

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2021



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Legislative Request

This report was completed to comply with [Minnesota Statutes 174.56](#).

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

Subdivision 1. Report required.

(a) The commissioner of transportation shall submit a report by December 15 of each year on (1) the status of major highway projects completed during the previous two years or under construction or planned during the year of the report and for the ensuing 15 years, and (2) trunk highway fund expenditures, and (3) efficiencies achieved during the previous two fiscal years.

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

Subd. 2. Report contents; major highway projects.

For each major highway project the report must include:

- (1) a description of the project sufficient to specify its scope and location;
- (2) a history of the project, including, but not limited to, previous official actions by the department or the appropriate area transportation partnership, or both, the date on which the project was first included in the state transportation improvement plan, the cost of the project at that time, the planning estimate for the project, the engineer's estimate, the award price, the final cost as of six months after substantial completion, including any supplemental agreements and cost overruns or cost savings, the dates of environmental approval, the dates of municipal approval, the date of final geometric layout, and the date of establishment of any construction limits;
- (3) the project's priority listing or rank within its construction district, if any, as well as the reasons for that listing or rank, the criteria used in prioritization or rank, any changes in that prioritization or rank since the project was first included in a department work plan, and the reasons for those changes;
- (4) past and potential future reasons for delay in letting or completing the project, details of all project cost changes that exceed \$500,000, and specific modifications to the overall program that are made as a result of delays and project cost changes;
- (5) two representative trunk highway construction projects, one each from the department's metropolitan district and from greater Minnesota, and for each project report the cost of environmental mitigation and compliance; and
- (6) the annual budget for products and services for each Department of Transportation district and office, with comparison to actual spending and including measures of productivity for the previous fiscal year.

Subd. 2a. Report contents; trunk highway fund expenditures.

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

Subd. 3. Department resources.

The commissioner shall prepare and submit the report with existing department staff and resources.

Subd. 4. Availability of information.

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

Report cost

The cost of preparing the report elements required by Minn. Stat. 174.56 is approximately \$100,000.

The costs reported for the 2021 Major Highway Projects, Trunk Highway Expenditures and Efficiencies report includes the costs to gather the data needed to report on the budget by products and services, productivity measures and efficiencies.

Purpose and Scope of the Report

Introduction

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

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

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

Some of the details reported about major projects include:

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

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

The report is organized into these sections:

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

Summary of Report Contents

Major Highway Projects

This section of the report identifies major projects on the state trunk highway system, which includes the interstate and national highway systems. Per [Minnesota Statute 174.56](#), this report includes projects with cost estimates equal to, or in excess of, \$15 million in the Twin Cities Metro and with cost estimates equal to, or in excess of, \$5 million in Greater Minnesota.

This report includes information on projects that meet the total project cost estimate criteria and are either under construction, programmed or planned within the next 15 years. For each project completed in the past two fiscal years (2020-2021) or identified for construction in the next four years (2022-2025), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2026-2036 is included in Appendix D and contains the basic information on project location, description, schedule and preliminary estimated cost.

All the projects are arranged by MnDOT districts. A district map highlighting the locations of the projects within the area and a list of projects precede the project summary pages for each district. The information provided in this report is current as of November 2021.

Environmental Mitigation and Compliance Costs

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

1. In the Metro District, a segment of Highway 5 near the Minneapolis-St. Paul International Airport and Fort Snelling located in Hennepin and Dakota Counties highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. For the Greater Minnesota, the Highway 12 and Highway 22 project in Meeker County, located in MnDOT's District 8, provides an example of the types of environmental mitigation in open, rural landscapes in Greater Minnesota.

Trunk Highway Fund Expenditures

Fiscal year 2021 expenditure information is provided for each of the categories specified in the statute.

Products and Services Budget

MnDOT developed a framework that organizes and describes its products and services. The expenses and budgets provided in this report, by products and services, represent the department's annual budget for fiscal year 2021, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2020, but due to processing time would have been paid in fiscal year 2021.

Key concepts to remember when reviewing this section include:

- Timing differences between the two years of a biennium cause variances that would not exist if the report was prepared on a biennial basis. For example, carry-over from the first year of the biennium to the second year impacts the data for the second year.
- Some spending may not match budgets exactly because funds may have been encumbered in one year and expended in another.
- Uncommitted and carry-over budgets may seem to exhibit spending in excess of the total budget; however, this spending occurs within a biennium and is allowed by statute.
- The 2020 budget values were based on previous fiscal products and services analysis.

Productivity Measures

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

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

The report includes the following measures:

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

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

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

Efficiencies

MnDOT consistently aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In FY 2021, MnDOT identified an estimated \$89.9 million in savings from new and revised practices deployed across the organization. The majority of these efficiencies identified in FY 2021 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies had not been implemented.

Major Highway Projects Summary

This annual report identifies major projects constructed within the past two years and all major projects programmed or planned for construction on the state trunk highway system over the next 15 years, including the interstate and national highway systems. As directed in [Minnesota Statutes 174.56](#), this report includes projects with cost estimates equal to or in excess of \$15 million in the Metro District and projects with cost estimates equal to or in excess of \$5 million in Greater Minnesota. This report includes 495 projects that met the statutory cost threshold. The information provided in this report is current as of November 2021.

Table 1: Projects included in 2021 Major Highway Projects report

MnDOT District	Number of projects completed, under construction or listed in the STIP	Projects in years 2021-2032	Total Projects
1	41	20	61
2	34	35	69
3	41	56	97
4	22	19	41
6	47	15	62
7	39	26	65
8	23	14	37
Metro	41	22	63
Total	288	207	495

Of the 495 projects reported this year, 63 are in the Twin Cities metro area and 432 are in Greater Minnesota. Projects vary in type and include pavement preservation, bridge replacement and rehabilitation and mobility projects based on the priorities established in [MnDOT’s 20-year State Highway Investment Plan, also known as MnSHIP](#).

State Highway Investment Planning Process

[MnSHIP](#) is an important link between the guiding principles in the [Minnesota GO 50-Year Vision](#), the strategies in the [Statewide Multimodal Transportation Plan](#) and the actual capital improvements made to the state highway system. MnSHIP sets a fiscally constrained framework (that is, using only forecasted funding) for future capital improvements by identifying investment needs and priorities. This plan serves as the framework for statewide investment on trunk highways for the next year before a new 20-year investment plan is produced. The investment levels identified in MnSHIP are being adhered to and MnDOT is on track to deliver on the fiscally constrained decisions from the plan.

Figure 1: Planning mechanisms and plans



MnSHIP covers three planning periods: years 1-4, years 5-10 and years 11-20. Projects identified for years 1-4 (FY 2022-25) are those listed in the [2022-2025 Statewide Transportation Improvement Program, also known as the STIP](#). MnDOT intends to deliver these projects during the next four years, although the programmed year of construction may be adjusted if actual revenues increase or decrease.

Investments identified for years 5-10 (FY 2026-31) include general funding levels for certain improvement categories (e.g., pavement preservation, traveler safety) and construction cost estimates for several specific projects within the improvement categories. These projects and their cost estimates should be considered preliminary, as revenue forecasts are uncertain.

Specific projects are not identified for years 11-20 (FY 2032-38); instead, MnSHIP has set broad investment priorities associated with funding allocations, which focus primarily on preserving the transportation assets MnDOT currently owns. Such elements include, but are not limited to:

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

Investment priorities may change as a result of system performance conditions, legislative initiatives or federal funding requirements related to the MAP-21 and the FAST Act transportation programs.

MnDOT began the process by:

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

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

Project Selection

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

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

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

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

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

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

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

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

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

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

Impacts of Project Cost Changes

Changes to project costs and schedules affect the state trunk highway capital investment program. These effects are most directly seen through revisions to the [STIP](#), which is a master listing of projects that MnDOT plans to complete in the next four construction seasons. Seventy-five percent of the projects listed in the STIP are let and completed in their originally scheduled construction season. The completion date for other projects may be adjusted, and project scope and costs may increase or decrease after being listed in the STIP.

Project costs may change for a variety of reasons, including changes in economic conditions, inflationary factors, scope changes, supplemental agreements, cost overruns and right of way acquisition. Costs may change prior to letting or after a contract is awarded. Changes in project costs prior to letting are handled through the STIP process. The STIP process allows projects to be added, revised or removed on an annual basis. Cost changes to a project post-letting are managed at the district level. If cost changes are higher than anticipated, set-asides are primarily used to handle the change. If project costs are lower than projected, other projects may be advanced to an earlier construction date, or funds may be directed to cover funding gaps and/or cost overruns on other projects. Project cost overruns and cost savings are managed on an aggregate program level.

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

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

Project Prioritization

All projects identified within the 2022-25 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2026-35 mid-range and long-range planning periods are a priority, but revenue forecasts, federal program requirements and funding sources are more uncertain and full funding may not be identified. The [20-year Minnesota Highway Investment Plan](#) details how investments at a program level are prioritized in this mid-range and long-range timeframe.

Project Summary Sheets

See Appendix C for one-page summaries, statewide maps, district maps and an indexed table of all major highway projects. An explanation of the information included for each project, common abbreviations and definitions are provided in Appendix B.

Environmental Mitigation and Compliance Analysis

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

The segment of Highway 5 is located in Hennepin and Dakota Counties within MnDOT's Metro District. This project highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area. The Highway 12 project in Meeker County is located in MnDOT's District 8. This segment of Highway 12 is an example of the type of environmental mitigation in urban areas of Greater Minnesota.

Metro District Project: Highway 5 (Hennepin and Dakota Counties)

This MnDOT Metro District project was near the Minneapolis-St. Paul International Airport and Fort Snelling. The project resurfaced, regraded, installed cable median barriers and repaired 12 bridges and several ramps along MN Hwy 5 from the Mississippi River Bridge to Interstate 494 at 34th Avenue in the municipality of Bloomington.

This project included challenges related to historic properties and contamination, being adjacent to the Historic Fort Snelling, Fort Snelling State Park and Metropolitan Airports Commission properties.

Environmental mitigation and compliance costs of \$694,000 are detailed below and account for approximately 2.3 percent of project costs.

The total project cost (also detailed below) was \$30 million. The construction cost of the project was \$26 million, right-of-way costs \$15,400 and project engineering costs were \$4 million.

Table 2: Environmental Mitigation Percentage for Highway 5 in Hennepin and Dakota Counties

Environmental Mitigation & Compliance Costs Breakdown: MN Highway 5

Environmental Process and Documents: Costs NOT included in the mitigation cost total	
Categorical Exclusion Determination Document (employee costs and contracted investigations)	\$85,800
TOTAL	\$85,800

Preconstruction Engineering Costs	
Regulated materials and asbestos assessment and oversight for Highway 5 and bridges	\$17,100
Archaeological investigation	\$199,300
Erosion control and stormwater management	\$43,300
Sub-Total	\$259,700

Construction Engineering / Administration Costs	
Erosion control and stormwater management	\$12,600
Sub-Total	\$12,600

Construction Costs	
Regulated materials waste assessment	\$9,800
Archaeological monitoring	\$51,200
Erosion control and stormwater management	\$360,900
Sub-Total	\$421,900

Total Environmental Mitigation and Compliance Costs	
TOTAL	\$694,200

Project Delivery Costs (Engineering)	
Preconstruction Engineering	\$3,116,900
Construction Engineering / Administration	\$909,100
Sub-Total	\$4,026,000

Right of Way Costs (land only)	
Total Project Right of Way Costs	\$15,400
Sub-Total	\$15,400

Construction Costs	
Total Project Construction Costs	\$25,974,300
Sub-Total	\$25,974,300

Total Project Costs	
Total Project Delivery Costs (Engineering)	\$4,026,000
Total Right of Way Costs	\$15,400
Total Project Construction Costs	\$25,974,300
TOTAL	\$30,015,700

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
\$694,200 divided by \$30,015,700 =	2.3%

Greater Minnesota Project: Highway 12 and Highway 22 in Meeker County

This District 8 project on Highway 12 and Highway 22 included reconstruction and rehabilitation through the municipality of Litchfield, including the Litchfield Historic Commercial District. The work consisted of storm sewer, drainage, sidewalk and ADA improvements, signal replacement and pavement. The primary need for the project was pavement condition, but working in this historic, urban commercial setting presented additional opportunities.

Environmental mitigation and compliance costs of \$1.1 are detailed below and account for approximately 8.8 percent of project costs.

The total project cost, detailed below, was \$12.9 million. The construction cost of the project was \$11 million, right of way costs were \$218,400 and project engineering costs were \$1.7 million.

Table 3: Environmental Mitigation Percentage for Highway 12 and Highway 22 in Meeker County

Environmental Mitigation & Compliance Costs Breakdown:		US Highway 12
Environmental Documents: Costs NOT included in the mitigation cost total		
Categorical exclusion determination document (employee costs and contracted investigations)		\$248,100
	TOTAL	\$248,100
Preconstruction Engineering Costs		
Contaminated properties and regulated materials investigation		\$83,100
Architectural and History Survey		\$152,400
Erosion control and stormwater management		\$12,500
	Sub-Total	\$248,000
Construction Engineering / Administration Costs		
Erosion control and stormwater management		\$3,600
	Sub-Total	\$3,600
Construction Costs		
Regulated waste (including asbestos) construction monitoring and oversight		\$78,500
Vibration monitoring for Litchfield historic building		\$633,800
Historian monitoring		\$68,200
Erosion control and stormwater management		\$104,100
	Sub-Total	\$884,600
Total Environmental Mitigation and Compliance Costs		
	TOTAL	\$1,136,200
Project Delivery Costs (Engineering)		
Preconstruction Engineering		\$1,317,700
Construction Engineering / Administration		\$384,300
	Sub-Total	\$1,702,000
Right of Way Costs (land only)		
Total Project Right of Way Costs		\$218,400
	Sub-Total	\$218,400
Construction Costs		
Total Project Construction Costs		\$10,980,700

Environmental Mitigation & Compliance Costs Breakdown: US Highway 12

Total Project Costs	
Total Project Delivery Costs (Engineering)	\$1,702,000
Total Right of Way Costs	\$218,400
Total Project Construction Costs	\$10,980,700
TOTAL	\$12,901,100

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
\$1,136,200 divided by \$12,901,100 =	8.8%

Trunk Highway Fund Expenditures

The graph below contains fiscal year 2021 cost information for each of the categories listed in statute. The graph lists the budgetary expenditures by category. A brief explanation follows, describing what is included in each cost category.

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

Number	Category Name	TH Fund Expenditures
1	Road construction	\$1,176.6
2	Design and engineering	\$217.4
3	Labor	\$463.9
4	Acquisition of right of way	\$60.5
5	Litigation	\$5.0
6	Maintenance	\$132.1
7	Road operations	\$332.0
8	Planning	\$12.9
9	Environmental compliance	\$33.9
10	Administration	\$140.0
TOTAL		\$2,574.5

Note: In \$ millions

1. Road construction costs include all actual costs and encumbrances for road and bridge construction contracts. This includes the design, engineering and construction cost portions of design/build contracts, and project-related consultant costs.
2. Design and engineering costs include all costs and encumbrances for design, pre-design, construction and other engineering activities performed internally by MnDOT employees and consultants.
3. Labor costs include all MnDOT expenditures to pay MnDOT employee wages including overtime and benefits for full-time, part-time and unclassified employees.
4. Right of way acquisition costs include all costs and encumbrances to acquire and manage land assets for the trunk highway system.
5. Litigation costs include payments to the state Attorney General’s Office for legal services, costs paid for expert witness fees, court reporters and transcribers, tort claims, and general and administrative costs related to legal services.
6. Maintenance costs include all costs and encumbrances to operate and maintain the trunk highway system, including bridges and structures, inspection and maintenance and system roadway’s structure maintenance.
7. Road operations costs are all costs and encumbrances related to such activities as snow and ice removal, roadside and auxiliary infrastructure and traffic devices operation and maintenance.

8. Planning costs are all costs for planning related to construction and maintenance of the trunk highway system, paid either to MnDOT employees or consultants.
9. Environmental compliance costs are derived from the completion of environmental review processes, documentation of review processes (e.g., Categorical Exclusions), environmental assessment worksheets, environmental impact statements and environmental plans. Internal employee and consultant costs are included.
10. Administration costs include all general and administrative costs related to the construction, maintenance and general support of the trunk highway system.

PLEASE NOTE:

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

Products and Services Budget and Spending

Since 2014, MnDOT implemented and refined reporting of expenditures by products and services as required by statute. The budget and spending information in this section is for fiscal year 2021 for all funds.

Methodology

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

Notes about the data

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

Agency Overhead

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

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

2021 Products and Services Summary

2021 Products and Services Framework

Table 5: Products and Services Framework

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

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

Department Summary

Department Summary	2019-20 Biennium					
	2019		2020		2021	
	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services						
Airports	117,890	91,679	302,468	76,396	239,833	248,794
Aviation Safety Operation and Regulation	5,011	4,601	5,783	4,873	6,083	5,123
Bicycle and Pedestrian Planning and Grants	1,572	1,726	6,510	3,159	2,927	3,100
Bridges and Structures Inspection and Maintenance	12,711	11,831	12,073	12,612	12,910	14,169
Commercial Truck and Bus Safety	3,867	3,190	4,251	3,331	4,467	3,461
County State Aid Highway	1,076,369	1,015,263	1,206,109	1,075,639	1,199,630	1,017,273
Develop Highway Improvement Projects - PE	76,958	90,200	100,246	94,880	91,127	91,212
External Partner Support	149,594	66,967	108,613	87,705	62,852	40,181
Freight Rail Improvements	12,018	14,761	2,136	1,623	12,118	1,163
Freight System Planning	505	215	372	319	764	418
Highway Construction Management Oversight - CE	48,996	52,102	41,082	38,015	40,922	41,977
Intercity Passenger Rail Improvement	1,041	746	594	363	404	254
Light and Commuter Rail	1,520	391.52	1,150	507	540	40
Municipal State Aid Highway	201,317	197,624	212,777	236,652	210,665	175,220
Plan Highway System	31,564	21,250	33,328	24,549	28,190	24,550
Port Improvements	1,496	1,359	2,600	700	2,533	2,582
Radio Towers and Communications	14,155	13,941	14,197	14,774	15,383	15,300
Rail Safety	9,606	6,450	10,485	16,224	8,654	4,388
Research and Development	15,457	14,313	17,579	14,584	19,476	14,731
Road and Roadside Maintenance*	60,763	72,211	55,735	60,091	62,559	69,691
Snow and Ice	84,033	104,437	76,208	86,572	89,973	102,401
State Road Construction	1,084,043	1,138,578	1,189,776	1,141,921	1,181,898	1,300,317
Traffic Operations and Maintenance	45,854	51,579	43,104	47,504	48,023	56,324
Transit Planning and Grants	148,666	159,839	233,595	205,343	209,111	141,636
Trunk Highway Debt Service	233,228	215,306	236,439	210,224	250,766	183,359
Agency Overhead	371,281	403,756	448,714	380,591	432,549	400,218
Grand Total	371,281	403,756	448,714	380,591	432,549	400,218

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

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

Note: Upon continued products and services maturity, beginning in FY15 fleet and inventory costs were included in Direct Expenses. Fleet and inventory (including salt/sand purchases) totaled \$113M in FY19, \$78M in FY20 and \$100M in FY21

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment and statewide indirect costs. These specific items totaled \$16,497 in FY19, \$15.886 in FY20 and \$17,253 in FY21

Division Summary

Division Summary	Chief Counsel Division		Chief Financial Officer		Chief of Staff Division		Commissioners Office		Engineering Services		Modal Planning & Program Management Division		Operations		State Aid for Local Transportation		Workforce Agency Services		Sustainability & Public Health	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	0	0	0	0	0	0	0	0	0	0	302,468	76,396	0	0	0	0	0	0	0	0
Aviation Safety Operation and Regulation	0	0	0	0	0	0	0	0	0	0	5,783	4,873	0	0	0	0	0	0	0	0
Bicycle and Pedestrian Planning and Grants	0	0	0	0	0	0	0	0	0	0	6,510	3,159	0	0	0	0	0	0	0	0
Bridges and Structures Inspection, Maintenance	0	0	0	0	0	0	0	0	1,807	1,806	0	0	10,252	10,783	0	0	14	23	0	0
Commercial Truck and Bus Safety	0	0	0	0	0	0	0	0	0	0	4,251	3,331	0	0	0	0	0	0	0	0
County State Aid Highway	0	0	0	0	0	0	0	0	0	0	0	0	20,000	4,661	1,186,109	1,070,978	0	0	0	0
Develop Highway Improvement Projects - PE	0	0	1	6	1,557	1,353	0	0	30,685	24,824	5,411	1,351	61,708	66,412	0	0	885	934	317	395
External Partner Support	167	158	834	32	0	0	0	0	21,493	31,718	1,996	1,523	76,797	46,127	7,202	7,920	125	228	0	0
Freight Rail Improvements	0	0	0	0	0	0	0	0	0	0	2,136	1,618	0	5	0	0	0	0	0	0
Freight System Planning	0	0	0	0	0	0	0	0	0	0	372	319	0	0	0	0	0	0	0	0
Highway Construction Management Oversight - CE	0	0	0	0	857	828	0	0	7,536	6,707	3,371	530	28,948	29,366	0	0	370	584	0	0
Intercity Passenger Rail Improvement	0	0	0	0	0	0	0	0	0	0	594	363	0	0	0	0	0	0	0	0
Light and Commuter Rail	0	0	0	0	0	0	0	0	0	0	1,150	507	0	0	0	0	0	0	0	0
Municipal State Aid Highway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212,777	236,652	0	0	0	0
Plan Highway System	0	0	1,439	1,715	1,269	832	0	0	1,935	1,533	21,028	13,695	7,610	6,770	0	0	47	4	0	0
Port Improvements	0	0	0	0	0	0	0	0	0	0	2,600	700	0	0	0	0	0	0	0	0
Radio Towers and Communications	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,197	14,774	0	0	0	0
Rail Safety	0	0	0	0	0	0	0	0	0	0	10,485	6,038	0	0	0	10,186	0	0	0	0
Research and Development	0	0	0	0	0	0	0	0	3,075	1,786	12,330	10,304	2,153	2,469	0	0	21	25	0	0
Road and Roadside Maintenance	0	0	0	0	0	0	0	0	639	638	0	0	55,092	59,449	0	0	4	4	0	0
Snow and Ice	0	0	0	0	0	0	0	0	2	0	0	0	76,207	86,571	0	0	0	0	0	0
State Road Construction	0	0	0	0	0	0	0	0	3,210	1,841	71,156	38,839	1,115,409	1,101,241	0	0	0	0	0	0
Traffic Operation and Maintenance	0	0	0	0	0	0	0	0	437	84	445	260	42,199	47,136	0	0	23	24	0	0
Transit Planning and Grants	0	0	0	0	0	0	0	0	0	0	233,595	205,343	0	0	0	0	0	0	0	0
Trunk Highway Debt Service	0	0	2,500	403	0	0	0	0	0	0	233,939	209,821	0	0	0	0	0	0	0	0
Direct	167	158	4,774	2,156	3,683	3,013	0	0	70,819	70,938	919,619	578,970	1,496,375	1,460,991	1,420,285	1,340,510	1,489	1,826	171	172
Agency Overhead	5,813	5,648	141,230	49,768	7,297	5,731	2,451	2,388	33,229	36,475	16,342	13,674	207,671	233,895	10,091	6,341	24,589	26,670	488	567
Total	5,980	5,806	146,004	51,924	10,980	8,744	2,451	2,388	104,048	107,413	935,961	592,645	1,704,047	1,694,886	1,430,376	1,346,852	26,077	28,496	659	739

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

Offices and Districts by Division

Chief Counsel Division	Chief Counsel		Total	
Products and Services	Budget	Spent	Budget	Spent
Agency Overhead	5,948	4,745	5,948	4,745
External Partner Support	5	5	5	5
Grand Total	5,953	4,751	5,953	4,751

Chief Financial Officer Division	Corporate Accounts and Risk Reserve		Financial Management		Technology Investment Management		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	66,430	17,253	9,497	9,970	29,466	28,610	105,393	55,833
Develop Highway Improvement Projects - PE	-	-	47	52	-	-	47	52
External Partner Support	-	-	881	39	-	-	881	39
Plan Highway System	-	-	2,144	2,260	-	-	2,144	2,260
Trunk Highway Debt Service	250,766	(50)	-	-	-	-	250,766	(50)
Grand Total	317,196	17,203	12,570	12,321	29,466	28,610	359,232	58,134

Commissioner's Office Division	Commissioner's Staff		Government Affairs		Tribal Affairs		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	1,450	1,499	655	629	882	696	2,986	2,823
Grand Total	1,450	1,499	655	629	882	696	2,986	2,823

