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2020 Report on the

Transportation Economic Development Program

February 2021



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Photo on the report cover is of State Highway 10 and County Rd 3 Interchange, Benton County

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Legislative Request

This report is issued to comply with [Minnesota Statutes 174.12, subdivision 8](#). The language of the provision reads as follows:

174.12 TRANSPORTATION ECONOMIC DEVELOPMENT PROGRAM. Subd. 8. Legislative report.

(a) By February 1 of each odd-numbered year, the commissioner of transportation, with assistance from the commissioner of employment and economic development, shall submit a report on the transportation economic development program to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and economic development policy and finance.

(b) At a minimum, the report must:

- (1) summarize the requirements and implementation of the transportation economic development program established in this section;
- (2) review the criteria and economic impact performance measures used for evaluation, prioritization, and selection of projects;
- (3) provide a brief overview of each project that received financial assistance under the program, which must at a minimum identify:
 - (i) basic project characteristics, such as funding recipient, geographic location, and type of transportation modes served;
 - (ii) sources and respective amounts of project funding; and
 - (iii) the degree of economic benefit anticipated or observed, following the economic impact performance measures established under subdivision 4;
- (4) identify the allocation of funds, including but not limited to a breakdown of total project funds by transportation mode, the amount expended for administrative costs, and the amount transferred to the transportation economic development assistance account;
- (5) evaluate the overall economic impact of the program; and
- (6) provide recommendations for any legislative changes related to the program.

The cost of preparing this report is under \$7,000.

Summary

The Transportation Economic Development Program was established in 2010 and is a joint effort of the Minnesota Department of Transportation and the Minnesota Department of Employment and Economic Development and is governed by two statutes. Under [Minn. Stat. 116J.436](#), the program's purpose is to fund construction, reconstruction and improvement of state and local transportation infrastructure in order to:

- create and preserve jobs
- improve the state's economic competitiveness
- increase the tax base
- accelerate transportation improvements to enhance safety and mobility
- promote partnerships with the private sector

Under [Minn. Stat. 174.12](#), the criteria under which projects are prioritized and selected include:

- the extent to which a project provides measurable economic benefit
- consistency with relevant state and local transportation plans
- the availability and commitment of funding or in-kind assistance from non-public sources
- the need for a project as part of an overall transportation system
- the extent to which completion of an improvement will improve the movement of people and freight
- geographic balance

The program provides state matching funds to close financing gaps for transportation infrastructure improvement construction costs on state and local transportation networks. These improvements enhance the statewide transportation system while promoting economic growth through the preservation or expansion of an existing business--or development of a new business.

There are many solid projects in communities across the state that – once completed – will foster economic growth. Often, there are not enough state or local transportation resources to fund these worthy projects. This program leverages additional resources from public and private partners who benefit most from the improvement.

TED is designed to attract and leverage other public and private funding. In the first six solicitations - years 2010, 2012, 2013, 2015, 2017 and 2019-2020 - 55 projects were selected for a total MnDOT and DEED investment of \$149 million. The program has, in turn, leveraged more than \$336 million (in non-state and private outside investments in its projects).

Based on estimates provided by project applicants, the program supports the creation and/or retention of more than 27,000 permanent, well-paying jobs. Program administrators will continue to monitor job creation outcomes as more projects are completed and new development occurs.

Projects ultimately selected for MnDOT’s Transportation Economic Development Program (TED) and DEED’s Transportation Economic Development Infrastructure (TEDI) grants are generally developed by cities, counties, MnDOT district offices and economic development authorities. They are projects that local communities want and need for their economic vitality, but may not be able to afford to do alone.

Program Summary 2010-2020

The following charts display a summary of the TED program investments and local matching contributions over the six solicitations made from 2010 to 2020. Associated with each chart is a brief description of the data displayed. Summary tables in Appendix A provide the source data for these charts.

The Chart 1 pie chart shows that over the course of the six TED program solicitations, state funds were leveraged with local and private contributions at a ratio of about 3 to 1. Four percent of the program funds (\$19,277,914) were provided by DEED through general fund appropriations; MnDOT construction dollars comprised 27 percent of the program funds (\$129,993,513); and the local and private sector contributions provided 69 percent of the funds (\$336,367,913) in program match. Local funds can include federal program dollars committed to the project.

Chart 1: Source of Funds, 2010-2020

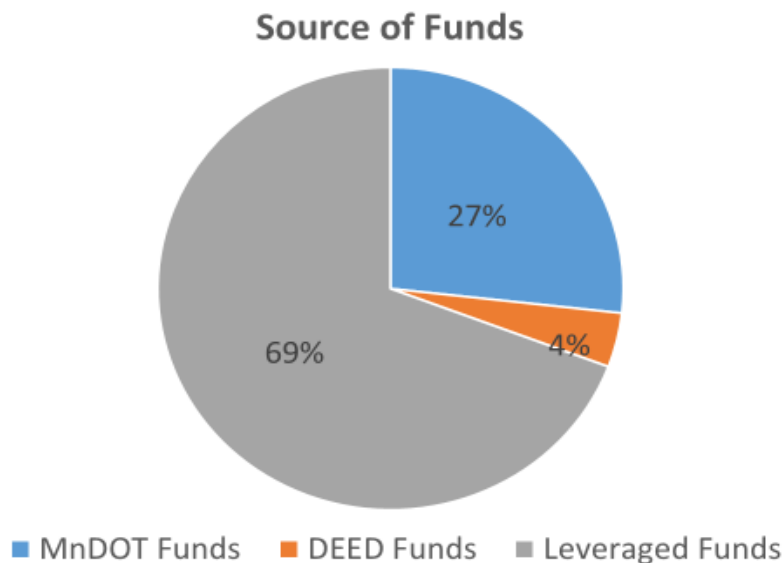
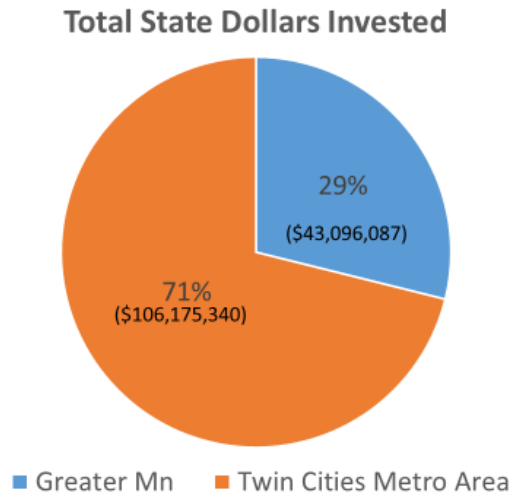


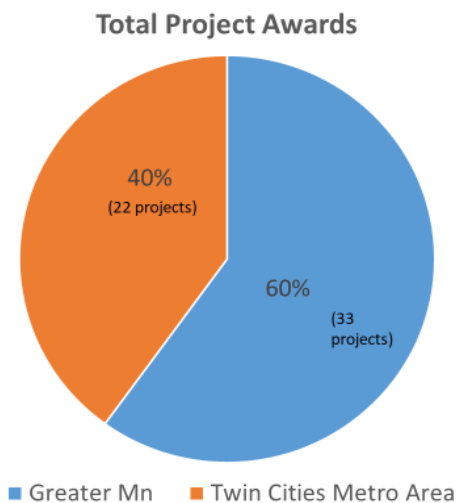
Chart 2 below shows that over the course of five TED solicitations the program awarded 29 percent of available state funds available to projects located in Greater Minnesota, which amounts to \$43,096,087, and projects located in the Twin Cities Metro Area received 71 percent of available state funds amounting to \$106,175,340. While more Greater Minnesota projects received funds, the dollar value of the projects awarded in the Twin Cities Metro Area (defined as the seven county metro area) tend to be higher due to the scale of the proposals, size of the population served and land values.

Chart 2: Total State Dollars Invested, 2010-2020



The following pie chart shows that over the course of five TED solicitations, the program awarded 33 projects (60 percent) to Greater Minnesota and 22 projects (40 percent) in the Twin Cities Metro Area.

Chart 3: Total Project Awards, 2010-2020



Recent TED Program Changes

After a review of [Minn. Stat. 116J.436](#) and [Minn. Stat. 174.12](#) pertaining to the state's transportation economic development programs and review of the findings and recommendations of the [Legislative Auditor](#) in 2016, MnDOT and DEED staff developed recommendations to more thoroughly comply with state law and equitably administer the program. Meetings and feedback from a wide range of groups also helped to inform the process and adjust program provisions.

One significant change was to split the program into two applications. Using the exact language from statute, the MnDOT program retained the Transportation Economic Development program title and the DEED program became the Transportation Economic Development Infrastructure, otherwise known as TEDI program. This change was made by MnDOT and DEED staff to reconcile the two statutes and the required criteria, geographic distribution considerations and local match requirements. The decision to split the applications was made to reduce confusion about which funds applicants are applying for and the restrictions on use of those funds.

Most projects using TEDI funds under DEED are smaller and require that funds can only be used off of the trunk highway system. MnDOT project funding requests under TED are often larger, more complicated and only trunk highway system projects are eligible. Splitting the application allows MnDOT to request more transportation data and analysis without overburdening small, non-trunk highway projects. Splitting the program also clarifies which agency has authority over the funds and who is making the final decision regarding funding allocations. MnDOT and DEED continue to participate in both agency's reviewing committees.

The formal solicitations for TED and TEDI are made at the same time. Applicants can apply for funding under both programs for the same project provided eligibility requirements are met for each source of funds.

Among the more stringent requirements added to the application process in 2017 was the request for a formal resolution from the governing body approving the application, committing to the funding match identified in the application and including a project layout or conceptual drawing. Projects that did not include these new requirements and the other pre-existing required attachments, were ineligible for funding.

In addition to the new requirements, applications for new or modified interchanges in the Twin Cities must also complete the Metropolitan Council's interchange approval process prior to applying for TED funding.

Under the new guidelines, projects selected for funding will start construction within three calendar years of the award. Extensions may be granted if requested in writing.

2020 Special TED Solicitation for Greater Minnesota

In light of the global COVID-19 pandemic and the small number of TED applications from Greater Minnesota in 2019, MnDOT conducted a special solicitation in June of 2020 for Greater Minnesota applicants only. The application process was streamlined to make it easy for local units of government to apply for these funds. Interested local units of government then sent a letter of interest to MnDOT in August 2020, and applicants worked closely with district personnel to develop a final submission in October. A total of \$1.85 million was available for trunk highway eligible project components. Four projects were awarded funds in January 2021 and are listed in this report.

Ranking Process and Criteria

For all six previous TED program years, a statewide solicitation process was used. Applicants provided key project data and impact information, which was then used to score the project. A selection committee composed of staff from the Minnesota Department of Transportation, the Minnesota Department of Employment and Economic Development and representatives of economic development authorities in Greater Minnesota reviewed the applications, scored them and recommended selected projects for award. All submitted applications were evaluated using the following four criteria areas:

- Transportation System
- Economic Development
- Financial Plan
- Project Readiness

For each criteria category there were project qualifying questions and point scoring/evaluation questions.

Scoring Criteria Revisions Made in 2017

When the TED and TEDI programs were separated for the 2017 solicitation, each program had slightly different criteria from the previous rounds of TED. However, the programs continue to have economic development and transportation criteria. For both TED and TEDI, there is an increased emphasis on quantitative measures, particularly for economic development. The following table provides a side-by-side comparison of the two new programs with the earlier TED program.

Table 1: Comparison of the 2017 TED and TEDI Programs

Factor	Pre-2016 TED	DEED TEDI	MnDOT TED
Eligible Projects	Both trunk highway and non-trunk highway	Only non-trunk highway	Only trunk highway
Required local match	Minimum 30%	No match required, but non-state leverage considered in project scoring	Minimum 30%
Maximum award	\$10 million	No maximum, but total funding amount available generally limited	\$10 million
Criteria	<ul style="list-style-type: none"> • 35% Economic Development • 35% Transportation • 20% Financial Plan • 10% Project Readiness 	<ul style="list-style-type: none"> • 25% Job Creation • 25% Transportation • 20% Tax Base Increase • 15% Private Investment • 15% Non-state Leverage 	<ul style="list-style-type: none"> • 40% Economic Development¹ • 40% Transportation • 20% Project Readiness Risk Assessment Bonus Points: <ul style="list-style-type: none"> ◦ Non-public funding ◦ Geographic distribution

¹ MnDOT TED criteria were modified under the Special 2020 Greater Minnesota TED Solicitation: 35% Economic Development; 35% Transportation; 10% Non-MnDOT Funding; and, 20% Project Risk Assessment

2010 Projects

Project: U.S. Highway 10 / Otter Tail CSAH 34 Interchange

Recipient: City of Perham

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
5607-42	\$500,000	\$3,497,480	\$3,997,480	2012	\$2,356,600	280

* This project was supported in part by a \$270,000 contribution from the private sector.

Project Description

County State Aid Highway 34 in Otter Tail County crosses over the four lanes of U.S. Highway 10 on the west side of the city of Perham. Before this TED project was constructed, there were no on/off ramps from CSAH 34 to U.S. Highway 10. This TED project added four legs, or on/off ramps, to the intersection to create a diamond shaped interchange. The project also included constructing additional turn lanes, widening lanes, improving shoulders, curb/gutter installation, putting in signal lights and other improvements to CSAH 34.

Figure 1: Exit ramp from TH 10 to CSAH 34



Transportation Impacts

U.S. Highway 10 is a major traffic artery with 4,600 cars per day. Construction is complete on the Perham Memorial Hospital located near the interchange. The hospital generates more than 6,000 employee and patient trips per week and serves a population of more than 30,000 in the peak summer months. Ambulance traffic and emergency access to the hospital will benefit from the improvement by significantly reducing access time from the highway to the hospital.

Perham is home to a number of large manufacturers that rely on the transportation network to move freight. More than 1,200 semis travel to Perham weekly and many were routed down Main Street and residential streets before the project. The interchange has decreased reliance on the local road system to move these vehicles.

Economic Development Impacts

This project benefitted Perham by creating a safer more secure entrance into the city. There is a strong agriculture community in and around Perham, so this interchange helps route some of the larger truck traffic in a more direct and less impactful (to residents/pedestrians) manner. This interchange also created an opportunity to install a multi-use trail connection to some of the more populated areas outside of the community. Due to the construction of the hospital the area immediately adjacent to the interchange is ripe for economic development. The city owns several lots with infrastructure available for sale near the hospital site. The interchange also promotes economic development near the vacant property located along CSAH 34.

Outcomes

Several businesses directly benefit from the TED interchange construction. Those companies are:

- The Perham Memorial Hospital is a \$34 million investment in rural health care and is directly served by the interchange. The new interchange provides access for the hospital's 580 employees. Since completion of the interchange, the hospital hired an additional 50 employees.
- The new interchange allows emergency personnel to respond to incidents and accidents on Hwy 10 more quickly.
- Shearer's, which now owns Barrel O' Fun Snack Food Company, directly benefits from the interchange for movement of its freight and improved access for their employees. Barrel O' Fun built a \$3.5 million office building in 2010 and employs 762 in its Perham operation.
- Kenny's Candy, owned by KLN Companies, currently employs 189 workers with the anticipation of adding 50 new jobs and \$5 million worth of capital outlays within the next five years.

Project: Industrial Site Development – Versa Cold Expansion

Recipient: City of Zumbrota

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2506-69	\$750,000	\$398,225	\$1,148,225	2013	\$1,148,225	25

Project Description

This TED project was a collaborative effort between MnDOT District 6, Goodhue County and the city of Zumbrota to accommodate further industrial development and improve safety by closing an existing at-grade interchange at 445th Street and U.S. Highway 52. The project involved designating two unpaved county roads as an extension of County Road 68 and upgrading those roadways to a 10-ton standard to allow increased industrial traffic.

Figure 2: TH 52 project completed in conjunction with the Versa Cold expansion



Transportation Impacts

The project closed an at-grade access from County Road 60 onto a busy segment of Highway 52. This improved safety and promoted sustainability by providing a safe access to the industrial park from the existing interchange at Highway 60. The interchange also promoted the development of the entire Highway 52 corridor by closing at-grade accesses in favor of interchanges.

Economic Development Impacts

The project provided safe and efficient, grade-separated access to Highway 52 for future industrial expansion of more than 440 acres zoned for industrial development. Currently, the project accommodated the expansion of, VersaCold Logistics, a cold storage warehouse distribution facility.

Outcomes

VersaCold currently employs 35 people at the Zumbrota facility and 125 people statewide. The improvement supports an expansion of the existing facility by 75,000 square feet, adding an estimated \$4.8 million in taxable market value and adding an additional 25 well-paying jobs. Additionally, there is growing interest in an adjacent property for the establishment of a new business, although details on this development have not yet been released.

Project: Trunk Highway 59 Infrastructure Improvements

Recipient: City of Worthington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5304-37	\$500,000	\$2,800,000	\$3,300,000	2013	\$1,420,000	450

Project Description

The project provided for an initial extension of BioScience Drive westbound to ultimately serve 750 acres of industrial and commercial property. The project included development of full turn lanes on Trunk Highway 59 at BioScience Drive to complete the intersection east of TH 59 and allows for extension of BioScience Drive west of TH 59. The project included the Industrial Park development sanitary sewer and water main extensions west through County Ditch 12 (noted as CD 12), placement of culverts for a BioScience Drive crossing of CD 12 and storm water retention for the drainage area immediately west of CD 12. The project also allowed for a street extension through CD 12 to accommodate 14 to 16 acres of development and additional infrastructure extensions as needed to accommodate additional sites. Improvements for TH 59 were completed in 2010.

Figure 3: Trunk Highway 59 Infrastructure Improvements



Transportation Impacts

The improvements to Highway 59 reduced conflicts and crashes by applying improved safety measures, which included extending the four-lane divided roadway to the south to intersect with Bioscience Drive and installing right turning lanes at the Bioscience Drive intersection. In addition, flood mitigation plans called for improvements to County Ditch 12.

Economic Development Impacts

This TED project opened up access to 114 acres of developable land, which was the first phase of a 750 acre industrial/commercial park located in Worthington. An additional 15 new commercial and industrial zoned lots were made available for future development. The project improved access to the new 50-acre Worthington Bioscience Park on the east side of Highway 59.

The city estimated 300 new jobs in the next 10 years after completion and an estimated increased tax base resulting from the project of about \$26 million. Bedford Technology is planning a major expansion in the industrial/commercial park and Worthington expects more business to move in the near future due to the city's multimodal transportation network of roads, rail and air.

Outcomes

Improvements to TH 59 and the Bioscience Drive intersection are beginning to generate important economic activity in the vicinity of the project. Three new businesses related to the agriculture and health industries were established since completion of the project creating more than 375 new jobs. These businesses are also forecasting continued growth. Additionally, approximately six new jobs have been created in the hospitality industry with a hotel and conference center located nearby.

Project: Trunk Highway 68 and Lake Road Turning/Bypass Lanes

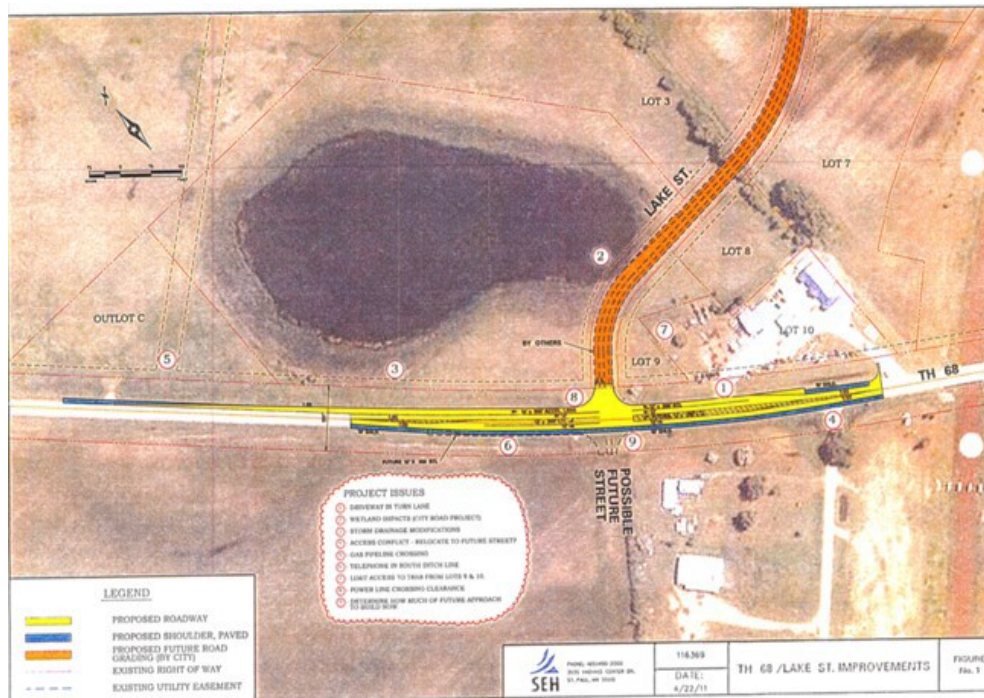
Recipient: City of Marshall

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4210-52	\$500,000	\$575,000	\$1,075,000	2012	\$247,500	75

Project Description

This TED project included the installation of a turning lane and bypass lane at the intersection of Highway 68. The project also included the installation of the Lake Road approach and truck acceleration lane on Highway 68. The improvement included excavation and embankment, drainage, gravel base, asphalt surfacing and traffic control elements to improve the safety for all vehicles at the intersection and increase the mobility and efficiency for the intersection’s freight users.

