will include median access closures and modifications to improve the safety of this corridor. Local agreement on access modifications and cost updates to traffic needs will be identified.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0.3	0.3
Total:	***16.2***	***16.2***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

PROJECT RISKS

Project risks include coordinating work on railroad property, local and public input on access closures and traffic control methods.

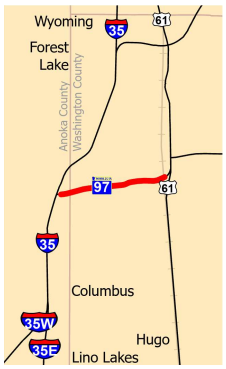
SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	8/25/2022
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	4/13/2021
Construction Limits Established Date:	4/13/2021
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	11/1/2024

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on estimated quantities and average bid prices.

PROJECT SUMMARY



MN 97
On MN 97 from Hornsby St NE to US 61

State Project Number 8201-21

Reconstruct road. bus shoulders, trail on Hwy 97 from 0.24 miles east of I-35 US 61 and add turn lanes and lighting on Hwy 97 from west of Everton Ave north to Hwy 61 in Forest Lake,

RECENT CHANGES & UPDATES

Bus shoulders were removed from the project in 2020.

PROJECT HISTORY

Bus shoulders were removed from the project in 2020.

PROJECT RISKS

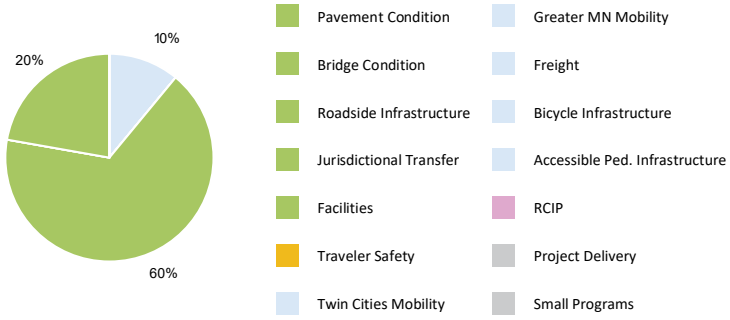
The soils in this corridor are poor which could lead to substantial excavation and replacement of base materials. This could impact project schedule, staging, environmental documents, and costs.

SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	2/23/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	11/1/2025

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

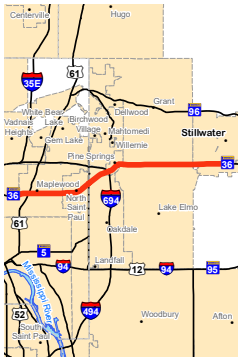
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.9	11.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.4
Construction Engineering:	1	1
Right of Way:	1.1	1.1
Total:	***15.8***	***15.8***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project.

PROJECT SUMMARY



MN 36
On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater

State Project Number 8204-77

Bituminous Mill and Overlay, Signal, Drainage and ADA on MN Hwy 36 from .023 miles east of Edgerton in Maplewood to .2 miles west of Greeley Avenue in Stillwater.

RECENT CHANGES & UPDATES

There are no new updates for this project in 2020.

PROJECT HISTORY

This project was first introduced in 2019 in the major highway projects report. In addition, this section of TH36 from I-35W to 0.23 miles east of Edgerton was removed from this project and added to SP6216-192 in 2019. The need of this project is to improve the pavement quality, drainage infrastructure, ADA accessibility, sidewalk/trail connections and install a permanent signal. The condition of the pavement smoothness and select drainage structure are the low category. In addition to sidewalk/trails that require connections, pavement improvement and accessibility. A temporary signal is to be replaced with a permanent signal.

PROJECT RISKS

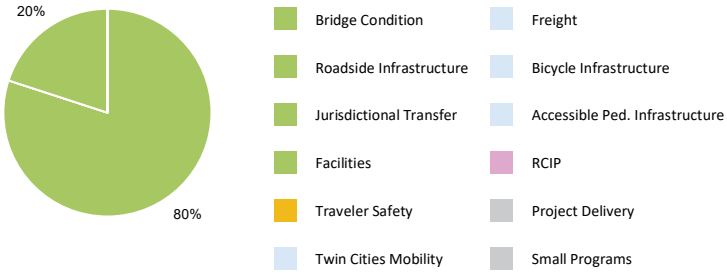
Risks include traffic staging/detour management which requires coordination with numerous adjacent local projects.

SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	Pending Future Date
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	7/8/2020
Original Letting Date:	
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

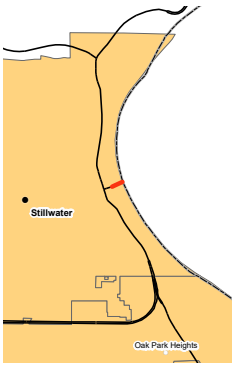
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.2	14.9
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	1.8
Construction Engineering:	1.4	1.2
Right of Way:	0	0
Total:	***21.4***	***18.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

PROJECT SUMMARY



MN 36
On MN 36 bridge 4654 in Washington County
Bridge , 4654
State Project Number 8214-114

Replace St Croix bridge over the St. Croix near Stillwater.

RECENT CHANGES & UPDATES

Additional loop trails, the Stillwater Lift Bridge conversation, landscaping and wetland restoration project will continue into 2018 and 2019. While the bridge is open to traffic and the main work is complete the project is not considered substantially complete for the major highway projects report. This report will continue to track project costs.

PROJECT HISTORY

The new river crossing opened to traffic in August 2017. Roadway approaches, loop trails, state entry/exit signs and landscaping continue to be worked on in 2017. Bridge opening was delayed from 2016 to 2017 due to several factors. An early cold season in fall 2014 and rebar complexity slowed construction. Design-build contract for the Minnesota approach work began in 2013 and was complete in 2015. Bridge pier foundations began construction in 2013 and completed in 2014. Work on the bridge superstructure contract began in 2014 and was open in 2017. The St. Croix Crossing Bridge replaces the Stillwater Lift Bridge. Congressional approval was granted in March 2012 to allow the project to proceed. In 2013 permits were requested and the project began construction.

PROJECT RISKS

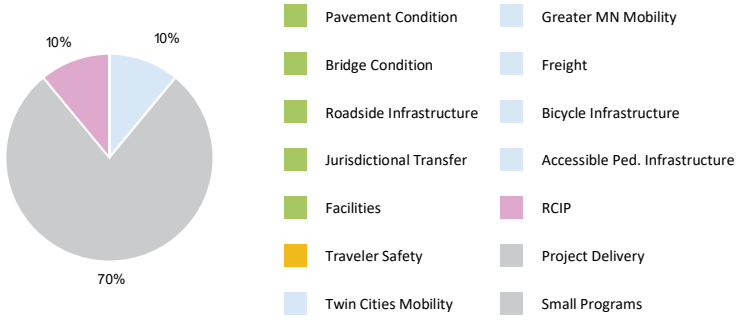
Legal claims of schedule impacts are still risks.

SCHEDULE

Date in which project entered the STIP:	2010
Environmental Document Approval Date:	9/5/2012
Municipal Consent Approval Date:	2006 & 2012
Geometric Layout Approval Date:	1995 - 2014
Construction Limits Established Date:	2006
Original Letting Date:	1997
Current Letting Date:	2/15/2013
Construction Season:	2017 - 2019
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Project Delivery



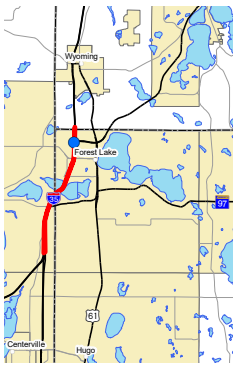
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
River Bridge:	325	434
Minnesota Approach:	52	72.7
Wisconsin Approach:	32.9	25.1
Mitigation:	41.1	23
Stillwater Lift Bridge:	21.4	27.4
Right of Way:	12.5	15.3
Engineering Management:	61	91.8
Wisconsin's Remaining Obligation:	0	4.3
Contingency:	130.9	0
Total:	***676.8***	***693.6***

COST ESTIMATE ASSUMPTIONS

Commitments made in the 2006 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. Baseline estimate assumed only the MN portion of the contingency costs and was a planning level estimate. Current estimates are based on June 30, 2016 data and includes contingencies for both MN and WI.

PROJECT SUMMARY



I 35, CSAH 54
On CSAH 54 bridge(s) in Anoka and Washington Counties

State Project Number 8280-47
I-35 North Metro Split: Lino Lakes, Columbus, Forest Lake

Resurface road, replace 3 bridges -- on I-35E north of 80th St. East to I-35E/I-13W/I-15 merge and on I-35W north of Main Street in Lino Lakes to I-35E/I-35W/I-35 merger; and at Forest Lake weigh station replace enforcement system and improve entrance and exit ramps.

RECENT CHANGES & UPDATES

Since bids were expected to be higher than normal during an economic downturn, there was an estimate adjustment to adapt to a fluctuating bid environment.

PROJECT HISTORY

This project was let in June 2017 for close to the $61.1 million estimate in the 2017 major highway projects report. Engineering costs increased to $9.5 million as project design needs increased.

In 2016, the TPCE was $58.6 million, with construction letting increasing to $50.1 million and engineering to $6.9 million. The $10 million increase to the construction letting cost was due to discovery of damage to the substructure of the roadway and refining the cost estimate for project components as the project moved into final design.

The current condition of this road section is anticipated to decline quickly due to failing road base that hasn't been improved since 1969. Currently this section has a mill and overlay every seven years and the concrete overlay project is a longer term fix to correct base failures.

PROJECT RISKS

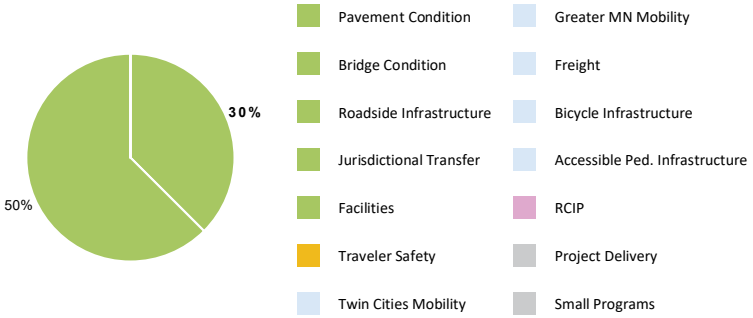
Risks include traffic impacts during construction, interagency coordination and communication. Previously identified risks were realized increasing costs due to switching the delivery method to design-build delivery.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	10/7/2015
Municipal Consent Approval Date:	10/7/2015
Geometric Layout Approval Date:	1/16/2015
Construction Limits Established Date:	1/16/2015
Original Letting Date:	7/21/2017
Current Letting Date:	6/2/2017
Construction Season:	2017 - 2049
Estimated Substantial Completion:	Fall 2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

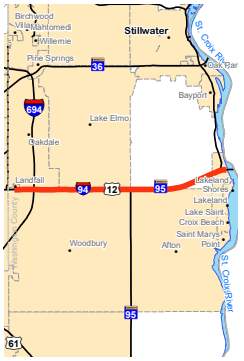
	Baseline Estimate	*Current Estimate*
Construction Letting:	39.6	60.6
Post Letting Construction Costs:	0	3.4
Other Construction Elements:	0	0
Preliminary Engineering:	3.84	5.7
Construction Engineering:	2.56	3.8
Right of Way:	0	0
Total:	***46***	***73.5***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the baseline estimate for this project. In 2017 the total project cost estimate increased from $56.6 million to $67.4 million due to higher bids for this design-build project. The project also received $4 million from Anoka County to expand the Hwy 97 Bridge, and an additional $1.4 million in federal freight funding was used to complete a project at the Forest Lake weigh station within the larger project.

PROJECT SUMMARY



I 94
On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale

State Project Number 8282-132

Resurface road, traffic management system, drainage, signing, lighting, median barrier and ADA improvements on I94 from MN Hwy 120 in Oakdale to St. Croix River in Lakeland.

RECENT CHANGES & UPDATES

No new updates for this project in 2020.

PROJECT HISTORY

2019 was the first year this project was in the major highway projects report. This project is for a long term concrete pavement repair.

PROJECT RISKS

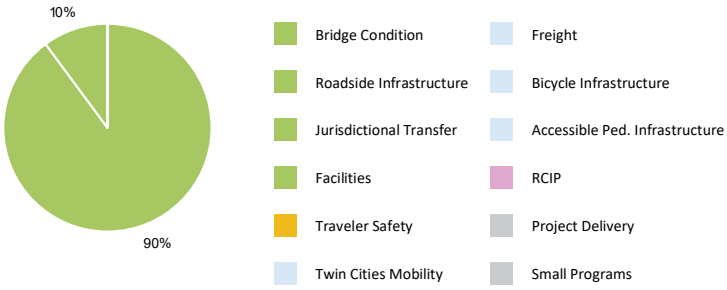
Risks include increased water drainage needs and needs of the local communities on and along I-94, including frontage roads and traffic/detour management.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	7/22/2022
Construction Season:	2022 - 2024
Estimated Substantial Completion:	11/1/2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	103.7	108.9
Post Letting Construction Costs:	4.1	4.4
Other Construction Elements:	0	0
Preliminary Engineering:	12.5	13.1
Construction Engineering:	8.4	8.7
Right of Way:	0	0
Total:	***128.7***	***135***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

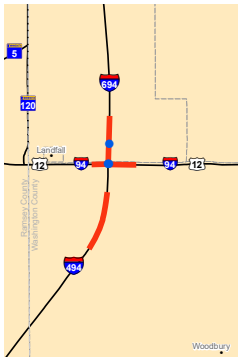
COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce both the baseline and current estimates for this project.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I 694
On I-694 bridge(s) 82832;82831,82817,82831 in Oakdale
Bridge 82832;82831,82817,82831
State Project Number 8286-81

NB MN 77 exit ramp to Old Shakopee

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is in construction.