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

Chief of Staff Division	Chief of Staff Administration		Civil Rights		Communications		Equity & Diversity		Organization Planning & Management		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services												
Agency Overhead	383	146	1,871	1,323	2,843	2,245	1,311	1,156	979	393	7,387	5,263
Develop Highway Improvement Projects - PE	-	-	3,159	2,308	-	-	-	-	-	-	3,159	2,308
Highway Construction Management Oversight - CE	-	-	1,076	790	-	-	-	-	-	-	1,076	790
Plan Highway System	-	-	282	235	-	-	-	-	-	-	282	235
Grand Total	383	146	6,388	4,656	2,843	2,245	1,311	1,156	979	393	11,903	8,596

Engineering Services Division Summary	Bridge		Construction & Innovative Contracting		Engineering Services Administration		Environmental Stewardship		Land Management		Materials & Road Research		Project Management & Technical Support		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services																
Agency Overhead	4,818	4,621	1,726	1,239	8,991	11,707	3,837	3,665	5,092	4,699	5,996	6,413	4,473	3,875	34,933	36,218
Bridges and Structures Inspection and Maintenance	1,304	1,239	-	-	683	1,206	0	1	-	-	-	-	-	-	1,987	2,446
Develop Highway Improvement Projects - PE	5,379	5,856	448	257	6,777	6,413	2,809	2,670	7,353	7,292	2,773	2,670	4,218	3,178	29,758	28,337
External Partner Support	5,704	1,049	1	7	-	-	79	82	45	22	1,149	885	-	-	6,978	2,044
Highway Construction Management Oversight - CE	1,319	960	1,231	1,430	558	1,987	167	181	234	233	3,332	2,923	996	972	7,836	8,686
Plan Highway System	172	218	-	-	1,198	627	390	313	-	-	27	9	20	23	1,806	1,190
Research and Development	126	119	-	-	472	65	137	133	0	-	2,312	1,506	5	9	3,053	1,832
Road and Roadside Maintenance	4	-	-	-	36	-	373	351	392	510	-	-	-	-	804	861
Snow and Ice	0	-	-	-	1	-	5	-	-	-	-	-	-	-	7	-
State Road Construction	-	-	-	-	-	-	100	100	470	473	500	474	995	1,035	2,065	2,082
Traffic Operations and Maintenance	26	28	-	-	416	191	0	1	-	-	-	-	-	-	443	219
Grand Total	18,852	14,089	3,406	2,933	19,133	22,195	7,898	7,496	13,585	13,228	16,089	14,882	10,707	9,092	89,671	83,915

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

Modal Planning & Program Management Division	Aeronautics		Freight & Commercial Vehicle Operations		Passenger Rail		Transit and Active Transportation		Transportation System Management		Modal Planning & Program Management Division Administration		Research & Innovation		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	3,260	2,883	4,690	3,769	96	60	1,449	1,201	3,285	3,864	2,925	2,853	877	714	16,583	15,345
Airports	239,833	248,794	-	-	-	-	-	-	-	-	-	-	-	-	239,833	248,794
Aviation Safety Operation and Regulation	6,083	5,123	-	-	-	-	-	-	-	-	-	-	-	-	6,083	5,123
Bicycle and Pedestrian Planning and Grants	-	-	-	-	-	-	2,927	3,100	-	-	-	-	-	-	2,927	3,100
Commercial Truck and Bus Safety	-	-	4,467	3,461	-	-	-	-	-	-	-	-	-	-	4,467	3,461
County State Aid Highway	-	-	-	-	-	-	-	-	300	-	-	-	-	-	300	-
Develop Highway Improvement Projects - PE	-	-	-	-	-	-	-	-	2,151	1,899	1,312	1,208	-	-	3,464	3,107
External Partner Support	26	26	1,099	629	-	-	59	0	980	245	-	-	100	75	2,264	976
Freight Rail Improvements	-	-	2,118	1,151	-	-	-	-	-	-	-	-	-	-	2,118	1,151
Freight System Planning	-	-	764	418	-	-	-	-	-	-	-	-	-	-	764	418
Hwy Construction Management Oversight - CE	-	-	-	-	-	-	-	-	1,011	794	-	-	-	-	1,011	794
Intercity Passenger Rail Improvement	-	-	-	-	404	254	-	-	-	-	-	-	-	-	404	254
Light and Commuter Rail	-	-	-	-	-	-	540	40	-	-	-	-	-	-	540	40
Plan Highway System	-	-	-	-	-	-	-	-	16,596	14,290	329	284	227	175	17,152	14,749
Port Improvements	-	-	2,533	2,582	-	-	-	-	-	-	-	-	-	-	2,533	2,582
Rail Safety	-	-	8,654	4,388	-	-	-	-	-	-	-	-	-	-	8,654	4,388
Research and Development	-	-	-	-	-	-	-	-	(27)	4	-	-	12,376	11,539	12,349	11,543
State Road Construction	-	-	-	-	-	-	-	-	38,343	43,448	-	-	-	-	38,343	43,448
Traffic Operations and Maintenance	-	-	-	-	-	-	-	-	195	150	-	-	-	-	195	150
Transit Planning and Grants	-	-	-	-	-	-	209,111	141,636	-	-	-	-	-	-	209,111	141,636
Trunk Highway Debt Service	-	-	-	-	-	-	-	-	-	183,409	-	-	-	-	-	183,409
Grand Total	249,201	256,825	24,324	16,399	500	314	214,087	145,978	62,834	248,103	4,566	4,344	13,580	12,503	569,092	684,466

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

Operations Division	District 1		District 2		District 3		District 4		District 6		District 7		District 8		Metro District	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services																
Agency Overhead	14,870	17,906	10,737	13,819	16,102	18,712	12,607	14,278	18,263	20,245	14,342	16,636	10,710	11,947	58,448	64,060
Bridges and Structures Inspection and Maintenance	1,485	1,165	544	604	765	902	401	501	1,778	2,029	860	1,107	771	697	4,257	4,596
County State Aid Highway	1,061	7	1,160	858	640	316	368	367	21	-	-	-	7	7	15,944	13,967
Develop Highway Improvement Projects - PE	5,931	5,677	2,582	3,086	5,012	5,499	2,476	3,149	8,057	8,217	2,167	2,265	2,259	2,714	20,499	21,045
External Partner Support	4,746	390	760	5,805	488	632	307	316	7,119	2,225	129	236	140	116	31,641	20,433
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	-	10,000	-	-	11
Highway Construction Management Oversight - CE	4,959	5,119	1,159	1,003	2,976	2,804	1,343	1,017	4,202	4,243	2,081	1,999	1,909	1,471	11,136	13,084
Plan Highway System	251	287	331	291	333	351	209	169	307	281	292	304	290	315	1,737	1,961
Research and Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Road and Roadside Maintenance	7,293	7,781	4,585	4,977	6,908	7,276	4,381	5,543	6,595	8,300	6,317	6,725	2,890	3,597	17,428	19,505
Snow and Ice	11,028	12,419	7,158	7,839	10,720	11,534	7,586	7,927	10,593	10,921	8,143	9,085	5,506	6,243	27,672	33,192
State Road Construction	353,102	347,618	53,930	70,615	107,225	107,092	42,780	38,111	96,949	152,873	98,830	106,225	39,809	50,585	348,408	381,187
Traffic Operations and Maintenance	2,138	2,537	977	1,429	2,721	2,890	1,818	2,005	2,922	2,952	1,605	1,889	964	746	18,614	21,180
Grand Total	406,862	400,906	83,921	110,327	153,889	158,008	74,273	73,381	156,806	212,285	134,765	146,471	75,253	78,439	555,785	594,221

Operations Division (continued)	CAV-X		Electrical Services Section		Maintenance		Operations Division Administration		Traffic Engineering		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services												
Agency Overhead	1,755	757	1,771	2,277	58,268	61,638	4,181	3,300	2,767	2,241	224,821	247,815
Bridges and Structures Inspection and Maintenance	-	-	0	3	-	0	-	-	15	5	10,875	11,609
County State Aid Highway	-	-	-	-	-	-	-	-	-	-	19,201	15,521
Develop Highway Improvement Projects - PE	20	8	21	9	-	-	331	433	2,642	2,558	51,995	54,661
External Partner Support	-	86	81	81	-	-	27	19	151	105	45,587	30,443
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	10,000	11
Highway Construction Management Oversight - CE	305	30	133	168	-	-	21	77	112	38	30,335	31,053
Plan Highway System	1,091	1,067	-	-	-	-	-	-	1,918	1,092	6,759	6,117
Research and Development	3,482	1,038	-	-	-	-	-	-	571	318	4,054	1,356
Road and Roadside Maintenance	-	-	1	0	5,159	5,063	-	-	-	0	61,555	68,767
Snow and Ice	-	-	18	14	1,543	3,226	-	2	-	-	89,966	102,401
State Road Construction	12	-	-	-	-	-	300	269	145	212	1,141,490	1,254,787
Traffic Operations and Maintenance	-	-	5,681	8,547	9,469	11,342	-	156	477	229	47,385	55,903
Grand Total	6,665	2,986	7,705	11,099	74,439	81,269	4,860	4,256	8,799	6,798	1,744,023	1,880,445

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

State Aid Division	State Aid for Local Transportation		Statewide Radio Communications		Total	
	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	4,082	2,490	3,322	3,439	7,404	5,929
County State Aid Highway	1,180,130	1,001,752	-	-	1,180,130	1,001,752
External Partner Support	1,121	1,121	-	-	1,121	1,121
Municipal State Aid Highway	800	748	6,055	5,701	6,855	6,449
Radio Towers and Communications	210,665	175,220	-	-	210,665	175,220
Rail Safety	0	0	15,383	15,300	15,383	15,300
Grand Total	1,396,798	1,181,332	24,761	24,439	1,421,559	1,205,771

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

Workforce Agency Services	Administration		Audit		Human Resources		Workforce and Agency Services Administration		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	14,296	15,645	2,139	2,071	9,614	7,847	875	510	26,924	26,074
Bridges & Structures Inspection and Maintenance	-	-	-	-	1	61	-	-	1	61
Develop Highway Improvement Projects-PE	-	-	-	-	1,312	1,283	-	-	1,312	1,283
External Partner Support	240	120	-	-	40	105	-	-	280	225
Hwy Construction Management Oversight-CE	-	-	-	-	665	654	-	-	665	654
Plan Highway System	-	-	-	-	47	-	-	-	47	-
Research and Development	-	-	-	-	21	-	-	-	21	-
Road and Roadside Maintenance	200	51	-	-	-	11	-	-	200	63
Traffic Operations and Maintenance	-	-	-	-	-	52	-	-	-	52
Grand Total	14,736	15,817	2,139	2,071	11,699	10,013	875	510	29,449	28,412

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

Productivity Measures

Introduction

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

Background

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

The report includes the following measures:

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

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

Purpose and scope

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

Costs are presented in inflation adjusted and unadjusted terms. The base year for inflation adjusted data is the year the most current data is available. In this report, that ranges from 2019 – 2021. Inflation factors were selected for each measure based upon the nature of the work performed and the expenses incurred. For measures where the bulk of costs are labor related, a 2.5 percent inflation factor is used based on historic MnDOT labor inflation rates. For measures where the bulk of costs are maintenance related, a 3 percent inflation factor is used based on average inflation in MnDOT's maintenance and operations commodities and labor over the last decade.

For the pavement measure, actual values are used from MnDOT's pavement surfacing index. The surfacing index has been volatile, but increased an average of 3 percent per year from 2008-2019, the analysis period for this measure. For the program planning and delivery to construction expenditure ratio, two different inflation factors were applied. For the program planning and delivery side of the ratio, the 2.5 percent labor inflation factor is applied since those expenditures are primarily labor. For the construction expenditure side of the ratio, actual MnDOT construction cost index values are used. This index has been volatile, but increased an average of 3 percent per year from 2012-2021, the analysis period for this measure.

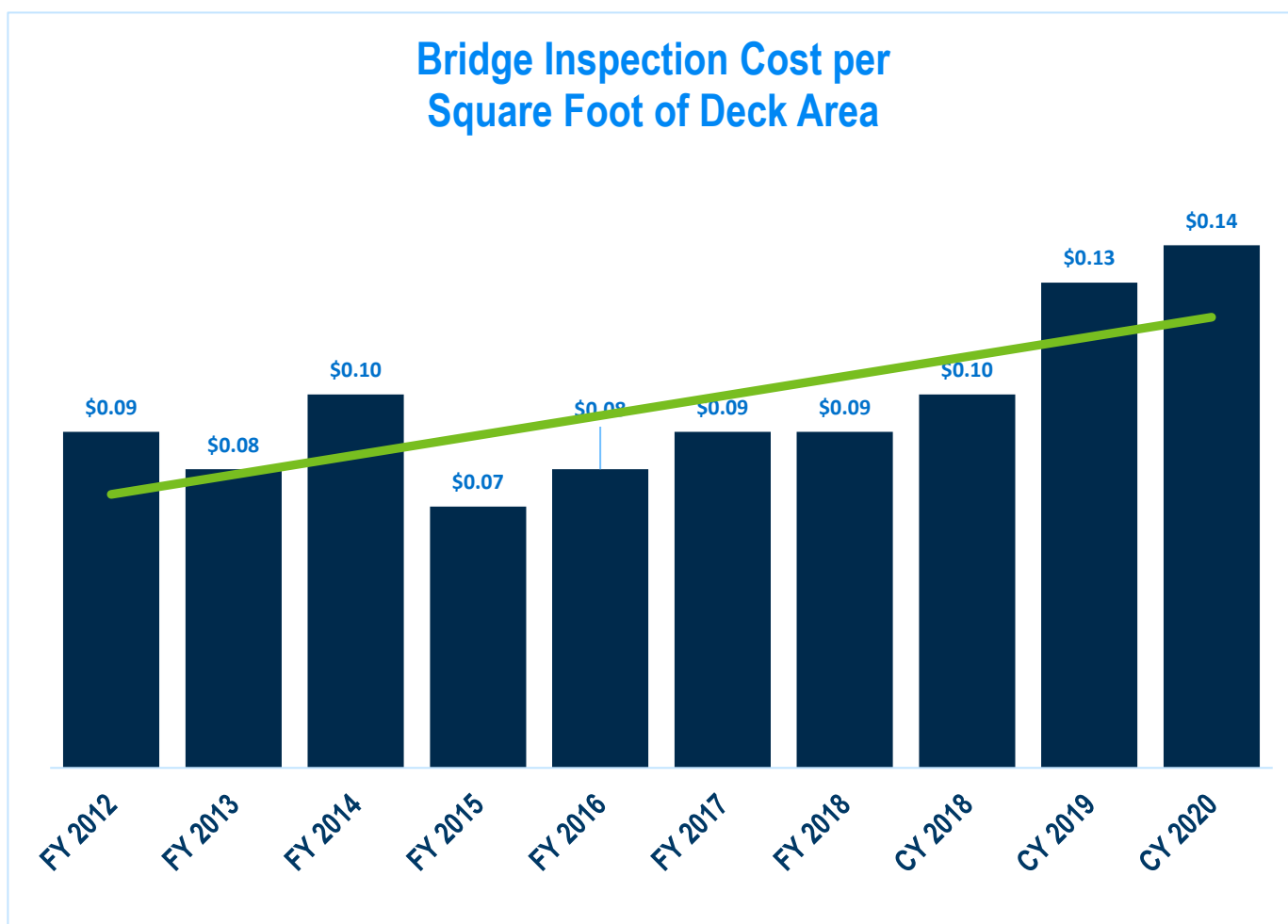
Bridges: Inspection Cost per Square Foot of Deck Area

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

Measure definition

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

Figure 2: State Fiscal Year 2012- Calendar Year 2020 Bridge Inspection Cost per Sq. Ft. of Deck Area



Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation

Results and analysis

The cost per square foot for bridge inspections shows an increasing trend over the analysis period. Changes to the National Bridge Inspection Standards in 2016 intensified inspection and documentation requirements thereby increasing inspection costs. MnDOT has also spent resources to get better access during inspections which includes using drones and more snooper usage. Bridge condition accuracy has been a focus due to using the data for budget planning and project identification. Accuracy has improved through collaborative quality control processes with inspection teams and robust quality assurance, though higher expenditures for bridge inspections have resulted.

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019	CY 2020
Bridge inspection expenses (\$1,000)	\$2,277	\$2,470	\$2,441	\$2,273	\$2,487	\$2,647	\$2,908	\$2,940	\$3,675	\$4,208
Sq. ft. of bridge deck inspected (1,000s)	25,752	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252	29,799
Cost per sq. ft. of inspection	\$0.09	\$0.08	\$0.10	\$0.07	\$0.08	\$0.09	\$0.09	\$0.10	\$0.12	\$0.12

Note: Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Bridge inspection numbers are as reported in October following the end of fiscal year. Starting with calendar year 2018, bridge inspection numbers are reported in calendar years.

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019	CY 2020
Bridge inspection expenses (\$1,000)	\$1,846	\$2,052	\$2,079	\$1,984	\$2,225	\$2,428	\$2,734	\$2,833	\$3,585	\$4,208
Sq. ft. of bridge deck inspected (1,000s)	25,752	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252	29,799
Cost per sq. ft. of inspection	\$0.07	\$0.07	\$0.08	\$0.06	\$0.07	\$0.08	\$0.09	\$0.10	\$0.12	\$0.14

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

Major influencing factors

Primary factors that influence this measure include changes to:

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

Also, since 2012, a possible factor influencing MnDOT time and effort on bridge inspections is the National Bridge Inspection Oversight Program established by FHWA in 2011. This program evaluates state bridge inspection programs for compliance annually using 23 metrics. These metrics were put in place to ensure consistency among states’ programs and to ensure bridges are safe, reduce liability for bridge owners and increase public confidence. This program resulted in more administrative costs to the states and has possibly impacted the amount of time spent reporting bridge inspection information. Because of the numerous contributing factors, the cost per square foot for bridge inspections is not necessarily directly proportional to the bridge deck area.

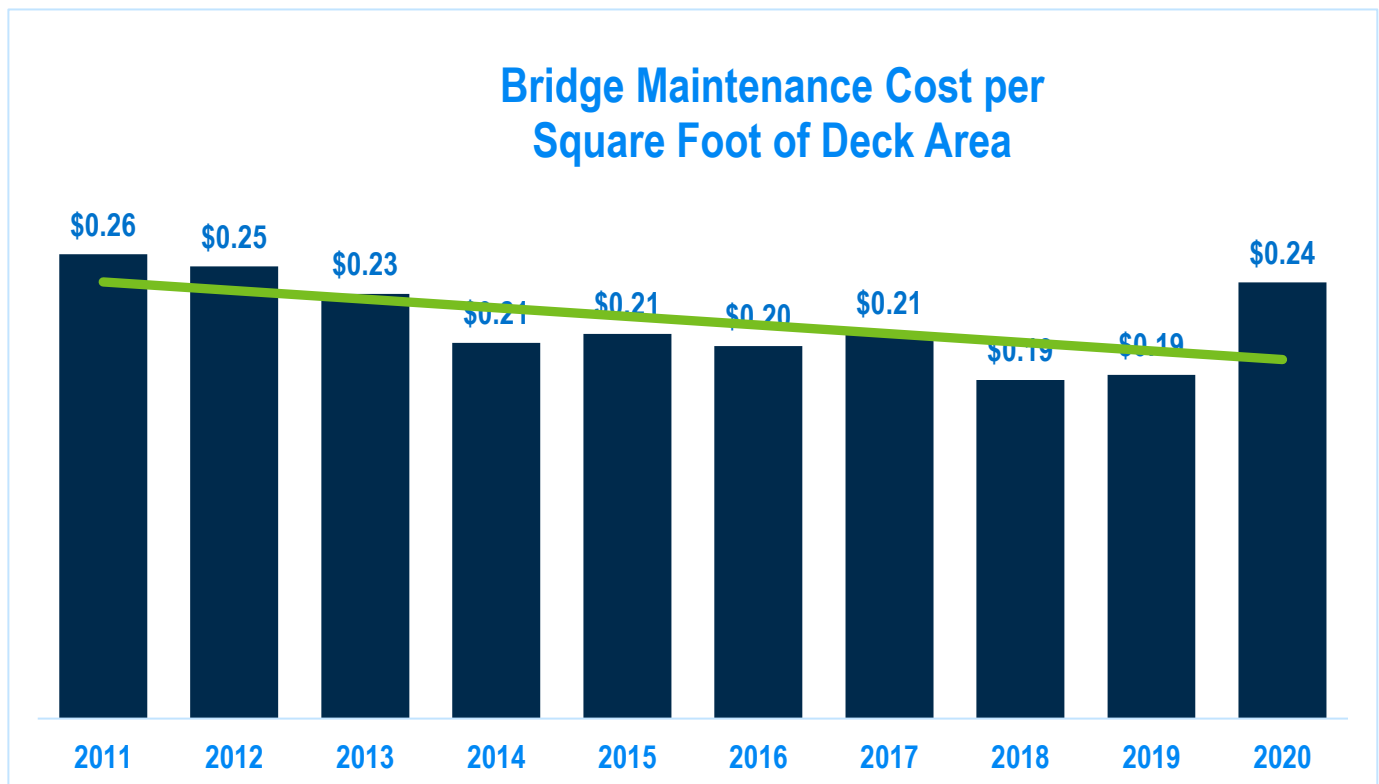
Bridges: Maintenance Cost per Square Foot of Deck Area

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

Measure definition

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

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



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

Results and analysis

Over the last decade, between \$0.19 and \$0.26 per square foot of deck area was spent on average to perform preventive and reactive maintenance adjusting for inflation. The overall trend is a slight decline in cost per square foot. As a reference, it costs an average of \$150 per square foot to construct a new bridge. Higher costs in 2020 are likely due to a number of factors including more equipment usage due to covid policies, better data coding practices, and costs to gain better access to bridges to perform maintenance.

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

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

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Preventive Maintenance Expenditures (\$1,000)	\$4,817	\$3,367	\$3,046	\$3,395	\$3,482	\$3,469	\$3,972	\$3,771	\$3,951	\$5,540
Reactive Maintenance Expenditures (\$1,000)	\$6,863	\$8,014	\$7,735	\$6,522	\$6,712	\$6,320	\$6,220	\$5,195	\$5,255	\$6,198
Total Maintenance (3% inflation)	\$11,680	\$11,381	\$10,781	\$9,917	\$10,195	\$9,789	\$10,192	\$8,966	\$9,206	\$11,738
Total Bridge Deck sq. ft. (1,000)	45,761	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703	48,940
Maintenance Cost per sq. ft.	\$0.26	\$0.25	\$0.23	\$0.21	\$0.21	\$0.20	\$0.21	\$0.19	\$0.19	\$0.24

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

Table 9: Actual (unadjusted) bridge maintenance costs

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Preventive Maintenance Expenditures (\$1,000)	\$3,692	\$2,658	\$2,477	\$2,843	\$3,004	\$3,082	\$3,635	\$3,554	\$3,836	\$5,540
Reactive Maintenance Expenditures (\$1,000)	\$5,260	\$6,326	\$6,289	\$5,462	\$5,790	\$5,615	\$5,692	\$4,897	\$5,102	\$6,198
Total Maintenance	\$8,952	\$8,984	\$8,766	\$8,305	\$8,794	\$8,697	\$9,327	\$8,451	\$8,938	\$11,738
Total Bridge Deck sq. ft. (1,000)	45,761	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703	48,940
Maintenance Cost per sq. ft.	\$0.20	\$0.20	\$0.19	\$0.17	\$0.18	\$0.18	\$0.19	\$0.18	\$0.18	\$0.24

Major influencing factors

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

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

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

Pavement: Cost per roadway mile-year added

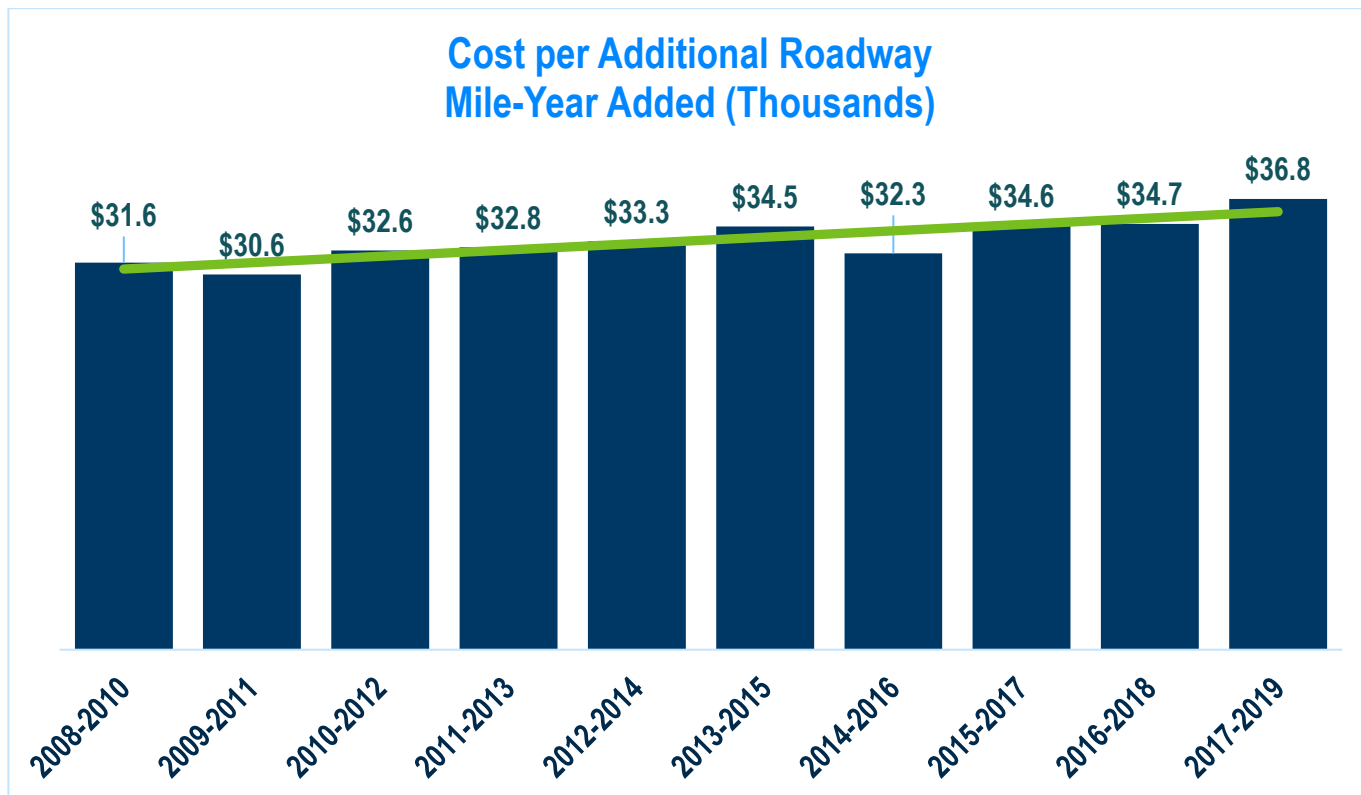
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. MnDOT performs a variety of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

Measure definition

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

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

Figure 4: Three-year Rolling Average 2008-2019 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2019 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 3 percent per year between 2008 and 2019.