Figure 4: Intersection improvement to Lake Road and TH 68



Transportation Impacts

The Highway 68 improvements provided better access for cars and trucks into and out of the developing industrial park in the northwest Marshall area. The project significantly enhanced safety at the intersection of Highway 68 and Lake Road because the bypass lane allows free movement of traffic while cars or trucks turn into the industrial park. The acceleration lane enables heavy trucks and cars to safely merge into the westbound traffic.

Economic Development Impacts

The city of Marshall worked closely with two existing firms: RALCO Nutrition Inc., a livestock nutrition and health producer that provides products to 19 countries; and Runnings, a major retailer of farm, home and ranch supplies. Prior to this project, both companies were considering relocating due to inadequate access to the industrial park. This project expanded access and provided safe and efficient roadways so these businesses can operate efficiently. It also allowed other businesses to continue to grow and thrive, while attracting new businesses to the area.

Outcomes

All of the commercial lots in the 160-acre Sonstegard Industrial Park are full and more than \$16 million of investment were made by the occupants. The park's four employers now occupy 230,000 sq. ft. of building space with significant expansions being considered by several businesses. More than 270 jobs were retained and nearly 60 new jobs were added since the TED investments were completed.

Project: Aitken County State Aid Highway 5 Reconstruction

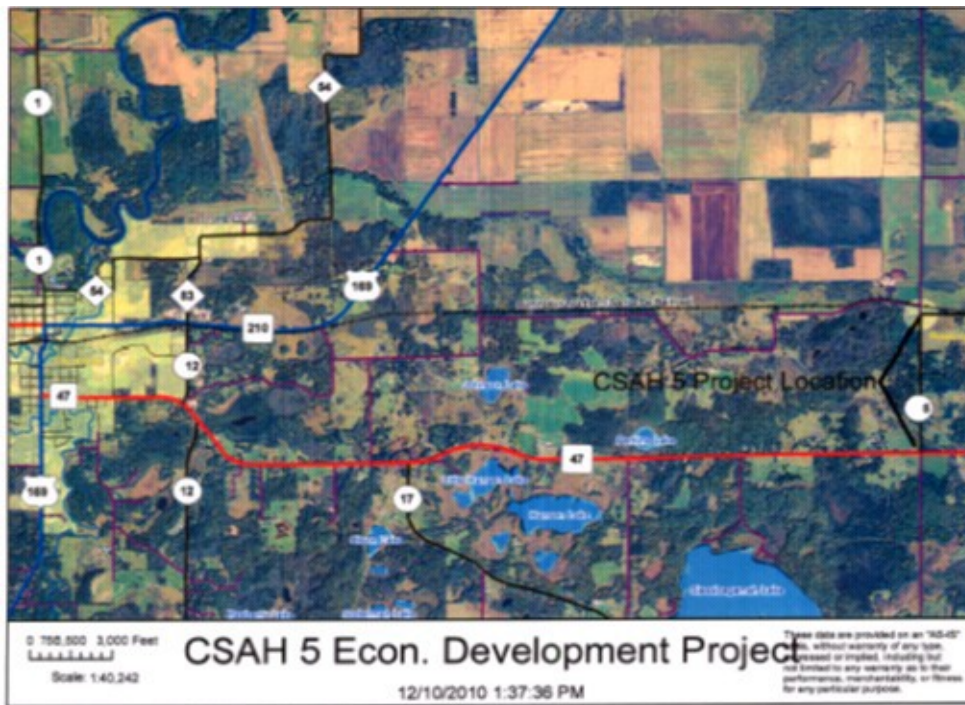
Recipient: Aitkin County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$250,000	\$0	\$250,000	2012	\$416,250	4

Project Description

This TED project involved the reconstruction of a one-mile segment of Aitkin County State Aid Highway 5, which is a north-south road about three miles east of the city of Aikin and extends between County Road 47 and the rail tracks a mile north. This segment was originally a gravel-surfaced road that was restricted to five tons per axle during the spring load restriction period. This project involved reconstruction of the roadway to meet current state-aid standards with a non-restricted load capacity of 10 tons per axle during the spring load restriction period.

Figure 5: CSAH 5 aerial photo with project location



Transportation Impacts

Before the project on Highway 5 in Aitkin County, this one-mile segment was deficient in structural strength, design speed, lane and shoulder width and slopes within the roadway recovery area. This project made the segment compliant with state-aid safety standards and constructed a right turn lane to allow safe right turning movements from Highway 47 to County Highway 5.

Before this project, the annual average daily traffic on this segment was 235 vehicles. When completed the annual average daily traffic increased to 350 vehicles and heavy commercial traffic increased to approximately 45 vehicles.

Economic Development Impacts

The American Peat Technology, LLC is an expanding industry located adjacent to the segment being reconstructed. American Peat Technology started in 2004 and has steadily increased its payroll annually. The company ships peat products throughout the country and relies on access to roadways that can accommodate 10-ton loads.

This TED project allowed the company to cut its shipping costs, becoming more competitive in the market and also attracting other industries to Aitkin that require access to a 10-ton route.

Outcomes

The company can maximize its margins by making it cost effective to ship its products. In addition, this project increases the industry's capacity to bring in fuel and biomass, which American Peat Technology, LLC uses to manufacture its products and run its equipment.

Project: State Highway 15 and 33rd Street Interchange

Recipient: City of St. Cloud

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
7303-48	\$500,000	\$8,400,000	\$8,900,000	2012	\$4,000,000	165

Project Description

This project involved construction of a new interchange at Trunk Highway 15 and 33rd Street South located in the southwest portion of the St. Cloud metropolitan area. This area is experiencing a significant increase in land development, traffic and population.

Figure 6: Interchange addition to TH 15 in St. Cloud



Transportation Impacts

The TED project in St. Cloud provides a fully functional east-west roadway which accommodates current and projected traffic needs in the area. The project greatly improves access to the state trunk highway system at TH 15 and to Interstate 94.

Prior to completion of this project, the system provided limited access from the trunk highway network, forcing travelers to choose between two indirect routes to reach the prime business sites near the highway. The first route required an additional six mile winding route north beyond the project area along TH 33 to the 2nd Street intersection and then to double back along County Road 74. The other indirect route required a similar detour from the I- 94/CSAH 75 intersection and then reversing direction for three miles westerly to the project area. These routes created congestion on the city street network and contributed to safety concerns.

Economic Development Impacts

The city's Joint District Plan identifies land adjacent to the project area as the primary growth area in the region due to the availability of existing wastewater infrastructure. Many local businesses expressed support for the project and anticipate future job growth as a direct result. Lumber One, a developer and homebuilder in central Minnesota invested \$3.5 million in land near the project site. Crowne Pointe Development, which represents local businesses such as Marcus Theaters, Arby's Restaurant and Cabela's, indicated that these businesses would be able to expand with development of the new interchange.

Outcomes

Anticipated economic development associated with this project is materializing. Recent developments include a new St. Cloud Tech High School and construction of a new medical office that began in late 2018. Lumber One altered its Stone Gate Planned Unit Development to provide more commercial space. The construction of two new residential subdivisions are also underway.

Project: Interstate 90 Business Park Development

Recipient: City of St. Charles

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
N/A	\$500,000	\$0	\$500,000	2012	\$2,030,000	45

Project Description

This TED project provides direct access to a new industrial park in St. Charles from I-90. This 37-acre industrial park attracts new businesses to replace North Star Foods, which was lost to fire in 2009.

Figure 7: Interstate 90 Business Park access road



Transportation Impacts

This TED project installed new turn lanes to Highway 74 providing easier and safer access to the new industrial park. The project is located immediately adjacent to I-90 and the city envisioned the industrial park area as an untapped opportunity for growth due to the proximity to this major transportation corridor.

Economic Development Impacts

Since its completion, the project supported existing business expansion and new business development in the area. Active Tool and Die relocated its manufacturing operation to the St. Charles industrial park, expanding to a 12,000 sq. ft. plant and shop and adding 10 new jobs. Planning is also underway for Active Tool and Die plant expansion that could add 20 new employees. Groundbreaking occurred for Envirolastech, a new manufacturer of construction grade materials made from recycled plastics and glass. This operation will add 14 new jobs in year one and estimated 26-30 new jobs in the future.

Project: Interstate 35W Northbound Entrance Ramp from 4th Street South

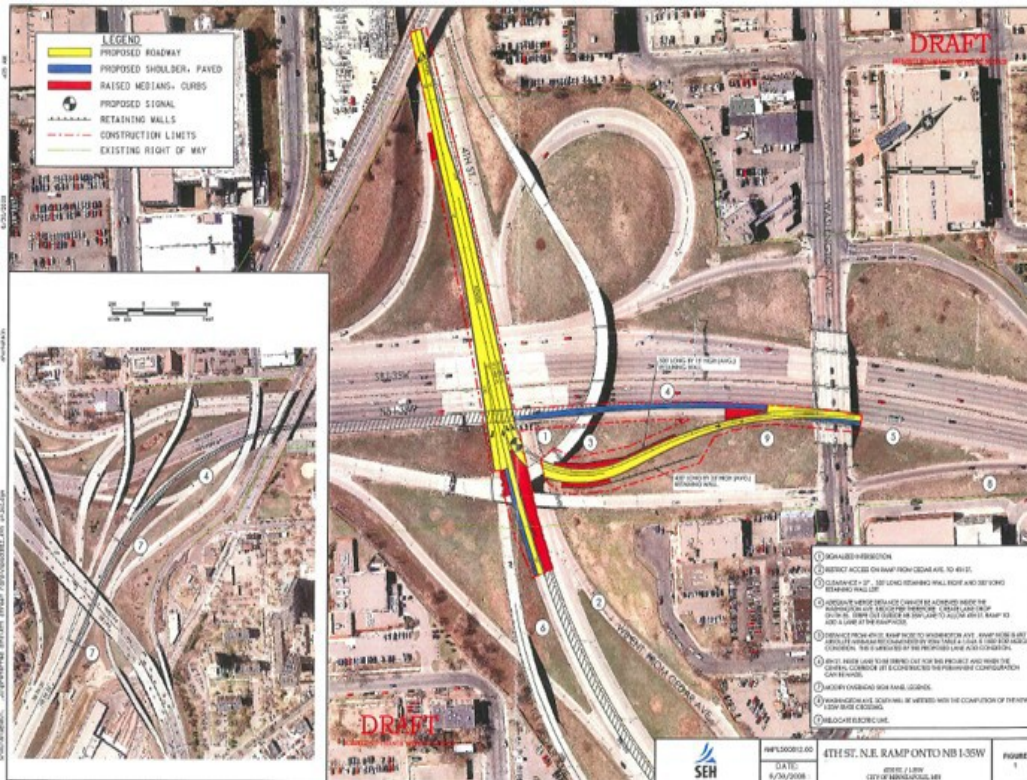
Recipient: Hennepin County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2783-136	\$0	\$9,358,375	\$9,358,375	2015	\$4,046,400	170

Project Description

This TED project is located to the east of downtown Minneapolis in the Cedar/Riverside neighborhood at I-35W and 4th Street South. It provides a new entrance ramp to I-35W northbound from 4th Street South and an auxiliary lane on northbound I-35W from University Ave SE to the Stinson Blvd NE exit. In addition to the construction of these elements, the project also included retaining walls, signals and lighting.

Figure 8: Interstate 35W northbound entrance ramp



Transportation Impacts

This project improves traffic flow on the roadway network serving trips from downtown Minneapolis to the northern Twin Cities Metropolitan Area. Before the TED project, the demand to use the Washington Avenue South interchange exceeded its capacity, as did the access northbound to I-35W from downtown Minneapolis. As a result, congestion routinely backed up for several blocks and there was a deteriorating level of service for all trips through and across Washington Avenue South and from downtown Minneapolis to I-35W. This project implemented safer and more efficient driving conditions for motorists in the downtown Minneapolis area.

Economic Development Impacts

The project supports a mixed-use high density multimodal area, a hotbed of growth industries that employs more than 27,000 people in predominantly well-paying jobs. Furthermore, it has several high-quality developable sites, including one created for the new home of the American Academy of Neurology (120 new jobs). This project supports and encourages private sector investment by providing better access to an area currently gridlocked for hours every day.

Project: Interstate 494 and 34th Avenue Interchange

Recipient: City of Bloomington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
2785-388	\$0	\$4,673,000	\$4,673,000	2013	\$1,800,000	3,264

* This project was supported in part by a \$900,000 contribution from the private sector.

Project Description

The I-494 and 34th Avenue South interchange is located at the border of the Minneapolis-Saint Paul International Airport and the city of Bloomington, between Airport Lane and American Boulevard East. The improvement converted the existing diamond interchange to a diverging diamond interchange, increasing capacity and decreasing queue lengths and conflict points.

Figure 9: Bird's eye view of the I-494 34th Ave Interchange



Transportation Impacts

The former interchange type caused extensive queuing during peak hours that extended approximately two-thirds the length of the eastbound exit ramp and the interchange was unable to accommodate the growing vehicular and transit demand safely and efficiently. With the improvements resulting from this TED project, the I-494 and 34th Ave. interchange significantly reduced queues, making the interchange more efficient and safer.

Economic Development Impacts

Improvements to the interchange have been a critical component of both the Minneapolis-Saint Paul International Airport's and the city of Bloomington's long-range plans. Capacity enhancements at Humphrey's Terminal 2 and growth within the city of Bloomington depend on increased carrying capacity at the interchange, which serves as a primary gateway to each of these regional centers.

Outcomes

The city of Bloomington reports that movements through the diverging diamond at the interchange are smoother and safer than under the previous design. With the potential post-pandemic airline traffic growth at Terminal 2, the added safety benefits of this project will directly improve travel for fliers and commuters in the corridor.

2012 Projects

Project: Eastwood Energy Industrial Park Access Development

Recipient: City of Mankato

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$969,218	\$0	\$969,218	2013	\$415,380	405

Project Description

This Energy Drive project provides direct access to Eastwood Energy Industrial Park and the opportunity to add 70 acres of industrial development. The project was necessary because significant traffic was generated by the adjacent Wal-Mart distribution center at the intersection of Victory Drive and Energy Drive. The new roadway also created an additional access point to the Trail Creek neighborhood on the north side of Eastwood Energy Industrial Park.

Figure 10: Eastwood Industrial Energy Park access road



Transportation Impacts

Construction of this project created safe access to the industrial park. The new access alleviates congestion on the high-volume Victory Drive and reduces crashes while providing a more direct route for emergency vehicles.

Economic Development Impacts

The addition of 70 acres of prime industrial land enhances the city's ability to meet the development and transportation needs of both new and existing businesses. Local projects that were planned or under development, including a Wal-Mart distribution center and a new data center, spurred additional supporting businesses.

The city estimated that the project supported 162 jobs within the first two years and approximately 405 new jobs within five years.

Project: State Highway 10 and County Road 3 Interchange

Recipient: Benton County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
0502-107	\$0	\$2,934,000	\$2,934,000	2014	\$1,956,000	50

* This project was supported in part by a \$688,000 contribution from the private sector.

Project Description

This TED project improved an interchange at Highway 10 and County Road 3 in the city of Sauk Rapids. The existing diamond interchange was reconfigured to a partial cloverleaf, which converted the entrance ramp to north-westbound Highway 10 to a loop configuration. In addition, the existing two-lane bridge on County Road 3 was extended to three lanes with roundabout intersections on both ends.

Figure 11: State Highway 10 and County Rd 3 Interchange



Transportation Impacts

This project addresses roadway capacity, traffic operations and safety concerns for truckers and other motorists by eliminating closely spaced intersections and reducing long queues to enter and exit Highway 10. Traffic delays, which were significant prior to construction, were eliminated with the installation of the roundabouts on County Road 3. The efficient movement of large trucks through the corridor was also greatly enhanced.

Economic Development Impacts

This corridor serves two industrial parks located on either side of Highway 10, which provide more than 1,000 jobs. The improvements promoted economic development by enhancing traffic flow around existing businesses, bringing in new businesses and existing business expansion including Nahan Printing, HDL Hardware Distributors, C4 Welding and Golden Plump.

Project: Business Park Access Development

Recipient: City of Delano

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
8602-51	\$1,000,000	\$605,500	\$1,605,500	2014	\$3,313,000	100

Project Description

This TED project created improved access to a Delano industrial park. The industrial park is accessed directly off of Highway 12. In addition, the project extended a local collector, Davidson Avenue, from County Road 30 through the existing Delano Northwest Business Park.

Figure 12: Delano Business Park access road



Transportation Impacts

This TED project had two key transportation outcomes. First, it provided access to the newly developed industrial park. Second, it provided a north-south collector street that was critical in supporting additional economic development as the city continued to grow.

Economic Development Impacts

The project resulted in the development of 60 acres of land in Delano, providing industrial opportunities for Delano area manufacturers to continue to grow and new businesses ample space to incubate. It also provided utilities to an area master-planned for further utility extension and growth as needed. Prior to this project, all available industrial expansion land in Delano was consumed by business growth and expansions in 2011.

Project: North Industrial Park Infrastructure Improvements

Recipient: City of Windom

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1706-26	\$549,540	\$544,960	\$1,094,500	2013	\$805,500	35

Project Description

This project improved access along Highway 71 to the North Windom Industrial Park. The access improvements included a right turn lane, a northbound acceleration lane, a southbound bypass lane and a new road leading into the 80-acre industrial park.

Figure 13: Fast Sprayers manufacturing facility along North Industrial Park access road



Transportation Impacts

This project provided safety improvements to Highway 71 allowing shippers and motorists to safely access the industrial park while maintaining mobility on the highway. The primary access needs addressed by this project include a right turn, a northbound acceleration lane and a southbound bypass lane on Highway 71.

Economic Development Impacts

This project promotes additional economic development in the city of Windom, which is the economic engine for Cottonwood County, constituting more than 75 percent of the county's total sales. The project provides existing businesses with opportunities for growth and attracts new business to the development. Toro currently operates out of Windom, and with the new industrial park, Toro completed a 60,000-80,000 square foot expansion, although no net new jobs were created. Fast Global Solutions employs 160 people and anticipates expanding to 300 employees. In all, more than \$10 million in private investment has occurred in Windom as a result of this transportation improvement.

Project: Mille Lacs County Road 132/Hawkins Sawmill Road Project

Recipient: Mille Lacs County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
N/A	\$300,000	\$0	\$300,000	2013	\$950,000	10

* This project was supported in part by a \$175,000 contribution from the private sector.

Project Description

This project involved reconstruction of a two-mile stretch of County Road 132 in Mille Lacs County. The project replaced the former five-ton gravel road and with a nine-ton bituminous surface route that will support heavier vehicles transporting lumber from the area sawmill.

Figure 14: Construction of the nine-ton road surface on County Road 132



Transportation Impacts

Prior to this project, the roadway segment had limited structural capacity that would, on occasion, create partial obstruction in the roadway. The gravel roadway also created dust issues. These problems were eliminated with the paved roadway allowing for safe two-way traffic year round.

Economic Development Impacts

Hawkins Sawmill is a regional mill that buys and processes hardwood for the homebuilding industry. Trucks travel this road year-round to service Hawkins Sawmill. Previously, the five-ton gravel road limited Hawkins Sawmill shipping ability by forcing them to ship out smaller partial loads and then reassemble them at an off-site location to make full loads. Improvements to CR 132 consisted of grading and paving a gravel road that was susceptible to spring load restrictions and had a history of becoming impassable during a severe spring. However, with the completion of this project, Hawkins Sawmill is able to have full loads shipped in and out year-round, which ensures the mill continues to be a viable contributor to the local economy.

Not only did Hawkins benefit from improvements to the roadway, the adjoining property owners benefitted by a reduction of dust and noise, which was enough of an incentive for the adjoining property owners to donate temporary easements allowing for construction.

Project: Multimodal Transportation Warehouse and Distribution Center

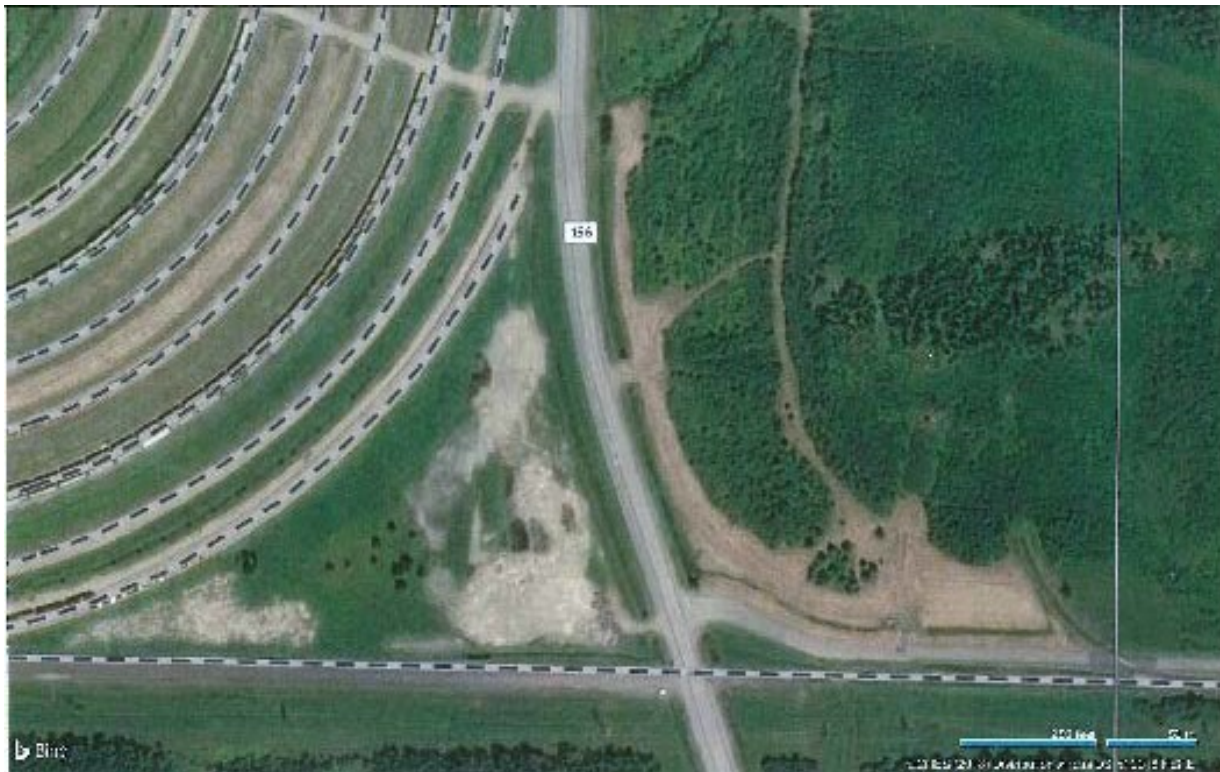
Recipient: City of International Falls

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$657,000	\$0	\$657,000	2014	\$300,000	50

Project Description

This project improves multimodal transportation and other infrastructure including rail spurs, sewer, water and other utilities to support the development of a 77.1-acre multimodal transportation hub. International Falls is partnering with Nexus Distribution, a leading third-party logistics provider, to provide flexible and integrated warehousing and transportation solutions that will promote regional economic development.