PROJECT HISTORY

In 2018, the project's letting date was moved to October 2018.The project had once been planned to be let in 2017, but was moved into calendar year 2018 due to the scope changes and additional freight funding. In 2017, the project was up scoped from an $8.7 million bridge project to $30.2 million (construction costs only) after receiving $19.5 million in federal freight funding to correct ramps and loops, improve the bridge deck and apply a long-term pavement fix.

PROJECT RISKS

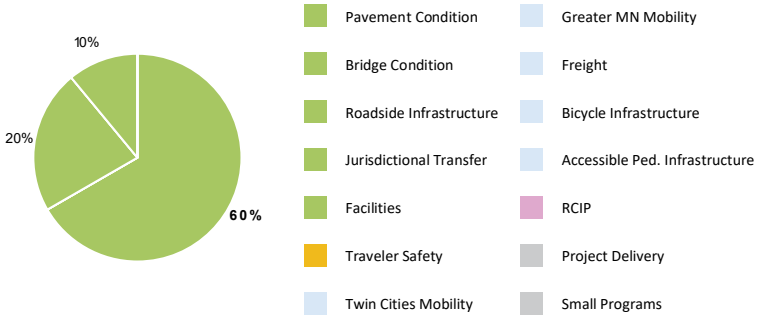
The project could be extended into two construction seasons depending on the timing of closing ramps during construction, possible right of way contamination, local interest in a larger project, construction may require a temporary bridge and inability to salvage existing bridge pier locations.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	10/7/2015
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/7/2015
Construction Limits Established Date:	10/7/2015
Original Letting Date:	7/21/2017
Current Letting Date:	
Construction Season:	2018 - 2020
Estimated Substantial Completion:	11/1/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	30.2	30.4
Post Letting Construction Costs:	1.4	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	3.36	3.3
Construction Engineering:	2.24	2.3
Right of Way:	0	0
Total:	***37.2***	***37.4***

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. This project will be delivered with the design build method.

Appendix D: Future Major Highway Projects (planned 2024-2034)

District 1 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
1	I-35	5880-1072943	Not assigned	2024 - 2025	Pine	Resurface I-35 from 1 mile south of Hwy 48 to 2 miles north of Hwy 48; replace bridges over Grindstone River and BNSF railroad	Need unknown	Need unknown	Need unknown	Need unknown	15	18.6
1	I-35	6982-1072803	Not assigned	2027 - 2029	St Louis	Reconstruct I-35 from .5 miles south of Boundary Ave to bridge over Hwy 23	Need unknown	Need unknown	Need unknown	Need unknown	2.6	8.8
1	I-535	6980-69808	Not assigned	2027 - 2028	St Louis	Redeck the I-535 Garfield Ave Bridge	Not needed	Not needed	Not needed	Not needed	11.3	14
1	I-535	6980-69809	Not assigned	2027 - 2028	St Louis	Redeck the I-535 SB off ramp over the BNSF railroad	Not needed	Not needed	Not needed	Not needed	4.1	5.1
1	I-535	6981-1037965	Not assigned	2027 - 2030	St Louis	Repair or replace the Blatnik Bridge on I-535 between Duluth and Superior	Not needed	Not needed	Not needed	Not needed	200	248
1	MN 1	6902-1038565	Not assigned	2027 - 2028	St Louis	Resurface Hwy 1 from Hwy 53 to Hwy 169	Not needed	Not needed	Not needed	Not needed	6.9	8.6
1	MN 135	6913-1039090	Not assigned	2026 - 2027	St Louis	Resurface Hwy 135 from just north of the Embarrass River to Hwy 1	Not needed	Not needed	Not needed	Not needed	4.9	6.1
1	MN 194	6933-99	Not assigned	2025 - 2027	St Louis	Reconstruct NB and SB Hwy 194 from Hwy 53 (Trinity Rd) to 200 feet north of Mesaba Ave in Duluth	Need unknown	Need unknown	Need unknown	Need unknown	12.6	15.6
1	MN 23	0901-81	Brian Larson	2029 - 2030	Carlton	Resurface Hwy 23 from 0.4 miles east of Pine/Carlton County line to St. Louis River	Need unknown	Need unknown	Need unknown	Need unknown	8.3	10.3
1	MN 23	5801-1039097	Not assigned	2027 - 2028	Pine	Resurface Hwy 23 from Hwy 107 to I-35	Not needed	Not needed	Not needed	Not needed	4.4	5.4
1	MN 61	1601-66	Sarah Baehurst		Cook, Lake	Resurface Hwy 61 from 2.6 miles north County Rd 6 to 1.4 Miles south of CR 79	Need unknown	Need unknown	Need unknown	Need unknown	8.2	10.3
1	MN 61	1603-54	Douglas Kerfeld	2024 - 2025	Cook	Resurface Hwy 61 from just south of CR 14 to Reservation Bay Rd	Need unknown	Need unknown	Need unknown	Need unknown	13.3	16.5
1	MN 61	3804-62	Josie Olson	2024 - 2025	Lake	Reconstruct Hwy 61 from just north of the DM&IR railway bridge to just east of 5th St	Need unknown	Need unknown	Need unknown	Need unknown	6.4	7.9
1	MN 61	6926-56	Not assigned	2027 - 2028	St Louis	Resurface NB Hwy 61 from CR 33 (McQuade Rd) to CR 42 (Homestead Rd) and SB Hwy 61 from CR 33 (McQuade Rd) to Knife River	Need unknown	Need unknown	Need unknown	Need unknown	6.1	7.6
1	MN 73	6927-1038042	Not assigned		St Louis	Resurface Hwy 73 from just north of CR 86 to just south of Hwy 2	Not needed	Not needed	Not needed	Not needed	4.5	5.5
1	MN 73	6930-1038578	Not assigned	2025 - 2026	St Louis	Resurface Hwy 73 from NFD 111 to Hwy 1	Not needed	Not needed	Not needed	Not needed	15.2	18.9
1	US 169	3115-1037792	Not assigned	2027 - 2028	Itasca	Resurface Hwy 169 from 10th Ave NE in Grand Rapids to Morrison Ave in Coleraine	Not needed	Not needed	Not needed	Not needed	8.5	10.6
1	US 169	3115-1037793	Not assigned	2026 - 2027	Itasca	Resurface Hwy 169 from just south of the Aitkin/Itasca County line to CR 437	Need unknown	Need unknown	Need unknown	Need unknown	9.5	11.8
1	US 169	6935-1037926	Not assigned	2023 - 2024	St Louis	Resurface NB Hwy 169 from just south of CR 67 to just west of CR 109	Not needed	Not needed	Not needed	Not needed	7.6	9.4
1	US 2	6908-1038865	Not assigned	2025 - 2026	St Louis	Resurface Hwy 2 from Hwy 194 to just east of Boundary Ave in Proctor	Not needed	Not needed	Not needed	Not needed	10.8	13.3
1	US 53	6915-1038826	Not assigned	2027 - 2028	St Louis	Resurface Hwy 53 from just north of Piedmont Ave to just south of Mall Dr	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
1	US 53	6915-1072963	Not assigned	2026 - 2027	St Louis	Replace Hwy 53 bridges over 1st St and 21st Ave W	Need unknown	Need unknown	Need unknown	Need unknown	48	59.5
1	US 53	6916-1072923	Not assigned	2029 - 2030	St Louis	Resurface NB Hwy 53 from CR 13 to 1.6 miles north of Hwy 33	Need unknown	Need unknown	Need unknown	Need unknown	20	24.8
1	US 53	6917-140	Josie Olson	2025	St Louis	Resurface Highway Northbound only from 1.3 m. n. Swan Lake Rd to .1 mi. s. Cemetery Rd	Need unknown	Need unknown	Need unknown	Need unknown	8	10.2
1	US 53	6918-1038773	Not assigned	2026 - 2027	St Louis	Resurface Hwy 53 from 2nd Ave NW to just north of the wayside rest in Virginia and resurface 3 ramps at the Hwy 169/Hwy 53 intersection	Not needed	Not needed	Not needed	Not needed	7.2	9
1	US 53	6918-90	Randy Costley	2025	St Louis	Bridge replacements at 6th Ave West in Virginia	Need unknown	Need unknown	Need unknown	Need unknown	4	5.4

District 2 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
2	CSAH 122	3109-1038979	Not assigned	2028	Itasca	Resurface Hwy 46 from just north of CR 13 to Hwy 1/CR 40	Need unknown	Need unknown	Need unknown	Need unknown	5.7	7.1
2	CSAH 56	2904-1038222	Not assigned	2029	Hubbard	Reconstruct 1-mile of Hwy 71 in Park Rapids	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
2	MN 1	0402-1038399	Not assigned	2027	Beltrami, Clearwater	Resurface Hwy1/Hwy 89 between the north junction of Hwy 89 and eastern Clearwater County line	Need unknown	Need unknown	Need unknown	Need unknown	4.5	5.6
2	MN 1	0403-1038986	Not assigned	2029	Beltrami	Resurface Hwy 1 between Clearwater County line and Hwy 89	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.7
2	MN 1	0404-39	Not assigned	2029	Beltrami	Reconstruct 1-mile of Hwy 1 in Redby	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
2	MN 1	3602-1038965	Not assigned	2030	Koochiching	Resurface Hwy 1 from just east of 5th St to Hwy 6	Need unknown	Need unknown	Need unknown	Need unknown	11	13.7
2	MN 1	4501-1054960	Not assigned	2028	Marshall	Resurface Hwy 1 between Warren and Marshall County Rd 17	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
2	MN 1	4509-1039024	Not assigned	2025	Marshall	Replace Hwy 1 bridge over the Red River in Oslo	Need unknown	Need unknown	Need unknown	Need unknown	7.5	9.3
2	MN 11	6803-43	Not assigned	2025	Roseau	Reconstruct Hwy 11 between Roseau and Warroad and replace culvert 4-miles east of Roseau	Pending approval	Not needed	Not Needed	Pending approval	10.2	12.9
2	MN 11	6804-1038988	Not assigned	2027	Roseau	Resurface Hwy 11 between Warroad and Roosevelt	Need unknown	Need unknown	Need unknown	Need unknown	5.2	6.4
2	MN 200	2908-1038583	Not assigned	2025	Hubbard	Resurface Hwy 200 between Hwy 371 and Laporte	Pending approval	Not needed	Not Needed	Pending approval	6.6	8.2
2	MN 220	6017-1054680	Not assigned	2027	Marshall, Polk	Resurface Hwy 220 between East Grand Forks and Alvarado	Need unknown	Need unknown	Need unknown	Need unknown	6.4	7.9
2	MN 32	5703-1038053	Not assigned	2028	Red Lake	Resurface Hwy 32 between Hwy 2 and Red Lake Falls, and replace culvert on Hwy 32 south of St. Hilaire	Need unknown	Need unknown	Need unknown	Need unknown	6.7	8.3
2	MN 32	6007-1038990	Not assigned	2028	Polk	Resurface Hwy 32 between Fertile and Hwy 2	Pending approval	Not needed	Not needed	Pending approval	9.3	11.5
2	MN 32	6301-1055060	Not assigned	2029	Red Lake	Resurface and sidewalk improvements on Hwy 32 in Red Lake Falls	Need unknown	Need unknown	Need unknown	Need unknown	5.1	6.3
2	MN 6	3107-1038869	Not assigned	2025	Itasca	Resurface Hwy 6 from just north of CR 19 to just north of CR 136	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
2	MN 6	3107-1038870	Not assigned	2027	Itasca	Resurface Hwy 6 between Hwy 286 to Hwy 1	Need unknown	Need unknown	Need unknown	Need unknown	4.5	5.6
2	MN 72	0413-1055100	Not assigned	2030	Beltrami	Resurface Hwy 72 between Hwy 1 and Tamarac River	Pending approval	Not needed	Not need	Pending approval	4.6	5.7
2	MN 87	2909-20	Not assigned	2025	Hubbard	Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard	Need unknown	Need unknown	Need unknown	Need unknown	9.2	11.4
2	MN 89	4508-1038993	Not assigned	2026	Marshall	Resurface Hwy 89 between Hwy 219 and Roseau County line	Pending approval	Not needed	Not needed	Pending approval	6.1	7.6
2	MN 89	6806-32	Not assigned	2027	Roseau	Resurface Hwy 89 between Roseau and Wannaska	Need unknown	Need unknown	Need unknown	Need unknown	6.9	8.6
2	MN 92	1507-68	Not assigned	2026	Clearwater	Resurface Hwy 92 between Bagley and Gonvick	Pending approval	Pending approval	Pending approval	Pending approval	4.1	5.1
2	US 2	1502-1039094	Not assigned	2028	Multicounty, Clearwater, Polk	Resurface westbound lanes of Hwy 2 between Fosston and Bagley	Pending approval	Not needed	Not needed	Pending approval	5.8	7.2
2	US 2	6001-1038994	Not assigned	2028	Polk	Resurface the eastbound lanes of Hwy 2 between East Grand Forks and Fisher	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
2	US 2	6005-1038233	Not assigned	2028	Clearwater, Polk	Resurface eastbound lanes of Hwy 2 between Fosston and Bagley	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
2	US 2	6005-1038567	Not assigned	2027	Polk	Resurface westbound lanes of Hwy 2 between Fosston and Hwy 59	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
2	US 2	6019-1038658	Not assigned	2027	Polk	Replace Hwy 2 bridge over River Rd NW in East Grand Forks	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
2	US 59	6009-1057783	Not assigned	2029	Polk, Red Lake	Resurface Hwy 59 between Hwy 2 and Brooks	Need unknown	Need unknown	Need unknown	Need unknown	5.5	7
2	US 71	0410-51	Not assigned	2026	Beltrami	Resurface Hwy 71 between Beltrami County Rd 22 and Blackduck	Pending approval	Not Needed	Not Needed	Pending approval	7.5	8.7
2	US 71	2905-1038984	Not assigned	2029	Hubbard	Resurface Hwy 71 between Park Rapids and Hwy 200	Need unknown	Need unknown	Need unknown	Need unknown	9	11.2
2	US 75	3508-1038580	Not assigned	2027 - 2025	Kittson	Resurface Hwy 75 and replace 3 culverts between Donaldson and Hallock	Pending approval	Not needed	Not needed	Pending approval	6.6	8.2
2	US 75	5406-1038581	Not assigned	2030	Norman	Resurface Hwy 75 between Hendrum and Perley	Pending approval	Not needed	Not needed	Pending approval	4.6	5.7