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

Results and analysis

The results through 2019 (the most recent year of data available) show the trend in cost per roadway mile-year added is slightly increasing over time. The increasing trend might be related to more items being included in pavement jobs than in previous decades such as culverts, ADA improvements, trails and shoulder improvements for bicyclists. It should be noted that this measure only includes an analysis of the contracted work that was performed. It does not suggest whether the overall investment in the system is adequate. One must look at the condition of the system, and projected condition based on programmed investment to see how the system condition is changing over time.

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

3-year averages	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
Pavement Preservation spending (millions)	\$403.7	\$452.7	\$485.0	\$541.0	\$534.8	\$478.7	\$394.3	\$401.7	\$411.1	\$440.2
Mile-Years added (1,000s)	12.8	14.8	14.9	16.5	16.0	13.9	12.2	11.6	11.8	12.0
Cost per roadway mile year added (1,000s)	\$31.6	\$30.6	\$32.6	\$32.8	\$33.3	\$34.5	\$32.3	\$34.6	\$34.7	\$36.8

Note: Costs were adjusted to 2019 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 3 percent per year between 2008 and 2019.

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

3-year averages	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
Pavement Preservation spending (millions)	\$310.4	\$350.8	\$396.6	\$462.8	\$479.1	\$439.4	\$353.1	\$345.1	\$344.1	\$397.3
Mile-Years added (1,000s)	12.8	14.8	14.9	16.5	16.0	13.9	12.2	11.6	11.8	12.0
Cost per roadway mile year added (1,000s)	\$24.3	\$23.7	\$26.6	\$28.1	\$29.9	\$31.7	\$29.0	\$29.8	\$29.1	\$33.2

Note: Costs were not adjusted for inflation.

Major influencing factors

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

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

Snow and Ice: Cost per Plow-Mile Driven

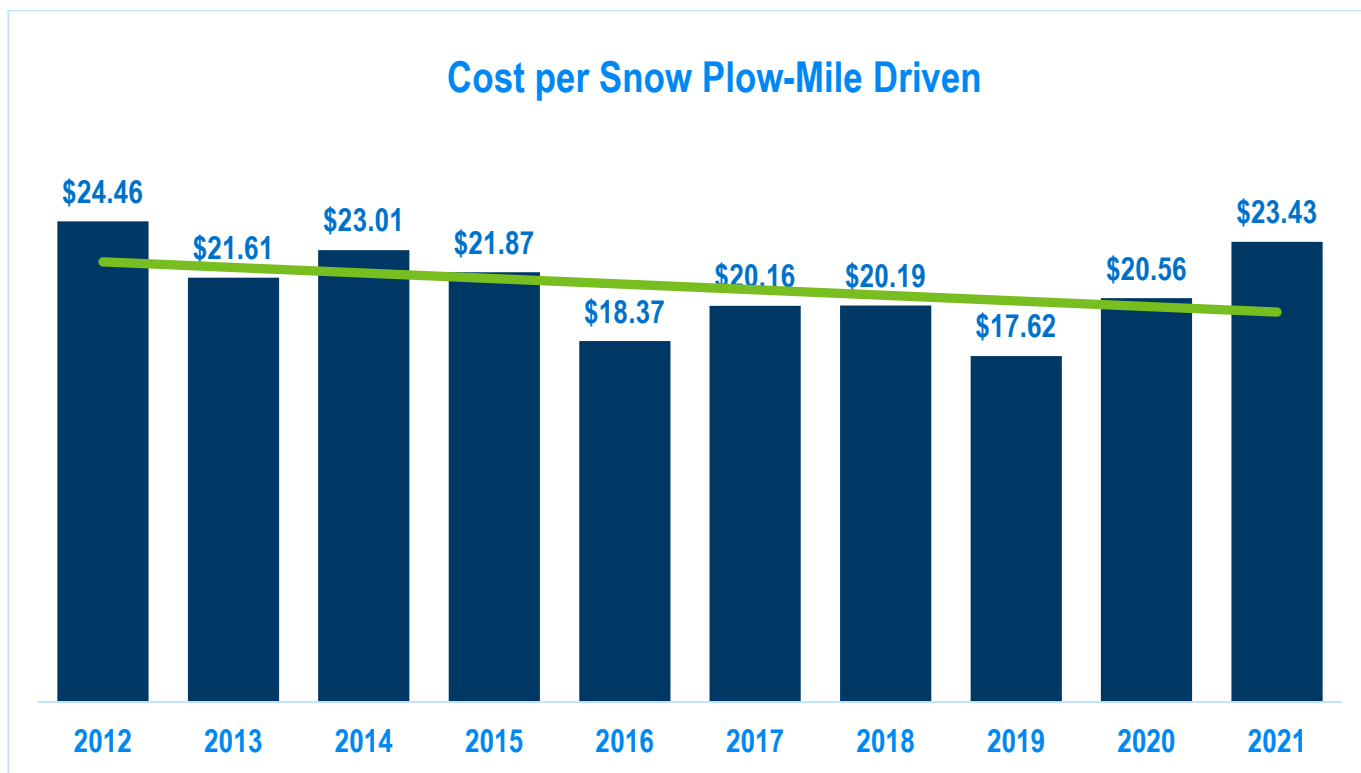
Fast and effective snow and ice control is critically important to Minnesotans’ quality of life during the winter months. It preserves mobility, increases traveler safety, reduces damage to vehicles and limits the extent of weather-induced congestion.

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

Measure definition

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

Figure 5: State Fiscal Year 2012-2021 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

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

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Costs (\$millions)	\$80.9	\$142.2	\$167.5	\$105.0	\$109.2	\$109.2	\$135.4	\$140.8	\$130.9	\$115.9
Plow Miles Driven (1000s)	3,306	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366	4,945
Cost per Mile	\$24.46	\$21.61	\$23.01	\$21.87	\$18.37	\$20.16	\$20.19	\$17.62	\$20.56	\$23.43

Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor based on historic MnDOT maintenance and operations commodity and labor inflation.

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Costs (\$millions)	\$62.0	\$112.3	\$136.2	\$87.9	\$94.2	\$97.0	\$123.9	\$132.7	\$127.1	\$115.9
Plow Miles Driven (1000s)	3,306	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366	4,945
Cost per Mile	\$18.75	\$17.06	\$18.71	\$18.32	\$15.84	\$17.91	\$18.48	\$16.61	\$19.96	\$23.43

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

Major influencing factors

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

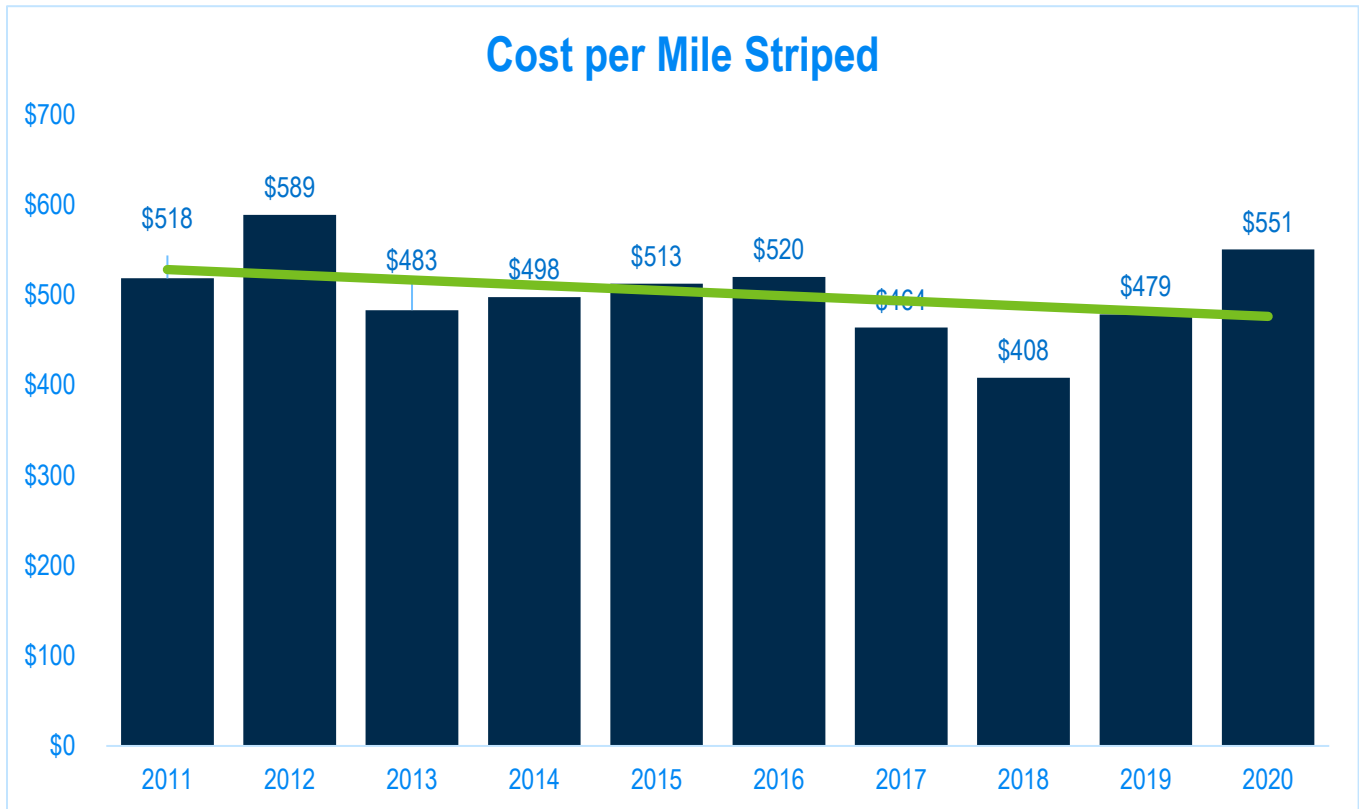
Pavement Markings: Cost per Mile Striped

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

Measure definition

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

Figure 6: Calendar Year 2011-2020 Cost per Mile Striped



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

Results and analysis

Striping cost per mile trends downward over the reporting period, although it fluctuates from year-to-year due to the influencing factors listed below. In 2020 a large portion of MnDOT’s striping (nearly 15%) was contracted out vs being done by MnDOT striping crews due to COVID restrictions. Contractor applied striping cost about twice as much as MnDOT applied striping in 2020.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Striping Costs (1000s)	\$7,776	\$9,835	\$6,959	\$7,517	\$7,534	\$7,747	\$7,283	\$5,758	\$6,844	\$7,818
Miles Striped (1000s)	15.0	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3	14.2
Cost per mile	\$518	\$589	\$483	\$498	\$513	\$520	\$464	\$408	\$479	\$551

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

Table 15: Actual (unadjusted) cost per mile striped

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Striping Costs (1000s)	\$5,960	\$7,764	\$5,658	\$6,295	\$6,499	\$6,883	\$6,665	\$5,427	\$6,645	\$7,818
Miles Striped (1000s)	15	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3	14.2
Cost per mile	\$396	\$466	\$392	\$417	\$442	\$462	\$425	\$385	\$465	\$551

Note: Costs were not adjusted for inflation.

Major influencing factors

Equipment, labor and material costs, along with organization, management, supervision, weather, planning and coordination all influence this measure. The materials used also vary greatly, ranging from less costly and less durable markings such as latex, to the midrange product epoxy, to polymer pre-formed tape, which has a long service life and is used for markings that will be exposed to high levels of roadway traffic. Reductions in miles striped over the years are due to the extended life of markings, largely because of greater use of more durable materials and recessing.

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

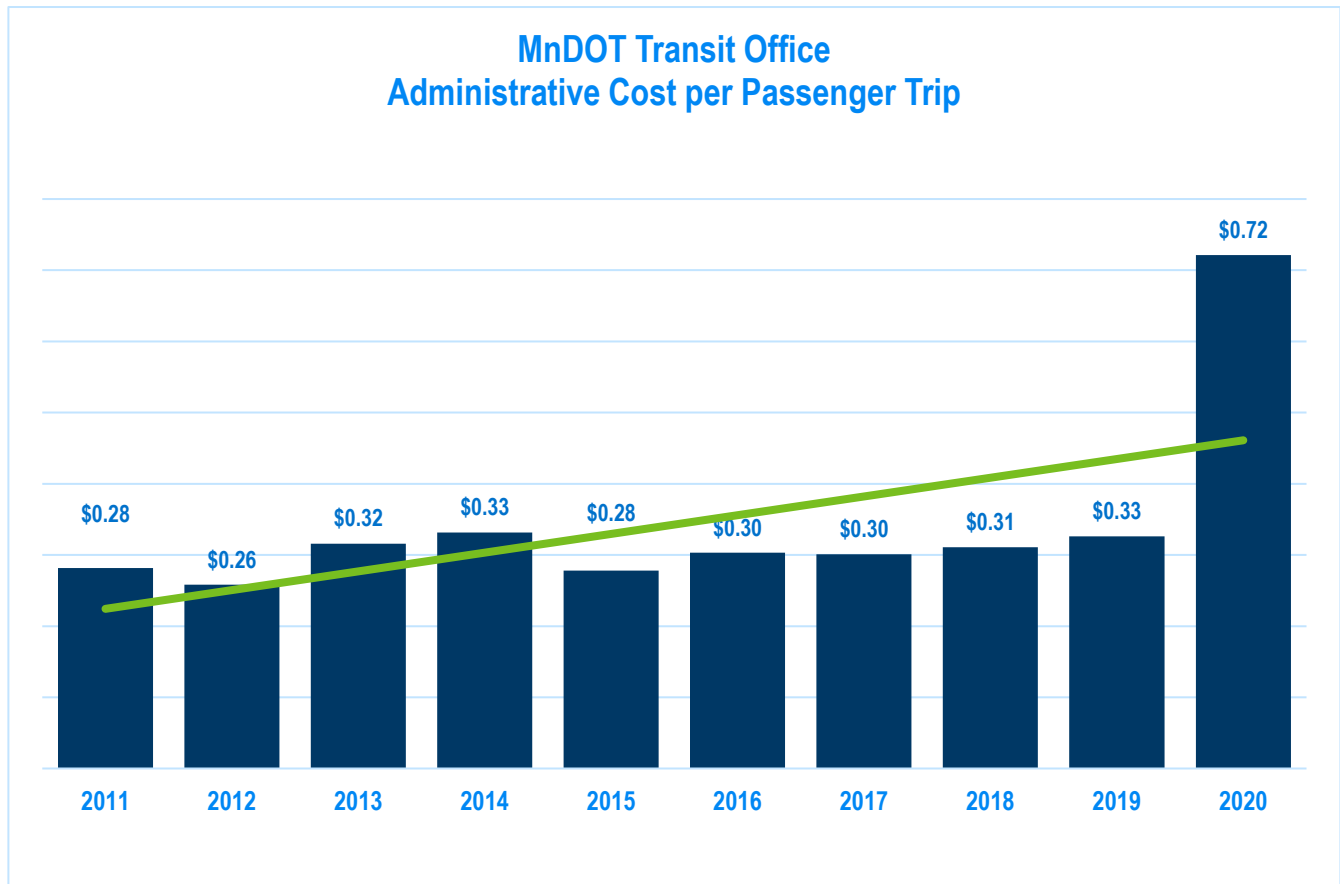
Public transit systems in Greater Minnesota connect people to jobs, family, schools, shopping, health care centers and sports and cultural events – all the destinations people desire. These systems improve mobility for the elderly, low-income and persons with disabilities in communities across the state by providing a reliable transportation option. Public transit is an alternative to driving that can reduce congestion, fuel consumption and greenhouse gas emissions.

Greater Minnesota’s 35 public transit systems (28 rural, 7 small urban) are operated by local governments and non-profits. MnDOT supports these systems through planning, research, and technical assistance, and the management of state and federal transit capital and operating grants for funding public transit programs. MnDOT’s Office of Transit and Active Transportation also supports mobility services for seniors and individuals with disabilities statewide (Federal Transit Administration Section 5310 program), assists with funding Northstar Commuter Rail operations and intercity bus operations, and administers funding for transit in the rural parts of the seven-county Twin Cities’ metro area (e.g., Metro Transit’s Transit Link).

Measure definition

The Greater Minnesota transit productivity measure compares administrative dollars spent by MnDOT’s Office of Transit and Active Transportation to provide and oversee Greater Minnesota public transit grant agreements against the number of passenger trips provided by the 35 Greater Minnesota public transit providers. This measure does not include local, state and federal dollars granted directly to local transit providers nor does it include funding collected at the fare box. Additionally, the scope for this measure was changed starting in 2018. It does not include administrative costs and associated passenger trips for intercity bus or Northstar Commuter Rail service, Metro Transit – Transit Link, or for FTA Section 5310 providers as it did prior to 2018.

Figure 7: Calendar Year 2011-2020 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers

Results and analysis

The MnDOT Office of Transit and Active Transportation administrative cost per public passenger trip had remained relatively flat over the period of analysis until transit ridership dropped by nearly half in 2020 due to the pandemic. This caused the cost per ride to more than double in 2020 compared to 2019.

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

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Expenses (\$1,000)	\$3,713	\$3,451	\$4,368	\$4,588	\$3,867	\$4,112	\$4,217	\$3,686	\$3,739	\$4,545
Greater MN Ridership (1,000's)	13,189	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468	6,301
Cost per Ride	\$0.28	\$0.26	\$0.32	\$0.33	\$0.28	\$0.30	\$0.30	\$0.31	\$0.33	\$0.72

Note: Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

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

Calendar Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Expenses (\$1,000)	\$2,973	\$2,832	\$3,675	\$3,956	\$3,418	\$3,725	\$3,916	\$3,508	\$3,647	\$4,545
Greater MN Ridership (1,000's)	13,189	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468	6,301
Cost per Ride	\$0.23	\$0.21	\$0.27	\$0.29	\$0.25	\$0.27	\$0.28	\$0.30	\$0.32	\$0.72

Note: Costs were not adjusted for inflation. Starting in 2018, measure only includes administrative costs and associated trips for 37 Greater Minnesota public transit providers.

Major influencing factors

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

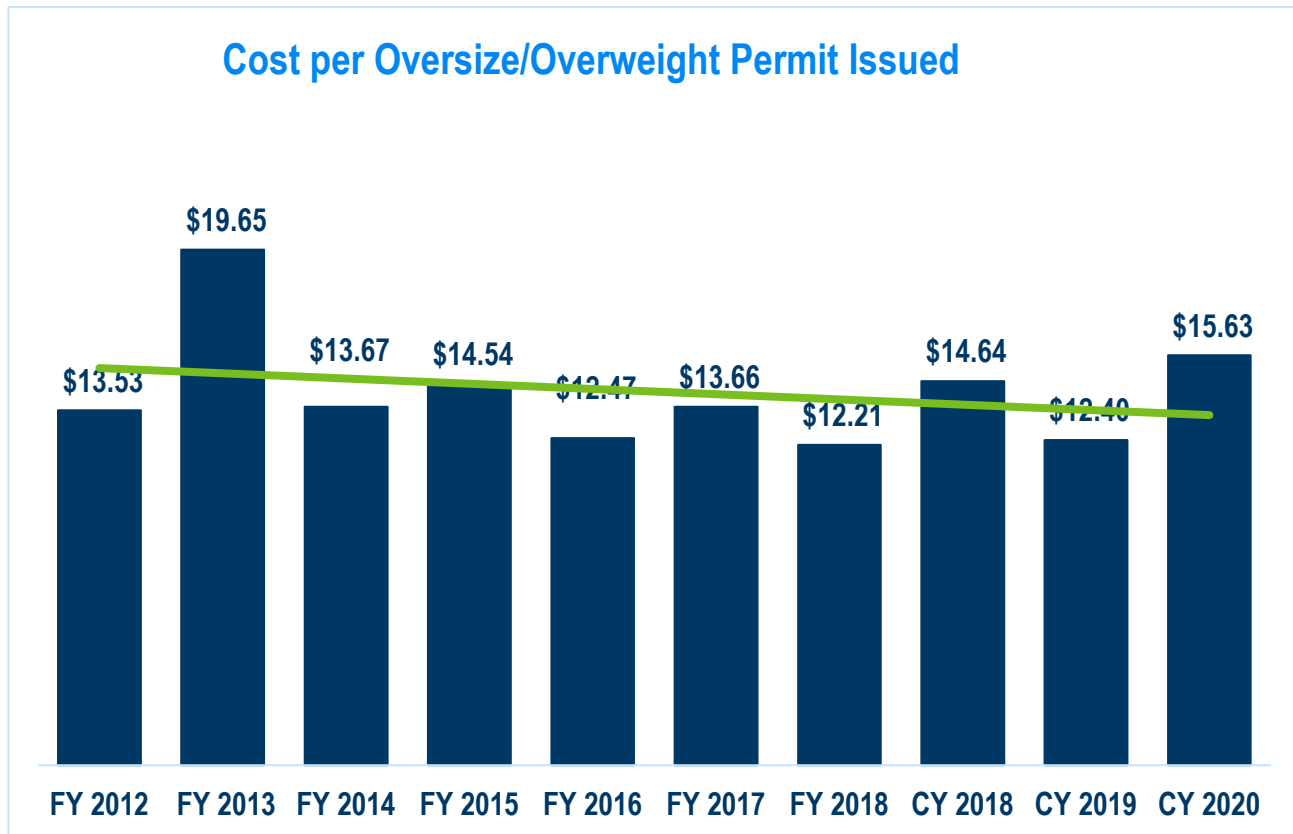
Freight: MnDOT Cost per Oversize/Overweight Permit Issued

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

Measure definition

The oversize/overweight permit productivity measure tracks dollars spent processing permit requests and directly supporting that work against total permits issued each year. Note that the average cost per permit will differ significantly between simple permit and those that require special handling. Starting with 2018, the oversize/overweight permit measure is reported in calendar years, so FY2018 and CY2018 are both included in the chart and data tables.

Figure 8: State Fiscal Year 2012-Calendar Year 2020 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

Results and analysis

The cost per oversize/overweight permit issued has been flat over the last ten years. Higher costs in SFY2013 and CY2018 were due to significant enhancements to the permitting software in those years. Increases in CY2020 are due to a permit system replacement project and software costs to equip staff to perform work duties via telework due to the COVID-19 pandemic.

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY2018	CY2019	CY2020
Expenses (\$1,000)	\$1,205	\$1,776	\$1,226	\$1,265	\$1,036	\$1,069	\$951	\$1,149	\$1,001	\$1,277
Permits Issued	89,028	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,774	78,525
Cost per Permit	\$13.53	\$19.65	\$13.67	\$14.54	\$12.47	\$13.66	\$12.21	\$14.64	\$12.40	\$15.63

Note: Costs were adjusted to 2020 dollars using a 2.5 percent annual inflation factor based on historic MnDOT labor inflation.