Figure 15: Multi-modal site development ready



Transportation Impacts

The project improves supply chain productivity for the existing manufacturing facility in International Falls, including better management of vendor supply and product distribution along the existing supply chain, which is valued at more than \$100 million per year. In addition, the project creates an expanded multimodal hub to serve the largest rail port of entry in North America and reduces shipping regulations that currently require products to be shipped to Chicago.

Economic Development Impacts

The development of a modern warehouse/distribution center promotes the consolidation of distribution operations of a major manufacturer and regional employer that currently uses facilities in Chicago, Calgary and Toronto. Utilities, including water, sewer and gas lines have been installed on the site. However, the rail spur and subsequent warehouse have not yet been completed. Advanced development of the site has not occurred because the paper mill closed in International Falls in 2013.

Project: Extension of Industrial Park Road and Reconstruction of Rice County Road 76

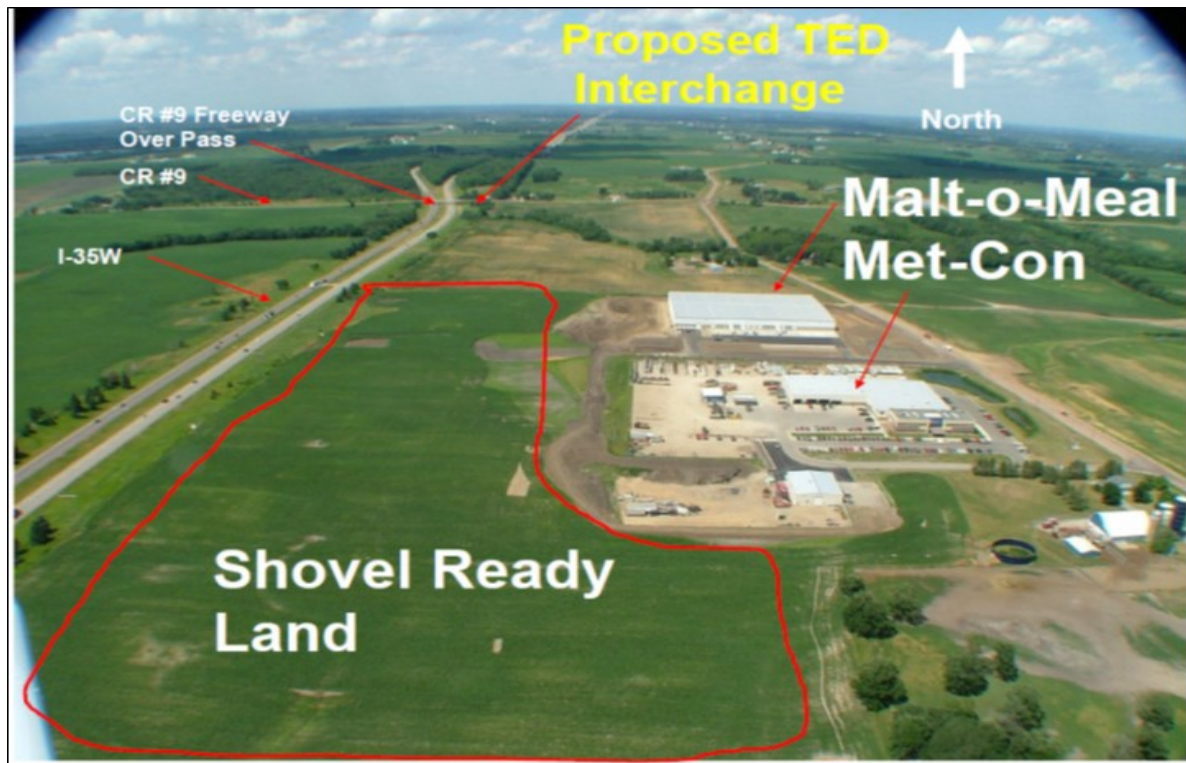
Recipient: Rice County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$1,000,000	\$0	\$1,000,000	2015	\$1,740,000	93

Project Description

This project reconstructed 2.1 miles of County Road 76/Acorn Trail to improve access to the existing city of Faribault’s Northern Industrial Park and to provide better access to developable properties north of the current city limits along the I-35W corridor. The project included upgrading the entire roadway section, widening driving lanes, adding wider and paved shoulders and incorporating a 10-ton pavement design. This newly designed road accommodates year-round freight movements, provides safety and mobility improvements and offers further economic growth potential by creating improved access to the industrial park.

Figure 16: Extension of Industrial Park Road and reconstruction of Acorn Trail



Transportation Impacts

The reconstruction of this segment of County Road 76 fostered immediate and long-term development opportunities along this entire corridor. The pavement was designed for a 10-ton axle load to accommodate year-round freight movements without spring load restrictions. New turn lanes at appropriate intersections and access points to accommodate turning movements were also constructed.

Economic Development Impacts

The project area is in a high- growth corridor. To date, one business located within the business park, B & B Manufacturing & Assembly, LLC, who moved to the Park mid-year 2015 has made a \$1,665,000.00 investment. At the end of 2015, B & B Manufacturing and Assembly reported 22 jobs, an increase from 16 jobs in 2012.

The improvement supported planned business expansion, including SAGE Electrochromics, a manufacturer of specialized window glass. The project also supported business development at the city's northern most industrial park where several companies moved, such as Aldi's Incorporated, Met-Con Companies and Malt-O- Meal.

Project: Interstate 394 Ridgedale Drive Westbound On-Ramp

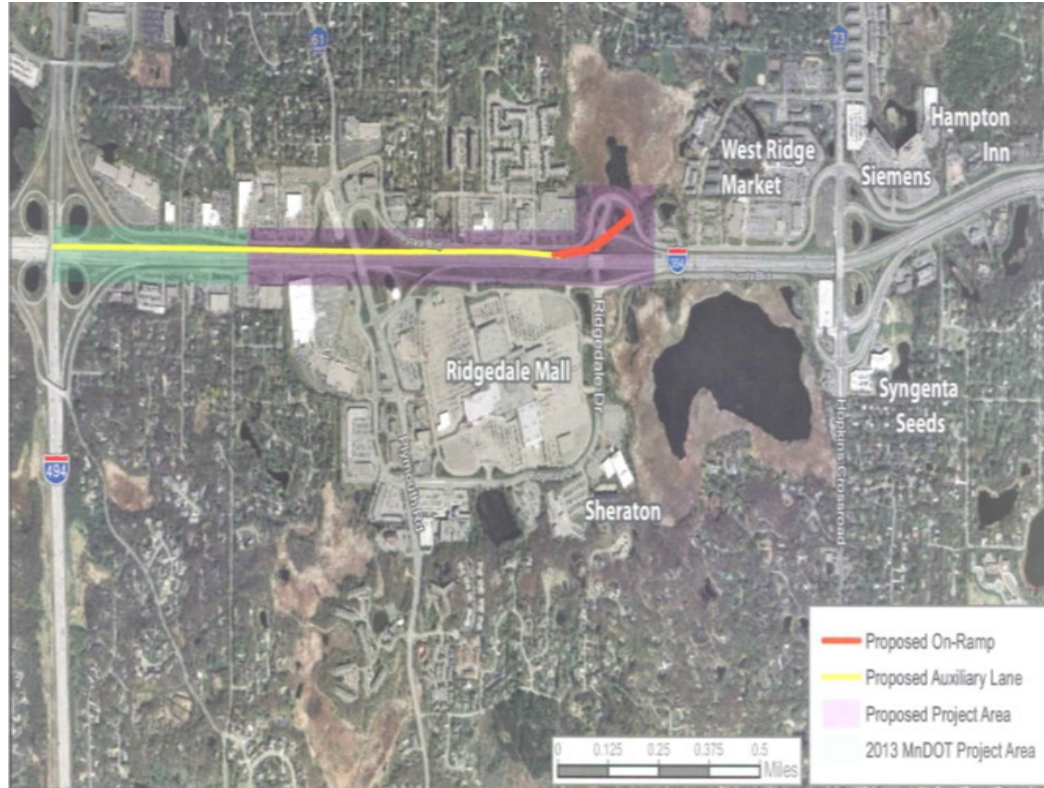
Recipient: City of Minnetonka

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2789-141	\$0	\$1,603,965	\$1,603,905	2014	\$6,396,035	450

Project Description

The project constructed a westbound I-394 on-ramp at Ridgedale Dr., expanding it to a full access interchange. The interchange was previously sub-standard, allowing only three of four movements (eastbound off-ramp, eastbound on-ramp and westbound off-ramp). In addition, the project added a westbound I-394 auxiliary lane from the on-ramp to just west of Plymouth Road. From this point, the auxiliary lane was extended to I-494 as part of a MnDOT project that split the existing I-394 westbound single exit to the I-494/Carlson Parkway collector distributor road into two exits. The coordination and combination of the projects resulted in an auxiliary lane from Ridgedale Dr. to I-494.

Figure 17: I-394 On-Ramp at Ridgedale Drive



Transportation Impacts

The project provides full access to the I-394/Ridgedale Drive intersection. This improves traffic operations by reducing congestion and delivering additional access for westbound motorists. It also allows motorists to use the MnPASS lane between Plymouth Road and I-494, which reduces congestion and accidents and promotes carpooling and transit use along the I-394 corridor. The project has had a positive impact on traffic safety as officers have noted reduced congestion for westbound motorists and additional access improvement modifications at Ridgedale Center.

Economic Development Impacts

The project generated increased development and job growth. Construction of the I-394/Ridgedale Drive on-ramp increased the opportunities for businesses to locate in this area. Since the awarding of the grant, Ridgedale Mall expanded, adding another major tenant, Nordstrom, and additional mall space expansion equaling nearly 300,000 square feet of new retail space and more than \$80 million of property value. The city is experiencing other redevelopment investments in surrounding properties including more than \$30 million of mixed-use development with 115 residential apartment units and an additional 16,000 square feet of retail space.

Project: State Highway 36 and English Street Interchange

Recipient: City of Maplewood

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
6211-90	\$0	\$1,000,000	\$1,000,000	2013	\$21,997,000	230

* This project was supported in part by a \$1 million contribution from the private sector.

Project Description

This project included construction of a tight diamond interchange that replaced the existing at-grade signalized intersection. English Street is now grade-separated with a bridge over Highway 36, which includes entrance/exit ramps to the highway. Additional improvements include the elimination of right-in/right-out access points along Highway 36 at Atlantic Street and Hazelwood Street, as well as other minor improvements to Highway 36 and local roadways.

Figure 18: State TH 36 and English Street Interchange



Transportation Impacts

Highway 36 is a principal arterial roadway that connects several employment centers and commercial nodes within the cities of Maplewood, Roseville, Stillwater and other communities. The project preserved roadway capacity and improved traffic operations and safety along this busy corridor. This intersection consistently ranked high on MnDOT's Top 200 Highest Crash-Cost Intersections and traffic volumes were projected to grow along this corridor.

Economic Development Impacts

Maplewood's economic competitiveness depends on opportunities for existing businesses to expand and/or the development of new businesses along the Highway 36 corridor. With the construction of this new interchange, there are more opportunities for business expansion by providing long-term efficiency and reliability and by improving movement of goods and services in the area. This corridor is also critical as a connector between western Wisconsin, the east metropolitan area and jobs in the Twin Cities metropolitan core.

Outcomes

So far, this project enabled the location of several new business on parcels adjacent to the new interchange including a new auto dealership, a fueling station and convenience store, a storage business and a heating and cooling business.

Project: Lexington Avenue Congestion Mitigation

Recipient: Ramsey County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
N/A	\$1,000,000	\$0	\$1,000,000	2016	\$1,617,298	100

* This project was supported in part by donation of right-of-way by the private sector.

Project Description

This project is located just north of Interstate 694 on Lexington Avenue and alleviates traffic congestion by providing additional turn lanes at the I-694 ramps and County Road F intersection, which is located just north of I-694. The project supports economic growth in the surrounding area due to Lexington Avenue access to the primary employment centers in the cities of Arden Hills and Shoreview.

Figure 19: Lexington Ave and County Road F intersection improvement



Transportation Impacts

The project improves mobility by reducing congestion and improves safety by providing dedicated turn lanes at the I-694 interchange ramp to the Lexington Avenue/County Road F intersection.

Economic Development Impacts

This project benefits several businesses in proximity of the project area, most notably Boston Scientific Corporation and Land O'Lakes, Inc. Boston Scientific occupies approximately 95 acres north of County Road F and employs about 3,000 employees. Improvements on Lexington Avenue are important to Boston Scientific, not only to maintain its current levels of service but to expand operations, which may create close to 1,500 jobs in the next two to five years. Land O'Lakes, which is headquartered west of Lexington Avenue and employs 2,000 people in the Arden Hills facility, has begun a 155,000 sq. ft. expansion and anticipates adding 850-1,000 new jobs at this location. Many other businesses in this fully developed area will benefit from improvements made on Lexington Avenue.

Project: South Shady Oak Road Improvements

Recipient: City of Eden Prairie

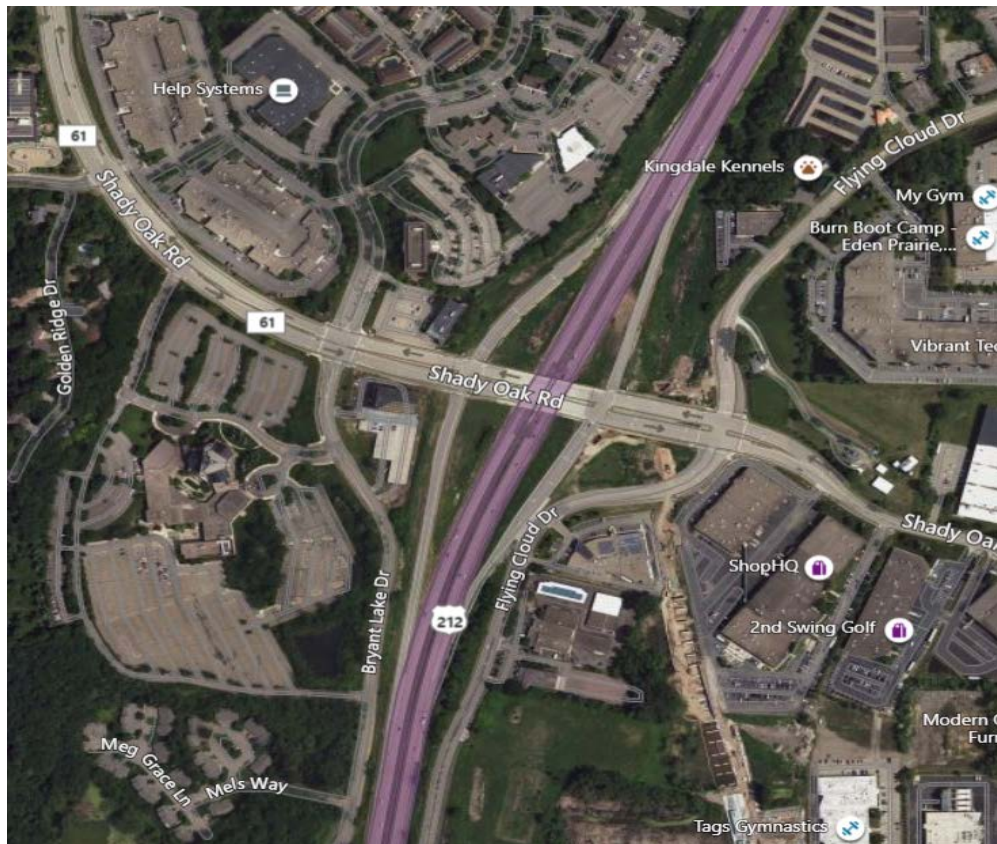
State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
2763-49	\$0	\$7,000,000	\$7,000,000	2015-2016	\$24,700,000	3,500

* This project was supported in part by an \$8.5 million contribution from the private sector.

Project Description

Shady Oak Road (County Road 61) serves as a primary access point to Eden Prairie’s Golden Triangle Area and City West business parks. This project included widening and reconstruction of Shady Oak Road from the intersection of Flying Cloud Drive to approximately 800 feet north of Rowland Road. The project also replaced and expanded the existing Shady Oak Road Bridge over Highway 212. With added turn lanes, a median and trails along Shady Oak Road, the project also significantly enhances operational and safety benefits along the corridor.

Figure 20: South Shady Oak Road interchange improvements at TH 212



Transportation Impacts

Shady Oak Road and the Highway 212 / Shady Oak Road interchange is one of only four access points for the 20,000 plus employees that work in the Golden Triangle Area (area bounded by Highway 212, Highway 169 and I-494) and City West business parks. Due to the heavy daily commuter demand and the insufficient capacity of the interchange, significant delays were often experienced during peak travel periods. The improvements to Shady Oak Road and the Highway 212 / Shady Oak Road interchange provide improved access for existing and future employees in the area.

Another benefit of the project is that it serves as an alternative route for the congested I-494 and Highway 169 corridors. The project provides a multimodal function, including multi-use trails on both sides of the Shady Oak Road corridor. With this project, access to the proposed Golden Triangle Area and City West Southwest LRT stations and potential park and ride facilities has been improved.

Economic Development Impacts

This project serves two large business parks in the immediate vicinity: the Golden Triangle Area and City West Business Park. The Golden Triangle Area is widely recognized as one of Minnesota's largest and most diverse business parks, and when combined with the City West area supports more than 20,000 jobs and nearly 600 businesses. It encompasses 900 acres of land and 10 million square feet of office, industrial and commercial uses. This location is headquarters to some of the largest and most recognized companies in Minnesota including: Lifetime Fitness, Evine Live, Starkey, Dell, Lifetouch, CIGNA, Optum (UHG) and Climatech. With its strategic location within the I-494 ring and good proximity to the international airport, demand for investment and redevelopment of the area remains high. The city expects significant growth in jobs in the area through expansion of existing businesses and through new development and redevelopment.

Opus has a 130,000 sq. ft industrial building under construction near the Shady Oak interchange and other properties are also under construction in the area. One project alone - United Health Group's subsidiary Optum recently approved plans to add 1.5 million square feet of office space and 6,700 jobs in the City West area - generating enough traffic demand to justify the complete reconstruction of the interchange. Phase 1 of the development project is complete and includes two eight-story office buildings totaling more than 500,000 square feet, a 2,500-parking space ramp and around 2,300 employees. Phase 2 includes a 15-story office building with more than 500,000 square feet, another 2,500-parking space ramp and another 2,300-2,500 employees.

In addition, the Margaret A. Cargill Philanthropies expanded its existing site at 6889 Rowland Rd acquiring land to the east, doubling its former building footprint.

Project: Highway 7 and Louisiana Avenue Interchange Project

Recipient: City of St. Louis Park

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2706-226	\$0	\$3,000,000	\$3,000,000	2014	\$22,008,000	450

Project Description

This project provided a grade separated interchange (tight diamond with roundabouts) at Highway 7 and Louisiana Avenue, promoting job creation and retention and balancing the mobility needs of the regional transportation system.

Figure 21: Completed TH 7 and Louisiana Ave Interchange



Transportation Impacts

In recent years, as the community grew, Highway 7 experienced safety problems, travel delays and capacity concerns. To remedy these issues, this project removed three signal systems along Highway 7 and two right-in/right-out intersections. In its place, a grade separated interchange was constructed. This project also enhanced the pedestrian/bicycle facilities along this area to facilitate movements throughout the area greatly reducing delays and enhancing air quality. The safe movement of emergency vehicles to and from Methodist Hospital was also improved. Accidents were significantly reduced and are lower in severity.

Economic Development Impacts

The construction of the interchange provides long-term efficiency and reliability for the movement of workers and goods to and from the area and helps ensure the viability of area businesses. The city has completed a master plan for the Southwest LRT Station development. The plan accommodates a mix of uses including higher-density residential on the upper floors of the space and commercial office uses on the street level. With the completion of the interchange project, the city anticipated redevelopment within the next 5 years and anticipated the addition of some 450 jobs.