District 3 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
3	I-94	7380-1038338	Not assigned		Multicounty, Stearns, Todd	I 94, from Douglas/Todd county line to East of US 71 ramps in Sauk Centre eastbound and westbound, concrete pavement rehabilitation + bridge 73820	Not needed	Not needed	Not needed	Not needed	11.6	14.4
3	I-94	7380-1038339	Not assigned		Stearns	I 94, Resurface from 2.5 Mi E of Freeport to 0.5 Mi E of Albany, EB & WB	Not needed	Not needed	Not needed	Not needed	6.2	7.7
3	I-94	7380-1038395	Not assigned		Stearns	I 94, Resurface from Sauk Centre to E of Melrose EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	9.8	12.2
3	I-94	7380-1038824	Not assigned	2024 - 2025	Stearns	I-94, Redeck bridges # 73805, 6896, 6897, 73809 between Sauk Centre and Melrose	Not needed	Not needed	Not needed	Not needed	5.9	7.3
3	I-94	7380-1038876	Not assigned		Stearns	I 94, Resurface from Melrose to E 2.5 Mi E of Freeport (EB & WB)	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
3	I-94	7380-1038941	Not assigned		Stearns	I 94, Recondition from East limits of Albany East to Stearns CR 159 at Collegeville EB & WB	Not needed	Not needed	Not needed	Not needed	14	17.4
3	I-94	8680-1038825	Claudia Dumont		Wright	I-94, from east Monticello to CSAH 19 in Albertville, unbonded overlay westbound	Not needed	Not needed	Not needed	Not needed	6	7.4
3	MN 107	5812-1038209	Not assigned	2026 - 2027	Pine	Resurface Hwy 107 from the Kanabec/Pine County line to Hwy 23	Not needed	Not needed	Not needed	Not needed	4.5	5.6
3	MN 15	7303-1073903	Not assigned		Benton, Stearns	MN 15, Resurface from Stearns CSAH 47 to Benton CSAH 33 Entrance Ramp	Need unknown	Need unknown	Need unknown	Need unknown	12.5	15.5
3	MN 210	0118-1038391	Not assigned	2027 - 2028	Aitkin	Resurface Hwy 210 from 0.8 miles west of Hwy 169 to the Ripple River Bridge	Need unknown	Need unknown	Need unknown	Need unknown	5.6	7.1
3	MN 210	1115-1038411	Not assigned		Cass, Crow Wing	MN 210, Crack & seat, thick overlay from Pillager to Baxter	Not needed	Not needed	Not needed	Not needed	6.5	8.1
3	MN 210	1115-1051980	Not assigned		Cass	MN 210, from junction US 10 in Motley to Cass CSAH 1 in Pillager, mill and overlay	Not needed	Not needed	Not needed	Not needed	5	6.3
3	MN 210	1805-1037796	Not assigned		Crow Wing	MN 210, Resurface and upgrade urban section from Baxter drive to end of 4-lane east of Brainerd.	Not needed	Not needed	Not needed	Not needed	18.3	22.7
3	MN 210	1807-1037851	Not assigned		Crow Wing	MN 210, Resurface from Crosby to Deerwood + ADA work in Deerwood	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
3	MN 210	7701-1038241	Not assigned		Todd	MN 210, Resurface from East of Hewitt to US 10 in Staples, includes ADA work	Not needed	Not needed	Not needed	Not needed	11.2	13.9
3	MN 23	4801-26	Russell Fellbaum		Mille Lacs	MN 23 in Milaca, urban reconstruction	Not needed	Not needed	Not needed	Not needed	9.4	11.6
3	MN 23	7305-1038657	Not assigned		Stearns	MN 23, Resurface west of 36th ave to MN 15 in Waite Park eastbound and westbound	Not needed	Not needed	Not needed	Not needed	9.9	12.3
3	MN 23	7305-1038942	Not assigned		Stearns	MN 23, Resurface from West of Richmond to 0.5 miles West of 93rd Ave EB & WB, Mill and Overlay	Not needed	Not needed	Not needed	Not needed	15	18.6
3	MN 23	7306-1038243	Not assigned		Stearns	MN 23, Resurface from TH 15 to RR bridge near TH 10 + ADA in St. Cloud, EB & WB	Not needed	Not needed	Not needed	Not needed	7.2	8.9
3	MN 25	1808-1037848	Not assigned		Crow Wing	MN 25, Resurface from Morrison/Crow Wing county line to Jct MN 210 in Brainerd	Not needed	Not needed	Not needed	Not needed	7	8.4
3	MN 25	4911-1038404	Eric Schiller		Morrison	MN 25, Recondition from Pierz to Morrison/Crow Wing county line, & MN 25 Recondition from 0.25 miles of Skunk river to south junction MN 27 in Pierz, + bridge #6322 & 88062 (boxes)	Not needed	Not needed	Not needed	Not needed	9.8	12.2
3	MN 25	7104-1038235	Not assigned		Sherburne	MN 25, Resurface from north Monticello to US 10 in Big Lake, & I-94 to end of 4 lane north of Monticello includes ADA work	Not needed	Not needed	Not needed	Not needed	4.7	5.9
3	MN 25	8605-XX	Claudia Dumont		Wright	MN 25, from north Buffalo to south Monticello, mill and overlay	Not needed	Not needed	Not needed	Not needed	5.3	6.6
3	MN 27	4904-1038998	Not assigned		Morrison	MN 27 from East Long Prairie to West Little Falls Mill and Overlay	Not needed	Not needed	Not needed	Not needed	10.5	13
3	MN 27	4905-1072103	Not assigned		Morrison	MN 27, Resurface from 0.2 MI E of US 10 in Little Falls to Jct MN 25 in Pierz.	Need unknown	Need unknown	Need unknown	Need unknown	4.3	5.3
3	MN 28	7308-1038061	Not assigned		Multicounty, Morrison, Stearns, Todd	MN 28, Resurface North Junction US 71 to North of Swanville,; and Reclaim from North of Swanville to junction MN 27	Not needed	Not needed	Not needed	Not needed	10.5	13
3	MN 371	1118-24	Not assigned	2025	Cass	Reconstruct 1-mile of Hwy 371 in Hackensack	Need unknown	Need unknown	Need unknown	Need unknown	6.1	7.5
3	MN 371	1119-1038889	Not assigned	2027	Cass	Resurface and sidewalk improvements on Hwy 371 in Walker	Not needed	Not needed	Not needed	Not needed	6.1	7.6
3	MN 371	1120-1073803	Not assigned		Cass	MN 371, Recondition from 0.3 Mi S of Steamboat River to Jct US 2 in Cass Lake	Need unknown	Need unknown	Need unknown	Need unknown	7.9	9.8
3	MN 371	1810-1039068	Not assigned		Crow Wing	MN 371, Recondition from Junction MN 210 in Baxter to South of Nisswa, NB & SB	Not needed	Not needed	Not needed	Not needed	23.2	28.7
3	MN 371	4912-1073783	Not assigned		Morrison	MN 371, Resurface from US 10 to 0.7 Mi N of Morrison CR 48, NB & SB	Need unknown	Need unknown	Need unknown	Need unknown	9.1	11.3
3	MN 47	0108-1038040	Not assigned	2027 - 2028	Aitkin	Resurface Hwy 47 from T81 to Hwy 169	Not needed	Not needed	Not needed	Not needed	5.7	7.1
3	MN 55	8607-1039069	Not assigned		Wright	MN 55, from junction MN 25 to end of 4 lane in Buffalo, mill and overlay	Not needed	Not needed	Not needed	Not needed	4.9	6.1
3	MN 6	1103-1038141	Not assigned		Cass	MN 6, Resurface from bridge #11005 over Roosevelt Lake in Outing to JCT MN 200 in Remer.	Not needed	Not needed	Not needed	Not needed	6.6	8.2
3	MN 64	1109-1038709	Not assigned		Cass	MN 64, resurface from Jct MN 210 east of Motley to Jct MN 87	Not needed	Not needed	Not needed	Not needed	10.6	13.2
3	MN 65	3004-1038176	Not assigned		Multicounty, Isanti, Kanabec	MN 65, from end of four lane in Cambridge to north of MN 107, reclaim	Not needed	Not needed	Not needed	Not needed	8.6	10.7
3	MN 65	3307-1037873	Not assigned		Kanabec	MN 65, Reconstruction thru Mora	Not needed	Not needed	Not needed	Not needed	11.7	14.5
3	MN 95	0505-1038593	Not assigned		Benton	MN 95, Resurface from Junction MN 23 East of St. Cloud to Benton/Mille Lacs Co line	Not needed	Not needed	Not needed	Not needed	5.8	7.2
3	MN 95	3007-1038063	Not assigned		Isanti	MN 95, Resurface from East of Cambridge to Chisago county line	Not needed	Not needed	Not needed	Not needed	4.1	5.1
3	MN 95	4809-1038594	Not assigned		Isanti, Mille Lacs	MN 95, Resurface from Benton/Mille Lacs county line to RP 29	Not needed	Not needed	Not needed	Not needed	5.9	7.3
3	US 10	0502-1037963	Not assigned		Benton	US 10, Resurface from Halfway crossing to Watab EB & WB	Not needed	Not needed	Not needed	Not needed	10.1	12.6
3	US 10	4901-1038539	Not assigned		Benton, Morrison	US 10, Resurface from Little Falls to the Halfway crossing EB & WB, Mill and Overlay	Not needed	Not needed	Not needed	Not needed	15.2	18.8
3	US 10	4902-1038134	Not assigned	2028 - 2029	Morrison	US 10, Resurface from 2 miles south of Cushing to North of Little Falls EB & WB	Not needed	Not needed	Not needed	Not needed	12.4	15.4
3	US 10	4902-1038239	Not assigned		Morrison	US 10, Little Falls bypass eastbound and westbound, mill and overlay includes first 0.4 miles of TH 371	Not needed	Not needed	Not needed	Not needed	5.8	7.2
3	US 10	4903-1037849	Not assigned		Morrison	US 10, Resurface from Motley to 2 miles south of Cushing, EB & WB	Not needed	Not needed	Not needed	Not needed	17.8	22.1
3	US 10	7102-1038835	Not assigned		Sherburne	US 10, Resurface from Big Lake to Joplin Ave in Elk River eastbound and westbound, includes ADA work	Not needed	Not needed	Not needed	Not needed	13	16.1
3	US 10	8001-1038779	Not assigned		Todd, Wadena	US 10, Resurface from Oink Joint road to West limits of Staples EB & WB	Not needed	Not needed	Not needed	Not needed	13.3	16.5
3	US 169	0115-1073443	Not assigned		Aitkin	US 169, Resurface from Aitkin Co Line to Aitkin CR 76.	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
3	US 169	0116-1073143	Not assigned		Aitkin	Resurface Hwy 169 from CR 18 to Hwy 200 in Hill City	Need unknown	Need unknown	Need unknown	Need unknown	4.3	5.3
3	US 169	4811-1038589	Terri Odegaard		Mille Lacs	US 169, from Long Siding to 2.0 miles north of Pease northbound and south bound, mill & overlay	Not needed	Not needed	Not needed	Not needed	9.4	11.6
3	US 169	4811-1038948	Not assigned		Mille Lacs	US 169, Resurface from Milaca bypass to Mille Lacs County CSAH 11 northbound and southbound	Not needed	Not needed	Not needed	Not needed	8	9.9
3	US 71	7319-1038406	Not assigned		Stearns, Todd	US 71, Recondition from North Sauk Centre to South Long Prairie	Not needed	Not needed	Not needed	Not needed	13.6	16.9
3	US 71	7319-1038996	Not assigned		Stearns	US 71, from I-94 to north Sauk Centre with bridge #5428 over Sauk River, urban reconstruction	Not needed	Not needed	Not needed	Not needed	13.7	17
3	US 71	7707-1073723	Not assigned		Todd	US 71, Urban Reconstruct from 0.1 Mi N of 230th Ave to 0.4 Mi N of CR 56 in Long Prairie	Need unknown	Need unknown	Need unknown	Need unknown	8.1	10
3	US 71	8003-1038057	Not assigned		Wadena	US 71, from Franklin ave to Elm ave in Wadena, reclaim	Need unknown	Need unknown	Need unknown	Need unknown	5	6.2
3	US 71	8004-1038705	Eric Schiller		Wadena	US 71, Recondition from Elm ave in Wadena to Red Eye River in Sebeka	Not needed	Not needed	Not needed	Not needed	10.4	12.8
3	US 71	8005-1038058	Not assigned		Wadena	US 71, Resurface from Sebeka to Wadena/Hubbard county line	Not needed	Not needed	Not needed	Not needed	7.7	9.5