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

State Fiscal Year	2012	2013	2014	2015	2016	2017	2018	CY2018	CY2019	CY2020
Expenses (\$1,000)	\$977	\$1,476	\$1,044	\$1,104	\$927	\$980	\$894	\$1,107	\$977	\$1,277
Permits Issued	89,028	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,744	78,525
Cost per Permit	\$10.97	\$16.33	\$11.64	\$12.70	\$11.16	\$12.53	\$11.48	\$14.11	\$12.10	\$15.63

Note: Costs were not adjusted for inflation.

Major influencing factors

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

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

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

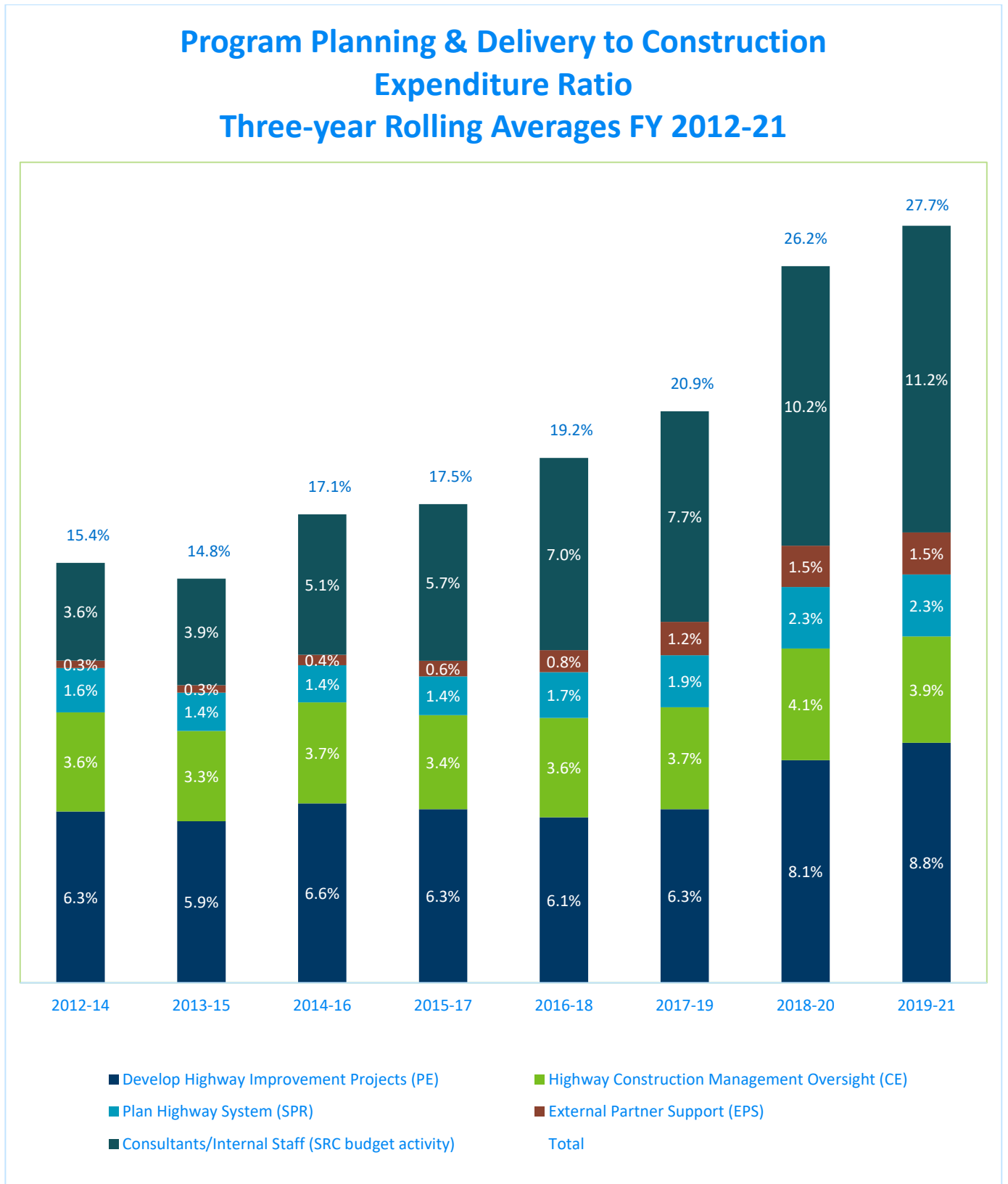
Program Planning and Project Development to Construction Expenditure Ratio

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

Measure Definition

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

Figure 9: FY 2012-2021 Program Planning & Project Development to Construction Expenditure Ratio



Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) of direct costs and include consultant-led program planning and project development. Program delivery expenditures were adjusted to 2021 dollars using a 2.5 percent annual inflation rate. Construction expenditures were adjusted to 2021 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 3 percent per year since 2012.

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

State Fiscal Year	2012-14	2013-15	2014-16	2015-17	2016-18	2017-19	2018-20	2019-2021
Develop Highway Improvement Projects (\$1,000)	\$80,651	\$86,041	\$90,433	\$91,029	\$80,090	\$78,344	\$86,451	\$92,794
Highway Construction Management Oversight (\$1,000)	\$46,724	\$47,987	\$50,778	\$49,267	\$48,073	\$46,113	\$43,315	\$41,128
Plan Highway System (\$1,000)	\$20,923	\$20,371	\$18,787	\$20,366	\$22,089	\$23,458	\$23,938	\$23,979
External Partner Support (\$1,000)	\$3,442	\$3,994	\$5,259	\$8,133	\$10,720	\$15,106	\$16,001	\$16,262
Consultants/ Internal Staff (SRC budget activity) (\$1,000)	\$46,119	\$56,656	\$70,788	\$82,169	\$93,019	\$95,025	\$108,507	\$118,614
Program Planning and Delivery Expenditures (\$1,000)	\$197,859	\$215,048	\$236,045	\$250,964	\$253,992	\$258,046	\$278,212	\$292,777
State Road Construction Expenditures (\$1,000)	\$1,288,368	\$1,455,700	\$1,377,782	\$1,433,823	\$1,323,541	\$1,234,879	\$1,061,861	\$1,057,738
Program Delivery Expenditure/ Construction Expenditure Ratio	15.4%	14.8%	17.1%	17.5%	19.2%	20.9%	26.2%	27.7%

Note: Expenditures reflect budgetary commitments (expenditures and encumbrances) of direct costs and include consultant-led program planning and project development. Program delivery expenditures were adjusted to 2021 dollars using a 2.5 percent annual inflation rate. Construction expenditures were adjusted to 2021 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 3 percent per year since 2012.

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

State Fiscal Year	2012-14	2013-15	2014-16	2015-17	2016-18	2017-19	2018-20	2019-21
Develop Highway Improvement Projects (\$1,000)	\$66,088	\$72,539	\$78,185	\$80,239	\$72,381	\$72,917	\$82,499	\$90,536
Highway Construction Management Oversight (\$1,000)	38,388	\$40,397	43,828	\$43,528	43,493	\$42,854	\$41,170	\$40,055
Plan Highway System (\$1,000)	17,163	\$17,116	16,197	18,037	20,063	\$21,776	\$22,795	\$23,417
External Partner Support (\$1,000)	\$2,862	\$3,352	\$4,545	\$7,279	\$9,734	\$14,075	\$15,289	\$15,791
Consultants/ Internal Staff (SRC budget activity) (\$1,000)	\$38,014	\$47,809	\$61,278	\$72,823	\$84,361	\$88,285	\$103,561	\$116,017
Program Planning and Delivery Expenditures (\$1,000)	\$162,514	\$181,213	\$204,033	\$221,906	\$230,032	\$239,907	\$265,314	\$285,817
State Road Construction Expenditures (\$1,000)	\$999,526	\$1,187,767	\$1,161,055	\$1,179,003	\$1,082,693	\$1,094,605	\$1,070,172	\$1,111,628
Program Delivery Expenditure /Construction Expenditure Ratio	16.3%	15.3%	17.6%	18.8%	21.2%	21.9%	24.8%	25.7%

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

Results and analysis

The graph above shows the program planning and project development to construction expenditures ratio in three-year averages from 2012-2021, broken out by products and services. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 14.8 and 27.7 percent. In other words, to deliver the construction program, MnDOT spends between nearly \$0.15 and nearly \$0.28 in program planning and project development direct expenditures for every dollar of construction expenditure.

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

- Increased use of consultants to help plan for and deliver large and unique projects such as Twin Ports Interchange, Blatnik Bridge and Corridors of Commerce projects.
- A lot of planning and project development work occurred over the past few years for the large infusion of Trunk Highway bonding authorized in 2017 and 2018. While the costs associated with delivery are in full swing (both consultants and program planning and delivery), the bulk of the actual construction will occur in future years (note: of the \$1.3 billion in bonding authorized in 2017 and 2018, only about \$390 million was spent through FY 2020). This will likely cause the ratio to decline in future years. The FY2021 ratio decreased to just below 25% but is only included in the most recent three-year average.
- ADA laws require improvements to sidewalk, curb ramps and signal system. To comply with the law, more projects are being programmed with these improvements. Although small in scale compared to major highway projects, these projects require significant resources to design and construct due to the ADA engineering requirements.
- Public engagement efforts have significantly advanced on all MnDOT projects. These require additional resources to obtain and incorporate public input.
- The design portion of design build projects is now separated from construction. Design was previously counted in construction for design build projects which would have understated Develop Highway Improvement Projects.

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

Major influencing factors

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

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

Efficiencies

MnDOT aims to be a good steward of public funds. Starting in 2015, the department took a more targeted approach to identify and quantify these efficiencies, while looking for additional best practices and improvements. In fiscal year 2021, MnDOT identified an estimated \$89.9 million in savings from new and revised practices deployed across the organization. Including fiscal year 2020 savings, MnDOT achieved an estimated \$191 million in saving from these practices over the previous two fiscal years. The majority of these efficiencies identified in FY 2021 came from construction program delivery and project development. Savings identified in the analysis led to program and project costs that were lower than if the efficient strategies were not implemented.

Background

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

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

Methodology

Overview

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

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

To add to traditional performance measures, MnDOT evaluates and identifies the efficiency with which it operates. Efficiency measurement looks at an organization's ability to maximize the output from a given set of input resources.¹ There are different ways to identify and evaluate levels of efficiency, each with its own strengths and weaknesses. Benchmarking best practices is a common tool for identifying best cases given certain constraints. It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the future.²

¹ Palmer, A. (1993). Performance Measurement in Local Government. *Public Money & Management*, 31-36.

² Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

The analysis looks to isolate key decisions and strategies that are maximizing outputs without compromising outcomes to the public.³

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

Data Limitations

MnDOT is required to evaluate the efficiency of the organization each fiscal year and report on the efficiencies that occurred in the previous two fiscal years. Projects usually take years to be developed. So, to identify efficient practices that produced programmatic savings in the current fiscal year, MnDOT analyzed practices and processes that were implemented in previous years after the initial scoping process was completed, which impacted the overall project cost. For example, projects under construction in fiscal year 2021 were in development for six to 10 years. Many of the decisions have already been made that would lead to significant project savings.

Approach

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

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

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

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

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

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

³ Holzer, Ph.D., M., Fry, J., Charbonneau, E., Riccucci, Ph.D., N., Kwak, S., & Burnash, E. (2009). *Literature Review and Analysis Related to Measurement of Local Government Efficiency*.

⁴ Bretschneider, S., Marc-Aurele, F. J., & Wu, J. (2005). "Best Practices" Research: A Methodological Guide for the Perplexed. *Journal of Public Administration Research and Theory*, 307-323.

⁵ Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

MnDOT's Office of the Chief Financial Officer in the Commissioner's Office initiated a parallel effort in 2021 to identify and quantify efficiency savings on smaller projects across the state. Project managers in five districts are participating in a pilot project and self-reporting their estimated project efficiency savings directly into the department's Capital Highway Information Management Enterprise System, or CHIMES. Results from the pilot project will be reviewed to determine whether future efficiency reporting efforts will include efficiency estimates for other projects beyond those reported in the Major Highway Projects Report.

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

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

State Road Construction

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

Administration, Maintenance and Operation

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

State Road Construction

Efficiencies identified in fiscal year 2021 came throughout project development for each project more than \$5 million and any regionally significant project let in FY 2021. Savings identified in the analysis led to project costs that were lower than if the efficient strategies were not implemented.

MnDOT employs a number of strategies to reduce the overall cost of the projects before delivery. The analysis looked at key business processes directly linked to more efficient project delivery. The projects were evaluated on how well the business process improvements were implemented. The four areas linked to more efficient outcomes are: Performance-Based Practical Design, Innovative Construction Staging, Value Engineering, and Alternative Technical Concepts. A summary of the savings on major projects can be found below. In fiscal years 2015 through 2018, Pavement Design Methodology was included as an efficiency that resulted from improved design software. This software is now considered standard practice in pavement design, therefore is no longer included as an efficiency after FY 2018.

Table 22: State Road Construction Efficiencies by Method for Fiscal Years 2017- 2021

SRC Savings Category	FY 2018	FY 2019	FY 2020	FY 2021
Pavement Design Methodology	\$9,695,000	0*	0*	0*
Performance-Based Practical Design	\$26,465,000	\$36,350,000	\$23,549,000	\$5,330,000
Innovative Construction Staging	\$4,150,000	\$8,700,000	\$38,875,000	\$17,435,000
Value Engineering	\$15,985,000	\$15,005,000	\$20,715,000	\$36,314,000
Alternative Technical Concepts	\$6,095,000	\$30,160,000	\$4,575,000	\$16,314,000
Total Savings	\$62,390,000	\$90,215,000	\$87,714,000	\$75,538,000

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

Table 23: Total Estimated Efficiency Savings for the State Road Construction program for FY 2021

Project	Total Estimated Efficiency Savings
SP 0104-06 - MN 27 - Pavement Resurfacing, Aitkin and Carlton Counties (17 Miles), District 1	\$400,000
Value Engineering	\$400,000
SP 3104-60 - US 2 - Pavement Resurfacing, Prairie River to MN 65 (18 Miles), District 1	\$250,000
Value Engineering	\$250,000
SP 3804-61 - MN 61 - Pavement Rehabilitation, Knife River to Scenic RD (7 Miles), District 1	\$1,025,000
Performance-based Practical Design	\$600,000
Value Engineering	\$200,000
Alternative Technical Concepts	\$225,000
SP 5802-24 - MN 123 - Pavement Rehabilitation (Sandstone), District 1	\$620,000
Performance-based Practical Design	\$620,000
SP 6982-322 - I-35 - Twin Ports Interchange Reconstruction (Duluth), District 1	\$62,538,000
Innovative Construction Staging	\$15,010,000
Value Engineering	\$31,439,000
Alternative Technical Concepts	\$16,089,000

Project	Total Estimated Efficiency Savings
SP 0406-67 - US 2 - Access and Intersection Improvements (Bemidji), District 3	\$750,000
Performance-based Practical Design	\$750,000
SP 6001-61 - US 2 Pavement Rehabilitation, MN 220 to CSAH 15 (15 Miles), District 2	\$725,000
Performance-based Practical Design	\$450,000
Value Engineering	\$275,000
SP 6004-26 - US 2 Pavement Rehabilitation, MN 32 to US 59 (15 Miles), District 2	\$1,025,000
Performance-based Practical Design	\$325,000
Value Engineering	\$700,000
SP 1807-29 - MN 210 - Urban Reconstruction (Crosby and Ironton), District 3	\$350,000
Performance-based Practical Design	\$350,000
SP 7102-135 - US 10 - Urban Roadway Reconstruction, (Elk River), District 3	\$575,000
Innovative Construction Staging	\$575,000
SP 0306-31 - MN 87 - Roadway Reconstruction Frazee to Menagha (28 Miles), District 4	\$2,025,000
Performance-based Practical Design	\$1,750,000
Value Engineering	\$275,000
SP 6106-25 - MN 29 - Railroad Grade Separation (Glenwood), District 4	\$1,750,000
Value Engineering	\$1,750,000
SP 3280-131 - I-90 - Pavement Resurfacing, CSAH 5 to Mn 86 (11 Miles), District 8	\$575,000
Performance-based Practical Design	\$225,000
Innovative Construction Staging	\$350,000
SP 4006-35 - MN 60 - Pavement Resurfacing Madison Lake to Waterville (17 Miles), District 8	\$710,000
Performance-based Practical Design	\$260,000
Value Engineering	\$450,000
SP 6283-247 - I-94 - Bridge Repair and Pavement Rehabilitation (St. Paul) Metro District	\$2,220,000
Innovative Construction Staging	\$1,500,000
Value Engineering	\$720,000

Note: Nine other projects were reviewed but no quantifiable efficiencies were identified. These consisted of smaller pavement preservation projects with no changes to geometry.

Identified estimated savings reflect costs that were lower than if the efficient strategies were not implemented. Most of the savings realized through this process were reinvested into the state road construction program. The estimated savings identified in FY 2021 were the product of decisions made throughout project development – often over the course of four years. It was not feasible to retroactively calculate where each estimated dollar was repurposed. The agency is working to develop tracking software to better calculate the movement of funds during project development, but at this time is not equipped to measure at that level of detail. Additionally, actions were evaluated once a project was selected for construction. Decisions made before a project was selected to be built were deemed to be too abstract to determine causal relationships between actions and more efficient outcomes.

Performance-Based Practical Design

Performance-based design uses sophisticated analytical tools, flexible design criteria and a value-conscious approach to balance competing objectives, optimize return on investment and increase local and system-level performance. It uses in-depth analysis and risk assessment to more closely scrutinize the use of funds and the effects on resources and communities. It focuses on building only what is needed while maintaining and improving safety. This is done by scoping projects to stay within the core purpose and need. By eliminating nonessential project design elements, the resulting project is lower cost and has improved return on investment. Through implementation of Performance-based Practical Design, projects let in FY 2021 saved an estimated \$5.3 million.

Innovative Construction Staging

MnDOT is working to reduce the need to purchase permanent and temporary property. These acquisitions can be costly. Acquiring property can be so costly that project managers are increasingly using innovative staging strategies to help reduce and mitigate MnDOT's project costs, including the manner that property is purchased. Through implementation of Innovative Construction Staging, projects let in FY 2021 saved an estimated \$17.4 million.

Value Engineering

Value Engineering is a systematic process using a team of people from a variety of disciplines to improve the value of a project. Value can be increased by either improving the function or reducing the cost, while maintaining the safety, necessary quality and environmental attributes of the project. The VE process incorporates, to the extent possible, the values of design, construction, state, local and federal approval agencies, other stakeholders and the public. Cost savings, risk reduction, schedule improvements, improved design and quality are common outcomes of VE studies. Through implementation of Value Engineering practices, projects let in FY 2021 saved an estimated \$36.5 million.

Alternative Technical Concepts

Alternative Technical Concepts allow for innovation and flexibility during the bidding process. The ATC process allows design-build firms to propose "equal or better" alternatives to the project requirements during the bidding process. The process is used to allow innovation and flexibility in the design and/or construction of a particular element of the project. Through implementation of ATC, projects let in FY 2021 saved an estimated \$16.3 million.

Administration, Maintenance & Operations

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

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

Program	Total Estimated Efficiency Savings FY 2020	Total Estimated Efficiency Savings FY 2021
Agricultural Tractor Rental Program	\$590,000	\$630,000
Automated Flagger Assistance Devices*	\$15,000	\$15,000
Blowing Snow Control	\$810,000	\$830,000
Connecting MnDOT Facilities by Fiber Optic Network*	\$270,000	\$270,000
Conversion of Fiber Optic Communication Standard, *	\$200,000	\$210,000
Dynamic Message Sign Defrosters*	\$140,000	\$140,000
Georilla Web Mapping Interface	\$260,000	\$260,000
LED Ramp Meters*	\$78,000	\$79,000
LED Roadway Lighting	\$3,000,000	\$3,000,000
Maintenance Decision Support System, or MDSS	\$6,500,000	6,600,000
Portable Signals*	\$300,000	\$300,000
Slurry Tanks	\$110,000	\$110,000
Tow Plows	\$1,200,000	\$1,300,000
Tunnel Washing	New	\$130,000
Unmanned Aerial System (Drone) for Bridge Inspections	\$370,000	\$470,000
Unmanned Aerial System (Drone) for Photogrammetrics	\$56,000	\$56,000
Grand Total	\$13,899,000	\$14,400,000

*Growth due to inflation and/or rounding

Efficiencies identified in FY 2021 led to administrative, maintenance and operations costs that were lower than if the efficient strategies were not implemented. Staff time savings were reallocated to administrative, maintenance and operational priorities. Capital savings, such as snowplow purchases avoided through the use of tow plows, allowed MnDOT to reinvest in needed capital priorities. All efficiencies include implementation costs and those carried forward from 2020 to 2021 have a background inflation factor applied. Some have increased due to this inflation factor while others may appear unchanged due to rounding.

Agricultural Tractor Rental Program

Modeled after a South Dakota program, district fleet staff implemented an agricultural tractor rental program in 2009. Working with manufacturers and implement dealers, MnDOT negotiates reduced rental rates for tractors used primarily for mowing roadsides. In turn, manufacturers and dealers get the benefit of having their product showcased to thousands of drivers and potential customers daily. Tractors are rented for up to 250 hours and then returned to dealers where they are then sold, with a full warranty, at reduced prices. In 2021 MnDOT rented over 100 tractors using this program and realized savings of approximately \$630,000.

Automatic Flagger Assistance Devices

Automated Flagger Assistance Devices are portable traffic control devices used by flagging personnel instead of traditional flagging equipment. AFAD's use a rotating stop sign to control traffic movement. The deployment of AFADs increases safety and efficiency of flagging operations. Currently MnDOT operates one AFAD in District 3. Efficiencies are realized through the reduction of personnel needed for flagging operations. For example, where a traditional flagging operation requires four people, a flagging operation using AFADs may require only one or two people. The reduction in personnel required for flagging allows for reassignment of people to other aspects of the scheduled work, resulting in quicker turnaround and faster project completion. There were no significant changes to AFAD use in 2021. MnDOT is saving an estimated \$15,000 annually by using AFADs.

Blowing Snow Control Using Benefit Cost Analysis

MnDOT uses an array of blowing snow control measures such as living snow fences, structural snow fences, standing corn rows, strategically placed bales, native tall grass plantings and road design elements. All are intended to either increase snow storage in the road ditch or to prevent snow from blowing from the field onto the roadway. MnDOT uses a web-based tool, developed in 2013 in conjunction with the University of Minnesota Center for Transportation Studies, to determine the benefit cost ratio of individual sites. Selection factors include land use, winter climate data and traffic volumes. More than 3,700 blowing and drifting snow problem sites covering approximately 1,200 miles of state highways were identified as potential sites. In 2016 the benefits and costs were determined at seven sites where standing corn rows or bales were used. The median benefit cost ratio of the selected sites was 5 to 1 and this ratio was applied to the statewide program extent of 29 miles, up from two miles in 2017. At that time, MnDOT paid farmers or landowners an average \$5,400 per mile for standing corn rows/bales. Farmers are asked to leave five to six rows of standing corn approximately 200 feet from the centerline of the road. By 2026, the program is expected to grow to 50 miles of living snow fence. By applying the 5 to 1 benefit cost ratio to payments made and assuming an expanding program, the department expects to save approximately \$830,000 annually over the next 10 years.

Connecting MnDOT Facilities by Fiber Optic Network

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

Conversion of Fiber Optic Communication Standard (SONET to IP)

The electronic communications industry continues to develop new products that combine lower costs with greater capabilities. These new products enabled MnDOT's Regional Transportation Management Center to change the fiber optic communications system backbone from the SONET industry standard to an IP based communication system. Both standards have an approximate lifespan of 10 years. However, the cost of a typical IP switch is \$5,500 compared to \$35,000 for a SONET switch. By applying the reduced switch cost to the RTMC's 60 switches and including all associated costs to implement, MnDOT is saving an estimated \$210,000 annually.

Dynamic Message Sign Defrosters

Dynamic Message Signs were originally designed with defrosters because of the potential for frost and condensation that causes problems with the electronics and reduces the readability of the displays. Metro freeway operations staff analyzed the cost of electricity for using the defrosters, contacted sign manufacturers for recommendations based on experience with deployments in similar climates and conducted tests on a limited number of the DMS. The results showed DMS operate well without any long-term maintenance impacts without using the defrosters. There were no changes to the DMS efficiency in 2021. MnDOT is saving an estimated \$140,000 per year by deactivating dynamic message sign defrosters.