Several important developments are complete or are underway since completion of the project in 2014. These include Methodist Hospital's completion of a \$140 million renovation and facility expansion; Hardcoat metal finishing added 45 jobs; Oak Hill Medical Office Building opened with 50 jobs; and the Cardinal Glass expansion which added research and development positions. Since Sam's Club moved out of the SE quadrant of the interchange, the 13-acre site is receiving significant interest from developers and business.

2013 Projects

Project: Highway 5 Improvements

Recipient: City of Waconia

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
1002-106	\$0	\$4,500,000	\$4,500,000	2015	\$6,559,103	360

*This project was supported in part by a \$100,000 contribution from the private sector.

Project Description

The city of Waconia requested \$4.5 million for an \$11.1 million Highway 5 improvement project. The project upgraded 1.4 miles of two-lane roadway to an urban four-lane divided road with multiple intersections.

Figure 22: TH 5 Improvements through Waconia



Transportation Impacts

Prior to construction this highway was a two-lane rural-design highway with many access points and was inadequate for a growing community in mobility, access, safety and function. The annual average daily traffic exceeds 15,000 and is expected to double by 2030. The improvements addressed safety concerns by widening and reducing the number of accesses to and from Highway 5, which had a crash rate four times the state average.

The project added a new signal for Ridgeview Medical Center and closure of 10th Street access along with the creation of a partial frontage road system. The wider road has improved emergency vehicle response times to the hospital.

Pedestrian facilities were also included. This project improved pedestrian modes and supports heavy commercial traffic, which is 6 percent of all traffic through the corridor.

Economic Development Impacts

The project supports job creation for many employers in the area. For example:

- Ridgeview Medical (five-year jobs estimate is for 260 employees)
- Good Samaritan Society (two-year jobs estimate: 30; five-year jobs estimate: 30)
- Waconia Ford (two-year jobs estimate:1; five-year jobs estimate:2)
- Waconia Mill IV (two-year jobs estimate: 25; five-year jobs estimate:40)
- Auburn Homes and Services (five-year jobs estimate: 30).

The salaries for these jobs range from \$40,000-\$62,000. Waconia is a rapidly growing community with a population of approximately 11,000 today and it is expected to grow to 20,000 in 2020.

Additional expansions are planned in 8-10 years adding another 130 jobs, and several other retail, restaurants and a housing development are expected in the area. New property tax collections from these developments are projected to generate an estimated \$395,000 per year.

Project: 7th Street Off-Ramp and Repurposed 5th Street Off-Ramp at Interstate 94

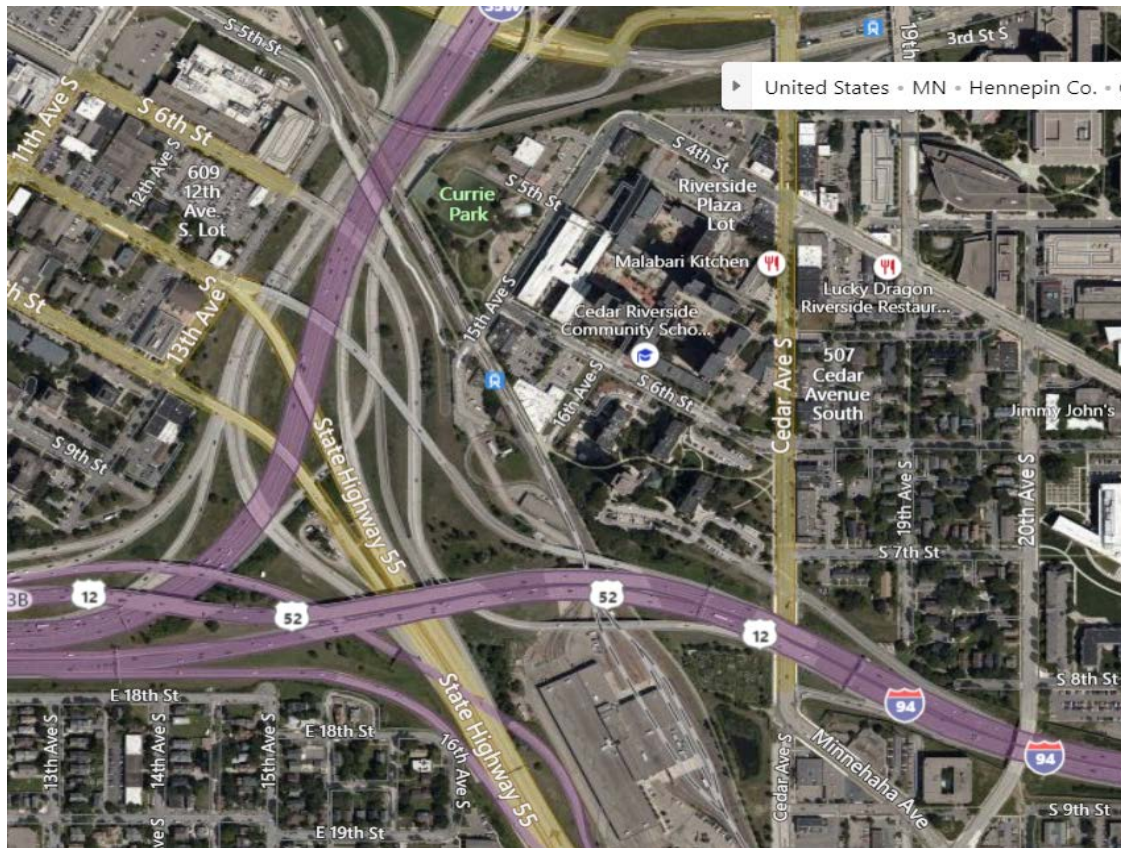
Recipient: City of Minneapolis

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
2781-462	\$0	\$6,790,000	\$6,790,000	2016	\$2,910,000	5,000

Project Description

A new westbound I-94 off ramp was constructed in the city of Minneapolis to re-orient traffic entering downtown Minneapolis via westbound I-94 from the current 5th St. entrance to 7th St. The existing I-94 5th St. off ramp was repurposed to provide a multimodal connection between the Cedar Riverside neighborhood and the downtown core.

Figure 23: New 7th Street off-ramp and re-purposed 5th street off ramp at I-94



Transportation Impacts

Re-orienting the off-ramp improved efficiency of downtown Minneapolis' one-way street network. Redirecting traffic resolved a bottlenecking conflict point with the Blue Line Light Rail.

The repurposed ramp improved connections between Cedar Riverside and the downtown area for pedestrians and bikers. Congestion in this area created back-ups on local streets in all directions, moved traffic onto parallel routes and generally shut down the functionality of the street network for hours every weekday.

Economic Development Impacts

Direct tax and job benefits from the project could not be determined because the project serves the highest density developed area in Minnesota-the Minneapolis Downtown Council reported 177,000 jobs currently in the downtown core of Minneapolis prior to the Covid-19 event. It is expected that 183,000 could be employed in the area by 2030. A large share of more than \$1 billion in projects the city of Minneapolis approved in 2012 are slated to take place in downtown. The area's largest employers are the Hennepin County Medical Center, the University of Minnesota, Fairview Hospital, the new Vikings stadium, Augsburg College and Wells Fargo.

Project: Olmsted County Road 16 and Trunk Highway 63 Interchange Reconstruction

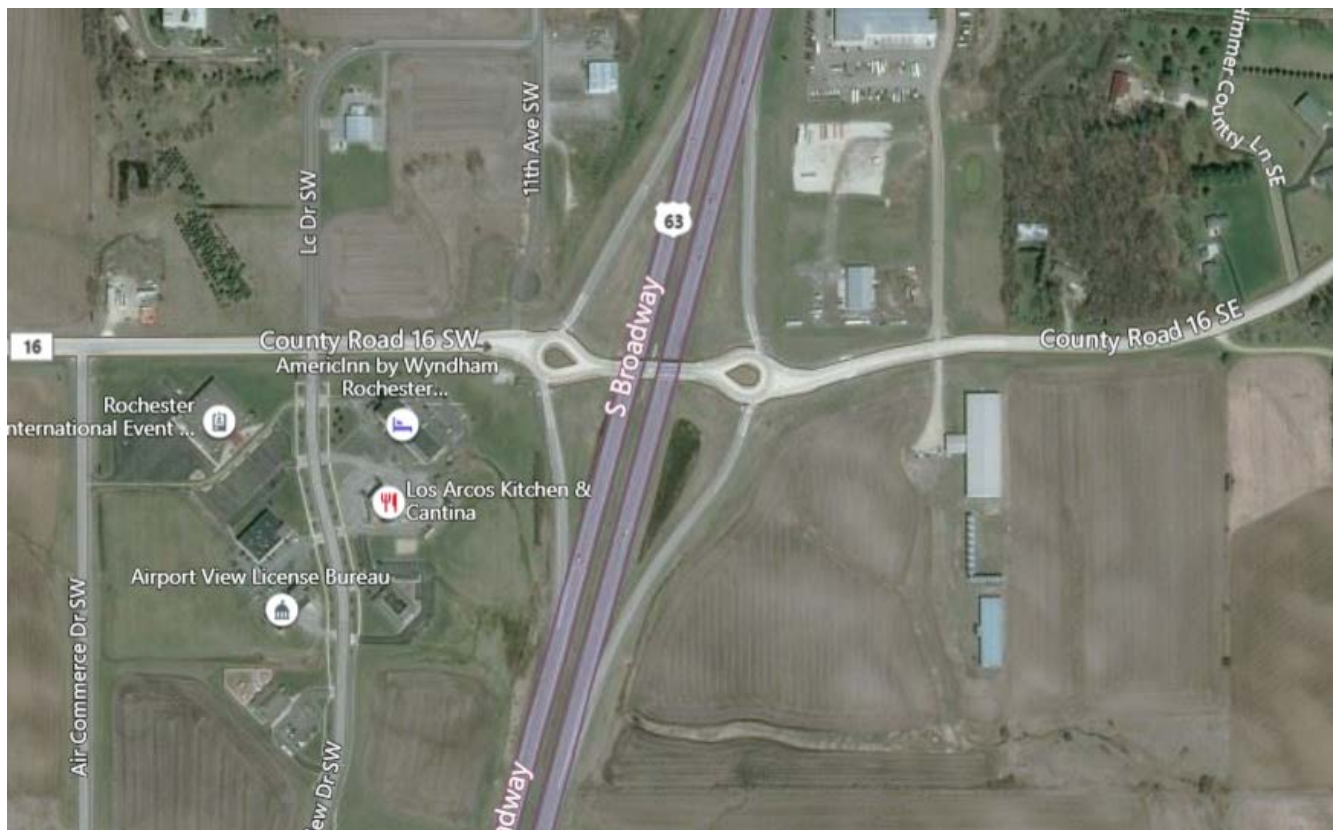
Recipient: Olmsted County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5509-80	\$0	\$2,224,000	\$2,224,000	2016	\$9,295,000	450

Project Description

An interchange at Highway 63 and County Highway 16 was reconstructed in Olmsted County to improve access to the Rochester International Airport and surrounding industrial parks.

Figure 24: County Road 16 and TH 63 Interchange reconstruction and airport access project



Transportation Impacts

The project realigned the interchange at Highway 63 and County State Aid Highway 16 south of Rochester near the Rochester International Airport. The sub-par condition of the existing bridge was due to poor sight lines, no turning lanes and limited accommodations for non-motorized travel. CSAH16 is a National Highway System Intermodal Connector, one of only 11 roads in Minnesota that provide access between a major multimodal facility and the National Highway System. The interchange is three miles north of the Highway 63/I-90 interchange.

This project is consistent with the long-range plan for the area, which involves converting Highway 63 from an expressway to a freeway. A second phase of the project involves construction of a frontage road system and reduction of accesses to Highway 63. Traffic counts along the corridor are high: north of the interchange sees 30,500 Annual Average Daily Traffic and 1,600 Heavy Commercial Annual Average Daily Traffic; south of the interchange AADT is 21,900 and 1,150 for Heavy Commercial AADT. By 2040, AADT is expected to grow to 36,400 (north) and 32,800 (south).

Due to the need to extend the crosswind runway to accommodate larger planes, Highway 30 was closed on the south side of the Rochester Airport. Re-routed traffic occurs on Hwy 8 on the west side of the airport and connects to CSAH 16. The process is underway to convert t existing CSAH 16 to new Hwy 30.

Economic Development Impacts

The Rochester International Airport employs more than 270 people and serves more than 320,000 commercial airline passengers per year. The airport generates \$161.5 million in economic impact in the region. The airport is expecting a 27 percent increase in passengers by 2025.

According to the county, some 875,000 people come to Rochester per year for activities related to the Mayo Clinic. It is estimated that 25 percent of those arrive via air. Mayo is planning a major expansion that will double the number of patients and add 20,000 employees. The Rochester airport is planning the construction of a new terminal. In addition to the essential transportation service the airport provides to the Mayo and other area businesses, several industrial parks near the project area have benefitted from the expanded capacity with the addition of new warehouse facilities.

In 2012, FedEx shipped 18 million metric tons of air cargo through Rochester. It currently operates an 80,000 square foot facility at the airport and is opening another 60,000 square foot facility three miles south in Stewartville. Other businesses in the area include Tri-State Cold Storage, Mallard Seed Co., AgStar Financial and AmericInn. There is also room for new businesses with vacant industrial lots available.

At least partially because of the impact of Covid-19 on air commerce over the last year, little new development or expansion is evident related to the TED interchange project at Hwy 63. However, with the Hwy 30 closure on the airport's south side, additional traffic is anticipated on the newly designated Hwy 30 on the airport's north side.

Project: Highway 169 and Pumpkin Hill Road Access and Rest Area Improvements

Recipient: City of Le Sueur

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4013-54	\$0	\$2,072,571	\$2,072,571	2017	\$ unknown	200

Project Description

This project was let in May 2015 and is unique because it includes the conveyance of land with an existing rest area to a private company and construction of new replacement rest area. (This legislative authority was sought and approved during the 2013 legislative session - see [2013 Laws of Minn., Ch. 127, Sec. 63](#))

The transportation elements of the project included:

- Construction of a Reduced Conflict Intersection at Highway 169 and CR 28
- Realignment of Pumpkin Hill Road
- Construction of left turning lanes and deceleration lanes
- Closure of Doppy Lane to Highway 169
- Closure of Highway 128 access to Highway 169
- Construction of a new local road connecting Doppy Lane with frontage road
- Construction of east frontage road connecting with CSAH for existing and future development

Figure 25: A Portion of the completed project; Le Sueur TH 169



Note: This project scored for the economic development criteria because of the proposed expansion of the Cambria Manufacturing facility, but due to the unique nature of the “rest area swap”, a detailed analysis was required for a fair and reasonable cost share distribution that complied with MnDOT’s cost participation policy. In addition, because this recommended funding award did not cover the entire request, a formal agreement was required to ensure any state funds committed to the project were only provided once it was assured the proposed development would actually occur.

Transportation Impacts

Highway 169 is a principal arterial roadway that provides critical connections between southwestern Minnesota and the Twin Cities. It carries commuter traffic and serves as a conduit for commercial, agricultural and manufacturing products. The highway is well travelled, with Annual Average Daily Traffic at 38,000, including 1,200 to 3,700 heavy commercial vehicles.

There are existing problems and safety concerns for truck traffic entering and/or exiting Highway 169. The median does not offer protection to large trucks trying to exit the Cambria manufacturing facility to head southbound, or those entering the facility from the north, which requires cutting across oncoming traffic.

The recent removal of a controlled intersection along Highway 169 in Belle Plaine has exacerbated these “spacing” problems in Le Sueur. Cambria currently generates 2,000 truck trips per month. That will increase to 8,000 under the current expansion and is expected to continue to increase as the company grows.

Economic Development Impacts

Cambria currently employs 537 full-time employees in Minnesota, including 250 in Le Sueur. Cambria has completed an expansion in Le Sueur that added 277,000 square feet and 220 full-time positions. The current expansion is expected to increase truck traffic by 150 percent. Several other promising business prospects have not yet confirmed development.

2015 Projects

Project: East Bush Lake Road Interstate 494 Westbound Entrance Ramp

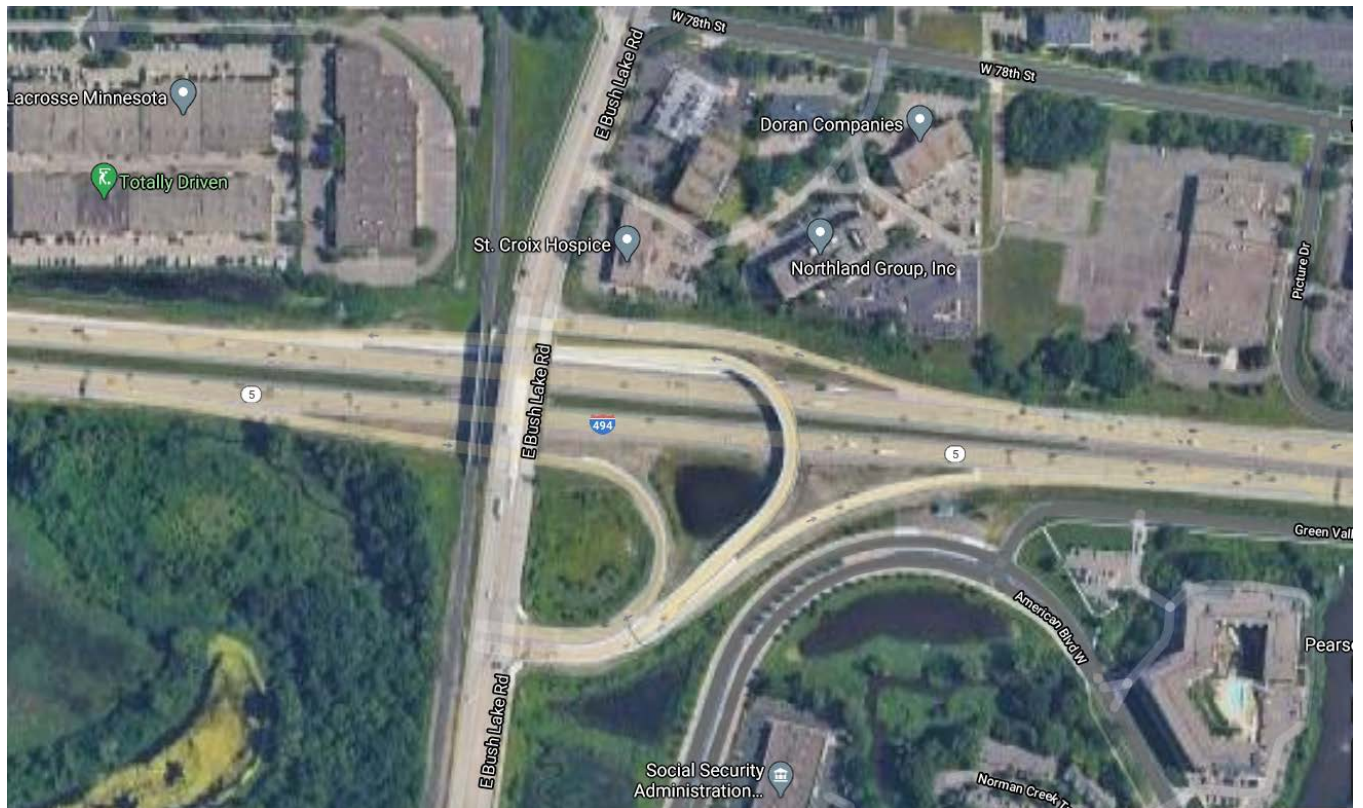
Recipient: City of Bloomington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2785-400	\$0	\$8,000,000	\$8,000,000	2018	\$15,780,000	2600

Project Description

This project provided an inverted loop ramp onto westbound I-494 from East Bush Lake Road. The total estimated cost of this project was \$23,780,000.

Figure 26: East Bush Lake Road I-494 Westbound Entrance Ramp



Transportation Impacts

The project is designed to alleviate traffic on the I-494/TH 100 interchange, serve Metro Transit and provide freeway access from American Blvd. This project is currently nearing completion.

Economic Development Impacts

There are now 21,000 jobs within a one-mile radius of the project, which sits in the middle of multiple development districts in the cities of Bloomington and Edina zoned for industrial, office, residential and commercial land uses. Multiple large-scale projects are in various stages of redevelopment including 255,000 sq. ft. of office space. The location also contains 80 acres of undeveloped land. Employment growth in the area in two years is expected to exceed 2600 medium to high paying jobs.

Project: Trunk Highway 41 Expansion

Recipient: Carver County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1008-85	\$0	\$3,500,000	\$3,500,000	2019	\$13,260,000	300

Project Description

This project provides a one-mile expansion of Trunk Highway 41 in the city of Chaska between Trunk Highway 212 and County State Aid Highway 14. The total estimated cost of this project is \$16,760,000.

Figure 27: TH 41 Expansion in Chaska, Carver County



Transportation Impacts

This improvement is needed because traffic volumes have increased and will continue to grow as land uses intensify and existing businesses add new employees. Chaska's population increased from 8,350 people to 23,700 people since TH 41 was constructed in 1977, and the city continues to see strong growth in population and jobs. This TH 41 improvement-expands the roadway from 2 lanes to 4 lanes, adds a center island, installs dual turn lanes at CSAH 14, lengthens a northbound turn lane at Hundertmark Road and construction of a bike-pedestrian underpass at CSAH 14. This project is now complete.