District 4 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
4	I-94	1480-182	Brian Bausman	2030	Clay	Reconstruct both directions from MN/ND border to Hwy 336	Need unknown	Need unknown	Need unknown	Need unknown	30	30
4	I-94	2680-44	Justin Knopf	2023	Grant	Rehabilitate concrete on westbound lanes from Grant/Otter Tail County line to Hwy 79	Need unknown	Need unknown	Need unknown	Need unknown	18.5	18.5
4	I-94	5680-147	Lori Vanderhider		Otter Tail	Concrete resurface EB lanes from west of CR 11 to Hwy 59	Need unknown	Need unknown	Need unknown	Need unknown	12.6	12.6
4	I-94	5680-150	Brian Bausman	2026	Otter Tail	Resurface from CR 1 to hwy 59	Need unknown	Need unknown	Need unknown	Need unknown	6.1	6.1
4	I-94	8480-42	Not assigned		Wilkin	Concrete resurface in EB lanes from west of Hwy 34 to west of CR 11	Need unknown	Need unknown	Need unknown	Need unknown	6.5	6.5
4	MN 108	5623-38	Thomas Pace	2026	Otter Tail	Resurface from east of Pelican Rapids to Hwy 78	Need unknown	Need unknown	Need unknown	Need unknown	10	10
4	MN 113	4405-31	Brian Bausman	2029	Mahnomen	Resurface on Hwy 113 from hwy 59 to Hwy 71	Need unknown	Need unknown	Need unknown	Need unknown	8.7	8.7
4	MN 210	5601-35	Brian Bausman	2027	Otter Tail	Resurface Hwy 210 from west of Hwy 94 to Jct. Hwy 94	Need unknown	Need unknown	Need unknown	Need unknown	11	11
4	MN 210	5602-24	Kalob Oyster	2028	Otter Tail	Resurface Hwy 210 from EB ramps of Hwy 94 to Battle Lake	Need unknown	Need unknown	Need unknown	Need unknown	8.6	8.6
4	MN 27	7803-13	Not assigned	2026 - 2027	Grant, Traverse	Resurface from Wheaton to CR 11	Pending approval	Pending approval	Pending approval	Pending approval	10.8	13.4
4	MN 29	2102-69	Brian Bausman	2028	Douglas	Reconstruction from north of 18th Ave. to Jct. 8th Ave in Alexandria	Need unknown	Need unknown	Need unknown	Need unknown	10	10
4	MN 29	2103-43	Kalob Oyster		Douglas	Reconstruction from 2nd Ave. to north of McKay Ave. in Alexandria	Need unknown	Need unknown	Need unknown	Need unknown	12.7	12.7
4	MN 9	8409-26	Justin Knopf	2022	Wilkin	Resurface from Hwy210 to Breckenridge; replace 3 box culverts	Need unknown	Need unknown	Need unknown	Need unknown	12	12
4	N/A	2180-1077323	Justin Knopf		Douglas	Concrete resurface from west of Alexandria to the Douglas/Todd county line and redeck bridges	Need unknown	Need unknown	Need unknown	Need unknown	9	9
4	N/A	5618-1077343	Thomas Pace		Otter Tail	Complete streets reconstruction in Pelican Rapids; resurface bridge	Need unknown	Need unknown	Need unknown	Need unknown	6	6
4	US 10	0302-89	Kalob Oyster	2025 - 2020	Becker	Resurface from CR 54 in Detroit Lakes to Acorn Lake	Need unknown	Need unknown	Need unknown	Need unknown	10	10
4	US 10	1401-180	Kalob Oyster		Clay	Resurface WB lanes from Dilworth to Glyndon	Need unknown	Need unknown	Need unknown	Need unknown	14.1	14.1
4	US 10	1401-182	Brian Bausman	2027	Clay	Reconstruct EB lanes from 34th Street to east SE 7th Street in Dilworth	Need unknown	Need unknown	Need unknown	Need unknown	14	14
4	US 10	1401-190	Justin Knopf	2026	Clay	Reconstruct from 13th Street to 34th Street, both directions	Need unknown	Need unknown	Need unknown	Need unknown	13	13
4	US 10	1401-193	Kalob Oyster	2026	Clay	Resurface from CR 31 to Hwy 32	Need unknown	Need unknown	Need unknown	Need unknown	14	14
4	US 10	5605-23	Not assigned	2024 - 2025	Otter Tail	Resurface eastbound lane from north of Hwy 106 to east of Bluffton	Pending approval	Pending approval	Pending approval	Pending approval	4.3	5.4
4	US 59	5617-31	Brian Bausman	2023 - 2024	Otter Tail	Resurface from I-94 to south of 5th Ave in Pelican Rapids	Pending approval	Pending approval	Pending approval	Pending approval	9.1	11.3
4	US 75	0608-40	Brian Bausman		Big Stone	Resurface from hwy 12 to hwy 28 in Graceville	Need unknown	Need unknown	Need unknown	Need unknown	6.2	6.2
4	US 75	1406-76	Not assigned	2024 - 2025	Clay	Reconstruct Hwy 75 from north of 24th Ave S to Hwy 10/Main Ave, and Hwy 10 from the Red River to east of Hwy 75	Pending approval	Pending approval	Pending approval	Pending approval	27.3	33.9
4	US 75	7806-32	Not assigned	2023 - 2024	Grant, Traverse	Resurface from Mustinka River Bridge to railroad crossing north of highway 55	Pending approval	Pending approval	Pending approval	Pending approval	7.1	8.8

District 6 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
6	I-35	2480-1038829	Not assigned	2027 - 2028	Multicounty, Freeborn, Steele	Concrete Pavement Repair on I 35, NB From IA/MN State Line to 0.5 Mi N Hwy 30 and SB From IA/MN State Line to 0.66 Mi. S. CR 23,	Need unknown	Need unknown	Need unknown	Need unknown	14.4	17.9
6	I-90	2481-61	Not assigned	2023 - 2024	Freeborn	Resurface westbound I-90 from Alden to Highway 13	Need unknown	Need unknown	Need unknown	Need unknown	12.3	15.2
6	I-90	5080-1037804	Not assigned	2025 - 2026	Mower	Resurface I-90 from Highway 105 to Mower County Road 46	Need unknown	Need unknown	Need unknown	Need unknown	11.1	13.8
6	I-90	5080-1037805	Not assigned	2025 - 2026	Mower	Resurface westbound lanes of I-90 from Mower County Road 46 to Highway 16	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
6	I-90	5080-1038059	Not assigned	2026 - 2027	Mower	Resurface eastbound lanes of I-90 from Mower County Road 46 to Highway 16	Need unknown	Need unknown	Need unknown	Need unknown	21.1	26.2
6	I-90	5580-1039095	Not assigned	2027 - 2028	Olmsted	Resurface I-90 from Highway 63 to east of Olmsted County Road 19	Need unknown	Need unknown	Need unknown	Need unknown	6.7	8.3
6	I-90	8580-1038346	Not assigned	2024 - 2025	Winona	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need unknown	Need unknown	Need unknown	Need unknown	12.9	16
6	I-90	8580-178	Not assigned	2025 - 2026	Winona	Resurface westbound lanes of I-90 from Highway 74 to Highway 43	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2
6	MN 13	2401-43	Paul Zager	2024 - 2025	Freeborn	Resurface Highway 13 from Highway 69 to Highway 30	Need unknown	Need unknown	Need unknown	Need unknown	8	9.9
6	MN 16	2301-15	Chad Hanson	2024 - 2025	Fillmore	Reconstructing Highway 16 from Tracey Road to Griswald Street in Spring Valley	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
6	MN 19	6602-30	Mark Trogstad-Isaacson	2022 - 2023	Rice	Resurface Highway 19 from Highway 13 to I 35	Need unknown	Need unknown	Need unknown	Need unknown	10.2	12.6
6	MN 30	2003-15	Not assigned	2025 - 2026	Dodge	Repair Highway 30 from Highway 218 in Blooming Prairie to Highway 56 in Hayfield	Need unknown	Need unknown	Need unknown	Need unknown	5.7	7.1
6	MN 30	7403-1037844	Not assigned	2027 - 2028	Multicounty, Steele, Waseca	Resurface Highway 30 from Highway 13 to Ellendale	Need unknown	Need unknown	Need unknown	Need unknown	4.5	5.5
6	MN 44	2803-35	Jacob Gasper	2026 - 2027	Houston	Resurface Highway 44 from Spring Grove to Caledonia	Need unknown	Need unknown	Need unknown	Need unknown	4.7	5.8
6	MN 44	2804-39	Jacob Gasper	2024 - 2025	Houston	Resurface Highway 44 from Houston County Road 12 to Hokah	Need unknown	Need unknown	Need unknown	Need unknown	6.4	8
6	MN 57	2007-1037857	Not assigned	2025 - 2026	Multicounty, Dodge, Goodhue	Repair Highway 57 from 11th Street in Kasson to Dodge County Road 30 near Wanamingo	Need unknown	Need unknown	Need unknown	Need unknown	10.4	13
6	MN 60	2511-1038177	Not assigned	2025 - 2026	Goodhue	Resurface Highway 60 from Kenyon to Highway 52	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.5
6	MN 60	6606-1038347	Not assigned	2027 - 2028	Rice	Resurface Highway 60 from east of Highway 13 to Highway 21	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
6	MN 74	8507-28	Not assigned	2026 - 2027	Winona	Resurface Highway 74 from Highway 52 to east Highway 14	Need unknown	Need unknown	Need unknown	Need unknown	7.3	9
6	MN 76	2807-1038142	Not assigned	2027 - 2028	Houston	Resurface Highway 76 from Caledonia to Houston	Need unknown	Need unknown	Need unknown	Need unknown	5.6	6.9
6	US 14	2002-37	Sam Muench	2026 - 2027	Multicounty, Dodge, Olmsted	Resurface Highway 14 from east of Dodge County Road 9 to west of Dodge County Road 5	Need unknown	Need unknown	Need unknown	Need unknown	7.3	9.1
6	US 14	5501-1038206	Not assigned	2027 - 2028	Olmsted	Resurface WB Highway 14 from Byron to Rochester	Need unknown	Need unknown	Need unknown	Need unknown	8.2	10.1
6	US 218	5008-36	Not assigned	2024 - 2025	Mower	Resurface Highway 218 from Iowa border to east of I-90	Need unknown	Need unknown	Need unknown	Need unknown	6.4	7.9
6	US 218	5009-35	Mark Trogstad-Isaacson	2023 - 2024	Mower	Resurface Highway 218 from I-90 to south of Highway 30	Pending approval	Pending approval	Pending approval	Pending approval	6.4	7.9
6	US 52	5508-1038971	Not assigned	2026 - 2027	Multicounty, Goodhue, Olmsted	Resurface southbound Highway 52 from Olmsted County Road 12 to south junction of Highway 60	Need unknown	Need unknown	Need unknown	Need unknown	18.3	22.6
6	US 61	8505-1038538	Not assigned	2027 - 2028	Winona	Resurface Highway 61 from Homer to Winona	Need unknown	Need unknown	Need unknown	Need unknown	7	8.7
6	US 61	8506-1039064	Not assigned	2027 - 2028	Winona	Resurface Highway 60 from east of Highway 13 to Highway 21	Need unknown	Need unknown	Need unknown	Need unknown	14.3	17.7
6	I-90	8580-1038374	Not assigned	2025 - 2026	Winona	Asphalt Repaving Westbound Lanes Of I-90 From Highway 74 To Highway 43,	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2