Georilla Web Mapping Interface

Georilla is a web mapping interface MnDOT's Metro District began using in 2010. Since its inception, it gained wide acceptance and is a department-wide resource. In 2020, Georilla averaged more than 1,000 users. Georilla brings disparate data and tools together in one interface, allowing managers and employees to access the vast amounts of data across the agency. Georilla provides a map, but also allows employees to drill down into the depths of the data to find greater detail. The financial benefits of Georilla from 2016 forward were evaluated through an agency-

wide survey conducted in July 2016 where 57 employees reported a total of 5,416 hours in annual time savings from Georilla-enabled efficiencies. Compensation was determined by grouping staff, which were generally in either technical or engineering positions, in proportion to hour-weighted reported savings. In 2020 there were more than 68,000 site visits to Georilla. Benefits from 2010-2015 were then prorated based on site visits for each year. Using this approach, MnDOT is saving an estimated \$260,000 annually by using Georilla.

LED Ramp Meters

The installation of low-maintenance LED bulbs on Twin Cities ramp meters reduced electricity usage and freed staff to do other preventative maintenance work. MnDOT replaced all incandescent bulbs in its 430 ramp meter signal locations with longer service life and higher efficiency LED bulbs. A majority of ramp meter locations have 12 individual bulbs. There is an initial cost outlay for the LED installations, but the savings in electrical utility cost and elimination of the need to replace bulbs over the service life of the ramp metering infrastructure is greatly offset. This efficiency continued in 2020 with no changes. For purposes of this analysis a 20-year life cycle is anticipated; so, including all implementation costs, MnDOT is saving an estimated \$79,000 annually using LEDs on ramp meters.

LED Roadway Lighting

The statewide LED lighting conversion project involves converting more than 28,500 roadway lights from traditional high-pressure sodium to LED or light emitting diode technology. LED luminaries used by MnDOT have an average life of about 18 years and the life of a high-pressure sodium lamp is only about four years. The conversion includes replacing light fixtures with new LED luminaries. Financial impacts will include a sizeable reduction in energy costs and the elimination of labor and equipment costs for the replacement of lamps every four years. In 2019 MnDOT converted an additional 1,250 lights in Greater Minnesota, bringing totals to approximately 9,000 lights in Greater Minnesota and 18,500 lights in the Twin Cities Metro area. The conversion was completed in 2020. For purposes of this analysis a 17-year life cycle is anticipated. MnDOT is saving an estimated \$3,000,000 annually using LED Roadway Lighting.

Maintenance Decision Support System (MDSS)

The Maintenance Decision Support System, Mobile Data Computers and Automated Vehicle Location are the three technologies that together provide critical information about real-time weather and pavement condition for the most efficient distribution of drivers and equipment for roadway maintenance. The most useful application of MDSS is during snow and ice clearance. The MDSS assists drivers with determining the correct amount of material to apply to the roadway surface, which is usually significantly less than most plow drivers would normally apply. In addition to minimizing environmental impacts of salt and chemical usage, the MDSS also presents additional financial savings that include fewer snowplow trips to clear roads, extended plow life, decreased overtime and fuel savings. Other user benefits include improved network reliability and a more consistent experience for drivers. MDSS was fully operational in 2016 on approximately 600 plow trucks. The number of trucks with MDSS capabilities grew to 707 in 2019. By the end 2020 MnDOT's entire snowplow fleet was outfitted with MDSS. The current net savings estimate for MDSS incorporates inflation, our latest expectations for fleet rollout, and revised accounting for fixed program costs. Including all associated costs to implement, MDSS is generating an estimated \$6.6 million in annual savings.

Portable Signals

Portable Signal Systems are traffic control devices used instead of traditional flagging personnel and equipment and do not require an operator. Efficiencies are realized through the elimination of personnel needed to flag traffic through a work area. The reduction in required personnel for flagging allows for reassignment of people to other projects, resulting in quicker turn around and faster project completion. MnDOT used 14 portable signal systems statewide in 2021. By replacing typical flagging operations with portable signals MnDOT is saving an estimated \$300,000 annually.

Slurry Tanks- Snow and Ice Control

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

Tow Plows

The operational gap of snowplow trucks needed to deliver snow and ice removal services versus the number of snowplow trucks available in the fleet is partially addressed by the deployment of an existing tandem axle truck outfitted with an unmanned tow plow. A tow plow is a 26-foot plow that is mounted on a trailer pulled by a tandem axle snowplow truck. With a pull of a lever by the truck operator, the plow moves to the side of the truck. It has the capability to clear a path in excess of 24 feet wide. Including all associated costs to implement, MnDOT is saving an estimated \$1.3 million in 2020 by using tow plows.

Tunnel Washing

MnDOT Metro district and District 1 both previously used a MnDOT owned tunnel washing machine to perform cleanings on their tunnels until 2018 when the current machine broke down and could not be repaired. In Metro district it was decided to contract out the tunnel washing as buying a new tunnel washer was considered prohibitively expensive. Contractors were brought in twice a year at a cost of \$85,000 per event to perform the cleaning. District 1 instead chose to build their own tunnel washing machine and after positive results Metro District also chose to build their own. Using in-house project management, supervision, mechanics and welders along with maintenance field staff both districts were able to build tunnel washers capable of performing all the required tasks. The washer was created using only \$25,000 in staff time and \$15,000 in materials. Using these tunnel washing machines MnDOT expects to see a savings of \$130,000 annually from the metro district washer.

Unmanned Aerial Systems (Drones) for Bridge Inspection

MnDOT began researching drone use for bridge inspection in 2015. Traditional inspection methods can include under-bridge inspection vehicles, ladders, lifts and rope access, all of which can require lane closure. The use of drones, while not suitable for all bridge inspections, is proving an efficient technology in many circumstances. Drone bridge inspections can lower the cost and improve safety for workers and the traveling public when compared to the traditional bridge inspection methods. Average inspection cost using traditional methods is approximately \$7,100 per bridge. The average cost of a bridge inspected with a drone is approximately \$4,800. MnDOT is expecting average annual savings totaling \$470,000.

Unmanned Aerial Systems (Drones) for Photogrammetrics

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

Additional Efficiency Activity

Throughout the department, MnDOT continues to pursue other efficiencies. Many are smaller efforts such as a minor change to snowplow blades that an operator may determine will save time or perform better. Others are larger efforts that are not yet mature, such as using automatic vehicle locating systems for weed control and expanding MnDOT's shared services, adding value to the agency's work by improving, innovating, integrating and streamlining work functions. As these efforts mature, or their deployment grows, they will be considered for inclusion in future efficiency reports.

Appendix A: Products and Services Summary List and Descriptions

2021 Products and Services Framework

Table 25: Products and Services Framework

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

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

Products and Services Descriptions

Aeronautics

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

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

Freight

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

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

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

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

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

Passenger Rail

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

Transit

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

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

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

Trunk Highway Program Planning & Delivery

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

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

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

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

Trunk Highway State Road Construction

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

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

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

Trunk Highway Debt Service

Trunk Highway Debt Service: Repayment of bond debt.

Trunk Highway Operations and Maintenance

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

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

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

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

Statewide Radio Communications

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

County State Aid Roads

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

Municipal State Aid Roads

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

External Partner Support

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

Appendix B: Glossary of Terms

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

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

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

Change Order: see supplemental agreement

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

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

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

District Risk Management Program: Focuses funding on all non-National Highway System highway needs on all state highways. Much of the program supports pavement and bridge rehabilitation or replacement projects. The DRMP project selection process is structured to give districts the flexibility to address their greatest regional and local risks. Districts are also able to make additional investments on the NHS system if the proposed project is in response to a high-risk issue.

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

Efficiency: Efficiency is often confused with effectiveness as the output to input ratio and focuses on getting the maximum output with minimum resources and still meet effectiveness measures. Efficiency focuses on doing things right and demands documentation and repetition. An efficiency is a deliberate decision or business process improvement that provides cost savings without compromising the quality of outcomes to the state of Minnesota.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Performance-Based Planning

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

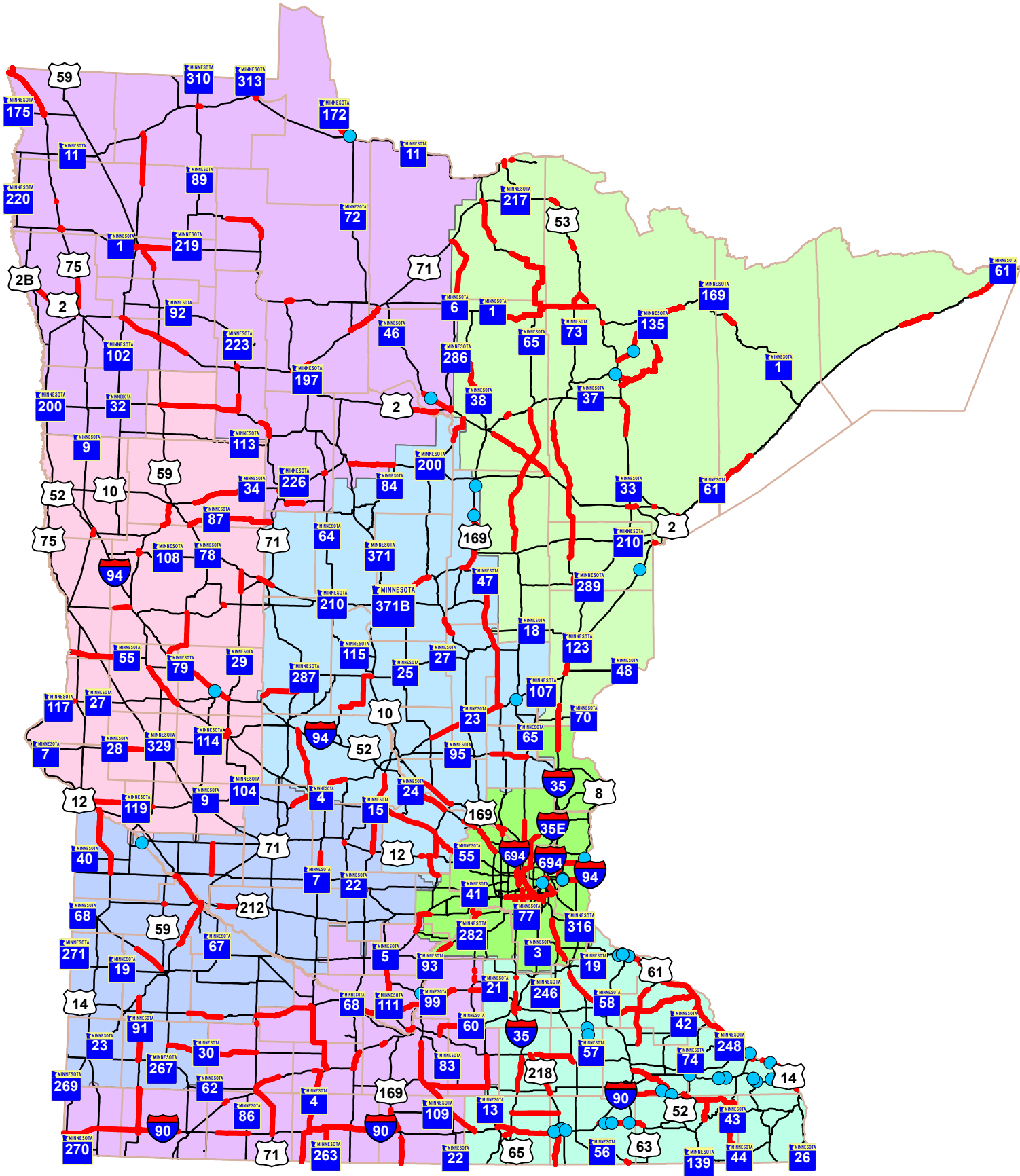
Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation [Standard Specifications for Construction, 2018 Edition](#), a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed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

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

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

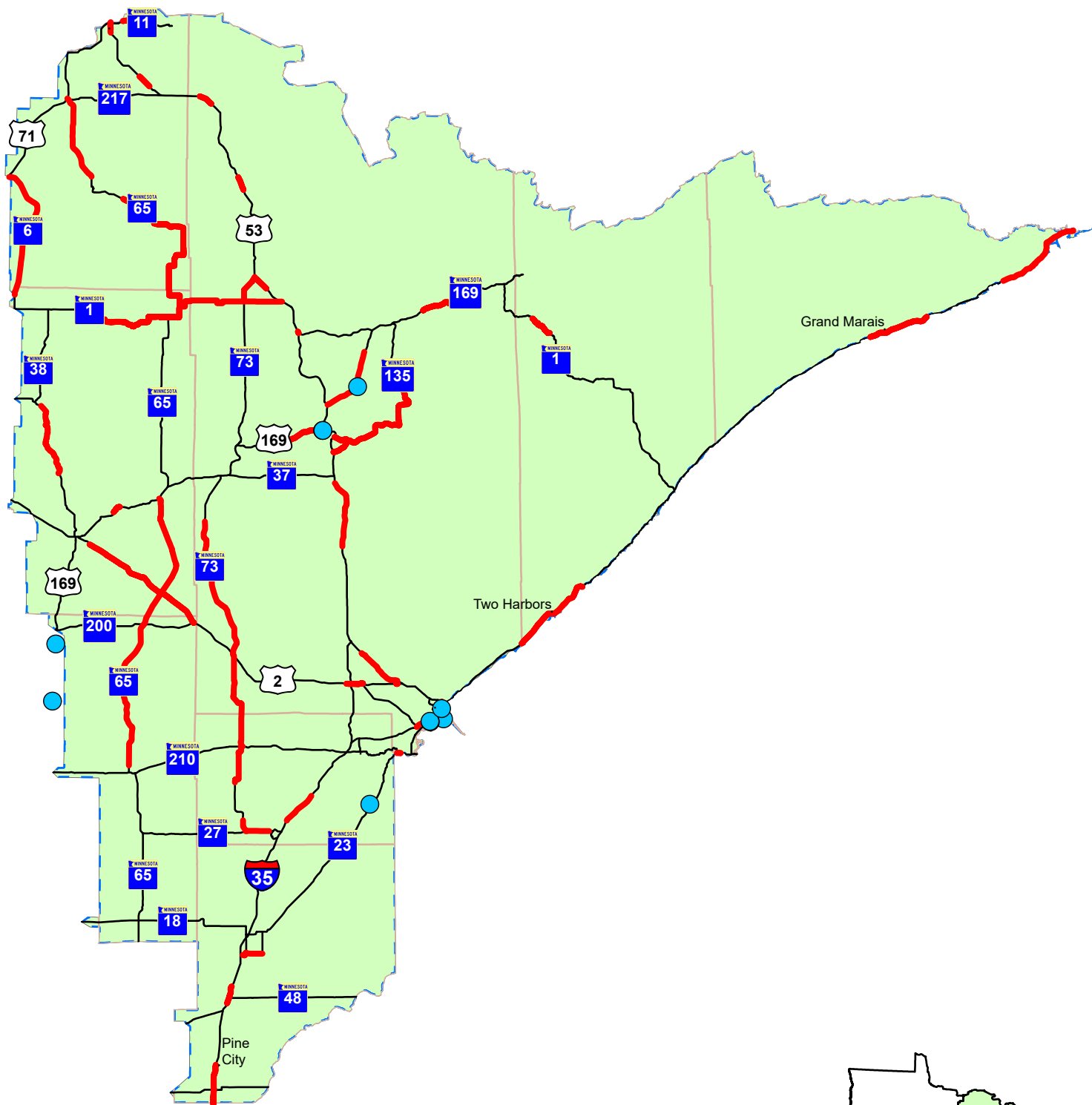
Appendix C: Major Highway Project Summary Pages

Major Highway Projects 2021







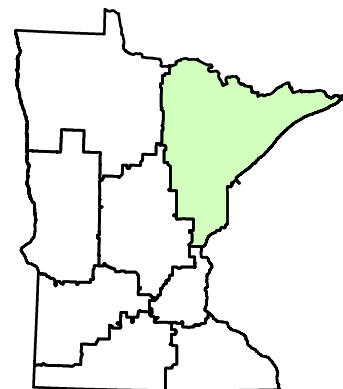
Major Highway Projects 2021

D1- DULUTH



Major Highway Projects

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



District 1 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 27	0104-06	On MN 27 from Moose Lake to CR 12.			A1	74
MN 65	0112-52, 3112-37	On MN 65 from Sandy River to MN 200 in Aitkin County.	✓	2nd	A2	75
MN 23	0901-70	On MN 23 bridge 09020 in Carlton County.			A3	76
MN 210	0915-32	Resurface and reconstruct the Highway 210/73 and drainage improvements in Cromwell in Carlton County			A4	77
I-35	0980-158	I-35 near Barnum, place new concrete pavement on northbound lanes only.			A5	78
MN 61	1602-50	On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.			A6	79
MN 61	1604-45	On MN 61 from Reservation River Road to US/Canadian border in Cook County.			A7	80
MN 1	3101-37	On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.			A8	81
MN 1	3101-38	On MN 1 from north of Bass Lake Rd. to the south junction of CR 542/CR 550/MN 1 in Itasca County			A9	82
MN 1	3101-39	On MN 1 from south of Twsp. 551, Thistledeew Lake Campground Rd. to the east junction of MN 65 in Itasca County			A10	83
US 2	3104-60	On US 2 from east of bridge #31032 over Prairie River to the east of Hwy 65 in Itasca County.			A11	84
US 2	3104-62	On US 2 from just west of Hwy 65 to just east of Hwy 200			A12	85
MN 65	3111-30	On MN 65 from MN 200 to US 169 in Aitkin and Itasca counties.	✓	2nd	A13	86
MN 6	3603-14	On MN 6 from MN 1 to US 71 in Koochiching County.	✓	2nd	A14	87
MN 11	3606-61	On MN 11, bridge 36027 in Ranier.	✓	2nd	A15	88
US 53	3608-48, 3608-57	On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.			A16	89
MN 65	3609-42	On MN 65 from MN 1 to CR 8 in Koochiching County.			A17	90
MN 61	3804-61	Highway 61 south of Two Harbors			A18	91
MN 61	3804-62	In Two Harbors, reconstruct Hwy 61 from the southwest of CR 61 to just east of 5th St.			A19	92
MN 61	3805-79	On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.			A21	93
MN 61	3805-99	On MN 61, bridge 3589 at Stewart River in Lake County.			A22	94
MN 61	3805-106	On MN 61 at the Silver Creek Cliff and Lafayette Bluff tunnels			A20	95
MN 123	5802-24, 5802- 29RW	On MN 123 in Sandstone from junction of MN 23 to CSAH 30, mill and overlay, reclaim, drainage improvements and ADA.			A23	96
I-35	5880-194	On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.			A24	97
I-35	5880-199, 5880-200	On I-35 from south of the junction of MN 48 to north of junction of MN 48			A25	98

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 2	6908-61	US 2 and Hwy 194 near Saginaw			A26	99
MN 23	6910-109, 6910-106, 6910-107, 6910-111	On Hwy 23 from the St. Louis River to west of 5th Street, in the Fond du Lac neighborhood of Duluth			A27	100
MN 135	6912-77, 6912-79	On MN 135 from just west of County Road 921 in Virginia to CSAH 21 near Embarrass.	✓	2nd	A28	101
MN 37	6914-19	On MN 37 from the junction of US 53 to MN 135 in St. Louis County.			A29	102
US 53	6916-110	Resurface southbound Hwy 53 from CR 13 to CR 8			A30	103
US 53	6920-53	On US 53 from MN1/CSAH22 in Koochiching and St. Louis Counties.	✓	2nd	A31	104
MN 61	6925-145	On MN 61, in Duluth, from 26 Ave E. to just north of 60th Ave. E., construct roundabout, resurface pavement and install trail.			A32	105
MN 73	6928-28	On MN 73 in Carlton and St. Louis Counties.	✓	2nd	A33	106
MN 194	6932-14, 6916-113	On MN 194 at the intersection of Midway Road Hermantown.			A34	107
US 169	6935-94	Resurface northbound Hwy 169 from just west of CR 67 to CR 109 and southbound Hwy 169 from just north of CR 5 to just south of CR 109.			A35	108
MN 169	6936-19	On MN 169 from US 53 to CSAH 26 in St. Louis County.	✓	1st	A36	109
US 2, MN 194	6937-102, 6933-97, 6933-95	On Hwy 194 from Rice Lake Road/CSAH 4 to I-35 and replaces US 2 bridges 69101 and 69102 in Duluth.	✓	2nd	A37	110
I-535	6981-9027	The Blatnik Bridge on I-535 over the St. Louis River between Duluth, MN and Superior, WI will have some steel structural members repaired along with minor concrete repairs to the superstructure.			A39	111
US 53, Superior St, MN 194, I 35, 46 Ave W	6982-322WP2, 6982-322WP1, 6915-138, 6980-62, 6982-328, 6933-100, 6982-346, 6982-340	On I-35 from Central Ave. to Garfield Ave. in Duluth.			A38	112
I 35	6982-335	On I-35 from the south junction with US 2 to just south of the junction with US 2 in Duluth			A42	113
I-35	6982-348	Interstate 35 in Duluth, repair bridges over Mesaba Ave.			A41	114

PROJECT SUMMARY



MN 27
 State Project Number 0104-06
 Resurface highway from Highway 65 to Aitkin/Carlton County Line

RECENT CHANGES & UPDATES

Construction was completed in October 2021.

PROJECT HISTORY

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

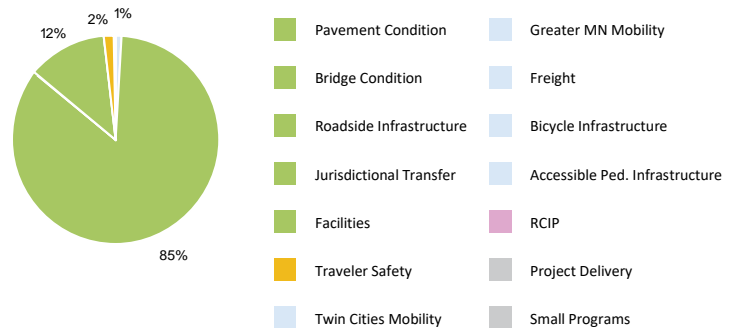
PROJECT RISKS

Construction is complete and no risks remain.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	1/29/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	2/26/2021
Current Letting Date:	5/7/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.6	6.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7.1	7.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared September 2019. The Current estimate is the actual letting cost in May 2021. Both estimates include costs for bituminous resurfacing and the addition of new bituminous shoulders on a portion that only had gravel shoulders.

PROJECT SUMMARY



MN 65

State Project Number 0112-52, 3112-37

Resurface Hwy 65 from just south of the Sandy River to just south of Hwy 200 in Aitkin County and includes drainage work at Jacobson, Ball Bluff and Libby

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in the fall of 2019.

PROJECT HISTORY

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

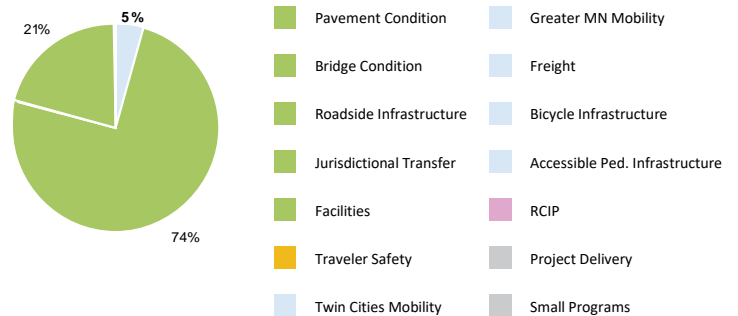
PROJECT RISKS

Construction is complete and no risks remain.

SCHEDULE

Date in which project entered the STIP:	7/1/2015
Environmental Document Approval Date:	11/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	2/22/2019
Current Letting Date:	12/18/2018
Construction Season:	2018-2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



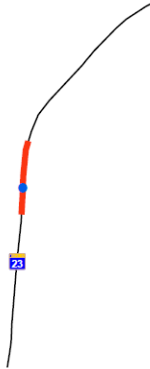
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.8	7.1
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.0
Construction Engineering:	0.5	0.7
Right of Way:	0	0.3
Total:	8.7	9.7

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 23

Bridge 09020

State Project Number 0901-70

Replace the Hwy 23 bridge at Deer River northeast of the south Carlton County line

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

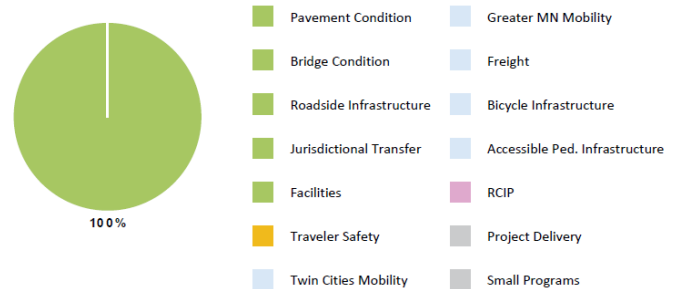
There was a need to replace the box culvert at Deer Creek. Through the design process and lengthy discussions with the DNR about fish passage, the DNR mandated that MNDOT replace the culvert with a clear span bridge and complete stream restoration work to provide a fish passable stream bed.

PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/17/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/5/2017/2017
Construction Limits Established Date:	Not needed
Original Letting Date:	10/26/2018
Current Letting Date:	5/17/2019
Construction Season:	2019
Estimated Substantial Completion:	May 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

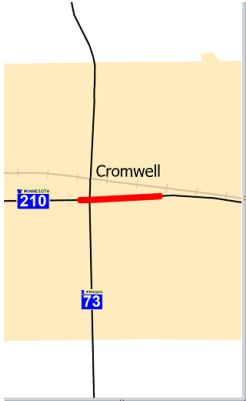
	<i>Baseline Estimate</i>	
Construction Letting:	1.3	4
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.7
Construction Engineering:	0.2	0.4
Right of Way:	1.8	0
Total:	3.6	5.2

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 210

State Project Number 0915-32

[Hwy 210/Hwy 73 Reconstruction Project: Carlton County](#)

Resurface and reconstruct the Highway 210/73 and drainage improvements in Cromwell in Carlton County

RECENT CHANGES & UPDATES

The project was let in June 2021 and the contractor did work on the detour route in fall 2021 in preparation for next year's construction, which is anticipated to begin in May 2022.

PROJECT HISTORY

Temporary and permanent property acquisitions were needed for this project. The design included replacement of pavement, curb and gutter and sidewalk, and installation of storm sewer along Hwy 210. District 1 staff coordinated with Cromwell on utility work that would be completed with MnDOT's project. Extensive public outreach was done as part of project development, and included residents, city staff, and the school district. The project is driven by the need to improve drainage in Cromwell due to a history of roadway and building flooding along Hwy 210.

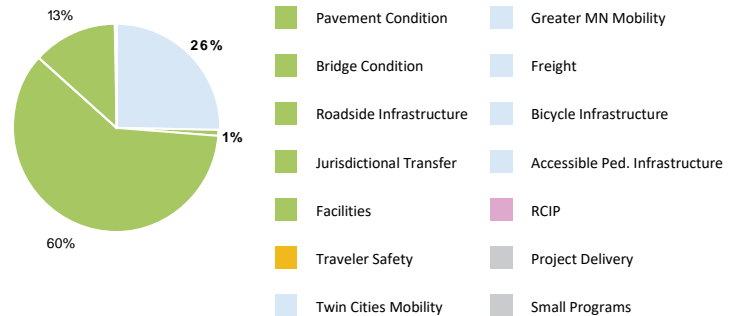
PROJECT RISKS

There is contaminated soils and high ground water within the project limits. The contractor is responsible for treating groundwater removed from excavations and properly disposing of contaminated soils. Traffic on Hwy 73 south of Cromwell needs to be detoured to county roads, some gravel, in order to be able to construct the Hwy 210/Hwy 73 intersection.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/22/2020
Municipal Consent Approval Date:	7/17/2019
Geometric Layout Approval Date:	2/28/2019
Construction Limits Established Date:	6/8/2019
Original Letting Date:	1/31/2020
Current Letting Date:	6/4/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

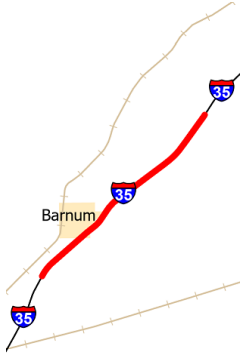
	Baseline Estimate	Current Estimate
Construction Letting:	1.6	3.8
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.4
Construction Engineering:	0.11	0.3
Right of Way:	0	0.8
Total:	2.0	5.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March of 2017. The current estimate is based on actual construction letting cost. The baseline estimate was completed before the complete scope of the project was known. Previously this project did not meet the minimum threshold of \$5 million for the major projects report. The estimates include costs for urban reconstruction, accessibility and drainage improvements.

PROJECT SUMMARY



I-35

State Project Number 0980-158

[Northbound I-35 Barnum unbonded overlay](#)

Interstate 35 near Barnum, on northbound lanes only, place new concrete pavement.

RECENT CHANGES & UPDATES

This project was recently pulled off the shelf at the 95% plan stage and entered into the STIP for construction in 2022.

PROJECT HISTORY

This project was initially developed as a shelf project starting in September of 2018 and was driven by deteriorating pavement condition. The project was designed in 2020 and plans were put on the shelf at the 95% stage in January of 2021 until funding became available.

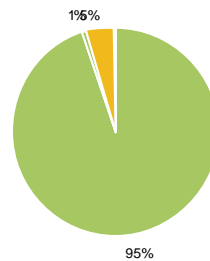
PROJECT RISKS

Business owners may raise significant objection after learning of MnDOT's decision to close the northbound exit ramp during construction resulting in potential impacts to project delivery.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	5/21/2021
Construction Limits Established Date:	5/21/2021
Original Letting Date:	4/22/2022
Current Letting Date:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Greater MN Mobility
- Bridge Condition
- Freight
- Roadside Infrastructure
- Bicycle Infrastructure
- Jurisdictional Transfer
- Accessible Ped. Infrastructure
- Facilities
- RCIP
- Traveler Safety
- Project Delivery
- Twin Cities Mobility
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.4	9.4
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	11.3	11.3

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

COST ESTIMATE ASSUMPTIONS

The baseline and current cost estimates were completed in September 2021. Both estimates include costs for concrete pavement resurfacing, and safety improvements.

PROJECT SUMMARY


MN 61

Bridge 16X08, 8295A, 9294, 9295

State Project Number 1602-50

MN 61 Resurfacing project: Cook County

Resurface and reconstruct the highway from north of the Cutface Creek to just south of CR 14 and replace the box culvert at the Fall River in Grand Marais in Cook County

RECENT CHANGES & UPDATES

Project is mostly complete as of September 2021.

PROJECT HISTORY

Project construction is mostly complete as of Fall 2021. Geometric layout and municipal consent were approved in February 2018. Consultant designer is on schedule to deliver a 60 percent complete plan set in August 2018. District 1 continues to work with the Grand Marais community on landscaping preferences and construction staging/ traffic impacts anticipated with the project. Layout is being developed to include a city trail from 8th Avenue West to the Gunflint Trail (8th Avenue E.). This project was programmed as a pavement rehabilitation. Grand Marais received a transportation alternatives program grant to extend the trail system. The trail will be incorporated into the state's plan.

PROJECT RISKS

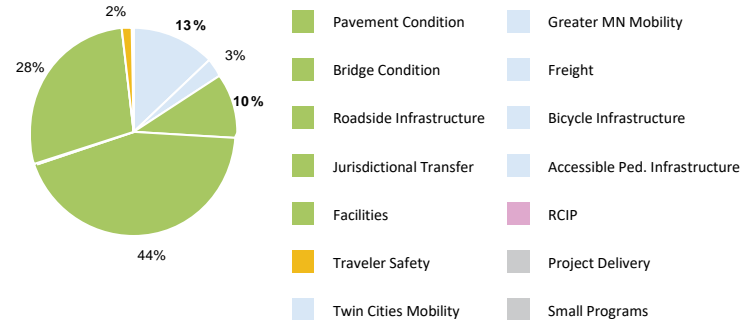
Risks associated with one remaining culvert to be replaced during 2022 construction season and those associated with final turf establishment and plantings in the City of Grand Marais.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Rehabilitation – To improve ride and extend the useful life of the highway.

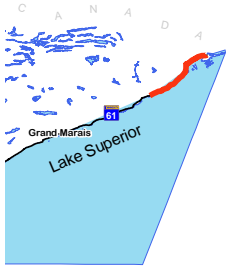

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.5	19.2
Post Letting Construction Costs:	0.7	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	1	2.7
Construction Engineering:	0.7	1.2
Right of Way:	0.1	1.6
Total:	11	26.5

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 61

Bridge 16011, 16X10

State Project Number 1604-45

Resurface highway from Reservation River Rd. to US/Canadian border.

RECENT CHANGES & UPDATES

Project construction was completed October 2021

PROJECT HISTORY

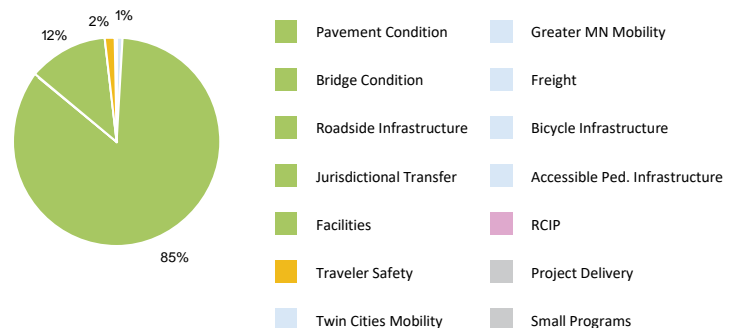
Due to hydraulic needs, culverts at Hollow Rock Creek and Red Rock Creek were upsized to bridges. Bridge 16011 will be constructed at Hollow Rock Creek and Bridge 16X10 will be constructed at Red Rock Creek. Additional right of way or easements are needed to construct bypasses so that deep culverts can be replaced or repaired while maintaining traffic on the highway. Northern long eared bats, a threatened and endangered species, impact the schedule for tree clearing.

PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/5/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	4/24/2020
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

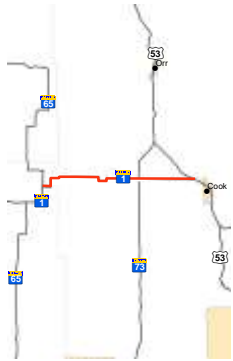
	Baseline Estimate	Current Estimate
Construction Letting:	12.8	17.2
Post Letting Construction Costs:	1.1	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1
Construction Engineering:	0.9	1.1
Right of Way:	0	0
Total:	16.1	20.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2017. The current estimate is the actual construction letting amount. Both estimates include bituminous resurfacing, hydraulics, roadside safety features and other road improvements. The reason for the cost increase is because it was determined a bridge was needed instead of a culvert. Also higher than anticipated bituminous pavement cost increased the letting amount.

PROJECT SUMMARY



MN 1

Bridge 69016

State Project Number 3101-37

Resurface the highway from the east junction of Hwy 65 to the north junction of Hwy 53 in Itasca County and from Hwy 73 from the junction of Hwy 1 to the junction of Hwy 53. Also rehabilitate bridge 69106 in St. Louis County

RECENT CHANGES & UPDATES

The project was scheduled in fiscal year 2021 for construction.

PROJECT HISTORY

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

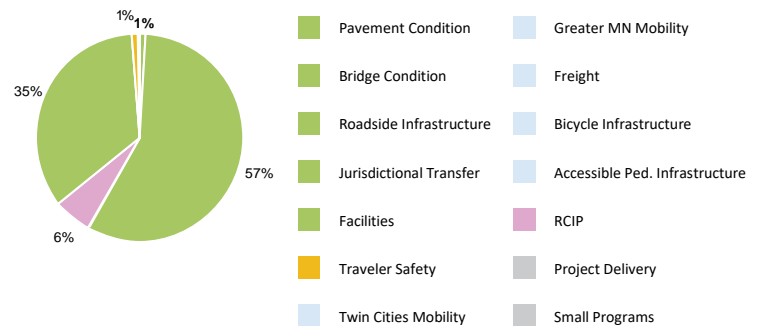
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	7/1/2016
Environmental Document Approval Date:	3/4/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	2/28/2020
Current Letting Date:	6/5/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

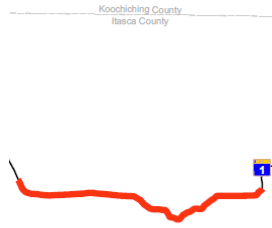
	Baseline Estimate	Current Estimate
Construction Letting:	8.5	8
Post Letting Construction Costs:	0.9	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0.8	0.7
Total:	11.8	10.9

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 1

State Project Number 3101-38

Resurface Highway 1 from north of Bass Lake Rd to Highway 65.

RECENT CHANGES & UPDATES

The project is currently in final design, the construction limits were submitted on 09/02/2020, and the 100% design plan will be submitted this winter on schedule. In December 2020 the project was combined with an adjacent project causing the eastern limits to be extended from 0.7 miles south of junction CR542/CR550/MN1 to Highway 65.

PROJECT HISTORY

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

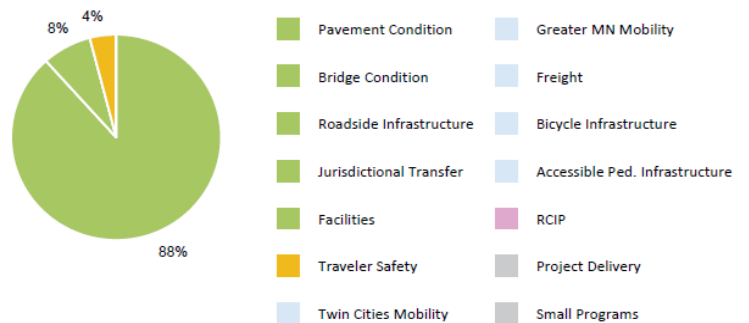
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/20/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/2/2020
Original Letting Date:	12/17/2021
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

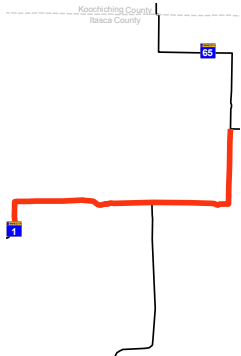
	Baseline Estimate	
Construction Letting:	3.6	6.3
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.4
Right of Way:	0	0.1
Total:	4.8	7.7

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in September 2017. The current estimate was October 2021. Both estimates include costs for bituminous resurfacing and hydraulic replacements. The reason for the cost increase is this project was combined with a project abutting this location.

PROJECT SUMMARY



MN 1

State Project Number 3101-39

Resurface the roadway of Highway 1 from the south, Township Rd-551 and Thistledeew Lake Campground Rd to the east to the junction of Highway 65.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

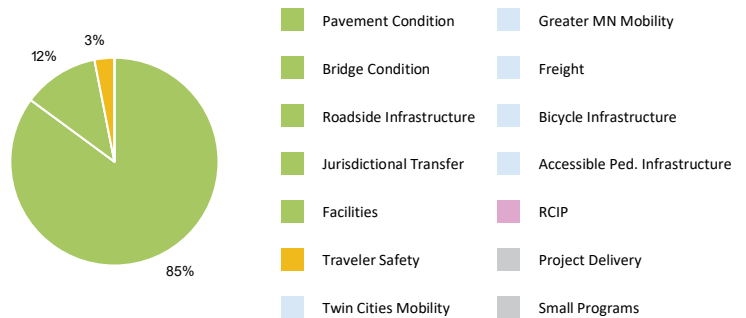
PROJECT RISKS

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

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

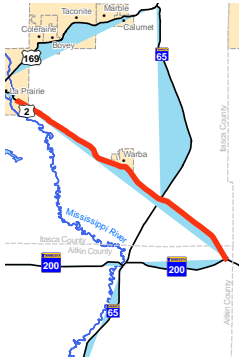
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.2
Construction Engineering:	0.3	0.3
Right of Way:	0	0.1
Total:	4.6	4.5

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 2

State Project Number 3104-60

This project resurfaces the highway from east of Prairie River to just east of State Highway 65.

RECENT CHANGES & UPDATES

Construction limits were completed and the geometric layout is nearly complete. The project design was completed and the project was let on 4/23/2021. Construction started in the summer of 2021 and will carry over into 2022.

PROJECT HISTORY

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

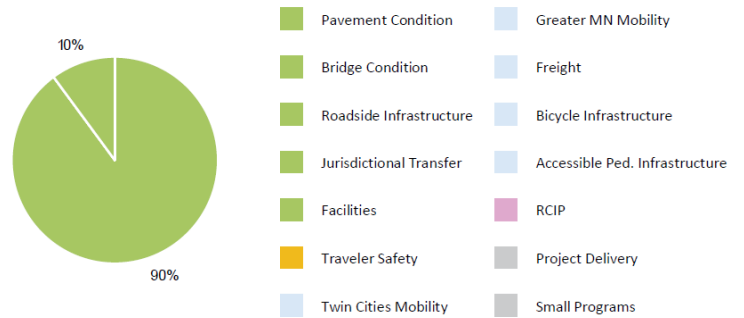
PROJECT RISKS

Acquiring right of way in time for the project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	9/14/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/4/2019
Original Letting Date:	4/23/2021
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	July 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	18	10.7
Post Letting Construction Costs:	1.5	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0.8
Construction Engineering:	1.2	0.8
Right of Way:	0	0.1
Total:	22.5	13.3

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 2

State Project Number 3104-62

Resurfaces Highway 2 from Highway 65 to Highway 200 and junction of Highway 2 and Highway 65 in Swan River. It constructs a roundabout, turn lanes and safety improvements.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

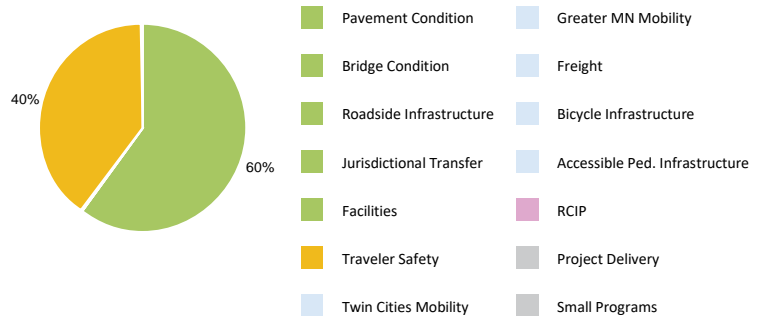
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/20/2020
Construction Limits Established Date:	9/17/2021
Original Letting Date:	1/1/2023
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

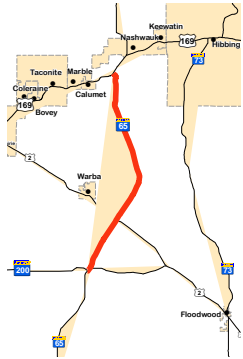
	Baseline Estimate	Current Estimate
Construction Letting:	8.2	8.6
Post Letting Construction Costs:	0.8	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.4
Construction Engineering:	1.3	0.5
Right of Way:	0	0
Total:	11.2	10.1

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

COST ESTIMATE ASSUMPTIONS

The Baseline estimate was completed in August of 2020. The current estimate was completed in March of 2021. Both estimates include costs for bituminous pavement reclamation, a box culvert and a roundabout.

PROJECT SUMMARY



MN 65
 State Project Number 3111-30
 This project resurfaces Hwy 65 from just south of Hwy 200 to Hwy 169 in Aitkin/Itasca Counties

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is complete.

PROJECT HISTORY

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

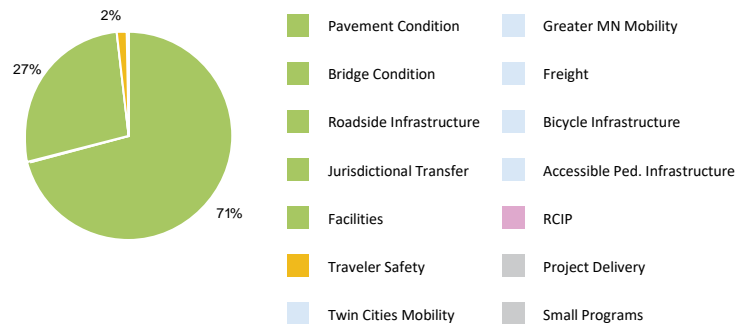
PROJECT RISKS

No risks remain.

SCHEDULE

Date in which project entered the STIP:	7/1/2016
Environmental Document Approval Date:	10/23/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/24/2016
Original Letting Date:	11/16/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

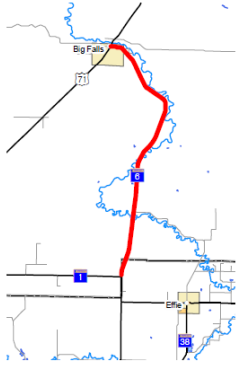
	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	11.7	7.4
Post Letting Construction Costs:	1.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	0.6
Construction Engineering:	0.8	0.3
Right of Way:	0	0
Total:	14.9	8.5

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 6

State Project Number 3603-14

Hwy 6 Resurfacing Project: In Northern Itasca & Koochiching Counties, resurface Hwy 6 between Hwy 1 and Hwy 71

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

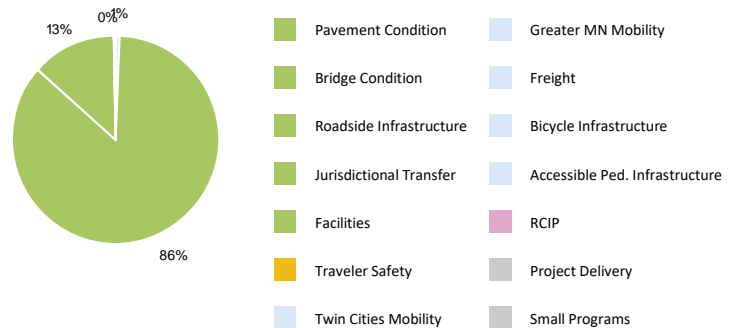
PROJECT RISKS

No further project risks anticipated. Project completed in 2019.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	9/24/2018
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/16/2018
Current Letting Date:	11/16/2018
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

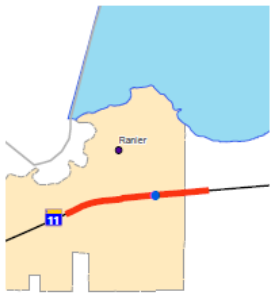
	Baseline Estimate	Current Estimate
Construction Letting:	7.2	5.8
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.1
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	9	6.6

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 11

Bridge 36027

State Project Number 3606-61

Hwy 11 Bridge Replacement: This project replaces the bridge over the CN railroad tracks on Hwy 11 just east of CR 20 at Ranier in Koochiching County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

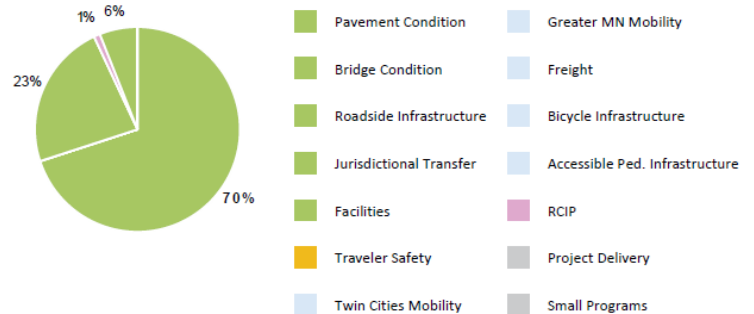
PROJECT RISKS

No further project risks anticipated. Project completed in 2019.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	11/6/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/31/2016
Construction Limits Established Date:	7/24/2017
Original Letting Date:	12/15/2017
Current Letting Date:	12/15/2017
Construction Season:	2018
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	3.2	6.4
Post Letting Construction Costs:	0.2	1
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.2	0.5
Right of Way:	0	0
Total:	4	8.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in April 2015. The current estimate is based on the actual construction letting amount. Both baseline and current estimate include bridge, hydraulic and bituminous improvements. The reason for the cost increase is due to additional bridge approach length added to the project. Also during construction additional slope stabilization was added to the project.

PROJECT SUMMARY

US 53

State Project Number 3608-48, 3608-57

[Hwy 53 Rehabilitation, Streetscape Project: Koochiching County](#)

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


RECENT CHANGES & UPDATES

Construction began in July 2020 between 15th and 20th streets. Remaining project areas to be completed by October/November 2021. Construction is staged and traffic will utilize detours through construction. Some final items to be completed in spring of 2022.

PROJECT HISTORY

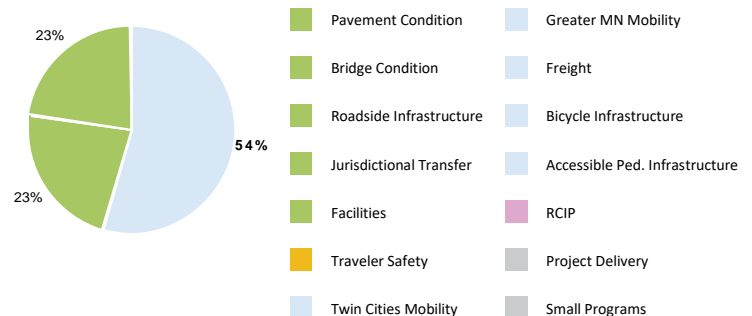
A consultant was hired to help deliver this project. Meetings with International Falls began September 2017 to help define the future vision of the highway. A complete streets approach was used. Originally programmed for funding in FY 2015 the project was deferred due to funding constraints.

PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	7/1/2014
Environmental Document Approval Date:	10/29/2019
Municipal Consent Approval Date:	10/7/2019
Geometric Layout Approval Date:	3/11/2019
Construction Limits Established Date:	3/11/2019
Original Letting Date:	10/25/2019
Current Letting Date:	5/19/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2021

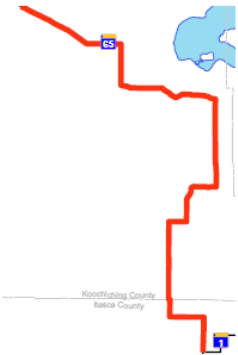
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.3	17.3
Post Letting Construction Costs:	0.4	1.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.6
Construction Engineering:	0.4	1.1
Right of Way:	0.1	0.9
Total:	6.8	22.3

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 65

State Project Number 3609-42

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

RECENT CHANGES & UPDATES

This project is currently in final design and is expected to be submitted on schedule in December 2021.

PROJECT HISTORY

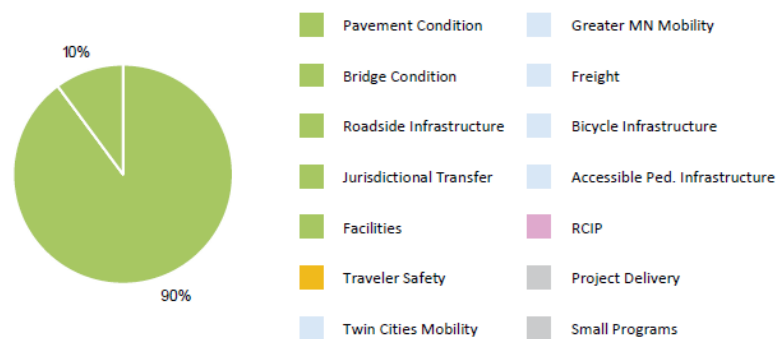
Deteriorating pavement resulting in rough ride, high maintenance costs, and reduced load carrying capacity have resulted in the need for this project. The project was developed to improve ride and extend the useful life of the highway. Consultant designer is on schedule to deliver 90 percent complete plan in October 2021. District 1 continues to work with the Bois Forte Band of Chippewa, St. Louis County and Koochiching County on tree clearing, permits to construct and construction staging and traffic impacts anticipated with the project. MnDOT has no right-of-way along a significant portion of this corridor and no work can be done outside the shoulders.

PROJECT RISKS

Because MnDOT has no right-of-way along a significant portion of this corridor, an agreement is being developed between MnDOT and Bois Forte Band of Chippewa to do construction inside the Bois Forte Reservation where tree clearing will occur as part of the project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/26/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	7/28/2021
Original Letting Date:	11/19/2021
Current Letting Date:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

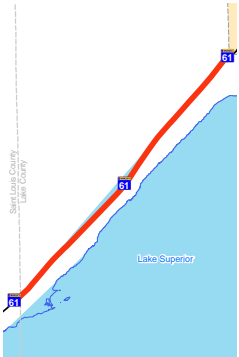
	Baseline Estimate	
Construction Letting:	12.4	10.9
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.5
Construction Engineering:	0.9	0.9
Right of Way:	0	0.1
Total:	15.6	13.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in April 2018. The current estimate was completed in August 2021. Both estimates include costs for bituminous resurfacing. The cost decrease is because the proposed fix was changed to a mill and overlay.

PROJECT SUMMARY



MN 61

State Project Number 3804-61

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

RECENT CHANGES & UPDATES

Construction has been mostly completed.

PROJECT HISTORY

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

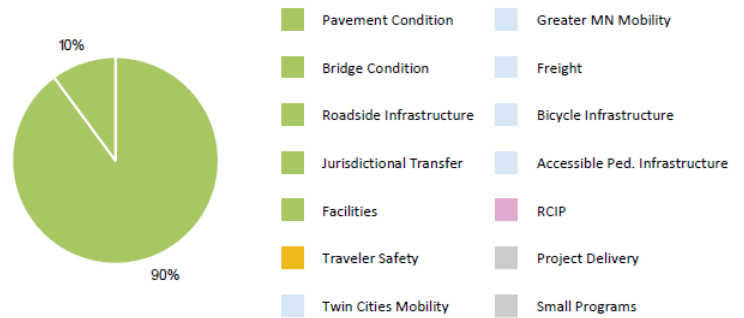
PROJECT RISKS

No significant risks have been identified.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/11/2021
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	6/12/2020
Construction Limits Established Date:	7/8/2020
Original Letting Date:	3/26/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	March 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.6	4.4
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7.1	5.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate is the actual letting cost. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The price for this project decreased because after scoping it was decided a thinner pavement section could be used.

PROJECT SUMMARY


MN 61

State Project Number 3804-62

[Hwy 61 Reconstruction: Two Harbors](#)

In Two Harbors, reconstruct Hwy 61 from the southwest of CR 61 to just east of 5th St.

RECENT CHANGES & UPDATES

This is a new project. A consultant has been hired to do a corridor study and develop a 30 percent design. The project limits were expanded to assess the needs up to Park Road (the campground entrance), which has significant pedestrian traffic and no pedestrian facilities.

PROJECT HISTORY

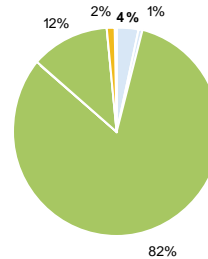
The need for this project is driven by pavement condition on the west half of the project, and by ADA needs and utility condition on the east/urban half of the project. Signalized intersections will be evaluated as part of the corridor study to determine if any geometric changes should occur. Engagement with the public and other stakeholders began in October 2021. The corridor study will help determine the project scope, which is on schedule for completion in spring 2022.

PROJECT RISKS

Temporary easement acquisition is expected along entire project corridor for ADA improvements. The city would like to replace utilities with this project. The corridor study includes significant public engagement that will occur over the winter 2021/2022 and will help shape the project scope.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	1/1/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY


- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.4	6.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8	8

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were completed in January 2021. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The project cost is expected to change as more information is gathered for the scope.

PROJECT SUMMARY


MN 61

Bridge 38017

State Project Number 3805-79

Realign and replace the Silver Creek Bridge and approaches in Lake County

RECENT CHANGES & UPDATES

Project was let in July 2021. Construction has started. Project tied to 3805-99 to reduce traffic impacts.

PROJECT HISTORY

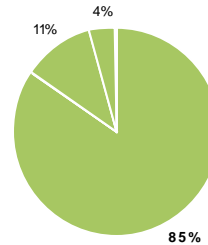
Project need is driven by deteriorated bridge and road pavement. In addition DNR requested trail over and under proposed new bridge and is participating in cost for this.

PROJECT RISKS

Risks include shallow bedrock and working in dedicated trout stream.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/25/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/11/2018
Construction Limits Established Date:	8/14/2020
Original Letting Date:	1/31/2020
Current Letting Date:	7/23/2021
Construction Season:	2021
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY


- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.7	6.3
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.9
Construction Engineering:	0.4	0.7
Right of Way:	0	0.1
Total:	5.9	9.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in March 2016. The current estimate is the actual construction letting amount. Both estimates include costs for new pavement and a new bridge. The price increase is due to pedestrian safety improvements including a trail over the bridge and extensive staging needed during construction to maintain two way traffic.

PROJECT SUMMARY



MN 61

Bridge 3589, 38019

State Project Number 3805-99

This project reconstructs the Stewart River Bridge and approaches northeast of the junction of CR 2 in Lake County.

RECENT CHANGES & UPDATES

Project was let in July 2021. Contractor to start construction May 2022. Project tied to 3805-79 to reduce traffic impacts.

PROJECT HISTORY

Project need is driven by deteriorated bridge and vehicle and bicycle/pedestrian safety needs. Existing bridge is historical and MnDOT has committed to repair and preserve this bridge. Project also includes new bridge adjacent to historic bridge.

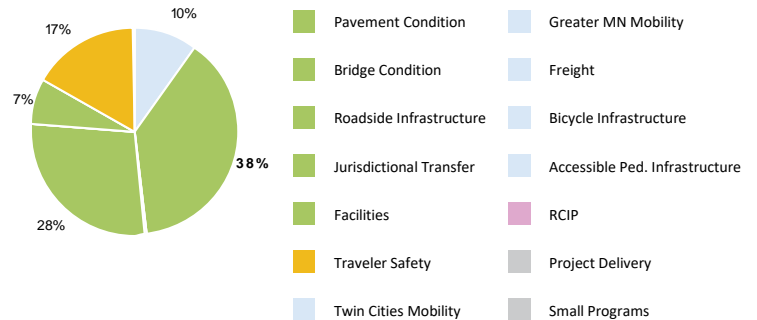
PROJECT RISKS

Risks include shallow bedrock and working in dedicated trout stream.

SCHEDULE

Date in which project entered the STIP:	11/15/2014
Environmental Document Approval Date:	6/25/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/30/2020
Construction Limits Established Date:	8/14/2020
Original Letting Date:	1/31/2020
Current Letting Date:	7/23/2021
Construction Season:	2021
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	6.4
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.3
Construction Engineering:	0.4	0.7
Right of Way:	0.2	0.1
Total:	6.8	8.7

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in March 2016. The current estimate is the actual construction letting amount. Both estimates include costs for new pavement and a new bridge. The price increase is due to pedestrian safety improvements including a trail on the historic bridge and extensive staging needed during construction to maintain two way traffic. .

PROJECT SUMMARY



MN 61
 Bridge 38003; 38005
 State Project Number 3805-106
 Safety improvements and LED lighting at the Silver Creek Cliff and Lafayette Bluff tunnels.

RECENT CHANGES & UPDATES

A consultant designer was selected in October 2021 and will complete the final design plans.

PROJECT HISTORY

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

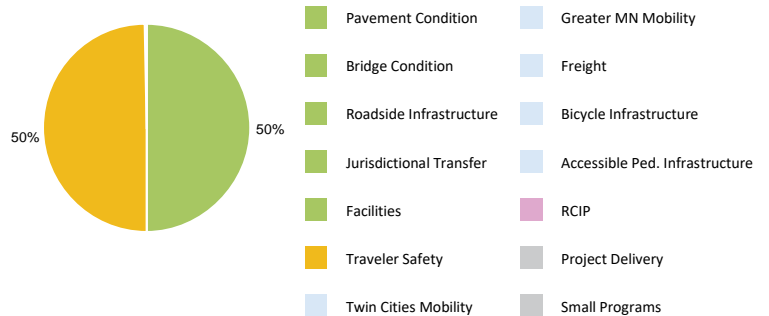
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2020
Current Letting Date:	1/27/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4	4.6
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	5.1	5.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in February 2019. The current estimate was completed in February 2021. Both estimates include the replacement of lights and hardware in the Silver Cliff and Lafayette tunnels. The price increase is due to the project changing letting years causing an increase in inflation.

PROJECT SUMMARY


MN 123

State Project Number 5802-24, 5802-29RW

This project resurfaces the highway, adds drainage improvements and pedestrian access improvements in Sandstone.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

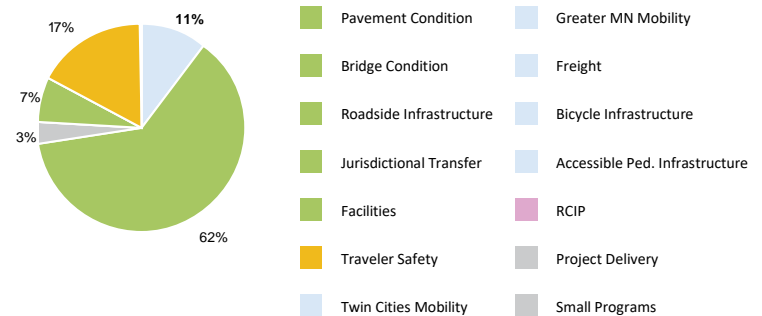
The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs, an unsafe intersection at Hwy 23/Hwy 123 and compliant ADA needs.

PROJECT RISKS

Large volume of right of way needs through Sandstone.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/31/2020
Municipal Consent Approval Date:	3/19/2021
Geometric Layout Approval Date:	7/6/2018
Construction Limits Established Date:	1/3/2019
Original Letting Date:	10/23/2020
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	July 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

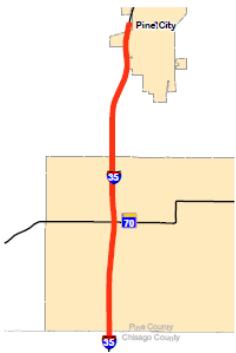
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	3.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.1
Construction Engineering:	0.2	0.2
Right of Way:	0.2	0.5
Total:	5	5.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in July 2017. The current estimate is the actual construction letting amount. Both estimates include costs for bituminous resurfacing, ADA improvements and hydraulic replacements. The cost increase is due to additional right of way and preliminary engineering required for the project.

PROJECT SUMMARY



I-35

Bridges 58823, 58824, 58825, 58826

State Project Number 5880-194

I-35 Snake River Bridge Replacement Project: replace the bridges at Hwy 70 and CR 7 over I-35 near Pine City

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

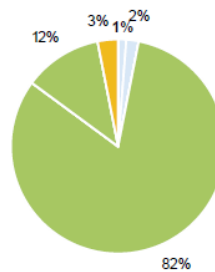
PROJECT RISKS

There are currently no outstanding risks on this project.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	32.8	24.2
Post Letting Construction Costs:	2.7	5.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	3.6	1.2
Construction Engineering:	2.4	1.5
Right of Way:	0	0
Total:	41.5	32.4

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

COST ESTIMATE ASSUMPTIONS

The base estimate was prepared in August 2016. The current cost estimate is the actual construction letting amount. Both estimates include costs for concrete pavement resurfacing and bridge replacements. The construction letting cost was lower than the base estimate because the project was moved ahead 2 years. This project was let on 2-23-2018. Post letting additional work was added to the project, including additional turn lanes and a widened bridge for safety.

PROJECT SUMMARY



I-35

Bridge 9787, 9788, 9789, 9790

State Project Number 5880-199, 5880-200

Replace the pavement and four bridges on I-35 from one mile south to north of MN 48 in Hinckley

RECENT CHANGES & UPDATES

A consultant designer is being hired to complete the final design and construction plan for the pavement reconstruction. A separate project to construct the median crossovers to be used for this project is being developed and will be delivered in June 2023.

PROJECT HISTORY

The Bridge Replacement and Improvement Management (BRIM) system indicated that the bridges did not meet the minimum standards for condition, geometrics and load carrying capacity. All 4 bridges were originally built in 1960 and were recommended for replacement in the 2024-2029 timeframe. The project was developed to construct new bridges to serve the same function and meet current bridge design and construction standards. Engagement with the city, county, school district, Mille Lacs Band, and other area businesses has been started in summer 2021 and will continue throughout the project development process.

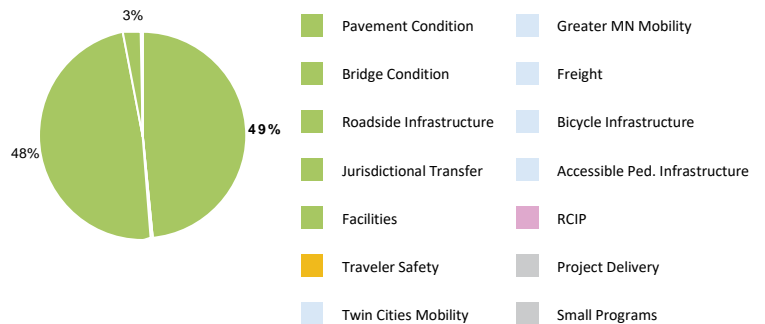
PROJECT RISKS

Risk to the construction schedule if work cannot begin in May 2024, so a separate project has been planned for a June 2023 letting for constructing the median crossovers in fall 2023. The environmental document and all permitting must be completed with the crossover project. Traffic impacts are expected to be significant.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	28.1	25.9
Post Letting Construction Costs:	2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	3	4.3
Construction Engineering:	2	2.8
Right of Way:	0	0
Total:	35.1	33.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2021. The current estimate was completed in July 2021. Both estimates include costs for four new bridges and new pavement (unbonded overlay). The price has decreased due to the scoping not being complete.

PROJECT SUMMARY



US 2

State Project Number 6908-61

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

RECENT CHANGES & UPDATES

Project design is underway and scheduled to be completed in Summer 2022.

PROJECT HISTORY

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

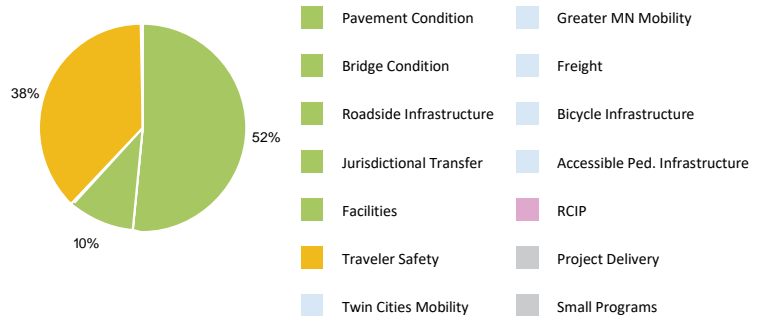
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	8/30/2021
Original Letting Date:	1/1/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6	6.4
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	7.5	7.8

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

COST ESTIMATE ASSUMPTIONS

The Current estimate was completed in October of 2021. The Baseline was completed in June of 2020. Both estimates include costs for Bituminous paving and for a Roundabout. The reason for the price change is due to the layout for the Roundabout being more defined.

PROJECT SUMMARY



MN 23

Bridge 5757

State Project Number 6910-109, 6910-107, 6910-106, 6910-111

Hwy 23 in Duluth, Reconstruct Roadway from St Louis River to West of W 5th St, in the Fond du Lac neighborhood of Duluth. Construct a new bridge over Mission Creek.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

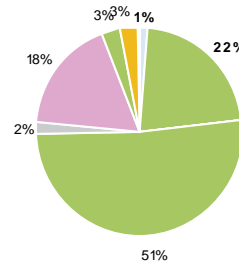
PROJECT RISKS

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

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

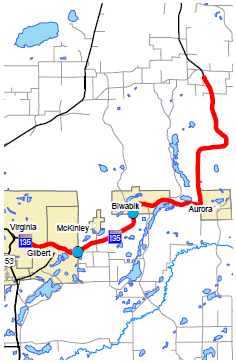
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.5
Right of Way:	0.4	0.4
Total:	6.8	6.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August 2020. The current estimate was completed in April 2021. Both estimates include costs for new bituminous roadway, ADA Access and one new bridge.

PROJECT SUMMARY


MN 135

Bridge 69023; 69025; 6492

State Project Number 6912-77, 6912-79

Hwy 135 Resurfacing Project: At Aurora, Gilbert and Town of White, repair bridge and resurface Hwy 135 from Hwy 53 to the bridge over the Embarrass River near Embarrass

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

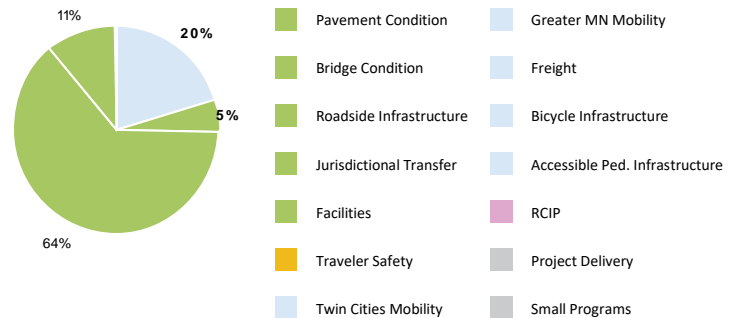
Due to the scope of work in Biwabik, a separate project was programmed under SP 6912-79 in anticipation for a funding or project delivery problem, which would delay a portion of work in Biwabik. A task force was created to help define the future vision of Hwy 135 through town with a complete streets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

PROJECT RISKS

No further risks are anticipated. Project completed in 2019.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	2/23/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2016
Original Letting Date:	3/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	September 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.9	15.0
Post Letting Construction Costs:	0.8	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	2.8
Construction Engineering:	0.7	1.3
Right of Way:	0	0.3
Total:	11.4	19.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in February 2015. The current estimate is the actual construction letting amount. Both estimates include pavement resurfacing and bridge repairs. The cost change was due to additional bridge repair work and intersection reconstruction in both Aurora and Gilbert and the removal of the work in Biwabik.

PROJECT SUMMARY



MN 37

State Project Number 6914-19

Resurface highway from State Highway 53 to State Highway 135 through Gilbert.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

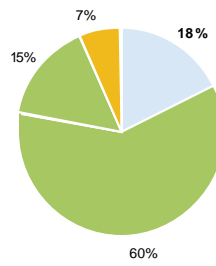
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/21/2020
Municipal Consent Approval Date:	11/25/2020
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/22/2019
Current Letting Date:	6/5/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

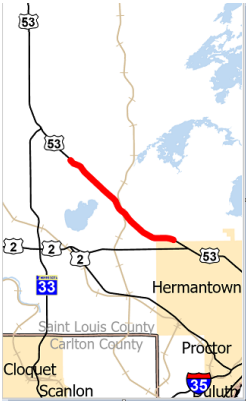
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.4	5.8
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.4
Total:	6.9	7.9

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


US 53
 State Project Number 6916-110
 Resurface southbound Hwy 53 from CR 13 to CR 8

RECENT CHANGES & UPDATES

Funding for the project was secured, the final design was completed, the project was let and constructed in 2021.

PROJECT HISTORY

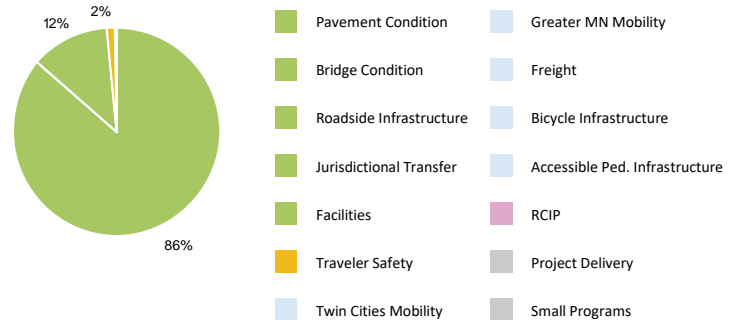
This segment of southbound Hwy 53 did not meet performance expectations so the southbound lane received a thin unbonded concrete overlay. The pavement experienced extensive cracking which resulted in a very poor ride quality and accelerated deterioration of the pavement. This project was developed to the 90% plan stage and then shelved in anticipation of receiving funding to complete the project. The funding was in fact secured and the project was let and constructed in 2021.

PROJECT RISKS

Mitigation for identified areas of blowing and drifting snow, Munger Shaw road intersection revisions, and ongoing coordination with St. Louis County projects.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	1/14/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/1/2029
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

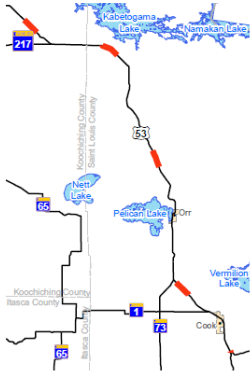
	Baseline Estimate	Current Estimate
Construction Letting:	9.7	8.9
Post Letting Construction Costs:	0.7	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.6
Construction Engineering:	0.8	0.6
Right of Way:	0	0
Total:	12.4	10.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in April 2018 prior to the complete scope being known. The current estimate is the actual construction letting amount. Both estimates include pavement resurfacing. Lower cost due to project receiving lower bid prices and lower engineering costs

PROJECT SUMMARY



US 53

State Project Number 6920-53

[Hwy 53, Hwy 1 Intersection, Passing Lanes Project: St. Louis and Koochiching Counties](#)

This project installs a reduced conflict intersection and adds 4 passing lanes from Angora to Ray

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

PROJECT RISKS

There are currently no outstanding risks on this project.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.5	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.7
Construction Engineering:	0.6	0.4
Right of Way:	0	0
Total:	9.5	8.7

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

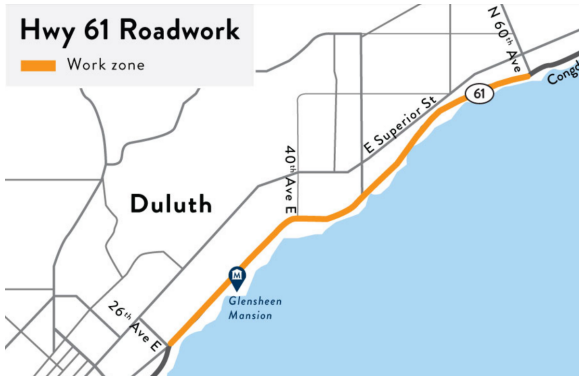
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August 2018. The current estimate is based on actual construction letting amounts. Both estimates include Intersection safety improvements. The cost decrease is due to less than anticipated engineering costs.