Economic Development Impacts

Six businesses are expected to expand and add 300 new jobs in bioscience, technology and manufacturing. A private sector contribution to the project is valued at \$1,250,000.

Project: Trunk Highway 52/County State Aid Highway 42 Interchange Reconstruction

Recipient: Dakota County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1906-68	\$0	\$3,100,000	\$3,100,000	2017	\$19,191,168	322

Project Description

This project reconstructed the Trunk Highway 52 and County State Aid Highway 42 interchange and widened CSAH 42 to four lanes through the interchange. The total cost of this completed project was \$22,291,168.

Figure 28: Ariel View of TH 52-CSAH 42 Interchange reconstruction, Dakota County



Transportation Impacts

The project introduced protected left turn lanes on CSAH 42 at all intersections with ramps, at designated local roads and at intersections with major driveways. In addition, this project extended the 4-lane section of CSAH 42 past the interchange to remove the lane drops and transitions at the interchange. The replacement of the bridge removed existing sight line obstructions, such as the piers, and allows for improved sight distance for traffic accessing CSAH 42 from TH 52. These improvements reduced conflict points and allowed for safer turning movements at the interchange. The project also improved travel time and safety for the existing trucking firms and a proposed area distribution facility.

Economic Development Impacts

This project was proposed and accepted with the understanding that a major distribution center would locate near this interchange. The new facility was anticipated to provide 153 full-time and 281 part-time jobs within two years and 172 full-time and 322 part-time jobs in five years. Since the project was awarded, however, that operation did not locate its facility at this site. Nevertheless, Dakota County elected to proceed with the improved bridge, access and site geometrics to improve the desirability of the adjacent land for development.

Two potential economic development projects have emerged that benefit from the new interchange, although details are not yet public. Both possible developments are on the west side of TH 52 and are located near in the University of Minnesota, UMore Park vicinity.

Transportation Impacts

Project components include bridge and ramp construction, retaining wall, signal systems, frontage roads and access modifications. The US 169/TH 41/CSAH 78 intersection experiences the most crashes of all intersections in Scott County and is in the top 200 in Minnesota for crash-cost in 2011-2013. This project will remove signalized intersections from the US 169 Corridor to improve safety and mobility. The frontage road system will eliminate exposure of slow-moving, industrial/mining vehicles on the US 169 mainline. Increased efficiency in commercial truck traffic flow will enhance freight mobility along the US 169 Corridor. Preliminary work is underway with land acquisitions and clearing. Construction on the project began in 2019.

Economic Development Impacts

This interchange will benefit the regional construction economy by improving mobility for truck traffic associated with adjacent mining, construction materials and landfill sites. An additional 353 jobs are expected within two years of the project. Within five years, 528 additional jobs are expected. A private sector contribution to the project is valued at \$1,154,760.

Project: Highway 36 and County State Aid Highway 35/Hadley Avenue Interchange Project

Recipient: Washington County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
8204-72	\$0	\$4,000,000	\$4,000,000	2020	\$14,857,000	275

Project Description

This project constructs a new interchange to replace the existing at-grade intersection of Trunk Highway 36 and County State Aid Highway 35 (Hadley Avenue) in Oakdale. A private sector contribution to the project is valued at \$2,570,000. The total estimated cost of this project is \$18,857,000.

Figure 30: TH 36 – Hadley Avenue Interchange in Washington County

TH 36 @



Transportation Impacts

Within the project area, TH 36 is a four-lane divided expressway section. Traffic volumes have increased at the existing intersection to the point that the traffic demand is exceeding the capacity, which, in turn, results in extended periods of heavy congestion and an unacceptable level of service during peak hours.

Economic Development Impacts

Major economic development benefits from this project result from upgrading the TH 36 corridor to handle commercial traffic and the more than 40,000 vehicles traveling through this corridor daily more efficiently. Large undeveloped areas near the interchange are zoned commercial and industrial. The project may create as many as 275 jobs in five years.

Project: State Highway 101/Highway 19/71-Union Drive Intersection (Municipal State Aid Street 112) Traffic Signal

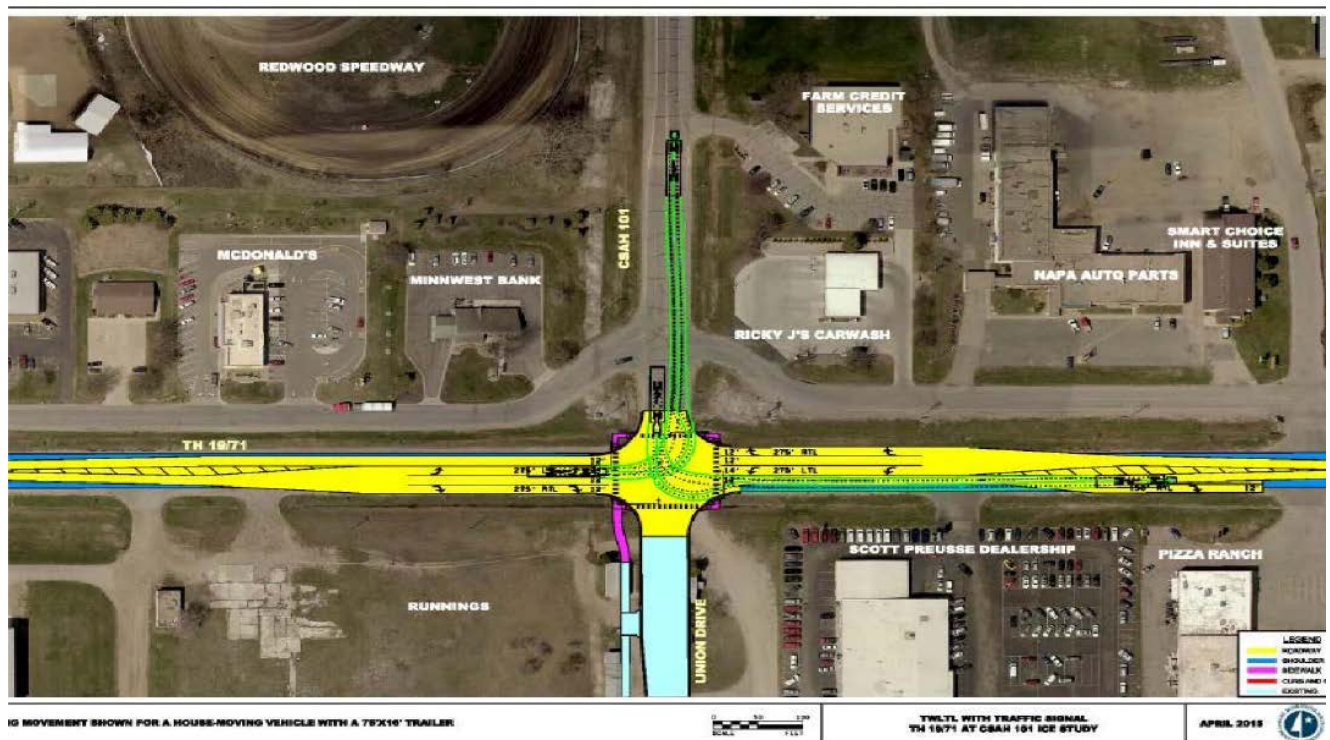
Recipient: City of Redwood Falls

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
6404-94	\$0	\$280,000	\$280,000	2018	\$200,000	770

Project Description

This project signalizes the intersection of County State Aid Highway 101/Trunk Highway 19/71-Union Drive (MSAS 112) and develops a two-way-left turn lane on TH 19 significantly enhancing roadway safety. The total estimated cost of this project is \$480,000.

Figure 31: CSAH 101/TH 19-71 Union Drive Intersection (MSAS 112) Traffic Signal



Transportation Impacts

The signalized left turn lanes are necessary due to movements of large truck/super loads in and out of the industrial park. Significant safety benefits are anticipated with completion of this project due to the area's heavy volumes of traffic and the large number of oversized loads. The completed project has performed well from a traffic throughput and safety standpoint and there is a high degree of community satisfaction.

Economic Development Impacts

In addition to the commercial and industrial development located near the intersection, there is substantial growth opportunity for new business. Schult Homes, a manufactured housing business, uses the intersection to move modular homes and the intersection design has accommodated their special needs for oversize loads moving both on and off the site. Schult is planning to increase its business by 10 percent in two years, which will increase the number of employees needed by 47 from its current number of 212 employees. Other jobs located in the industrial park served by the intersection include manufacturing, rendering and electronics. Jobs are projected to increase in two years to about 700 and in five years to 770 as a result of plant expansions.

Project: Wells Business Park Access

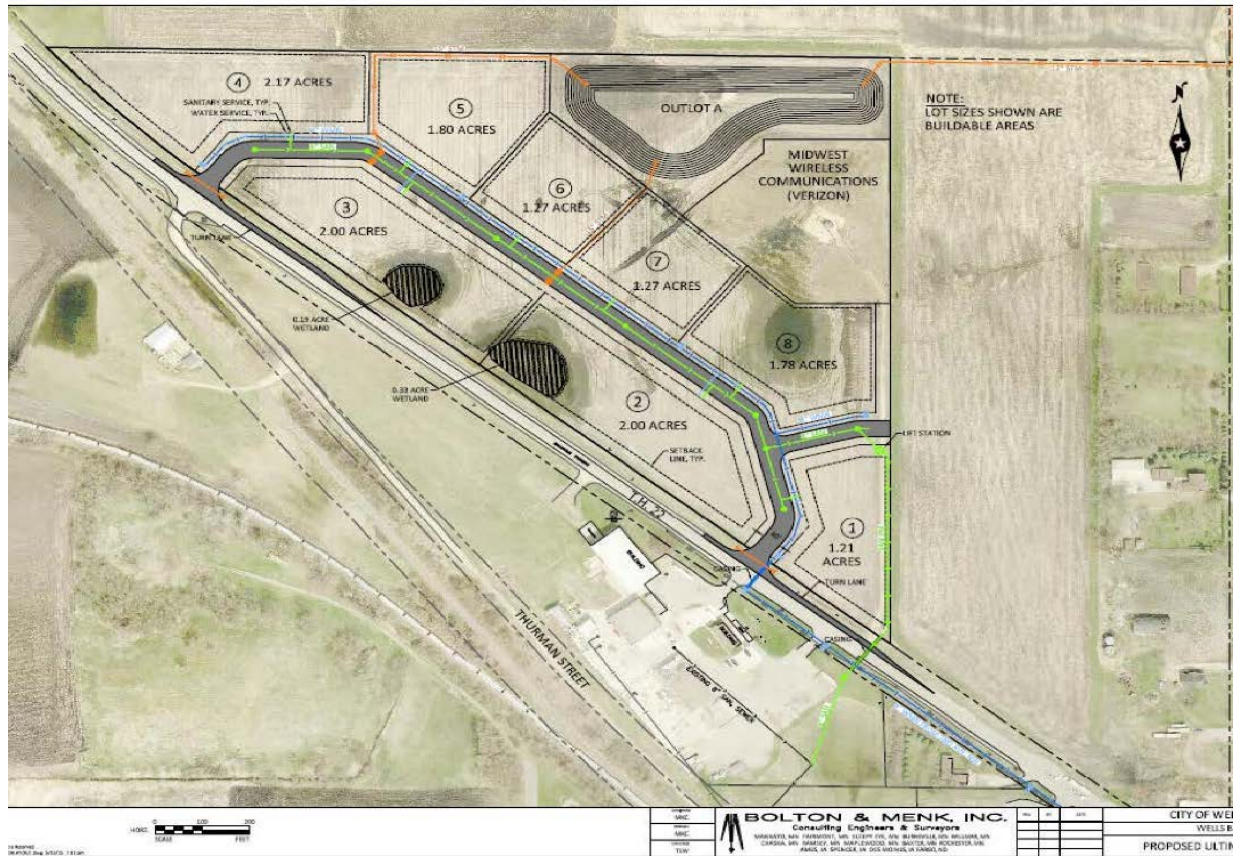
Recipient: City of Wells

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2205-11	\$295,864	\$147,800	\$443,664	2018	\$2,027,852	140

Project Description

This project provides two turn lanes off Trunk Highway 22 and develops an internal road and infrastructure for a new business park. The total estimated cost of this project is \$4,164,600.

Figure 32: Wells Business Park Access, City of Wells



Transportation Impacts

The project included two 300 foot right turn lanes on TH 22 and constructs the internal road system for the business park consisting of a 40 foot wide paved urban 10-ton roadway.

Economic Development Impacts

The city of Wells has filled the existing business park areas available for development and local businesses that want to expand are unable to do so at their current locations. Based on an assumption of 10 employees per acre, the city estimates a total of 190 jobs upon full build out of the area. The project will add 30 total new jobs in two years and 140 in five years with five of the eight parcels developed.

Project: Adams Street Extension

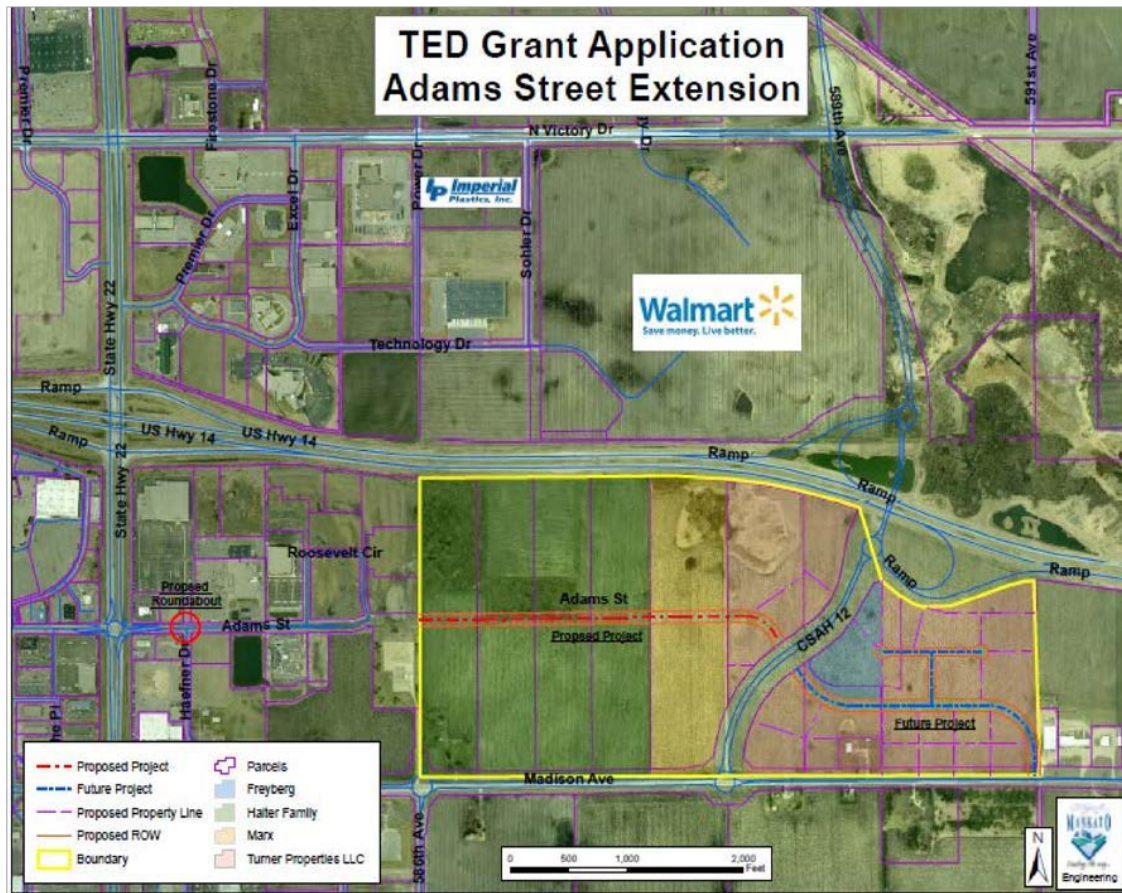
Recipient: City of Mankato

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$813,233	\$0	\$813,233	2018	\$4,917,069	367

Project Description

This project extended Adams Street from Roosevelt Circle to County State Aid Highway 12 and provides access to 170 acres of industrial land adjacent to US Highway 14 and secondary access to a main commercial/retail center. The total estimated cost of this project is \$5,730,302.

Figure 33: Adams Street Extension, Mankato



Transportation Impacts

The project constructed 3400 feet of new roadway and a new roundabout at an existing intersection. The new roundabout and the secondary access to TH 22 greatly improves capacity and safety in the area and the Adams Street connection with the new CSAH 12, CSAH 22 and US Hwy 14 interchange.

Economic Development Impacts

Recent industrial park development in the area was absorbed quickly and it is expected that these new parcels will be developed soon creating as many as 367 new jobs in five years.

Project: Trunk Highway 68-Michigan Road Turning/Bypass Lanes

Recipient: City of Marshall

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
10044-10	\$0	\$666,000	\$666,000	2017	\$2,821,300	40

Project Description

This project installed turning lanes, a bypass lane and a truck acceleration lane among other improvements on Trunk Highway 68 to provide improved access to a newly developed industrial park in Marshall. Total project cost is \$3,487,300.

Figure 34: Commerce Park, TH 68-Michigan Road, Marshall

Transportation Impacts

The project provides access to the new industrial park and improves safety at the intersection with Michigan Road in anticipation of traffic growth from new industrial park occupants. The project installed left-hand turn lanes on TH 68 into the industrial park. Interior road construction within the industrial park is also currently underway.

Economic Development Impacts

This project was necessary because the existing industrial park in Marshall is nearly full and prospective occupants have expressed interest in the new industrial park. These businesses are expected to create 20 jobs in two years and 40 jobs in five years. The project, which was completed in 2017, has not yet generated new tenants in the industrial park although several prospective businesses have recently expressed interest in locating there.

Project: City of Princeton Trunk Highway 95 Roundabout and Business Park Access

Recipient: Mille Lacs County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4809-29	\$0	\$110,187	\$110,187	2018	\$1,218,750	400

Project Description

This project includes the installation of a roundabout on Trunk Highway 95 and County Road 157 (21st Avenue) in Princeton. Construction was initiated in spring of 2018.

Figure 35: TH 95 Roundabout and Business Park Access



Transportation Impacts

The Hwy 95 roundabout at 21st Avenue serves as a direct access to the Aero Business Park and the Princeton Public Safety Building. Although improvements and expansions in the business park equate to increased traffic in the area, installation of the roundabout alleviates the traffic load and enhances safety. This roundabout has reduced the number of high-speed crashes and increased highway capacity on TH 95.

Economic Development Impacts

Nine businesses expressed a desire to locate or expand in the Princeton Business Center and the Aero Business Park with employment growing from 200 jobs two years after completion of the project to 400 jobs after five years. Since construction was completed business expansions have occurred with Aldi and Walmart. Anytime Fitness has recently purchased a vacant building in the area as well, expanding their square footage. Merlin's Restaurant is located on the corner and recently expanded their offerings to include a drive through. The corridor also provides access to the city-owned property, which is in the process of expanding into an industrial park.

Project: First Avenue West Upgrade

Recipient: St. John's Township

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$393,059	\$0	\$393,059	2016	\$399,963	52

Project Description

This project upgraded two miles of First Avenue West, which was a minimum maintenance road, and provides access to Meadow Star Dairy, a large dairy operation with more than 9,000 cows. A private sector contribution to the project is valued at \$399,963. Total project cost is \$839,963.

Figure 36: 1st Avenue West reconstruction, Meadow Star Dairy, St. John's Township



Transportation Impacts

Before this project, the road was 20 foot wide and rated for a 5-ton capacity. Improvements to the road included an upgrade to a 10-ton capacity "all weather" road that is 28 feet wide. Other enhancements include improved site lines that were a safety issue for converging traffic.

Economic Development Impacts

The dairy produces seven semi-truck loads of milk a day. It is serviced by a high volume of large trucks and there are also employee vehicles all operating 24 hours a day. Meadow Star Dairy has created 52 jobs in the first two years since completion.

2017 Projects

Project: US 169 / 101st Avenue North Interchange

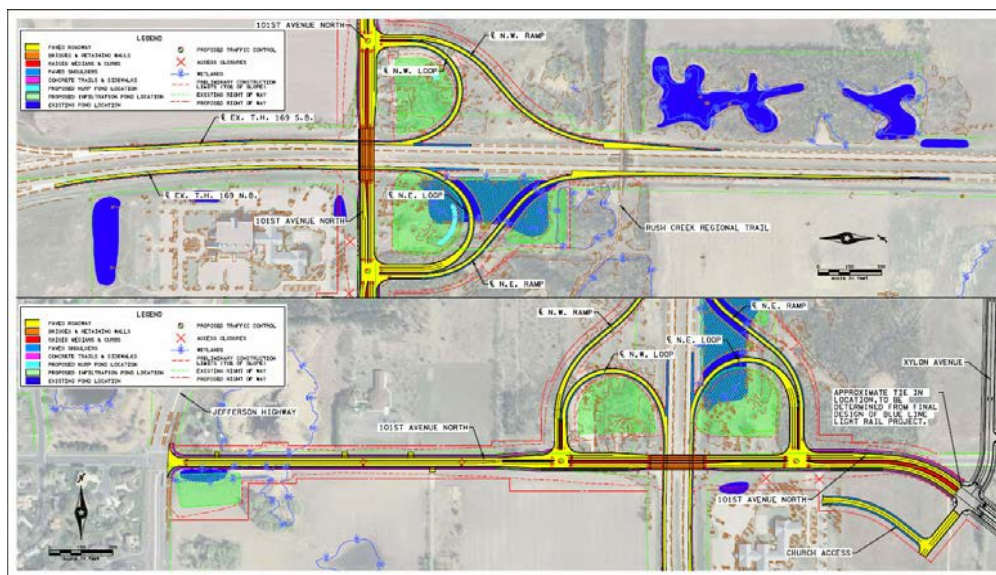
Recipient: City of Brooklyn Park

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
110-129-006	\$1,500,000	\$10,000,000	\$11,500,000	2020	\$14,500,000	1400

Project Description

The project is designed to provide regional access to the area by constructing a folded diamond interchange on the current alignment of 101st Ave. N. at U.S. Highway 169. As part of this project, a new bridge along 101st Avenue North will be constructed over US Hwy 169, and auxiliary lanes will be constructed on northbound and southbound US Hwy 169 between TH 610 and 101st Ave. N. 101st Ave. N. will be reconstructed as a four-lane urban section roadway between Jefferson Highway and future Xylon Avenue. As part of this project access to Grace Fellowship Church will be moved to Xylon Ave. US Hwy 169 connects north and south to TH 610, Interstate 94 / 694, TH 55 and Interstate 494. The project will benefit Hennepin County and the cities of Brooklyn Park, Osseo, Maple Grove and Champlin with improved access. Furthermore, local traffic operations will be improved in the area by connecting neighborhoods divided by US Hwy 169. Bicycle and pedestrian travel is supported by a proposed multiuse trail.