District 7 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
7		0714-1071543	Not assigned		Blue Earth, Le Sueur	AC Paybacks for 0714-35 (MN 22) - 2025 and 2026	Need unknown	Need unknown	Need unknown	Need unknown	10	10
7	I-90	2280-143	Not assigned		Faribault	Resurface from west of Hwy 169 to Hwy 22	Not needed	Not needed	Not needed	Not needed	24	29.8
7	I-90	3280-1052560	Not assigned		Jackson, Nobles	Resurface WB lanes CR 5 to 800' east of Hwy 60	Not needed	Not needed	Not needed	Not needed	5.3	6.6
7	I-90	3280-1069643	Not assigned		Jackson, Martin	Resurface WB lanes from Hwy 4 to Hwy 86	Need unknown	Need unknown	Need unknown	Need unknown	10	12.4
7	I-90	5380-154	Robert Jones		Nobles	Resurface WB lanes from Adrian to Rushmore	Not needed	Not needed	Not needed	Not needed	6.5	8.1
7	I-90	6780-1052540	Not assigned		Nobles, Rock	Resurface EB lanes from Rock River to Hwy 35	Not needed	Not needed	Not needed	Not needed	8.5	10.5
7	I-90	6780-1069623	Not assigned		Rock	Resurface EB lanes from Beaver Creek to Rock River	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
7	I-90	6780-124	Matthew Young		Rock	Repair from South Dakota border to Beaver Creek	Need unknown	Need unknown	Need unknown	Need unknown	6.5	8.1
7	MN 13	4001-48	Not assigned		Le Sueur	Resurface from Waterville to Montgomery	Not needed	Not needed	Not needed	Not needed	15	29.4
7	MN 13	8102-30	Zachary Tess		Multicounty, Le Sueur, Waseca	Resurface from Waseca to Waterville	Not needed	Not needed	Not needed	Not needed	5.7	7.1
7	MN 15	4603-52	Glen Coudron		Martin	Resurface Iowa to Fairmont	Not needed	Not needed	Not needed	Not needed	5.2	6.4
7	MN 19	4004-126	Zachary Tess		Le Sueur, Sibley	Resurface from Hwy 169 to east Jct of Hwy 13	Not needed	Not needed	Not needed	Not needed	12.9	16
7	MN 19	7205-1070404	Not assigned		Sibley	Resurface from Winthrop to Gaylord	Need unknown	Need unknown	Need unknown	Need unknown	8.8	10.9
7	MN 19	7206-117	Matthew Young		Le Sueur, Sibley	Resurface from Gaylord to Hwy 169	Not needed	Not needed	Not needed	Not needed	13.1	16.2
7	MN 22	0704-1069603	Not assigned		Blue Earth	Reconstruct from Hwy 83 to Bassett Drive	Need unknown	Need unknown	Need unknown	Need unknown	10.4	12.9
7	MN 22	2203-115	Mathew Thibert		Faribault	Resurface from Iowa border to Interstate 90	Not needed	Not needed	Not needed	Not needed	8.4	10.4
7	MN 22	2204-26	Mathew Thibert		Faribault	Reconstruct Highway 22 in Wells	Need unknown	Need unknown	Need unknown	Need unknown	8	9.9
7	MN 22	2204-27	Mathew Thibert		Faribault	Resurface from I-90 to Wells	Not needed	Not needed	Not needed	Not needed	5.4	6.6
7	MN 22	5205-113	Robert Jones		Nicollet	Resurface Hwy 22 from St Peter to Hwy 111	Pending Approval	Pending Approval	Not Needed	Not Needed	6.6	8.2
7	MN 30	0705-26	Mathew Thibert		Multicounty, Blue Earth, Watonwan	Resurface from Hwy 15 to Hwy 169	Not needed	Not needed	Not needed	Not needed	9.1	11.3
7	MN 60	0708-1071483	Not assigned		Blue Earth	Resurface from Lake Crystal to Cray Corner/528th Avenue	Need unknown	Need unknown	Need unknown	Need unknown	6.9	8.6
7	MN 60	3204-1052580	Not assigned		Jackson, Nobles	Resurface EB lanes from Worthington to Wilder and WB lanes from Heron Lake to Worthington	Not needed	Not needed	Not needed	Not needed	27.6	34.2
7	MN 60	8309-55	Zachary Tess		Watonwan	Replace Hwy 60 rest area near St James	Need unknown	Need unknown	Need unknown	Need unknown	4.6	5.6
7	MN 68	0710-1038895	Not assigned		Blue Earth, Brown	Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169	Not needed	Not needed	Not needed	Not needed	20.6	25.5
7	MN 99	4009-114	Zachary Tess	2026 - 2027	Le Sueur	Resurface from Le Center to Hwy 13	Not needed	Not needed	Not needed	Not needed	7	8.7
7	US 14	0702-128	Zachary Tess		Blue Earth	Repair CSAH 82/CSAH 3 to two miles east of Eagle Lake	Not needed	Not needed	Not needed	Not needed	5.8	7.2
7	US 169	0713-81	Forrest L Hasty		Multicounty, Blue Earth, Nicollet	Resurface and repair bridges from Riverfront Drive to Lake Street	Not needed	Not needed	Not needed	Not needed	37.3	46.3
7	US 169	5212-35	Glen Coudron		Blue Earth, Nicollet	Rehabilitate Veterans Bridge	Need unknown	Need unknown	Need unknown	Need unknown	8.3	10.3
7	US 59	5304-41	Forrest L Hasty		Nobles	Reconstruct in Worthington	Not needed	Not needed	Not needed	Not needed	13.6	16.9
7	US 59	5304-44	Forrest Hasty		Murray, Nobles	Resurface and replace multiple bridges from Worthington to Fulda	Not needed	Not needed	Not needed	Not needed	16.9	21
7	US 71	3205-36	Peter Engelmeyer		Jackson	Resurface Iowa border to Hwy 38	Not needed	Not needed	Not needed	Not needed	6.5	8.1
7	US 75	6704-116	Not assigned		Rock	Resurface from Iowa border to Luverne	Not needed	Not needed	Not needed	Not needed	8.8	10.9
7	US 75	6705-47	Robert Jones		Pipestone, Rock	Resurface from Luverne to Trosky	Not needed	Not needed	Not needed	Not needed	12.1	15
7	US 75	6705-50	Robert Jones		Rock	Resurface in Luverne	Need unknown	Need unknown	Need unknown	Need unknown	8	9.9

District 8 Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
8		8828-1053080	Not assigned	2026	Districtwide	Unidentified Shoulder Widening	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.5
8	MN 19	4204-1053221	Not assigned		Lyon	Resurface Hwy 19 from Ivanhoe to CR 5.	Need unknown	Need unknown	Need unknown	Need unknown	14.3	17
8	MN 23	4207-58	Not assigned		Lyon	Resurface (concrete) Hwy 23 from 2 miles north of Hwy 91 to jct north of Tiger Drive in Marshall (both directions of 4-lane)	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.2
8	MN 23	5902-25	Erika Coudron	2023 - 2024	Lincoln, Lyon, Pipestone	Resurface Hwy 23 From Jct Of Hwy 75 To 1.8 Miles North Of The Jct Of Hwy 91 In Pipestone & Resurface Bridge Deck	Need unknown	Need unknown	Need unknown	Need unknown	10.7	12.6
8	MN 30	5103-91	Christopher Nienaber	2026	Murray	Resurface Hwy 30 from just east of Hwy 59 to the Murray/Cottonwood County line. Replace bridge on Hwy 30 over Des Moines River east of Currie.	Need unknown	Need unknown	Need unknown	Need unknown	10	11.7
8	MN 4	6503-1038831	Not assigned	2025 - 2026	Meeker, Renville	Us 212 (Hector) To Southern Cross Ave. (Cosmos), Reclaim & Overlay Plus Ada In Hector	Need unknown	Need unknown	Need unknown	Need unknown	9.2	11.4
8	MN 40	1210-93	Not assigned		Chippewa	Resurface Hwy 40 from jct of CR 4 to Willmar	Need unknown	Need unknown	Need unknown	Need unknown	13.2	16.2
8	MN 67	8707-1038833	Not assigned	2026 - 2027	Yellow Medicine	0.25 Miles E. Of Traverse Ln (Upper Sioux Community) To Jct Mn 19, Reclaim & Overlay	Need unknown	Need unknown	Need unknown	Need unknown	4.9	6.1
8	MN 67	8707-1038834	Not assigned	2027 - 2028	Yellow Medicine	0.25 Miles E. Of Traverse Ln (Upper Sioux Community) To Jct Mn 19, Reclaim & Overlay	Need unknown	Need unknown	Need unknown	Need unknown	6.1	12
8	MN 68	6408-1037801	Not assigned	2025 - 2026	Redwood	N. Jct Us 71 To Mn 67 (Morgan), Reclaim & Overlay,	Need unknown	Need unknown	Need unknown	Need unknown	2.9	5.7
8	MN 68	8709-1038345	Not assigned	2027 - 2028	Lincoln, Lyon, Yellow Medicine	400' Se. Of Custer Ave. N. (Canby) To N. Grant St. (Minneota), Reclaim & Overlay, Ada In Porter, Taunton, & Minneota, & All The W Box Culvert/Bridges From Rp 6+00.091 To 16+00.587,	Need unknown	Need unknown	Need unknown	Need unknown	8.6	10.7
8	MN 68	8709-1038662	Not assigned	2026 - 2027	Lincoln, Lyon, Yellow Medicine	400' Se. Of Custer Ave. N. (Canby) To N. Grant St. (Minneota), Reclaim & Overlay, Ada In Porter, Taunton, & Minneota, & All The W Box Culvert/Bridges From Rp 6+00.091 To 16+00.587,	Need unknownNeed unknown	Need unknown	Need unknown	Need unknown	10.4	12.9
8	MN 68	8709-1053160	Not assigned		Yellow Medicine	Resurface Hwy 68 from just south east of Custer Ave. N in Canby to N Grant St. in Minneota. Replace sidewalks and update pedestrian crossings to meet ADA standards in Porter, Tauton and Minneota. Replace box culvers/bridges along project area	Need unknown	Need unknown	Need unknown	Need unknown	13	16.1
8	MN 68	8709-1053160	Not assigned	2028	Yellow Medicine	Resurface Hwy 68 From Just South East Of Custer Ave. N In Canby To N Grant St. In Minnesota. Replace Sidewalks And Update Pedestrian Crossings To Meet Ada Standards In Porter, Tauton And Minneota. Replace Box Culvers/Bridges Along Project Area	Need unknown	Need unknown	Need unknown	Need unknown	13	16.1
8	MN 7	4302-1037920	Not assigned		Mcleod	Resurface (concrete) Hwy 7 from the jct of Hwy 22 to just east of Groce Ave. in Silver Lake. Resurface Hwy 22 from just south of CR 115 to Shady Ridge Rd.	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2
8	US 14	4102-27	Jesse Vlaminck		Lincoln	and update pedestrian crossings to meet ADA standards in Tyler.	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
8	US 14	4201-91	Not assigned		Lyon	Resurface Hwy 14 from just east of the Lincoln/Lyon County line to 4th St. E in Tracy. Replace sidewalks and update pedestrian crossings to meet ADA standards in Tracy.	Need unknown	Need unknown	Need unknown	Need unknown	9.1	11.3
8	US 59	4208-1053120	Not assigned		Lyon	Resurface Hwy 59 from the jct of Hwy 14 to just north of the jct of CR 6 in Marshall	Need unknown	Need unknown	Need unknown	Need unknown	5.8	7.2
8	US 71	3412-1038333	Not assigned		Kandiyohi	Resurface Hwy 71 (southbound lane only) from the south end of the Hwy 23 bypass to the Busness 71 "split". Resurface Hwy 23 (northbound lane only) from Business 71 "split" to the north jct of Hwy 23 (Belgrade/Spicer split). Resurface Hwy 23 from CR 5 to	Need unknown	Need unknown	Need unknown	Need unknown	25	31
8	US 71	6405-1053060	Not assigned	2026	Redwood	Resurface Hwy 71 From Just North Of The Jct Of Cr 115 In Sanborn To The South Jct Of Hwy 68	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.5
8	US 71	6405-1053240	Not assigned		Redwood	Resurface Hwy 71 from the south jct of Hwy 68 to just north of CR 101 in Redwood Falls	Need unknown	Need unknown	Need unknown	Need unknown	6.8	8.4
8	US 71	6405-1053240	Not assigned	2029	Redwood	Resurface Hwy 71 From The South Jct Of Hwy 68 To Just North Of Cr 101 In Redwood Falls	Need unknown	Need unknown	Need unknown	Need unknown	6.8	8.4
8	US 71	6405-72	Jacob Miller		Redwood	Resurface Hwy 71 from just north of the jct of CR 115 in Sanborn to the south jct of Hwy 68	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.5
8	US 75	4107-19	Jesse Vlaminck	2022 - 2023	Lincoln	of the Jct of Hwy 75 to Jesse St. in Lake Benton.	Need unknown	Need unknown	Need unknown	Need unknown	5.5	5.6
8	US 75	5905-1038544	Not assigned	2028	Pipestone	0.1 Miles S. Of Csah 9 (Trosky) To Mn 30 (Pipestone), Cir & Overlay,	Need unknown	Need unknown	Need unknown	Need unknown	5.6	6.9
8	US 75	5906-1038951	Not assigned	2026	Lincoln, Pipestone	Resurface Hwy 75 From Pipestone Creek To South Valley Street In Lake Benton,	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
8	US 75	5906-43	Jesse Vlaminck		Lincoln, Pipestone	Resurface Hwy 75 from Pipestone Creek to South Valley Street in Lake Benton	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6