Figure 37: Plan View of US 169/101st Avenue Interchange Layout



Transportation Impacts

Regional access for freight is a driving factor for the interchange at US Hwy 169 and 101st Ave. N. In its current configuration, access to US Hwy 169 is currently limited at the 101st Ave. N. intersection and trucks accessing US Hwy 169 are required to take routes through local neighborhoods. Given the large volumes of freight being generated near the project area, accessing US Hwy 169 at other locations is not desirable. The proposed interchange separates freight traffic from local roads and residential neighborhoods and provides direct access to the highway.

Economic Development Impacts

More than a third of all jobs within a mile of the project area are in the manufacturing and distribution sector. Furthermore, the interchange will serve three business parks. Combined, these business parks account for more than 2,500,000 square feet of industrial, manufacturing and warehouse space. Target Corporation, which owns property in the area, has agreed to contribute a portion of the project cost.

Project: Trunk Highway 41 / County State Aid Highway 18 Roundabout

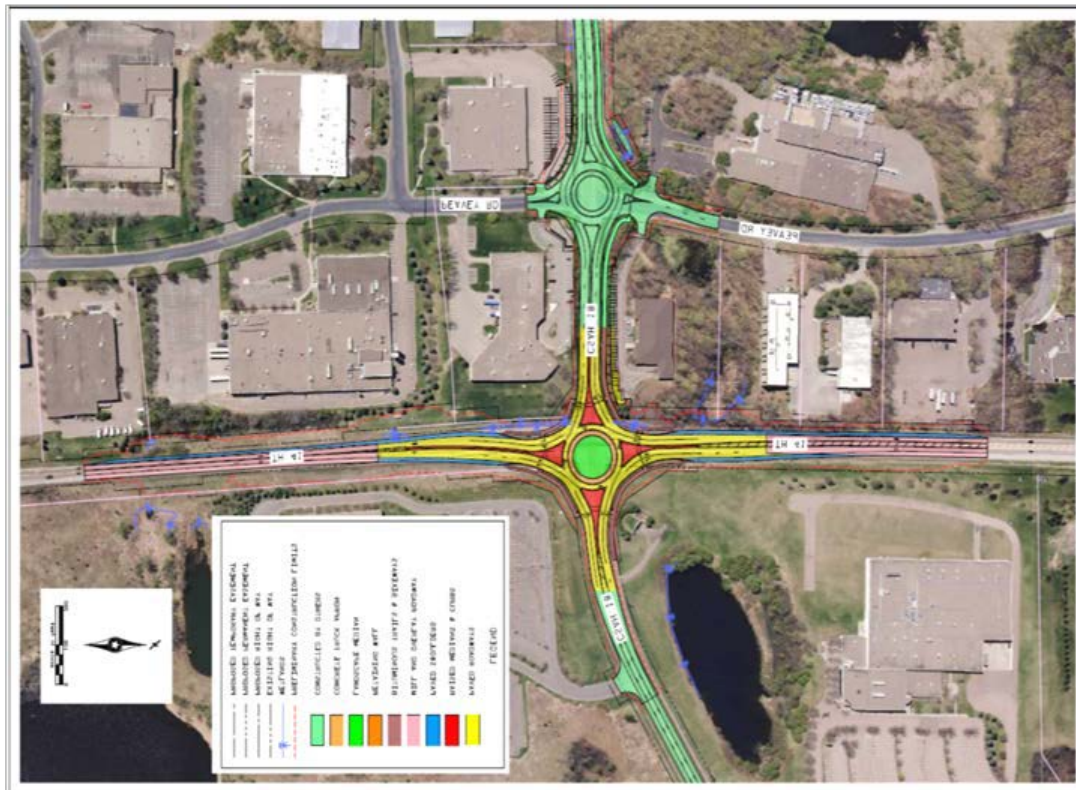
Recipient: Carver County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1008-94	\$0	\$1,500,000	\$1,500,000	2020	\$1,840,000	129

Project Description

This project reconstructs the CSAH 18 (Lyman Boulevard) and Trunk Highway 41 intersection in Chaska. The CSAH 18 and TH 41 intersection is currently controlled by a temporary traffic signal and the proposed project installs a roundabout that allows freight, passenger vehicles, pedestrians and cyclists to pass through safely. This improvement is needed because the current intersection is over-burdened, unsafe and traffic volumes continue to grow as nearby vacant land is developed and nearby businesses expand and hire new employees.

Figure 38: Plan View of Hwy 41 and Lyman Boulevard Roundabout



Transportation Impacts

The intersection of CSAH 18 and TH 41 serves as a critical point for freight vehicles travelling to businesses near the intersection and using TH 41 and CSAH 18 as a main connector route to nearby principal arterial roadways such as TH 212, TH 7 and TH 169. Current traffic and freight movements at the signalized intersection are substandard. Installation of a roundabout facilitates improvements to overall traffic and freight performance, provides acceptable capacity, minimizes delays and allows freight, passenger vehicles, pedestrians and cyclists to travel through the intersection safely.

Economic Development Impacts

The cities of Chaska and Chanhassen are becoming increasingly important as employment centers in the Southwest Metro Area. Their combined total employment has grown by more than 30 percent (up 5,000 jobs) in the past six years, per DEED data. Nearly 50 percent of the jobs in the project area are in the manufacturing industry and more than 10 percent are in wholesale trade. At least 10 of the businesses in the area, ranging in size from five employees to more than five hundred employees are actively hiring for positions in the project area.

Project: US 10 / 169 Safety and Mobility Improvements

Recipient: Anoka County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0202-108	\$0	\$5,000,000	\$5,000,000	2022	\$19,997,000	15

Project Description

This project will reconstruct Highway 10/169 from Greenhaven Road/Main Street to the Anoka/Ramsey city limits, including grade separations and improvements to crossing locations and the local roadway network. Highway 10/169 will be regraded/reconstructed for approximately 6,500 feet and will be elevated over Fairoak Avenue and Thurston Avenue. Upon completion of the project, all vehicles will travel this segment of Highway 10/169 uninterrupted, greatly improving the regional movements through this area.

Figure 39: Plan View of US 10 / 169 Safety and Mobility Improvements



Transportation Impacts

The Highway 10/169 ramps at Main Street are substandard in design. This project will lengthen the acceleration lane for northbound Main Street to the westbound Highway 10/169 entrance from 300 feet (existing) to 1,200. feet This new length, which meets engineering standards, will allow heavy vehicles to merge into traffic at appropriate speeds. The current acceleration length of 300 feet only allows vehicles to reach speeds of approximately 30 mph prior to merging; heavy commercial vehicles travel even slower. This large discrepancy in travel speed between vehicles on the mainline (posted 60 mph) and vehicles entering the highway causes mainline vehicles to slow and creates a shockwave/queuing effect. Large speed discrepancies also have a higher potential for crashes. Upon completion of the project, freight and deliveries will access the community from Thurston Avenue or Main Street interchanges and will use standard intersections designed to handle large truck movements.

Economic Development Impacts

The Highway 10/169 project will support the economic development of businesses located within the project area, and the people and freight traveling through the project corridor with improved efficiency and safety. Maintaining and improving both the regional and local aspects of the area's transportation network will increase the attractiveness of this area for doing business. This is anticipated to spur investment and allow companies to expand and add jobs, positively affecting the state, regional and local economy.

Project: MN 32 / CSAH 16 Mark Boulevard Roundabout

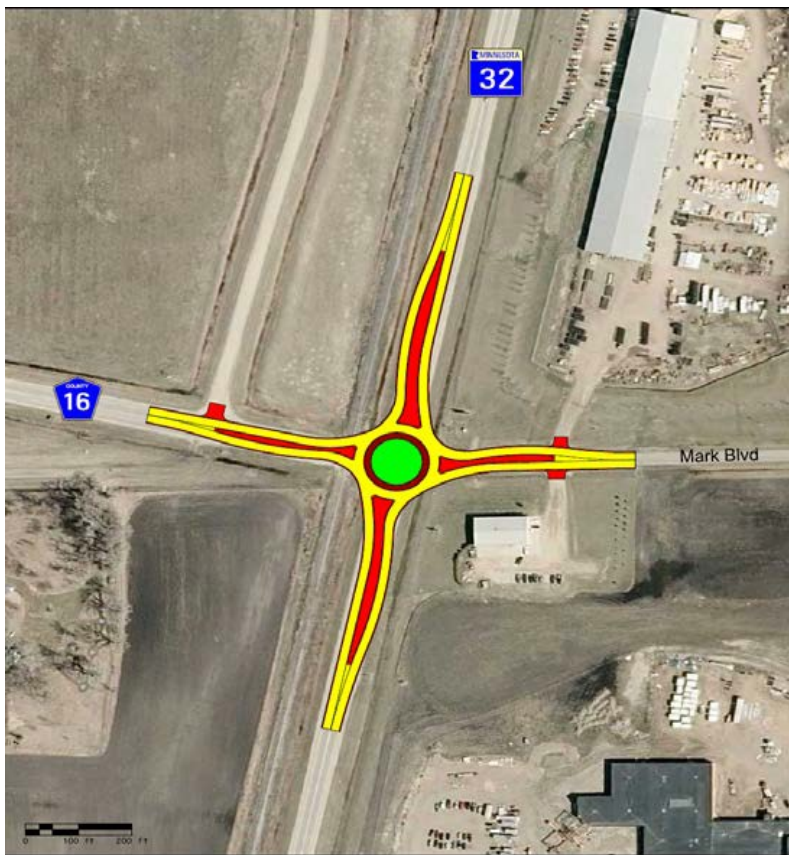
Recipient: Pennington County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5703-49	\$1,000,000	\$1,000,000	\$2,000,000	2020	\$1,770,000	100

Project Description

This project constructs a roundabout at Trunk Highway 32 and County State Aid Highway 16 in Thief River Falls. TH 32 is a two-lane north-south roadway through the intersection. On the west leg, CSAH 16 is a two-lane roadway with a westbound acceleration lane and southbound right turn lane (stop controlled). The east leg is Mark Boulevard, a two-lane roadway with stop control at TH 32. When complete, Mark Boulevard will be designated as CSAH 8 so the entire intersection will consist of two trunk highway legs and two county highway legs.

Figure 40: MN 32 / CSAH 16 Mark Boulevard Roundabout



Transportation Impacts

To support the proposed project and improve freight flow, quality of life and enhance economic development, Pennington County and the City of Thief River Falls have made a number of investments to reroute truck traffic out of downtown Thief River Falls via a designated truck route on CSAH 16, Mark Boulevard and CSAH 8. The intent of the truck route is to remove heavier freight vehicles out of urbanized downtown and direct through truck traffic and truck traffic destined to the more industrialized area of the community away from residential and commercial areas. In particular, the truck route will serve large corporations such as Digi-Key and Arctic Cat. The truck route is also intended to provide a more direct connection to the industrial areas and to provide better access to the regional airport located just south of CSAH 8. The airport is used by Digi-Key and Arctic Cat for high-value shipments and deliveries.

Economic Development Impacts

This project supports the creation of 1,000 new jobs (500 by 2022) for Digi-Key within the City of Thief River Falls. The project benefits the movement of freight for Digi-Key, Arctic Cat and other manufacturers in the area. It also supports multimodal transportation by improving freight access, redirecting freight traffic out of downtown Thief River Falls and improving access to the regional airport. Finally, it improves access to the Sanford Medical Center for visitors, employees and especially emergency service vehicles.

Project: Highway 56 Turn and Bypass Lanes

Recipient: Dodge County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2005-29	\$0	\$135,450	\$135,450	2019	\$58,050	55

Project Description

This project provides a bypass lane for southbound traffic and a related right-hand turn lane for northbound traffic on Highway 56. The project is located about 1.5 miles south of the intersection with Hwy 14 in Dodge Center.

Figure 41: Location of Hwy 56 Bypass and Turn Lane Improvements



Transportation Impacts

This project promotes expansion and increases access for three businesses immediately south of Dodge Center. It will also permit safer, faster and less disruptive passing for through traffic.

Economic Development Impacts

This project will facilitate future expansion of businesses along Highway 56 especially Con-Tech Manufacturing. Con-Tech, one of the largest employers in Dodge County, anticipates growth of the employee base by 55 positions in the next 5 years. Suppliers for the Con-Tech operation in the immediate area will also benefit.

Project: Highway 23 and River West Intersection Signalization

Recipient: City of Duluth

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
118-600-001	\$0	\$247,000	\$247,000	2020	\$107,000	213

Project Description

The Kayak Bay intersection signalization project, which is located at Grand Avenue (Highway 23) and Warwick Street, includes the design and installation of a new traffic signal at the base of the Spirit Mountain Recreation Area. The City of Duluth and St. Louis County have partnered and secured funding for the right-of-way acquisition and construction of a new city street, Kayak Bay Road. This project, currently under detailed design, creates a new four-way intersection on Hwy 23. Concurrent development plans and existing recreational amenities will increase traffic at the intersection’s legs. The signalized intersection is necessary to ensure vehicle and pedestrian safety.

Figure 42: Plan View of Hwy 23 and River West Intersection Signalization



Transportation Impacts

The traffic signal control option allows for acceptable overall intersection operation and manageable queue lengths. Signalization is better at accommodating changes in traffic conditions and can be coordinated with other interconnected signal systems for optimized flow along Highway 23. Further, pedestrian and bicycle crossings to the Willard Munger State Trail, the Western Waterfront Trail, the Superior Hiking Trail and the Duluth Winnipeg and Pacific Trail are accessed by incorporating pedestrian crossing indicators and push buttons at the signalized intersection. Additionally, according to the Duluth Transit Authority, a signal is necessary to extend routes into the Spirit Mountain Recreation Area; the current speed and flow of traffic on Hwy 23 makes exiting Warwick Street difficult and is less safe for buses. This is a challenge during the snow season as ridership increases to Spirit Mountain from local college and university students. The SMRA is a recreational amenity valued throughout Duluth and the region.

Economic Development Impacts

Signalization of the MN 23 and Warwick intersection will act as the catalyst for a 26-acre mixed-use development, creating much-needed new housing stock and offering commercial opportunities in Duluth's western-most neighborhoods. The Riverside Small Area Plan community engagement sessions identified the following priorities regarding future development in the corridor: promote mixed land uses that provide new multi-family and commercial opportunities, increase and improve the neighborhood's housing stock and establish the area as a recreation/tourism destination.

Project: Canola Oil Processing Plant Frontage Road

Recipient: Kittson County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
3508-28	\$0	\$315,000	\$315,000	2019	\$135,000	8

Project Description

Along US 75 south of Hallock, CHS operates a Canola Plant that was built in 2012. The entrance road to the plant can park and stack 18 trucks. The plant receives nearly 60 trucks per day and anticipates significant growth over the next 20 years. Trucks were forced to queue along the shoulders of US 75 during peak periods of harvest or when the plant had technical issues with the scale. This situation occurred eight-12 days a year. The shoulder was eight-ft, leaving little separation between the trucks and through traffic in a rural high-speed environment. The queued trucks blocked sight lines for vehicles exiting the plant and westbound vehicles on County State Aid Highway 10. State Patrol received a number of complaints on this issue. The project included lighting at the intersection and a right turn lane for trucks to decelerate prior to turning into the plant.

Figure 43a: Canola Oil Processing Plant Frontage Road



Figure 43b: Canola Oil Processing Plant Frontage Road Complete



Transportation Impacts

This project addresses congestion concerns near the Canola plant enhancing safety for the traveling public. The project reroutes the Canola Plant entrance 1,400-ft to the north, which provides stacking room for an additional 40 trucks and ensures that trucks no longer queue along Highway 75.

Economic Impacts

The processing plant has the space available to double production and this project supports plans for an expansion to move forward resulting in more jobs and boosting the local, regional and state economy.

2019-2020 Projects

Project: Highway 36 / County State Aid Highway 15 (Manning Avenue North) Interchange

Recipient: Washington County

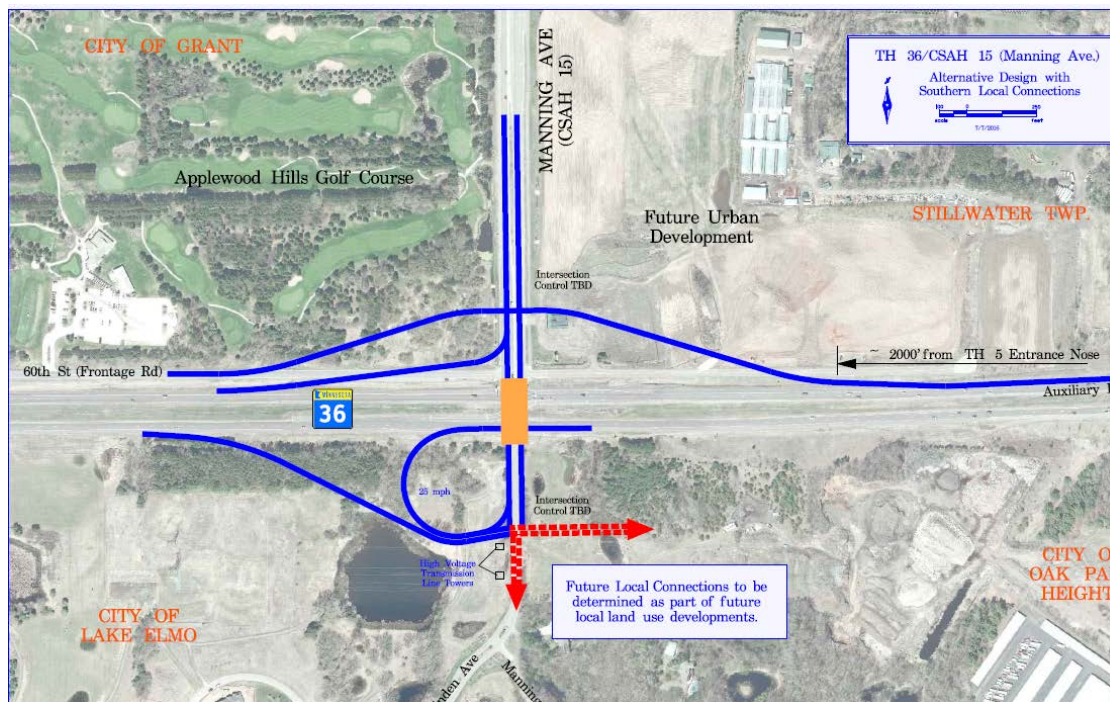
State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$1,500,000	\$10,000,000	\$10,000,000	2022	\$24,000,000	773

Project Description

The project preserves existing capacity along Trunk Highway 36 by constructing an interchange at Manning Avenue that provides the opportunity for adding a frontage road south of TH 36 to make a local connection to County State Aid Highway 15/ Stillwater Boulevard to Manning Avenue. This project eliminates an at-grade intersection along TH 36, improving the flow of traffic through this section and advancing the freeway vision of this important interregional corridor.

This intersection change will be combined with local street improvements to enhance traffic safety in the corridor. The existing frontage road north of TH 36 will be connected, or rerouted, to accommodate the new interchange design. To maximize efficiency for regional traffic flow, reduce traffic conflict points and to minimize or eliminate local municipal cost share, relocation or elimination of the southern neighborhood street connection will be considered during the course of project development. This project also enhances non-motorized traffic through this intersection. A continuous 10-foot trail will run along the east side of Manning Avenue and will replace the existing, well-worn bituminous segment along this corridor. To improve trail system connectivity, a local access connection to the existing trail on the west side of Manning Avenue south of TH 36, will be constructed.

Figure 44: Plan View of Highway 36 / CSAH 15 Interchange



Transportation Impacts

This project will enhance the regional transportation network and greatly improve access and safety to the surrounding areas. The TH 36/Manning interchange will address significant capacity and safety issues and create opportunities for new development in the project area and along the entire TH 36 corridor. Daily and commercial traffic has already seen a 20 percent increase throughout the corridor since the opening of the St. Croix Crossing Bridge in August 2017 and traffic is set to increase an additional 20 - 30 percent by 2040. The St. Croix Crossing Bridge further solidifies the highway's role as an interregional corridor, improving access to Washington County, the Twin Cities Metro and Wisconsin. Washington County anticipates the increased traffic and the interchange project will continue to spur economic development in the TH 36 corridor and surrounding area for the foreseeable future.

Economic Impacts

Lakeview Hospital has purchased 68 acres of land located in the northeast corner of the TH 36/Manning interchange and plans to use the land to develop a new medical campus. The preliminary concept master plan includes the construction of a hospital, medical office building, wellness and senior housing. There is also land earmarked for complementary health, wellness and commercial development. The hospital expansion will result in nearly \$100 million in private investment and is estimated to create 212 new healthcare jobs in addition to the jobs associated with complementary health and wellness commercial development. The construction of the TH 36/Manning interchange project creates a network that can safely and efficiently support the hospital campus traffic growth and necessary access.

Project: Highway 41 Improvements to Downtown Chaska

Recipient: City of Chaska

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$3,500,000	\$3,500,000	2022	\$9,475,000	450

Project Description

The Highway 41 Improvements in Historic Downtown Chaska will provide significant safety and mobility benefits for the Historic Downtown business district and movement of freight through this constrained corridor. These safety and mobility benefits include conversion from a four lane undivided roadway to a three lane divided with the addition of turning lanes at all public street intersections, removal of on-street parking, elimination of weaving traffic, significant reduction in blocked travel lanes due to turning traffic, significant improvement in operations at County Road 61 and Highway 41 intersection, and a more consistent travel speed through the Historic Downtown.

Figure 45: Plan View of Highway 41 Improvements, Chaska



Transportation Impacts

This project provides increased safety and mobility on the Highway 41 corridor in Historic Downtown Chaska and across one of three Minnesota River crossings in the southwest metro area. The Highway 41 corridor is a Tier 3 freight corridor on the Metropolitan Council freight network and an important access to the southwest metro region as a whole; but, it also serves a local need, providing access to the Historic Downtown Chaska business district, industrial parks and residential community. The demand on the corridor is to serve pedestrians, automobile, transit and freight users.

Economic Impacts

There are 14,000 jobs that rely on this corridor, which is 35 percent of the employment in Carver County. This project provides connection to one of the few Minnesota River Crossings in the southwest metro and provides access for several industries. The improvements in downtown Chaska will help reduce delays along Highway 41 and preserve the mobility of the Minnesota River Crossing. This need was expressed by many businesses within the project area and along other major connecting highway routes. The project may preserve 450 jobs that would otherwise be lost without the Highway 41 improvements.

Project: Highway 13 and Dakota Avenue Freight Access and Mobility

Recipient: Scott County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$2,000,000	\$2,000,000	2022	\$15,750,000	787

Project Description

This project constructs a grade separation, additional frontage roads and accompanying access ramps along Highway 13 within the vicinity of Dakota and Yosemite Avenues in the city of Savage. TH 13 is one of the few continuous east-west corridors in northern Scott County and connects US Highway 169 to Interstate 35W. Dakota and Yosemite Avenues provide direct access to the Ports of Savage from TH 13 and to businesses that are located on the south side of Highway 13. With five private ports and two rail corridors, the Ports of Savage is a key intermodal hub for transporting grain, commodities and other commercial goods from southwestern Minnesota to the rest of the world. The two existing access points are currently unsignalized and create congestion and delay due to vehicles making left turns on and off of Highway 13. Since Highway 13 is also a commuter corridor, traffic is heavier during morning and evening peak hours, creating access challenges for the ports, the two rail corridors and other employment centers.

Figure 46: Plan View of Highway 13 / Yosemite Avenue Improvements, Savage



Transportation Impacts

The proposed project will enhance safety as commercial vehicles will no longer make left turns across the high-speed divided highway. Congestion and delay on the corridor due to freight bottlenecks at the unsignalized intersections will also be reduced. The addition of the frontage roads will eliminate exposure of slow moving, heavy commercial vehicles making turns and provide needed storage capacity/queuing areas for freight trucks and deliveries to the ports. Accompanying access ramps will help vehicles merge on and off of TH 13 safely without disrupting the flow of through traffic on the corridor. Currently, there are two bus routes –Express Route 491 and Route 495— that travel along the TH 13 corridor.

Economic Impacts

The Ports of Savage is a nationally prominent port for shipment of grain and other commodities from the agricultural rich lands in southwestern Minnesota to global destinations. In 2016, the annual river port tonnage at the Ports of Savage was the second highest in Minnesota. Historically, the Ports of Savage has shipped as much as five million tons of product per year. However, records show that only 2.1 million tons of goods were handled at the ports in 2016. The current at-grade, unsignalized left turns on TH 13 are a barrier to port access. During morning and evening peak hours, these turns are even more difficult. Therefore, heavy truck drivers try to avoid these particular times of the day. Ultimately, this contributes to the fifty percent underutilization of the Ports of Savage, decreased productivity, and missed opportunities to drive economic growth and development. The proposed improvements will help increase total tonnage at the Ports of Savage through improved freight mobility. Maximizing the ports' utilization will result in job creation as businesses hire additional staff to meet demand.

Project: I 94 / Dayton Parkway Interchange

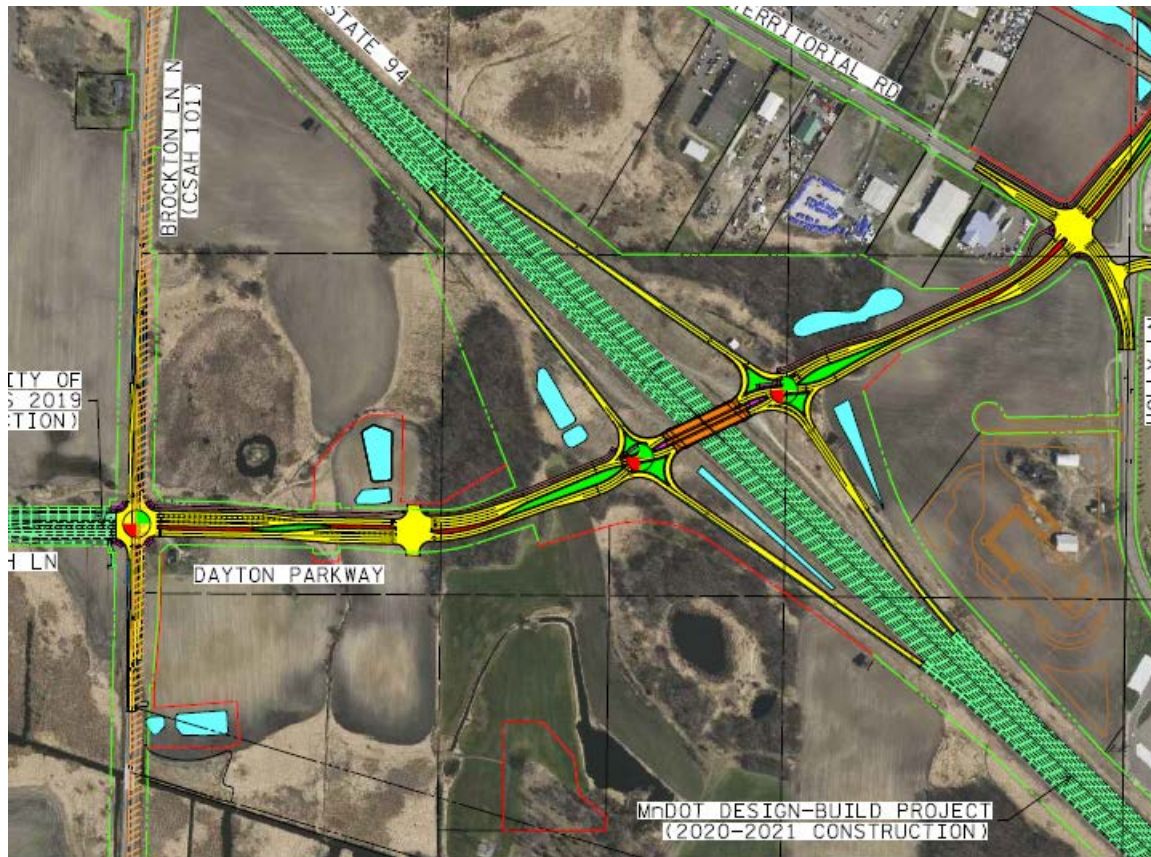
Recipient: City of Dayton

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$2,000,000	\$2,000,000	2022	\$11,750,000	126

Project Description

The I-94/Dayton Parkway Interchange is located in an area that has significant manufacturing and industrial potential and connects to one of the busiest freeways in the state. I-94 in this area carries 96,000 vehicles and 9,800 heavy commercial vehicles per day. The existing and future land uses in the area are almost exclusively industrial and manufacturing, providing one of the largest swaths of development opportunities along a major corridor within the metropolitan area. The interchange project consists of a four-lane bridge with a pedestrian trail, a four-lane parkway from CSAH 101 to CSAH 81, and diverging diamond configured interchange.

Figure 47: Plan View of Dayton Parkway Interchange



Transportation Impacts

The I-94/Dayton Parkway Interchange is a needed regional asset, primarily because there is a six-mile gap to access the I-94 corridor, between the cities of Maple Grove and Rogers. Drivers are traveling greater distances on the arterial and collector systems to reach TH 101 in Rogers or the Maple Grove Parkway Interchange further to the south and east. These travel patterns have posed safety concerns and longer queues and congestion, especially on TH 101. The interchange will advance safety improvements with wider roadways, and intersection treatments and turn lanes at Brockton Lane, Territorial Road and CSAH 81. Additionally, the I-94/Dayton Parkway Interchange will help redistribute traffic, which will help reduce safety concerns and enhance mobility on the local arterial and collector system. The interchange will also improve emergency vehicle response times and enhance the overall transportation network by increasing travel time reliability.

Economic Impacts

The preliminary master plan for the city of Dayton shows potential for approximately 575,000 square feet of buildings in a mixed-use land development layout that will benefit from the new interchange. The creation of approximately 240 new jobs primarily within the retail and restaurant businesses are projected in this area. This will be a key hub for the city of Dayton immediately adjacent to the proposed Interstate 94 access.

Project: Highway 33 Reduced Conflict Interchange

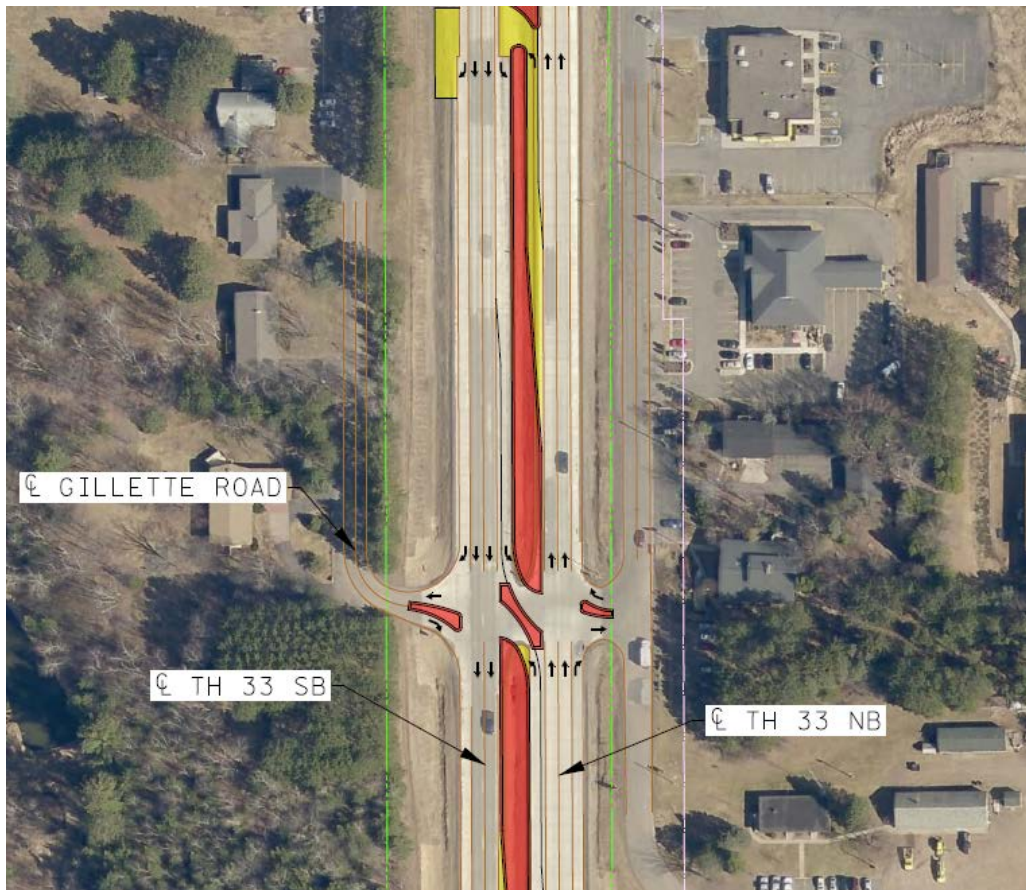
Recipient: City of Cloquet

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$665,000	\$665,000	2022	\$285,000	15

Project Description

The City of Cloquet, in cooperation with MnDOT District 1, studied a range of alternatives to enhance safety on Highway 33 by eliminating the South Hwy 33 crossover at Gillette Road. This enhancement is a critical safety improvement to enable circulation and support land redevelopment and job creation. An analysis of alternatives determined that implementation of a Reduced Conflict Intersection at Gillette Road is preferred.

Figure 48: Plan View of Highway 33 Reduced Conflict Intersection at Gillette Road, Cloquet



Transportation Impacts

Implementing the Reduced Conflict Intersection alternative has the highest benefit of alternatives studied for this location. Implementing left turns for the east leg approach will allow a vehicle to make a U-turn along South Hwy 33. However, there might be some challenges for larger trucks and vehicles needing to make a U-turn to head south on South Hwy 33. This may force these larger vehicles to be routed to the Gillette Road/Walmart Entrance signal. Additionally, the RCI alternative had the highest benefit compared to the other alternatives. Thus, the RCI alternative is recommended as it will operate at acceptable levels of service and is expected to best address safety issues at the intersection.

Economic Impacts

In August 2019, Essentia Health approved the construction of a new medical clinic in Cloquet, creating 15 new positions in the Carlton County market area. Construction began in the Fall 2019. By opening their first clinic in the Cloquet area, Essentia Health creates services to area communities such as Esko, Carlton etc., and all ages of populations are set to benefit, especially existing Essentia customers, from services at the proposed new clinic. In Cloquet, the Raiter Clinic is affiliated with the local hospital (Community Memorial Hospital), the Fond Du Lac Reservation Clinic (Min No Aya Win), and MedExpress.

Project: Adams Street Extension

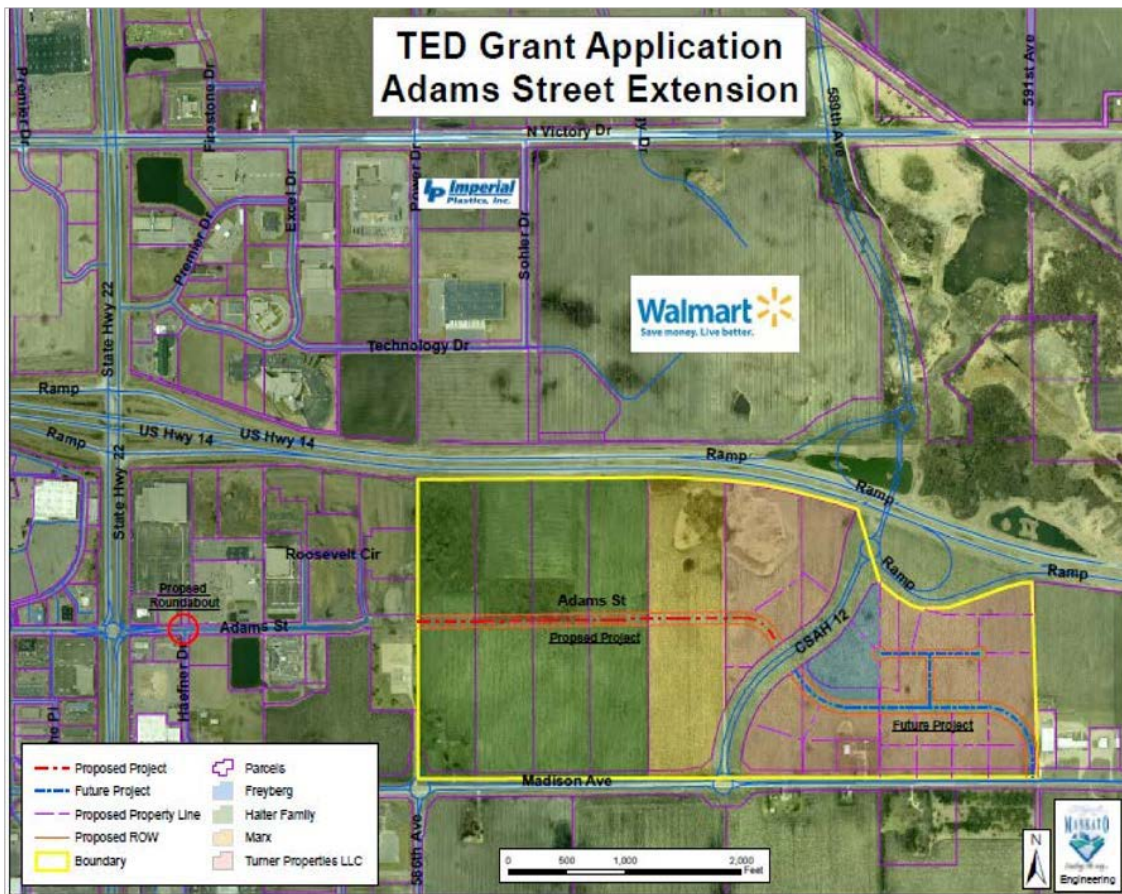
Recipient: City of Mankato

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$1,100,000	\$0	\$1,100,000	2020	\$887,444	367

Project Description

This project extends Adams Street from Roosevelt Circle to CSAH 12 and provides access to 170 acres of industrial land adjacent to US Highway 14 and secondary access to a main commercial/retail center. The project will also provide truck parking at a proposed truck stop in a location where truck parking is needed to increase safety.

Figure 49: Adams Street Extension, Mankato



Transportation Impacts

This project enhances safety with the addition of a truck stop, a need identified by MnDOT. The project was completed in 2020.

Economic Development Impacts

Freyberg Petroleum created 25 jobs with the construction of the truck stop and a proposed warehouse may create up to 70 jobs in five years. An additional 40 jobs are expected from another business in the long term.

Project: Upper Harbor Terminal, Dowling Avenue

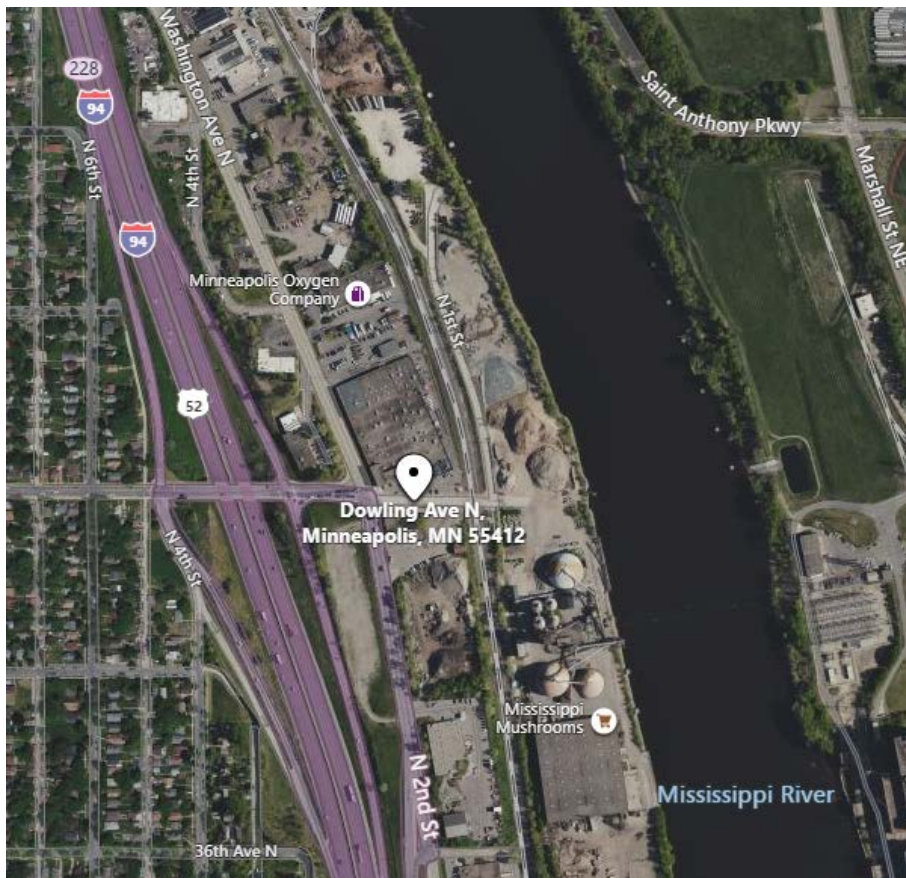
Recipient: City of Minneapolis

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$1,000,000	\$0	\$1,000,000	2024	\$3,090,000	Unavailable

Project Description

The Upper Harbor Terminal project includes development of an entertainment venue, a feature lacking in North Minneapolis. Dowling Avenue, which serves the Upper Harbor, is currently misaligned, in very poor condition and lacks capacity for proposed traffic, bicycles and walking. This project enhances safety and improves movement for all modes.