Metro District Future Major Highway Projects: 2024-2034

District	Route	State Project Number	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
C	MN 51	6216-1056560	Not assigned	2024 -	Ramsey	Resurface road from St. Clair Ave to Grand Ave	Need unknown	Need unknown	Need unknown	Need unknown	7.5	7.7
M	I 35	1380-1038011	Not assigned	2027 - 2028	Chisago	Resurface And Repair Road From Us 8 To Bridge Under Mn 95,	Need unknown	Need unknown	Need unknown	Need unknown	23.1	28.6
M	I 35E	1982-1038671	Not assigned	2025 - 2026	Dakota	Repair Road From I-35W/I-35E Split To Lone Oak Rd,	Need unknown	Need unknown	Need unknown	Need unknown	25	31
M	I 35E	6280-1038135	Not assigned	2026 -	Multicounty, Dakota, Ramsey	Repair And Replace Road Surface From Lone Oak Rd To 10Th St Bridge,	Need unknown	Need unknown	Need unknown	Need unknown	20.3	25.2
M	I 394	2789-1038013	Not assigned	2025 - 2026	Hennepin	Redeck And Rehab Of 9 Birdges That Go Over Dunwoody Ave	Need unknown	Need unknown	Need unknown	Need unknown	39	48.4
M	I 394	2789-1038550	Not assigned	2026 - 2027	Hennepin	Resurface Road From I-494/Us 212 To Mn 100,	Need unknown	Need unknown	Need unknown	Need unknown	18	22.3
M	I 394	2789-1038844	Not assigned	2026 - 2027	Hennepin	Resurface And Repair Of 9 Bridges That Go Over Dunwoody Ave	Need unknown	Need unknown	Need unknown	Need unknown	25	31
M	I 494	2785-1038014	Not assigned	2024 - 2025	Hennepin	Resurface Road From 24Th Ave To France Ave,	Need unknown	Need unknown	Need unknown	Need unknown	20	24.8
M	I 494	2785-1038845	Not assigned	2026 - 2027	Hennepin	Repair Road From France Ave To Exit 19B/Us 12,	Need unknown	Need unknown	Need unknown	Need unknown	18	22.3
M	I 494	2785-424	Andrew Lutaya	2022	Hennepin	Construct Phase 1 Turbine Interchange On I35W NB to WB I494 and Improve Mobility From East Bush Lake Rd To MN 100 EB, France Ave To MN 77 EB and From MN77 to I35W both directions.	Need unknown	Need unknown	Need unknown	Need unknown	173	204
M	I 94	6282-1037808	Not assigned	2027 - 2028	Ramsey	Resurface Road From Nicollet Ave To Western Ave,	Need unknown	Need unknown	Need unknown	Need unknown	30.8	38.2
M	I 94	8282-1038679	Not assigned	2023 - 2024	Washington	Resurface Road From Mn 120 To The Wisconsin Border, Wb Only,	Need unknown	Need unknown	Need unknown	Need unknown	57.4	71.2
M	I-35	1380-1038011	Not assigned	2027 - 2028	Chisago	Reconstruct road from US 8 to bridge under MN 95	Need unknown	Need unknown	Need unknown	Need unknown	48	48
M	I-35E	1982-1038671	Not assigned	2025 - 2026	Dakota	Repair road from I-35W/I-35E split to Lone Oak Rd	Need unknown	Need unknown	Need unknown	Need unknown	25	31
M	I-35E	6280-1038135	Not assigned	2026 -	Multicounty, Dakota, Ramsey	Repair and replace road surface from Lone Oak Rd to 10th St bridge	Need unknown	Need unknown	Need unknown	Need unknown	20.3	25.2
M	I-35W	1981-144	Chad Casey	2024 - 2025	Dakota	Resurface road from I-35W/I-35E split to the south end of the bridge over Cliff Rd	Need unknown	Need unknown	Need unknown	Need unknown	19.3	21.7
M	I-394	2789-1038013	Not assigned	2025 - 2026	Hennepin	Redeck and rehab of 9 birdges that go over Dunwoody Ave (Year 1 of 2)	Need unknown	Need unknown	Need unknown	Need unknown	64	73.4
M	I-394	2789-1038550	Not assigned	2026 - 2027	Hennepin	Resurface road from I-494/US 212 to MN 100	Need unknown	Need unknown	Need unknown	Need unknown	19.4	23.7
M	I-494	2785-1038014	Not assigned	2024 - 2025	Hennepin	Resurface road from 24th Ave to France Ave	Need unknown	Need unknown	Need unknown	Need unknown	19	23.8
M	I-494	2785-1073983	Not assigned		Hennepin	Repair road from France Ave to US 12	Need unknown	Need unknown	Need unknown	Need unknown	18	18
M	I-694	0285-1038780	Not assigned	2025 - 2026	Anoka, Hennepin	Resurface road from E Dupont to I-35W	Need unknown	Need unknown	Need unknown	Need unknown	69.1	85.6
M	I-94	6282-1037808	Not assigned	2027 - 2028	Ramsey	Resurface road from Nicollet Ave to Western Ave	Need unknown	Need unknown	Need unknown	Need unknown	30.8	38.2
M	MN 100	2734-1038353	Not assigned	2024 - 2025	Hennepin	Resurface road from the Cedar Lake Rd to I-694	Need unknown	Need unknown	Need unknown	Need unknown	19.2	19.2
M	MN 100	2734-1038353	Not assigned	2024 - 2025	Hennepin	Resurface Road From The Cedar Lake Rd To I-694,	Need unknown	Need unknown	Need unknown	Need unknown	27.2	33.3
M	MN 252	2748-65	Jerome Adams	2023	Hennepin	Improve Mobility in both directions From MN 610 To Dowling Ave.	Need unknown	Need unknown	Need unknown	Need unknown	96	119
M	MN 47	0206-67	Not assigned	2024 - 2025	Anoka	Resurface road from Bunker Lake Blvd to Anoka/Isanti County line	Need unknown	Need unknown	Need unknown	Need unknown	16	19.8
M	MN 47	0206-67	Not assigned	2024 - 2025	Anoka	Resurface Road From Bunker Lake Blvd To Anoka/Isanti County Line,	Need unknown	Need unknown	Need unknown	Need unknown	16	19.8
M	MN 5	1002-1037815	Not assigned	2023 - 2024	Multicounty, Carver, Hennepin	Repair Road From Mn 41 To Us 212,	Need unknown	Need unknown	Need unknown	Need unknown	14.9	18.5
M	MN 5	6201-91	Mark Lindeberg	2023 - 2024	Ramsey	Resurface Road From Munster Ave To Highway 61/Mounds Blvd Junction,	Need unknown	Need unknown	Need unknown	Need unknown	14	17.4
M	MN 51	6216-1056560	Not assigned	2024 -	Ramsey	Resurface Road From St. Clair Ave To Grand Ave	Need unknown	Need unknown	Need unknown	Need unknown	7.5	7.7
M	MN 55	1910-1074345	Not assigned		Dakota	Resurface Road from Highway 52 to US 61	Need unknown	Need unknown	Need unknown	Need unknown	19.5	19.5
M	MN 55	2722-1039085	Not assigned	2027 - 2028	Hennepin	Resurface road from the Wright-Hennepin county line to Fernbrook	Need unknown	Need unknown	Need unknown	Need unknown	16.8	20.7
M	MN 55	2722-1039085	Not assigned	2027 - 2028	Hennepin	Resurface Road From The Wright-Hennepin County Line To Fernbrook	Need unknown	Need unknown	Need unknown	Need unknown	16.8	20.7
M	MN 55	2723-1038021	Not assigned	2024 - 2025	Hennepin	Reclaim, Fernbrook/494 To General Mill Blvd,	Need unknown	Need unknown	Need unknown	Need unknown	15.5	19.2
M	MN 610	2771-110	Not assigned	2022 - 2023	Hennepin	Repair road from US 169 to Mississippi River	Need unknown	Need unknown	Need unknown	Need unknown	14.2	17.9
M	MN 610	2771-110	Marcell Walker	2022 - 2023	Hennepin	Repair Road From Us 169 To Mississippi River,	Need unknown	Need unknown	Need unknown	Need unknown	15.3	19
M	MN 65	0207-110	Chad Casey	2024	Anoka	Resurface Road From County Rd 10 To 217Th Ave And Repair And Replace Bridges Over Coon Creek	Need unknown	Need unknown	Need unknown	Need unknown	36	44.6
M	MN 65	0208-1038366	Not assigned	2023 - 2024	Anoka	Reclaim/Whitetopping, 153Rd Ave To 217Th Ave	Need unknown	Need unknown	Need unknown	Need unknown	23	28.5
M	MN 7	2704-1037816	Not assigned	2028 - 2026	Hennepin	Resurface road from the Hennepin/Carver County line to Division St	Need unknown	Need unknown	Need unknown	Need unknown	23.1	28.7
M	MN 7	2704-1037816	Not assigned	2028 - 2026	Hennepin	Resurface Road From The Hennepin/Carver County Line To Division St	Need unknown	Need unknown	Need unknown	Need unknown	23.1	28.7
M	MN 95	1306-1038136	Not assigned	2025 - 2026	Chisago	Resurface MN 95 from the Isanti county line to the bridge over Sunrise river	Need unknown	Need unknown	Need unknown	Need unknown	14.1	17.4
M	MN 95	1306-1038136	Not assigned	2025 - 2026	Chisago	Resurface Mn 95 From The Isanti County Line To The Bridge Over Sunrise River	Need unknown	Need unknown	Need unknown	Need unknown	14.1	17.4
M	MN 95	8210-1038360	Not assigned	2025 - 2026	Washington	Resurface road from US 8 to Stonewall South of Town	Need unknown	Need unknown	Need unknown	Need unknown	26	28.2
M	MN 95	8210-1039083	Not assigned	2027 - 2028	Washington	Medium Bituminous Mill And Overlay, Mn 97 To Mn 36,	Need unknown	Need unknown	Need unknown	Need unknown	14.1	17.5
M	MN 96	6225-1038556	Not assigned	2027 - 2028	Ramsey	Resurface Road From Us 61 To Mn 95,	Need unknown	Need unknown	Need unknown	Need unknown	11.6	14.4
M	US 10	0214-1038020	Not assigned	2025 - 2026	Anoka	Resurface Road From Mn 65 To The North Junction I-35W,	Need unknown	Need unknown	Need unknown	Need unknown	14	17.4
M	US 12	2713-1038017	Not assigned	2023 - 2024	Hennepin	Resurface road from Wayzata exit to I-494	Need unknown	Need unknown	Need unknown	Need unknown	22.5	25
M	US 169	7009-1039080	Not assigned	2023 - 2024	Scott	Repair Road From Mn21 To County Rd 15,	ed unknown	Need unknown	Need unknc	Need unknown	13	16.1
M	US 169	7009-1039081	Not assigned	2025 - 2026	Scott	Repair Road From County Rd 15 To Bloomington Ferry Bridge	Need unknown	Need unknown	Need unknown	Need unknown	25	31
M	US 212	2701-1038172	Not assigned	2025 - 2026	Hennepin	Resurface road from County Rd 4 to I-494	Need unknown	Need unknown	Need unknown	Need unknown	10.3	16.3
M	US 212	2701-1038172	Not assigned	2025 - 2026	Hennepin	Resurface Road From County Rd 4 To Mn 62,	Need unknown	Need unknown	Need unknown	Need unknown	26	32
M	US 52	1906-1038033	Not assigned	2026 - 2027	Dakota	Resurface US 52 from Clayton to MN 55 and Resurface MN 55 from County Rd 63 to US 52	Need unknown	Need unknown	Need unknown	Need unknown	36	44.6
M	US 52	1906-1038033	Not assigned	2026 - 2027	Dakota	Resurface Us 52 From Clayton To Mn 55 And Resurface Mn 55 From County Rd 63 To Us 52,	Need unknown	Need unknown	Need unknown	Need unknown	36	44.6
M	US 61	6220-1037826	Not assigned	2025 - 2026	Washington	Resurface road from Warner Rd to Bailey Rd	Need unknown	Need unknown	Need unknown	Need unknown	16	17.7
M	US 8	1301-1074043	Not assigned		Chisago	Resurface road from W Wyoming Ave to Tern Ave	Need unknown	Need unknown	Need unknown	Need unknown	22.3	22.3

Appendix E: Efficiency Pages

Trunk Highway 61 Pavement Resurfacing from River Road to US/Canadian Border in Cook County

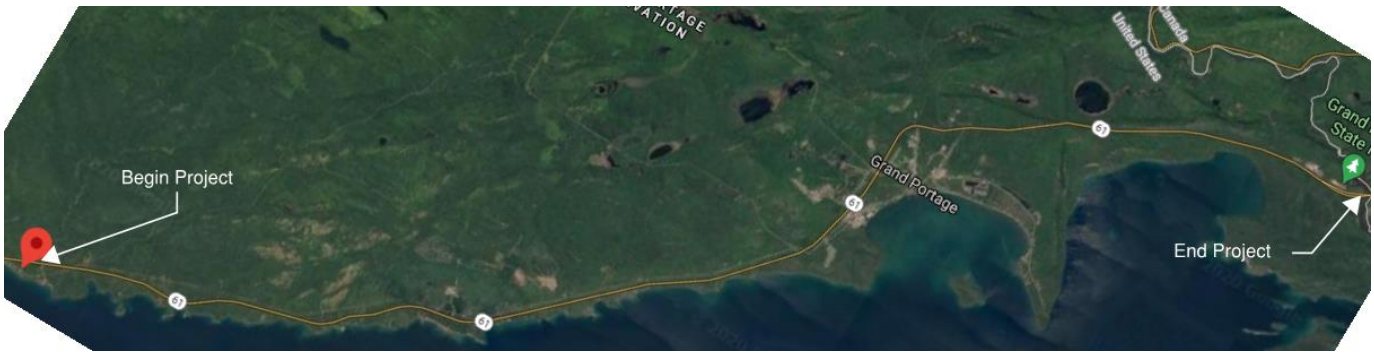
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 61	1604-45	1	17 Miles	Cook County	$20M	Brian Larson	Apr. 24, 2020

Project Description:

This project performs a full-depth reclamation and resurfacing of Hwy 61 from Reservation River Road to US/Canadian border in Cook County. The scope includes bituminous resurfacing, hydraulics, roadside safety features and other road improvements. Due to hydraulic needs, culverts at Hollow Rock Creek and Red Rock Creek were upsized to bridges. Bridge 16011 will be constructed at Hollow Rock Creek and Bridge 16X10 will be constructed at Red Rock Creek.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$825,000
Performance Based Practical Design	$475,000
Existing superelevation was analyzed and compared against crash data. The curves that didn't have a crash rate above the average rate were left as is, reducing the pavement costs	
Value Engineering	$350,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	
Best Practices Summary	
The project is a straightforward pavement rehabilitation project with limited deviations from the existing section. Due to lack of alternate routes in this area of the state, traffic needed to be maintained at all times. This limited the opportunities for efficiencies and was a key factor in the cost of the project	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 1 Resurfacing from MN 65 to US 53 in Itasca and St. Louis Counties

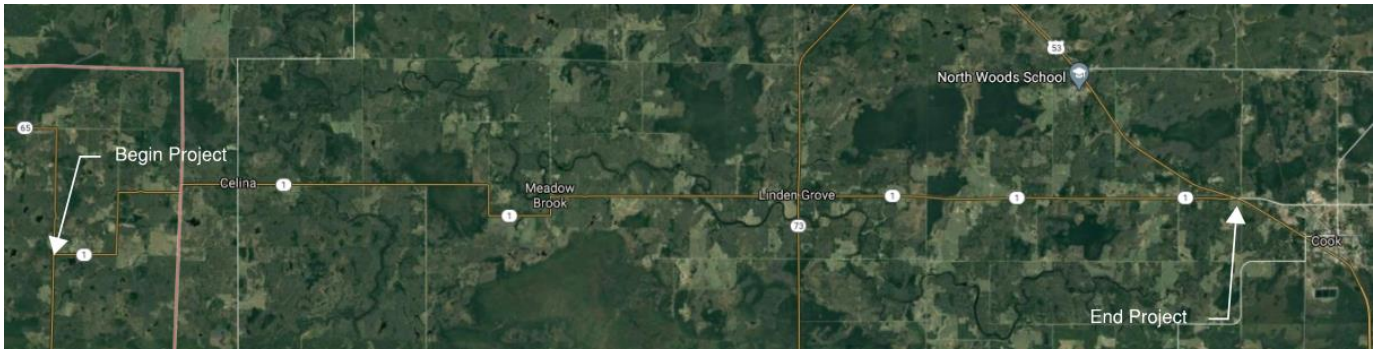
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 1	3101-37	1	21 Miles	Itasca & St. Louis Counties	$12.9M	Doug Kerfeld	Feb. 28, 2020

Project Description:

Mill and overlay Hwy 1 from the east junction of Hwy 65 to the north junction of Hwy 53 in Itasca and St. Louis counties and on Hwy 73 from the junction of Hwy 1 to the junction of Hwy 53 in St. Louis County. The scope of this project was changed to include a five-mile segment of TH 73 from TH 1 north to TH 53. Also, the realignment of the TH 1/TH 53 intersection was removed from this project and given its own project number. However, both projects will be let as one package.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$850,000
Performance Based Practical Design	$350,000
The existing roadway lacked shoulders. Bringing the roadway up to current standards for shoulder width would have required extensive construction and right of way costs. The existing roadway width was retained except on curves and known areas where safety could be measurably improved by adding shoulders	
Value Engineering	$500,000
A roadway subgrade analysis was completed to determine the specific locations that needed replacement. The remaining pavement only received a mill and overlay in areas where the subgrade was sound	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 53 from CSAH 7/Memorial Dr. to Hwy. 11 in International Falls

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 53	3608-48	1	5 Miles	International Falls	$17M	Brian Larson	Apr. 24, 2020

Project Description:

This project resurfaces Hwy 53 from south of Memorial Drive to 2nd Street and on Hwy 11 from the east of Hwy 71 to Hwy 53 in International Falls. Significant ADA improvements and a Complete Streets approach were applied to the corridor. The project also includes storm sewer replacement, traffic signals and some lighting improvements at Hwy 11.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,600,000
Performance Based Practical Design	$1,250,000
Overall roadway widths were reduced throughout the urban areas of the project. This reduced the pavement costs, right of way impacts and allowed for a boulevard between the roadway and the sidewalk which greatly increasing pedestrian safety. The narrowing of the roadway width also allowed easier construction of ADA improvements	
Innovative Construction Staging	$350,000
Segments of the roadway during construction were built with aggregate surfacing to allow access to business and agreed upon City streets. This reduced the amount of stages needed and allowed for more efficient reconstruction of the City utilities.	
Best Practices Summary	
The proximity of the border crossing to this project required additional considerations for traffic. Detours and closures needed additional coordination with the City to ensure access to the border was maintained. An elevated level of coordination was needed with the City to ensure Municipal Consent and timely execution of the Cooperative Agreement.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 135 from CSAH 715 to east of CSAH 4 in Biwabik

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 135	6912-79	1	1.6 Miles	Biwabik	$8.1M	Brian Larson	Jan. 31, 2020

Project Description:

Project improvements include pavement resurfacing, pavement reconstruction, curb ramp construction and sidewalk improvements. This project was initially programmed as part of resurfacing Hwy 135 between Hwy 53 and CSAH 21. Due to ADA needs, city utility needs and local desires to develop a "complete street," this segment in Biwabik was removed from the resurfacing project and reprogrammed as a reconstruction project.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$225,000
Performance Based Practical Design	$225,000
Overall roadway widths were optimized to allow for a complete streets implementation while minimizing the right of way needs and impacts to existing businesses. Oversize overweight vehicle needs in this area limited the opportunity for further reduction of width.	
Best Practices Summary	
Oversize overweight vehicle needs in this area limited the opportunity for further reduction of width. The proximity to forestry and mining resources required the project team to consider this accommodation when developing the Complete Street vision for Biwabik. Separating the Biwabik portion of the overall 30-mile pavement rehabilitation project saved money overall by not delaying the bulk of the work but allowed time for MnDOT to work with the City on their portion. Savings for the project split was included in the 2019 efficiencies report.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 37 Resurfacing from the Junction of US 53 to MN 135 in St. Louis County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
MN 37	6914-19	1	3.7 Miles	St. Louis County	$8.5M	Doug Kerfeld	Feb. 28, 2020

Project Description:

This project resurfaces Hwy 37 from Hwy 53 to Hwy 135 through Gilbert. The scope of this project was expanded to include full depth pavement removal and complete curb, gutter and sidewalk removal within Gilbert's business district due to poor conditions.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$175,000
Performance Based Practical Design	$175,000
Thru lanes in the urban area of Gilbert were narrowed to accommodate bike lanes in both directions. This reduced the impacts to the adjacent businesses and minimized the right of way impacts.	
Best Practices Summary	
This primary focus of this project was pavement preservation outside of Gilbert and pavement reconstruction in Gilbert. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 1 from CSAH 16 to Kinney Avenue in Thief River Falls

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
MN 1	5701-31	2	2.2 Miles	Thief River Falls	$9.6M	Joseph McKinnon	Mar. 27, 2020

Project Description:

Construct roundabout at west Junction of Hwy 1 and Hwy 59 in Thief River Falls; resurface on Hwy 1 from Pennington CR 16 to Kinney Avenue; construct roundabout at Hwy 1 and Brooks Avenue and Hwy 1 and Barzen Avenue; construct new frontage road from Ruby Avenue to Westside Motors; resurface existing frontage road from Ruby Avenue to Brooks Avenue; construct new pedestrian/bike path from railroad crossing to Hwy 59 & Hwy 1.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,275,000
Innovative Construction Staging	$500,000
This project was coordinated with the Thief River Falls Flood Diversion Project being led by the City. This coordination resulted in staging efficiencies that allowed shared detours and competitive bidding between the 8 projects happening in town within the same time period.	
Value Engineering	$175,000
Through coordination with the railroad, one track crossing was eliminated. This reduced direct costs for the crossing and additional costs for the signal system	
Alternative Technical Concepts	$600,000
An intersection control evaluation was performed which determined that roundabouts were most efficient intersection for the major crossing instead of signalized intersections. This reduced the overall roadway width at the approaches and eliminated the current and future signal costs. This approach also allowed the frontage road connections to remain adjacent to the highway.	
Best Practices Summary	
The coordination effort between MnDOT, County, City and the watershed district was exceptional throughout the project development. There are many efficiencies realized by this coordination that do not translate into direct project savings, but without this coordination, it's certain the overall project cost would have increased due to delays. The impacts to the public have also been significantly reduced.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 47 from MN 23 to MN 27 Reclamation

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 47	3304-27	3	20 Miles	Ogilvie to Isle	$17.7M	Luke Wehseler	Jan. 31, 2020

Project Description:

Pavement Reclamation from Hwy 23 in Ogilvie to Hwy 27 in Isle, replace bridge spanning stream 5 miles south of Ogilvie and bridge spanning Little Ann River. The project was selected to address deteriorating pavement conditions and low sufficiency rating of bridge structure within the project limits. This was upgraded to a reclaim project in the fall of 2017 using new bonding money.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$450,000
Value Engineering	$450,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues.	
Best Practices Summary	
This primary focus of this project was pavement preservation and bridge replacement. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 14 New Alignment and Improvements

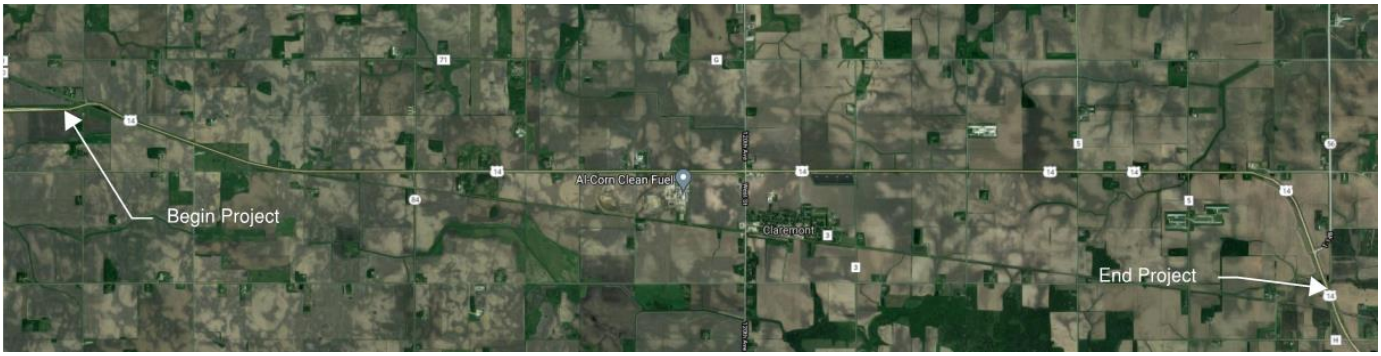
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 14	2001-42	6	12 Miles	Owatonna to Dodge Center	$138.5M	Tory Thompson	Aug. 21, 2019

Project Description:

This project converts the last two-lane section of Hwy 14 between Owatonna and Rochester into a 4-lane divided highway. The new alignment will be located south of the current (two-lane) highway alignment and the existing railroad alignment. This project involves grading, concrete paving, the construction of multiple new bridges, the demolition of 15 buildings and the construction of approximately 5 miles of local roadways.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$21,315,000
Value Engineering	$18,640,000
Utilized roundabouts at ramp intersections in lieu of traditional intersections.	$1,140,000
Several alignment alternatives were considered for the expansion of the highway. The bypass alignment was selected instead of utilizing the existing alignment which significantly reduced the staging and construction costs.	$17,500,000
Alternative Technical Concepts	$2,675,000
Topsoil stripping was reduced to the road core areas only. Since this project traverses 10 miles across farm fields, this significantly reduces the overall grading on the project.	$1,000,000
Stabilized aggregate slope paving under bridges was utilized in lieu of concrete.	$125,000
Design speed deviation were requested by the Contractor on 6 roadways based on the performance based practical design guidance.	$750,000
Reduction in lane and shoulder widths in 12 select locations on seven roadways along with narrowing two bridges.	$300,000
Utilized integral abutments on the two bridges at CSAH 16 beyond the allowed length specified in the standards.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 251 from I-35 in Freeborn County to TH 218 in Mower County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 251	2408-23	6	16 Miles	Freeborn County to Mower County	$9.6M	Thomas Austin	Feb. 28, 2020

Project Description:

MN 251 from I-35 in Freeborn County to TH 218 in Mower County, Bituminous Mill and Overlay. The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,400,000
Performance Based Practical Design	$1,250,000
The existing shoulder is only 2' wide in the corridor. After analyzing the cost-benefit and safety rating of the existing shoulder width, it was determined to leave the shoulder width at 2' for a majority of the corridor. The standard shoulder width is 6' for this type of roadway	
Value Engineering	$150,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Interstate 90 from CSAH 46 (Petran) to Freeborn-Mower County Line

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
I-90	2482-77	6	8 Miles	Austin	$18.4M	Paul Zager	Feb. 28, 2020

Project Description:

I-90 Repaving eastbound lanes from Freeborn County Road 46 near Petran to Hwy 105, near Austin. The purpose of the project is to improve the ride quality and extend the useful life of the pavement before a full reconstruction is needed. Because bridge #9728 needs so much work to bring it to meet standards (including: redecking, new bridge rails, beam painting and widening -which includes: adding a beam line, pier, abutment widening) this bridge is being replaced.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,075,000
Innovative Construction Staging	
Used lidar to accurately show existing pavement surface and performed profile milling to reduce concrete overruns	$525,000
Alternative Technical Concepts	
New subsurface drains were installed outboard of the existing drains that were left in place. This eliminated the need to remove the existing drains.	$550,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 61 from West Elm Street to Central Point Road

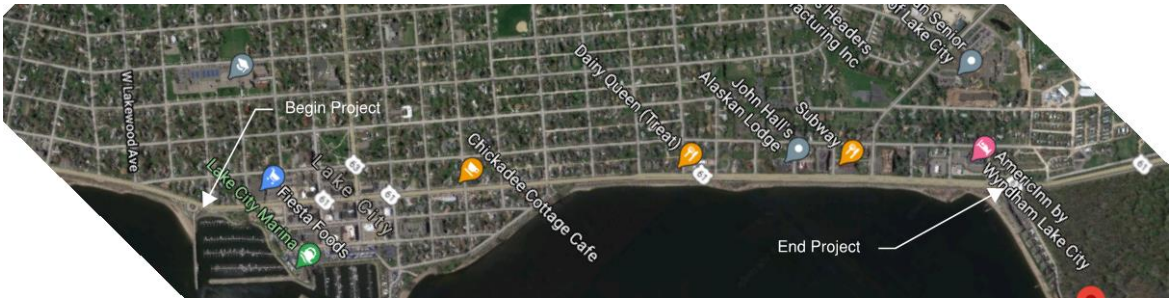
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 61	7906-97	6	1.5 Miles	Lake City	$12M	Aaron Breyfogle	Nov. 22, 2019

Project Description:

Hwy 61 pavement reconstruction in Lake City from West Elm Street to Central Point Road. This section was originally planned to be part of the mill and overlay project from TH 42 to 1 mile north of Lake City. The city decided in the winter of 2016-2017 to convert this 4-lane undivided section to a 3-lane section, with one through lane in each direction and a continuous two-way left turn lane. It was decided to do a complete reconstruction to address all needs, including mobility, pavement condition and traffic/pedestrian/bicycle safety. An agreement was reached with the city that will have the city leading the design and project development process. MnDOT let, awarded and administered the contract.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$925,000
Performance Based Practical Design	$825,000
The existing roadway through Lake City is a four-lane undivided urban highway on the south end and a four-lane divided on the north end. The proposed reconstruction converts this to a three lane section with parking and the addition of boulevards between the roadway and the sidewalk improving pedestrian safety. By narrowing the proposed lanes, it allowed this construction to happen with minimal right of way acquisition and it reduced the overall pavement width.	
Innovative Construction Staging	$100,000
Regional traffic was detoured around Lake City to reduce the amount of stages needed and to minimize the impacts to local streets. Local traffic detours were provided and signed to accommodate business access.	
Best Practices Summary	
Separating the Lake City portion of the project from the mill and overlay project saved money overall by not delaying the bulk of the work but allowed time for MnDOT to work with the City on their portion. Savings for the project split was included in previous reports.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 71 from CSAH 38 to the end of 4-Lane Divided Road

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 71	3206-20	6	18 Miles	Jackson County	$12M	Peter Engelmeyer	Dec. 18, 2019

Project Description:

Resurface road and replace box culvert on Jackson CR 38 in the City of Jackson to Hwy 60 in Windom. The project will resurface the roadway to provide a smooth ride and extend the life of the road using newer cold in-place recycling technique. It will also replace bridge 8325.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$3,950,000
Performance Based Practical Design	$3,500,000
The existing roadway consists of 12 foot lanes and 3 foot shoulders. Bringing the roadway up to current standards for shoulder width would have required extensive construction and right of way costs. The existing roadway width was retained except in known areas where safety could be measurably improved by widening the shoulders	
Value Engineering	$450,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	
2. Savings were reinvested into the District's program to offset overruns on other projects.	

Trunk Highway 19 from 5th Avenue NW to 7th Avenue SE

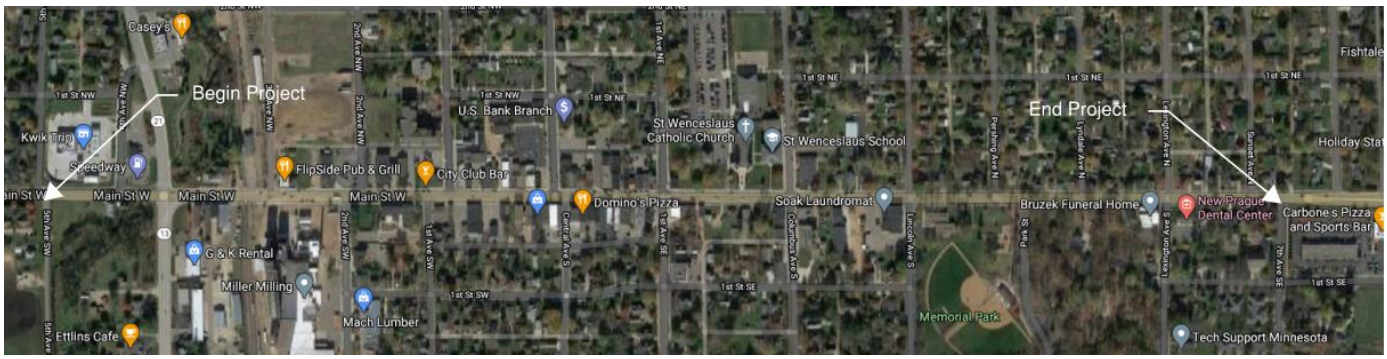
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 19	4003-24	7	1 Mile	New Prague	$9.8M	Glen Coudron	Feb. 15, 2020

Project Description:

Reconstruct road with landscaping and lighting from 4th Avenue to 7th Avenue in New Prague. This is a downtown reconstruction project with underground city utility replacements, concrete pavement, ADA improvements, roundabout construction and landscape improvements in a downtown urban setting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$975,000
Performance Based Practical Design	$325,000
Lane widths were reduced to 11' for an overall pavement width reduction to 2'. This reduced right of way impacts.	
Innovative Construction Staging	$650,000
In partnership with the City, it was determined prior to advertising that due to the aggressive one-year construction schedule and the current bidding environment, it would be more cost effective to split the construction into two seasons. This not only improved the competitive bidding process, but also reduced the construction acceleration costs.	
Best Practices Summary	
Due to the significant amount of city utilities and landscaping proposed by the City of New Prague, the project was led by the city. This allowed MnDOT to realize some savings on the project costs indirectly and it also removed the need for the municipal consent process.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

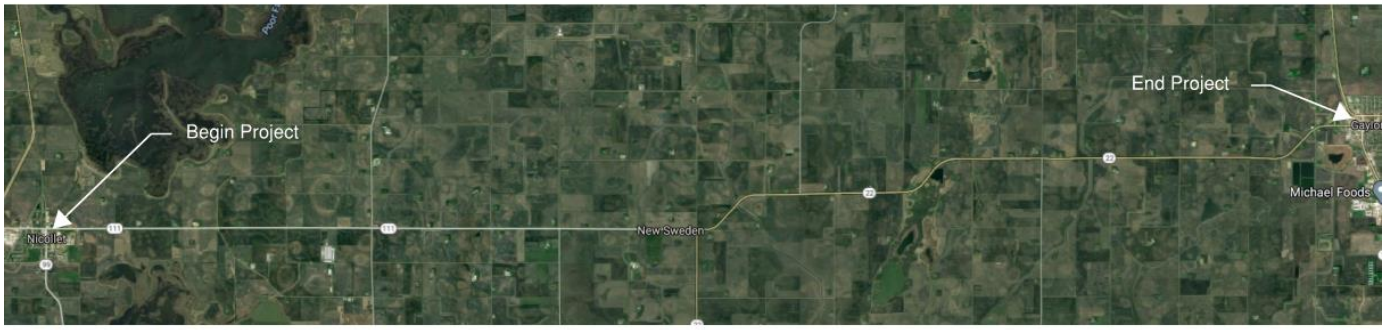
Trunk Highway 111 from 1st Street to Trunk Highway 22

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 111	5208-22	7	10 Miles	Nicollet to Gaylord	$17.3M	Matthew Young	Nov. 22, 2019

Project Description:

Resurface Highway 99 in Nicollet to Highway 22 and Highway 111 to 280th Street in Gaylord including ADA improvements, culvert replacement, guardrail installation and city utility replacements.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$890,000
Performance Based Practical Design	$890,000
The existing roadway surface width will remain unchanged with the full depth reclamation work, but the existing 10 foot bituminous shoulders will be reduced to accommodate the grade raise from the full depth reclamation. This eliminates the need to regrade the in slopes for the majority of the project	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 75 from Township 127 to MN 7

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 75	3703-25	8	23 Miles	Bellingham	$9.3M	Jesse Vlaminck	Mar. 27, 2020

Project Description:

The project resurfaces Highway 75 from Township 127 to Highway 7, but not in Madison. The project includes pedestrian improvements to meet ADA standards, new culvert liners and guardrail replacements.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$950,000
Performance Based Practical Design	$950,000
The existing roadway surface width will remain unchanged with the full depth reclamation work, but the existing 6 foot bituminous shoulders will be reduced to five feet in order to accommodate the grade raise from the cold in place recycle operations. This eliminates the need to regrade the in slopes for the majority of the project	
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 65 Bridge

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 65	2710-47	Metro	0.5 Miles	Minneapolis	$156.5M	Christian Hoberg	Mar. 18, 2020

Project Description:

Rehabilitate bridge on MN Highway 65 at 3rd Avenue South over Mississippi River in Minneapolis. The Third Avenue Bridge spans the Mississippi River near St. Anthony Falls in Minneapolis. Constructed between 1914 and 1918, it is an example of Melan arch construction.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$17,025,000
Innovative Construction Staging	$17,025,000
Integrating the contractor's construction engineering and plans for construction access into the design development allowed the project team to ensure adequate access to a challenging project site, and minimize impacts to sensitive resources and adjacent property owners	$525,000
Ensuring the bridge's long-term performance required reducing bridge deck joints and correcting its thermal behavior. This created conflicts with the existing water main suspended on the bridge and required modifying both the bridge design and the water main for each to continue to remain in place. The CMGC Contractor assisted MnDOT in supporting the City's decision-making process by providing cost, schedule, and constructability information. This helped keep the project schedule on track and, more importantly, gave the City confidence in their decisions.	$500,000
Schedule certainty was critical to effectively determine when this project could be staged with other construction projects in the area. These projects included adjacent river crossing closures and closures on the detour route. Early in the preconstruction planning phase it was suggested to MNDOT that the project be delayed one year to accommodate the 10th Ave. Bridge and Hennepin Ave. bridge projects that were in the planning stages during the same timeframe as the Third Ave. Bridge. MnDOT worked closely with the stakeholders and the project team to find a compromise that would keep the Third Ave. Bridge Project on schedule to close for reconstruction in January 2021.	$5,000,000
Removal and replacement of the spandrel columns on Bridge #2440 requires temporary support and adjustment of a CenturyLink-owned duct bank suspended from the bridge. The CMGC Contractor assisted MnDOT in supporting CenturyLink's decision-making by providing cost, schedule, and constructability information. This helped keep the project on schedule and, more importantly, gave CenturyLink confidence in their decisions.	$1,000,000

The contractor, construction engineer, designer and MnDOT analyzed and estimated the costs for multiple combinations of cranes and construction sequencing during the preconstruction services phase. The use of crawler cranes proved to overstress the arches of the bridge so they could not be employed without the risk of damaging the structure. Ultimately, tower cranes were selected as the alternative that provided the best combination of low construction loads on the arches, with acceptable cost and schedule performance. The use of the tower cranes was then integrated into the design and phasing of the bridge reconstruction.	$2,000,000
Since this project was a unique rehabilitation project, subcontractors were engaged early during the preconstruction services phase. Early engagement of the concrete rehabilitation subcontractor led to an analysis to determine the type of work platform that would best suit both Ames' needs for the demolition phase and the subcontractors' needs during the rehabilitation phase. Over the course of many meetings, we developed concept drawings with the work platform vendors so they had a better understanding of what they were required to provide. This in turn help them establish their most economical pricing. We also analyzed two different methods of concrete surface repair - conventional shotcrete vs. form and pump - and incorporate both in the final plans and specifications.	$8,000,000

Best Practices Summary

This project was delivered using the Construction Manager/General Contractor delivery method. The savings identified were primarily attributed to the delivery method and the efficiencies realized by having the contractor involved in the design process. The historic status of this bridge limited the opportunity for efficiencies in the performance based practical design category.

Reinvestment Category

1. Savings were reinvested into the project to help keep the cost within budget.

Trunk Highway 5 Bridges (12 Bridges Total)

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 5	2732-105	Metro	3 Miles	Dakota & Hennepin Counties	$33.5M	Chad Casey	Oct. 25, 2019

Project Description:

Resurface, grade, install cable median barrier and repair 12 bridges on MN Highway 5 between I-494 and the south end of the Highway 5 Minnesota River Bridge. Bridges are: 27161, 27107, 27118, 27763, 27764, 2776, 27983, 27984, 9153, 9154, 9306 in Dakota and Hennepin counties.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$325,000
Innovative Construction Staging	$325,000
The letting of this project was modified to allow better coordination with adjacent projects. This resulted in staging and traffic control efficiencies	
Best Practices Summary	
This project consisted of concrete pavement rehabilitation and bridge repairs. There were very limited opportunities for design efficiencies.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

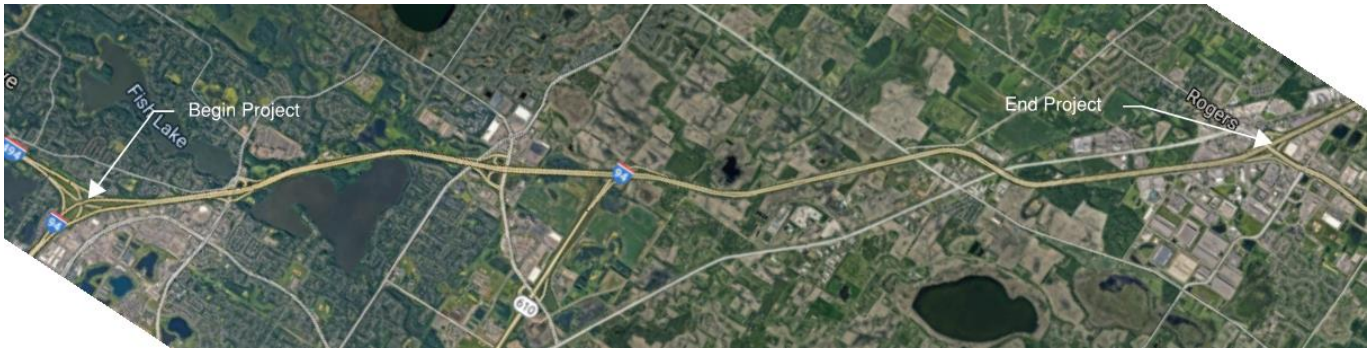
Interstate 94 from MN 610 to MN 101

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
I-94	2780-97	Metro	9 Miles	Maple Grove & Rogers	$165.6M	Jerome Adams	Sept. 1, 2019

Project Description:

Concrete unbonded overlay of eastbound and westbound lanes between MN 610 and MN 101, traffic management systems installation, rest area parking lot improvements, weight in motion installation, ADA and lighting from MN 101 in Rogers to I-494 junction in Maple Grove.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$33,484,000
Performance Based Practical Design	$13,334,000
A design exception allowed a small deviation from the horizontal stopping sight distance and the left inside shoulder width. This allowed the addition of a general purpose lane eliminating the need to replace the existing bridges at TH 101, BNSF railroad and county state-aid highway 81	$8,700,000
The horizontal curve radius for the WB I-694 to SB I-494 was not upgraded to current standards based on the low crash history of the curve.	$334,000
The design speed for the entrance ramp from the Elm Creek Rest Area was reduced to 35mph from the 50mph required by standards. The auxiliary lane was extended to accommodate the longer acceleration length for trucks.	$1,300,000
The design speed of the NB I-494 to WB I-94 was reduced to 45mph versus the 50mph required by standards. This exception eliminated the need to reconstruct the Bridge 27907	$3,000,000
Innovative Construction Staging	$19,400,000
MnDOT let an advanced contract prior to the design-build contract for temporary crossovers and temporary widening. This allowed the contractor to start earlier in the spring and keep the project to two construction seasons	$3,500,000
The Contractor proposed staging plan utilized two express lanes from Rogers to Maple Grove and one local lane for ramp traffic. This split yielded significant cost savings and allowed three lanes of traffic in each direction	$15,900,000

Alternative Technical Concepts	$750,000
Re-utilize existing temporary widening for future construction staging	$375,000
Performed advanced testing on existing ramp pavements that will determine their suitability for an overlay versus the reconstruction specified in the contract	$225,000
Used bituminous millings for emergency pull-offs in lieu of new bituminous pavement	$150,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget. 2. Savings were reinvested into the District's program to offset overruns on other projects.	