Figure 50: Upper Harbor Terminal, Dowling Avenue



Transportation Impacts

Dowling Avenue is currently misaligned, in very poor condition, and lacks capacity for proposed traffic, bicycles and walking. Walking, bicycles and transit enhancements will improve safety on and along the avenue.

Economic Development Impacts

Although there is no private investment in public infrastructure, private investment in buildings is expected to be \$129.5 million. Although the project may generate significant seasonal employment, long-term job prospects are uncertain.

Project: Becker Business Park

Recipient: Sherburne County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$950,000	\$0	\$950,000	2020	\$650,000	50

Project Description

The proposed project extends the road that will serve the Google data center and potentially future businesses. The project was completed in 2020.

Figure 51: Becker Business Park



Transportation Impacts

The project extends a county road to provide access to a new Google data center and potentially other businesses as well. A significant land donation and a private sector infrastructure investment is also part of the project.

Economic Development Impacts

With a \$600 million investment in the data center the expected taxable value of the land increases from \$1,817,900 to \$7,875,000. This is an increase of \$6,057,100. The long-term outlook is for the development to generate 112 jobs.

Project: Highway 53 Komatsu (P&H Road) Intersection in Virginia

Recipient: Department of Iron Range Resources & Rehabilitation (IRRR)

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$315,000	\$315,000	2022	\$15,000	25

Project Description

Beginning in 2019, a small public-private working group comprised of Komatsu, ArcelorMittal, City of Virginia, IRRR, DEED and MnDOT met to explore an intersection safety solution. Multiple options were explored and reviewed by the working group. A final agreed upon decision by all parties recommended intersection improvements at Trunk Highway 53 and P&H Road, including expanding the median crossover to accommodate oversized vehicles and adding a southbound median left turn lane.

Figure 52: Plan View of Highway 53 at P&H Road



Transportation Impacts

The P&H Road intersection existed prior to the building of a new Komatsu facility in 2011. Mining haul trucks carry more than 240 tons of taconite across this intersection from US Steel Minntac Mine to access Komatsu. Frequent traffic also includes outbound oversize/heavy loads going both north and south bound from Komatsu such as electric mining shovel dippers, shovel booms, and shovel frames. The changes to the intersection improve safety.

Economic Impacts

Komatsu is a manufacturer of large mining equipment for the Iron Range Region of Minnesota and Michigan. Komatsu also manufactures large structure components that ship out of the Virginia, Minnesota facility to Canada and the Western United States. Komatsu plans to expand and grow at the facility in Virginia, Minnesota and the intersection was an obstacle to expansion. Constructing these intersection improvements at this location will make it attractive for their headquarters to pursue continued expansion and increase well-paying Iron Range jobs.

Project: Highway 24 Annandale Elementary School Access and Hemlock Street

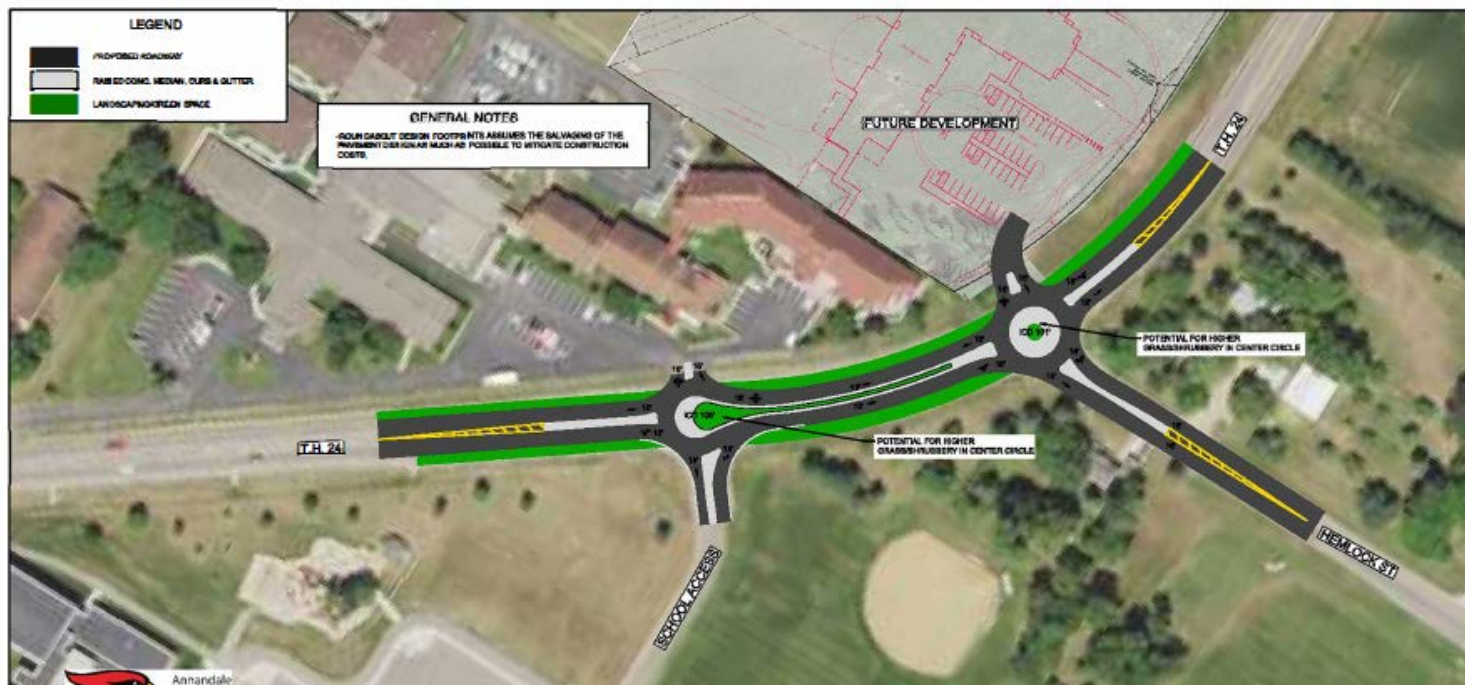
Recipient: City of Annandale

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$400,000	\$400,000	2021	\$1,025,000	14

Project Description

The Hwy 24 accesses at Annandale Elementary School and Hemlock Street are currently stop sign -controlled. The proposed improvements include the construction of two urban roundabouts located at the school access and the Hemlock Street intersections. These enhancements will provide added safety and improved intersection operations, resulting in shorter traffic queues backing into the school parking lot. The roundabouts will also restrict traffic from making left turns exiting the school across Hwy 24 and into the Care Center parking lot. Drivers wanting to make these movements will be required to complete a U-turn at Hemlock Street. A center median for access management will be located between the Annandale Elementary School access and Hemlock Street.

Figure 53: Plan View of Highway 24 in Annandale



Transportation Impacts

The proposed project and roundabouts also include safe pedestrian crossing facilities with an intersection control to slow traffic and reduce the frequency and severity of crashes, especially those involving pedestrians or bicyclists. This is important within this project area that serves the community's most vulnerable population; youth, elderly and other individuals requiring assisted living care. The project area is within a half-mile walking distance of Annandale's Historic Downtown that provides assisted care residents access to shopping, places to eat, entertainment and daily needs.

Economic Impacts

This project is driven by existing safety and traffic operation concerns and community growth needs that include economic development and community health services. The project addresses safety concerns and significant traffic queues related to vehicles leaving the Annandale Elementary School and attempting to turn left. There is also a need to provide access for the planned Annandale Care Center expansion west of TH 24 just north of the existing Care Center campus and across from the Hemlock Street approach. This development will provide 40-50 new jobs and assisted living units for 42 vulnerable residents.

Project: Highway 210/Crow Wing CSAH 31 Urban Compact Roundabout

Recipient: City of Crosby / Crow Wing County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$729,050	\$729,050	2022	\$612,450	15

Project Description

The implementation of an urban compact roundabout on Hwy 210 in Crosby is more impactful to adjacent properties than some of the earlier concepts that were considered, which called for minor realignment of the skewed intersection and the addition of warranted turn lanes. The roundabout option is preferred over other alternatives because it is expected to enhance the functionality and safety of the intersection.

Figure 54: Plan View of Highway 210 at CSAH 31, Crosby



Transportation Impacts

The improvements proposed for Hwy 210 include an urban compact roundabout serving a new commercial development in Crosby at County State Aid Highway 31. The concepts underlying this design are consistent with MnDOT's access spacing guidelines and will facilitate the closing of two to three access points on the trunk highway system and restricting an additional three intersection to a right-in/right-out condition. Additionally, this proposal is consistent with the County Road Safety Plan by complementing the county's plans to improve CSAH 31 with right and left turn lanes serving the new development.

Economic Impacts

The proposed development to construct a new 50,000 square foot grocery store and retail development in the northeast quadrant of the junction of TH 210 and Crow Wing County CSAH 31 was introduced to MnDOT and Crow Wing County in late February 2020. The developer proposes to begin full operations of the new store in 2022 and plans to bid the construction of the new store as early as January 2021. The parcel where the proposed grocery store site was recently annexed into the corporate limits by the City of Crosby. This proposal complements the City of Crosby's planning and zoning efforts and advances development in the area.

Project: Hwy 14 Interchanges New Ulm to Nicollet CR 37 /CR 12-24 Interchange

Recipient: Nicollet County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	\$0	\$405,950	\$405,950	2023	\$3,094,050	unavailable

Project Description

Nicollet County is participating in the construction of interchanges at the intersections of CR 37 and TH 14 and at CR 12/24 and TH 14. These interchanges are included as part of the larger 12.5 mile TH 14 4-lane expansion from TH 15 to the 4-lane TH 14 bypass around the city of Nicollet. This larger project involves reconstructing the existing two-lane highway between TH 15 and CR 37. From CR 37 to the existing 4-lane west of Nicollet, the highway will be expanded to a 4-lane divided expressway. Interchanges will be constructed at the intersections of CR 37 and CR 12/24. Between CR 37 and 561st Ave., along with a narrow median. The three mid-volume intersections will have Restricted Crossing U-turns through the narrow median. Throughout the project, access will be limited, left and right turn lanes will be provided, intersection lighting installed at major crossroads, and other safety features such as rumble strips, wide shoulders, recoverable inslopes, a clear zone free of hazards. A snow fence, to reduce blowing and drifting problems will also be included.

Figure 55a: Plan View of Hwy 14 – CR 12-24 Interchange



Figure 55b: Plan View of Hwy 14 – CR 37 Interchange



Transportation Impacts

The CR 37 and CR 12/24 intersections are the two busiest intersections on TH 14 between TH 15 and the City of Nicollet. These two intersections currently have more than double the average crash rates. Construction of these interchanges is anticipated to reduce crashes by 82 percent. MnDOT estimates that the construction of the interchange at CR 37 will save over 100 hours of delay per day in 2044; and, that construction of the interchange at CR 12/24 and bypass of Courtland will save over 295 hours of travel time each day in 2044. MnDOT estimates a combined savings of automobile and heavy commercial travel time is 395 hours per day in 2044.

Economic Impacts

Completion of the TH 14 4-lane expansion project along with the construction of the interchanges at CR 37 and CR 12/24 will provide a reliable shipping route, improve access to the city of Mankato (regional employment center) and expand economic development opportunities to the rural communities in the area (New Ulm, Courtland and Nicollet), which in turn is anticipated to spur job creation and economic growth. The savings to the economy is nearly \$3.1 million per year with a net present value over 20 years of nearly \$24.8 million.

Appendix A: Transportation Economic Development Program Summary

Six Project Solicitations: 2010, 2012, 2013, 2015, 2017, and 2019-20

Table 1: Year 2010 Solicitation

2010							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 Year Jobs Estimate
Hennepin Co - 4th St (I)	4th St and 35W interchange	2015	\$0	\$9,358,375	\$9,358,375	\$4,046,400	170
Bloomington MAC (I)	494 and 34th Ave interchange	2013	\$0	\$4,673,000	\$4,673,000	\$1,800,000	3,264
SUBTOTAL			\$0	\$14,031,375	\$14,031,375	\$5,846,400	3,434

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 Year Jobs Estimate
Perham (I)	US 10 / CSAH 34 Interchange	2012	\$500,000	\$3,497,480	\$3,997,480	\$2,356,600	280
Zumbrota	Northwest Industrial Development	2013	\$750,000	\$398,225	\$1,148,225	\$1,148,225	25
Worthington	US Highway 59 / BioScience Dr.	2013	\$500,000	\$2,800,000	\$3,300,000	\$1,420,000	450
Marshall	TH 68 Lake Rd Turning Lanes	2012	\$500,000	\$575,000	\$1,075,000	\$247,500	75
Aitkin County	CSAH 5 Reconstruction	2012	\$250,000	\$0	\$250,000	\$416,250	4
St. Cloud (I)	TH 15 and 33rd St.	2012	\$500,000	\$8,400,000	\$8,900,000	\$4,000,000	165
St. Charles	I-90 Business Park / TH 74	2012	\$500,000	\$0	\$500,000	\$2,030,000	45
SUBTOTAL			3,500,000	\$15,670,705	\$19,170,705	\$11,618,575	1,044
2010 Totals			\$3,500,000	\$29,702,080	\$33,202,080	\$17,464,975	4,478

Table 2: Year 2012 Solicitation

2012							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Minnetonka (I)	I-394 Ridgedale Dr westbound on ramp	2014	\$0	\$1,603,965	\$1,603,965	\$6,396,035	450
Maplewood (I)	TH 36 / English St Interchange	2013	\$0	\$1,000,000	\$1,000,000	\$21,997,000	230
Ramsey County	Lexington Ave - Congestion Mitigation	2016	\$1,000,000	\$0	\$1,000,000	\$1,617,298	100
Eden Prairie (I)	S. Shady Oak Rd Improvements	2015-16	\$0	\$7,000,000	\$7,000,000	\$24,700,000	3,500
St. Louis Park (I)	TH 7 / Louisiana Interchange	2014	\$0	\$3,000,000	\$3,000,000	\$22,008,000	450
SUBTOTAL			\$1,000,000	\$12,603,965	\$13,603,965	\$76,718,333	4,730

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Mankato	Eastwood Energy Industrial Park	2013	\$969,218	\$0	\$969,218	\$415,380	405
Benton Co (I)	US 10 / CSAH 3 Interchange	2014	\$0	\$2,934,000	\$2,934,000	\$1,956,000	50
Delano	Delano NW Business Park	2014	\$1,000,000	\$605,500	\$1,605,500	\$3,313,000	100
Windom	N Windom Industrial Park Improvements	2013	\$549,540	\$544,960	\$1,094,500	\$805,500	35
Mille Lacs Co.	CR 132 - Hawkins Sawmill Rd - 9-ton	2013	\$300,000	\$0	\$300,000	\$950,000	10
International Falls	Multimodal Distribution Center	2014	\$657,000	\$0	\$657,000	\$300,000	50
Rice Co.	Extension of Industrial Park Rd & CR 76	2015	\$1,000,000	\$0	\$1,000,000	\$1,740,000	93
SUBTOTAL			\$4,475,758	\$4,084,460	\$8,560,218	\$9,479,880	743
2012 Totals			\$5,475,758	\$16,688,425	\$22,164,183	\$86,198,213	5,473

Table 3: Year 2013 Solicitation

2013							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Waconia	TH 5 Improvements	2015	\$0	\$4,500,000	\$4,500,000	\$6,599,103	360
Minneapolis	I-94 7th Street Off Ramp and Repurposed 5th Street Off Ramp	2016	\$0	\$6,790,000	\$6,790,000	\$2,910,000	5,000
SUBTOTAL			\$0	\$11,290,000	\$11,290,000	\$9,509,103	5,360

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Olmstead Co.	CSAH 16 & TH 63 Interchange Reconstruction and Airport Access Improvement Project	2016	\$0	\$2,224,000	\$2,224,000	\$9,295,000	450
Le Sueur	TH 169 Le Sueur Hill Access and Rest Area Improvements	2017	\$0	\$2,072,571	\$2,072,571	Significant but still unknown	200
SUBTOTAL			\$0	\$4,296,571	\$4,296,571	\$9,295,000	650
2013 Totals			\$0	\$15,586,571	\$15,586,571	\$18,804,103	6,010

Table 4: Year 2015 Solicitation

2015							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Bloomington	East Bush Lake Road I-494 Westbound Entrance Ramp	2018	\$0	\$8,000,000	\$8,000,000	\$15,780,000	2,600
Carver County	TH 41 Expansion in Chaska	2019	\$0	\$3,500,000	\$3,500,000	\$13,260,000	300
Dakota County	TH 52/CSAH 42 Interchange Reconstruct	2017	\$0	\$3,100,000	\$3,100,000	\$19,191,168	322
Scott County	US 169 – TH 41 – CSAH 78 Interchange	2020	\$0	\$10,000,000	\$10,000,000	\$28,075,533	528
Washington County	TH 36 - CSAH 35 – Hadley Ave Interchange	2020	\$0	\$4,000,000	\$4,000,000	\$14,857,000	275
SUBTOTAL			\$0	\$28,600,000	\$28,600,000	\$91,163,701	4,025

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Redwood Falls	CSAH 101/TH 19-71 Union Drive Intersection (MSAS 112) Traffic Signal	2018	\$0	\$280,000	\$280,000	\$200,000	770
Wells	Wells Business Park Access	2018	\$295,864	\$147,800	\$443,664	\$2,027,852	140
Mankato	Adams Street Extension	2018	\$813,233	\$0	\$813,233	\$4,917,069	367
Marshall	TH 68 – Michigan Road Turning/Bypass Lanes	2017	\$0	\$666,000	\$666,000	\$2,821,300	40
Mille Lacs County	City of Princeton TH 95 Roundabout and Business Park Access	2018	\$0	\$110,187	\$110,187	\$1,218,750	400
St. John’s Township	First Avenue West Upgrade	2016	\$393,059	\$0	\$393,059	\$399,963	52
SUBTOTAL			\$1,502,156	\$1,203,987	\$2,706,143	\$11,584,934	1,769
2015 Totals			\$1,502,156	\$29,803,987	\$31,306,143	\$102,748,635	5,794

Table 5: Year 2017 Solicitation

2017							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Brooklyn Park	US 169 / 101st Avenue North Interchange	2020	\$1,500,000	\$10,000,000	\$11,500,000	\$14,500,000	1400
Carver County	MN 41 / CSAH 18 Roundabout	2020	\$0	\$1,500,000	\$1,500,000	\$1,840,000	129
Anoka County	US 10/169 Safety and Mobility Improvements	2022	\$0	\$5,000,000	\$5,000,000	\$19,997,000	15
SUBTOTAL			\$2,150,000	\$16,500,000	\$18,650,000	\$36,767,000	1,669

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Pennington County	MN 32 and CSAH 16/Mark Boulevard Roundabout	2020	\$1,000,000	\$1,000,000	\$2,000,000	\$1,770,000	100
Dodge County	MN 56 Turn and Bypass Lanes	2019	\$0	\$135,450	\$135,450	\$58,050	55
Duluth	Kayak Bay Intersection Signalization	2020	\$0	\$247,000	\$247,000	\$107,000	213
Kittson County	Canola Oil Processing Plant Frontage Rd	2019	\$0	\$315,000	\$315,000	\$135,000	8
SUBTOTAL			\$2,100,000	\$1,697,450	\$3,797,450	\$3,251,043	996
2017 Totals			\$4,250,000	\$18,197,450	\$22,447,450	\$40,018,043	2,665

2019-20							
Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Washington County	Highway 36 / CSAH 15 (Manning Avenue North) Interchange	2022	\$1,500,000	\$10,000,000	\$11,500,000	\$24,500,000	773
Chaska	MN 41 Improvement in Downtown Chaska	2022	\$0	\$3,500,000	\$3,500,000	\$9,475,000	450
Scott County	Hwy 13 and Dakota Avenue Freight Access and Mobility	2022	\$0	\$2,000,000	\$2,000,000	\$15,750,000	787
Dayton	Dayton Parkway Interchange	2022	\$0	\$2,000,000	\$2,000,000	\$11,750,000	126
Minneapolis	Upper Harbor Terminal	2024	\$1,000,000	\$0	\$1,000,000	\$3,090,000	-
SUBTOTAL			\$2,500,000	\$17,500,000	\$20,000,000	\$64,565,000	2,136

Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5 year Jobs Estimate
Cloquet	Hwy 33 Reduced Conflict Interchange	2022	\$0	\$665,000	\$665,000	\$285,000	15
Mankato	Adams Street Extension	2020	\$1,100,000	\$0	\$1,100,000	\$887,444	367
Sherburne County	Becker Business Park	2020	\$950,000	\$0	\$950,000	\$650,000	50
IRRRB-Virginia	Hwy 53 Komatsu (P&H Road) Intersection	2022	\$0	\$315,000	\$315,000	\$15,000	25
Annandale	Hwy 24 Annandale Elementary School Access and Hemlock Street	2021	\$0	\$400,000	\$400,000	\$1,025,000	14
Crosby/Crow Wing County	Hwy 210 /Crow Wing CSAH 31 Urban Compact Roundabout	2022	\$0	\$729,050	\$729,050	\$612,450	15
Nicollet County	Hwy 14 Interchanges New Ulm to Nicollet CR 37/CR12-24	2022	\$0	\$405,950	\$405,950	\$3,094,050	-
SUBTOTAL			\$2,050,000	\$2,515,000	\$4,565,000	\$6,568,944	486
2019-20 Totals			\$4,550,000	\$20,015,000	\$24,565,000	\$71,133,944	2,622

Total for all Solicitations			\$19,277,914	\$129,993,513	\$149,271,427	\$336,367,913	27,082
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