PROJECT SUMMARY

Hwy 61 Roadwork

Work zone



MN 61

State Project Number 6925-145

[Hwy 61 London Road improvements: Duluth](#)

On MN 61, in Duluth, from 26 Ave E. to just north of 60th Ave. E., construct roundabout at 26th and 40th Ave. E., resurface pavement and install trail.

RECENT CHANGES & UPDATES

Project is in the development stage with scope being developed in conjunction with public engagement. Design consultant scheduled to be on board in November 2021.

PROJECT HISTORY

Project is driven by deteriorated road pavement, need for improved traffic flow, ADA, vehicle and bike/pedestrian safety needs. Drainage improvement is also needed.

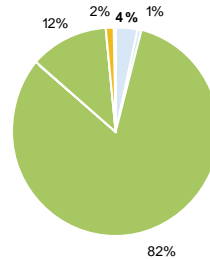
PROJECT RISKS

Risks include right of way acquisition, tight design schedule, and traffic impacts.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	1/1/2025
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

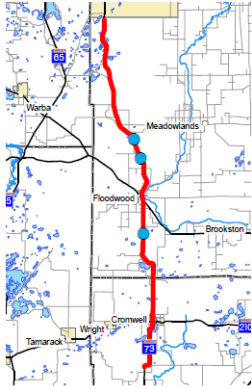
	Baseline Estimate	Current Estimate
Construction Letting:	8.3	8.3
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.6	0.6
Right of Way:	0.2	0.2
Total:	10.3	10.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate were completed in March 2021. The estimates include pavement resurfacing, hydraulics and other road improvements, including a roundabout.

PROJECT SUMMARY



MN 73

State Project Number 6928-28

Resurface Hwy 73 in multiple locations from Cromwell to just south of Hibbing

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was substantially complete in the Fall of 2019.

PROJECT HISTORY

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

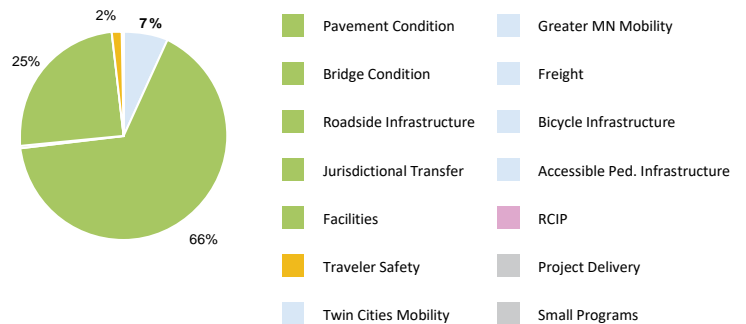
PROJECT RISKS

None

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

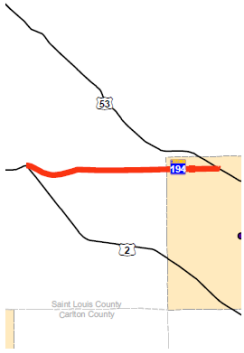
	Baseline Estimate	Current Estimate
Construction Letting:	8.5	7.2
Post Letting Construction Costs:	0.8	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	1	0.7
Construction Engineering:	0.6	0.5
Right of Way:	0	0.2
Total:	10.9	9.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in January 2014 before the final scoping report was completed. The current estimate is based off actual construction letting costs and includes costs for pavement resurfacing and drainage improvements. The project was let in July 2018. The total cost has decreased due to less than anticipated engineering costs.

PROJECT SUMMARY



MN 194

State Project Number 6932-14, 6916-113

Repave highway 194 from Highway 2 to Highway 53 and construct roundabout at CR 13, Midway road.

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

This project is needed to improve safety conditions at the intersection.

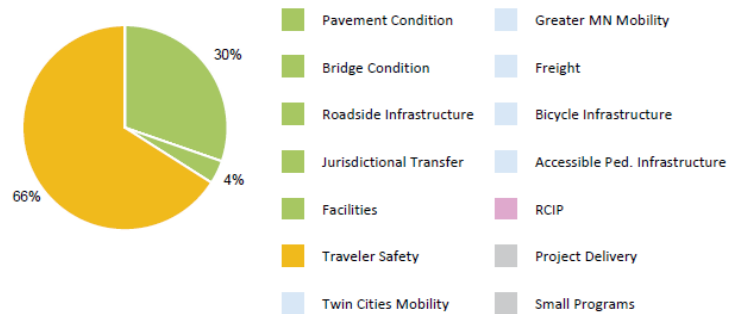
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/25/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/20/2020
Construction Limits Established Date:	4/21/2021
Original Letting Date:	12/17/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

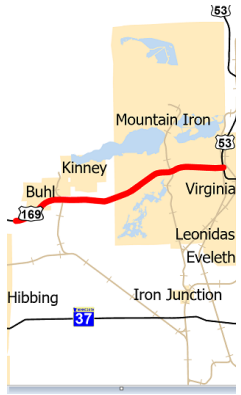
	Baseline Estimate	
Construction Letting:	3.9	7.6
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.2
Construction Engineering:	0.3	0.7
Right of Way:	0	0.1
Total:	5	10.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate was completed in November 2021. Both estimates include bituminous resurfacing, hydraulics and other road improvements. In March of 2021 the seven miles of paving was added back into the project and this is the reason for cost increase.

PROJECT SUMMARY



US 169

Bridge 69059, 69060 & 69075

State Project Number 6935-94

Resurface northbound Hwy 169 from just west of CR 67 to CR 109 and southbound Hwy 169 from just north of CR 5 to just south of CR 109.

RECENT CHANGES & UPDATES

Scoping was completed in spring of 2021. Final design initiated. Continued coordination with St. Louis County, Mt. Iron, Buhl and Chisholm.

PROJECT HISTORY

The project consists of a cold in-place recycle of the pavement. An offset right turn lane will be constructed at Pennsylvania Ave. in Buhl. All signs are to be replaced within the project limits. New lighting systems are to be installed at the intersection with County Roads 5, 457, and 761. ADA upgrades will be done at the signal at TH 169/Emerald Ave./Park Ridge Drive. Various hydraulic and bridge approaches repairs will occur along with some clear zone maintenance.

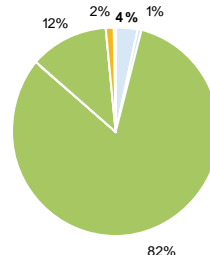
PROJECT RISKS

Impacts due to bridge work, tree removal, city/county participation in costs for lighting/ADA upgrades.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Twin Cities Mobility
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

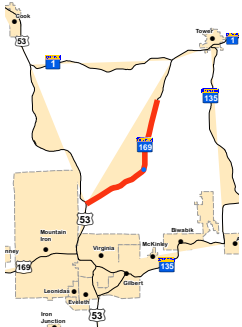
	Baseline Estimate	Current Estimate
Construction Letting:	17	17
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	20.6	20.6

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

COST ESTIMATE ASSUMPTIONS

The baseline was completed in October of 2020. The current estimate was completed in October of 2021. Both estimates include costs for bituminous pavement replacement, bridge rehabilitation, and pedestrian accessibility improvements.

PROJECT SUMMARY



MN 169

Bridge 69088

State Project Number 6936-19

Resurface the highway from jct of Highway 53 to south of County Road 26 and bridge repair in St. Louis County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in December 2020.

PROJECT HISTORY

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs and reduced load carrying capacity. The majority of the project area was last resurfaced in the late to mid 1990s. The 2015 pavement condition rating indicates the ride quality index is fair. Approximately 0.84 miles were added to the west end of the project to maintain a consistent pavement section through the corridor. (from 2020): The funding changed from state dollars to federal dollars and the letting date was moved from October 2019 to December 2019 to allow time for tribal notification and the Threatened and Endangered Species Review.

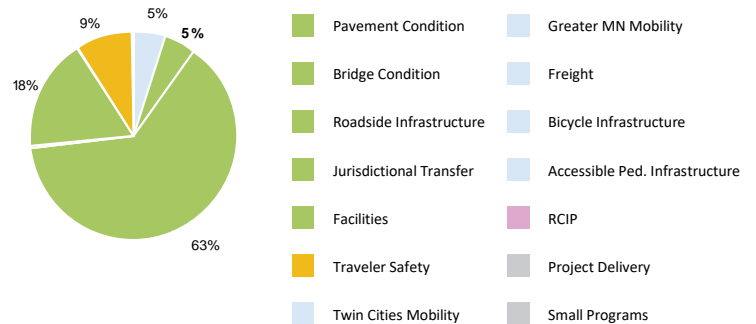
PROJECT RISKS

Construction was completed in December 2020 and no risks remain.

SCHEDULE

Date in which project entered the STIP:	7/1/2016
Environmental Document Approval Date:	10/22/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2019
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	December 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 2

Bridge 69101; 69102; 69839

State Project Number 6937-102, 6933-97, 6933-95

US 2 Resurfacing Project: In Duluth, repair bridges and resurface roadway on eastbound and westbound Hwy 2

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

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

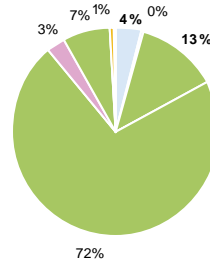
PROJECT RISKS

No further project risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	7/1/2015
Environmental Document Approval Date:	11/2/2019
Municipal Consent Approval Date:	10/24/2017
Geometric Layout Approval Date:	9/18/2017
Construction Limits Established Date:	2/23/2018
Original Letting Date:	2/23/2018
Current Letting Date:	2/23/2018
Construction Season:	2018
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

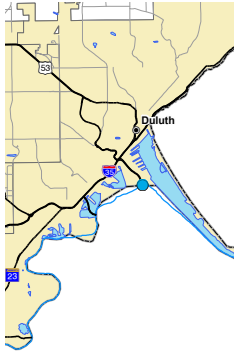
	Baseline Estimate	Current Estimate
Construction Letting:	7.8	10
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	10.1	12.1

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



I-535

Bridge 9030

State Project Number 6981-9027

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

RECENT CHANGES & UPDATES

November 2021 project number changed from 6981-9030L to 6981-9027. This change was completed at the request of Central Office Plan Review

PROJECT HISTORY

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

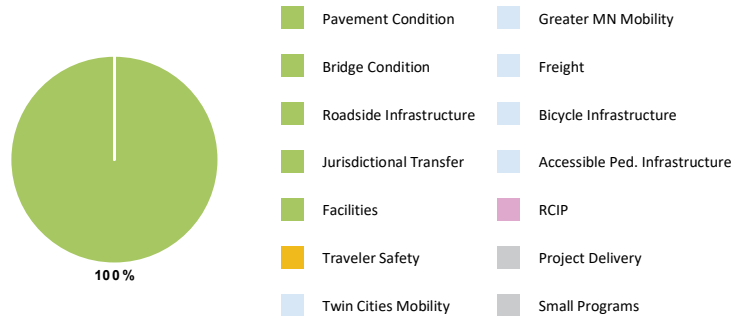
PROJECT RISKS

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

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

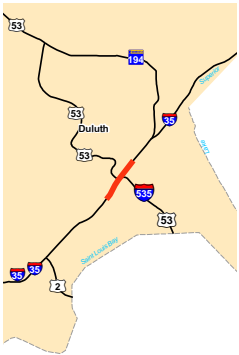
	Baseline Estimate	Current Estimate
Construction Letting:	8.6	9.1
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.7
Construction Engineering:	0.7	1
Right of Way:	0	0
Total:	10.6	11.2

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



I-35

Bridge 69802D, 69801G, 69802, 69802A, 69802B, 69802C, 69802E, 69808, 69808A, 69809, 69810

State Project Number 6982-322WP2, 6982-322WP1, 6915-138, 6980-62, 6982-328, 6933-100, 6982-346, 6982-340

[I-35, I535, Hwy 53 Twin Ports Interchange: Duluth](#)

I-35 in Duluth. this is the second phase of Twin Ports Interchange construction. The project constructs bridges, retaining walls, and makes drainage improvements.

RECENT CHANGES & UPDATES

2021: Construction of work packages 1 and 2 began in October of 2020. Significant progress has been made, including reconstruction of the 27th Ave W overpass bridge, construction of the new Miller Coffee Creek combined box culvert, the new Coffee Creek box culvert, railroad track relocation, city utility relocation, bridge demolition and bridge substructure construction. The project is on schedule and within budget. This project change from last year, additional work packages have

PROJECT HISTORY

In 2018, work included the environmental process and documentation, geometric layout development, railroad coordination, preliminary bridge design, foundation design and public outreach. Construction is anticipated to begin in 2020 and last 3 - 4 years. Estimates are planning/preliminary level only and will be refined in 12 months. 2020: Since last update, two components were deferred, due to budget constraints; two work packages were combined into one with a letting date of 9/11/2020 in order to provide cost certainty of the entire project and allow additional time for risk mitigation.

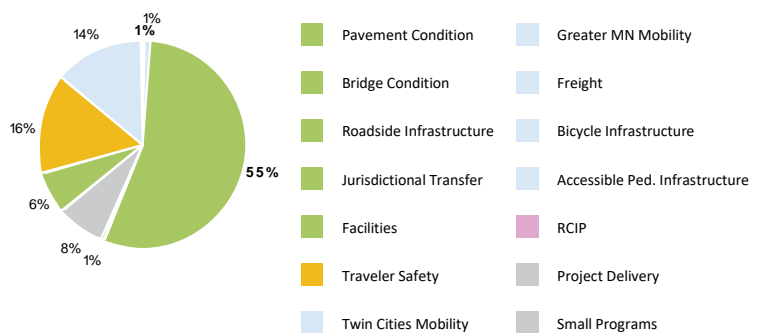
PROJECT RISKS

1. Market conditions in Duluth due to an extreme construction boom (labor, material, etc.).
2. Hazardous and contaminated soils – the entire project is contaminated.
3. Temporary shoring/sheet piling – the risk of adding additional shoring during construction.
4. Archaeological concerns – discoveries could delay construction.
5. Ground improvement implementation.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	2/12/2019
Municipal Consent Approval Date:	12/16/2019
Geometric Layout Approval Date:	11/27/2018
Construction Limits Established Date:	1/31/2019
Original Letting Date:	11/20/2020
Current Letting Date:	9/11/2020
Construction Season:	2019-2024
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

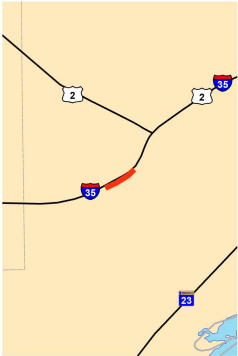
	Baseline Estimate	Current Estimate
Construction Letting:	230	278.2
Post Letting Construction Costs:	16.5	22.1
Other Construction Elements:	10.1	18.1
Preliminary Engineering:	32.5	42.5
Construction Engineering:	9.6	18.4
Right of Way:	0.3	2.4
Total:	299	381.7

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

COST ESTIMATE ASSUMPTIONS

The current estimate includes the actual construction letting amount on 6982-328 and the engineer's estimates on the other contracts: Pkg 1, Pkg 2 and the 2020 design bid build contract on TH 194. Overall, the project cost includes all right of way temporary easements and parcel acquisition, utility agreements with Duluth, field office costs and materials and construction contract agreements with BNSF Railway. The current estimate is the actual letting amounts for all contracts and agreements.

PROJECT SUMMARY



I-35
 State Project Number 6982-335
 On I-35, Thompson Hill Visitor Center improvements

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

PROJECT RISKS

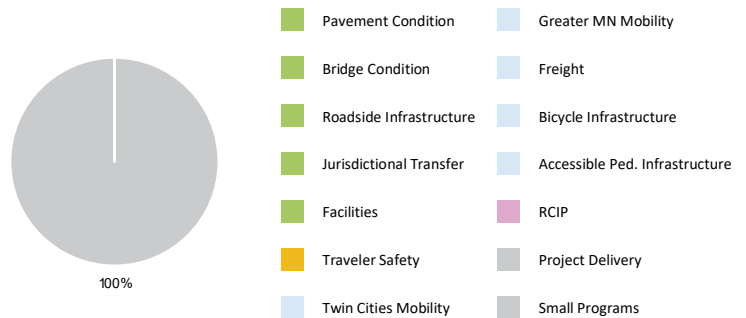
Shallow bedrock in some areas. Encountering bedrock could increase the overall construction cost. There are many needs at the rest area. The current budget doesn't allow for all of the needs to be addressed.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	4/23/2021
Current Letting Date:	4/23/2021
Construction Season:	Summer 2021
Estimated Substantial Completion:	August 2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Small Programs



TOTAL PROJECT COST ESTIMATE (MILLIONS)

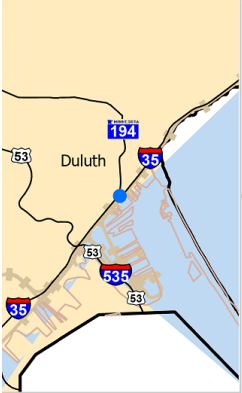
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	2.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.8	0.7
Right of Way:	0	0
Total:	5.1	4.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in April 2020. The current estimate is the actual construction letting amount. The estimates include costs for a slope correction for one parking lot, new pavement for both parking lots and hydraulic and ADA improvements. In final design it was determined that less grading was needed for the truck parking lot causing a cost decrease.

PROJECT SUMMARY



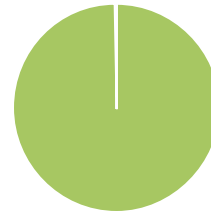
I-35
 Bridge 69818N, 69818S
 State Project Number 6982-348
 Interstate 35 in Duluth, repair bridges over Mesaba Ave.

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

District 1 received specials funding to resurface two interstate bridges.



100%

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

PROJECT RISKS

Traffic impacts and construction staging

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	9.1	9.1

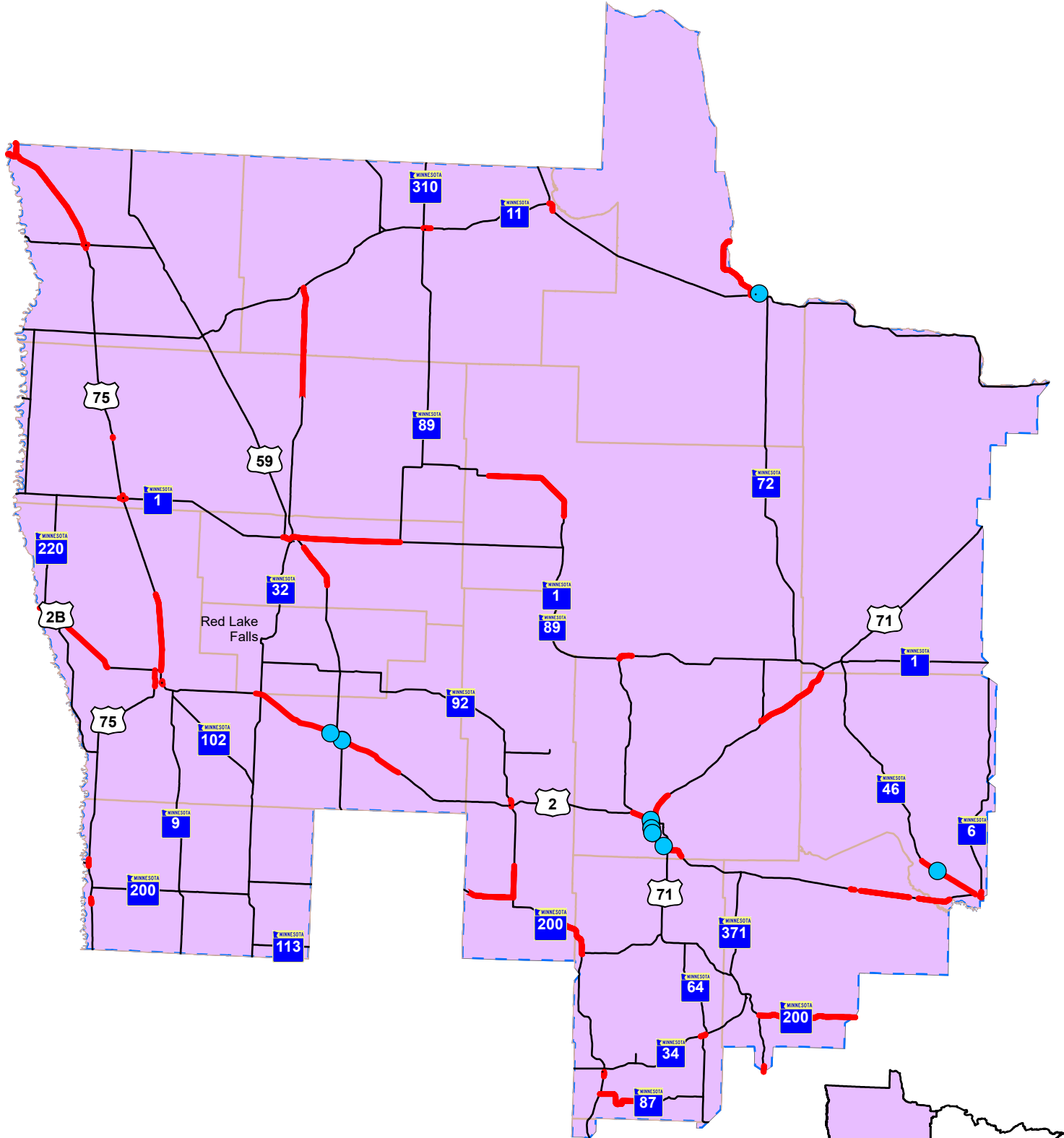
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS





The baseline and current cost estimates were completed in April 2021. Both estimates include costs for bridge rehabilitation.

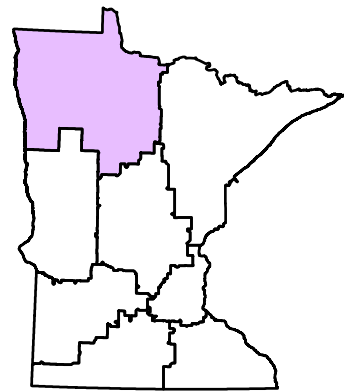
Major Highway Projects 2021

D2- BEMIDJI



Major Highway Projects

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

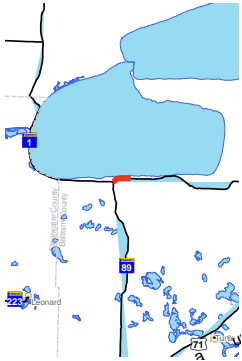


District 2 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 1	0404-38	On MN 1 from MN 89 to MN 89 in Beltrami County.			B1	118
US 71	0410-50	On US 71 from MN 197 to the end of the four-lane in Beltrami County.			B3	119
US 71	0411-17	On US 71 from MN 72 in Blackduck to Itasca/Koochiching County Line in Blackduck.	✓	2nd	B4	120
MN 89	0415-17, 4508-34	Resurface Hwy 89 between Beltrami CR 705 and 6 miles west of Hwy 1			B5	121
MN 200	1106-15	On MN 200 from MN 371 to MN 84 in Cass County			B7	122
MN 371	1118-22	Reconstruct 1 mile of Hwy 371 in Hackensack			B11	123
MN 200	1504-15	On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County			B8	124
MN 200	1505-25	On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County			B9	125
MN 92	1506-41	On MN 92 from CSAH 35 to MN 200 in Clearwater County			B10	126
US 71	2904-15	On US 71 from CSAH 15 to 8th St. and CSAH 15 in Park Rapids.	✓	2nd	B16	127
MN 87	2909-17	Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard			B17	128
MN 87	2909-20	Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard			B18	129
MN 6	3107-49	Urban reconstruct on Hwy 6 and Hwy 2 in Deer River, replace culvert north of Deer River	✓	1st	B19	130
US 75	3509-28	On US 75 from Bridge 35007 to US 75 in Kittson County.			B21	131
MN 172	3904-24	Resurface Hwy 172; replace 2 culverts between Baudette and Wheeler's Point	✓	1st	B22	132
MN 72	3905-09	On MN 72 replace Bridge 39016 over the Rainy River in Baudette.			B23	133
MN 72	3905-10	Resurface Hwy 72 between Baudette and the Canadian border			B24	134
MN 1	4501-49	Resurface and pedestrian improvements on Hwy 1 and Hwy 75 in Warren, and Hwy 75 in Argyle	✓	1st	B25	135
MN 32	4504-19	Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona			B26	136
MN 1	4509-05	Refurbish Hwy 1 bridge over the Red River in Oslo			B27	137
US 75	5406-18	On US 75 from 175th Ave. to CSAH 25 in Hendrum.	✓	2nd	B28	138
US 75	5409-32	On US 75 from 235th Ave. to CSAH 51 in Halstad.	✓	2nd	B29	139
MN 1	5701-31	On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.			B30	140
MN 1	5702-47	On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.			B31	141
US 59	5705-61, 5705-63	Resurface Hwy 59 between Pennington and Thief River Falls; roundabout at the intersection of Hwy 59 and CR 3			B32	142
US 2	6001-61	On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.			B33	143
US 2	6002-76	Improve pedestrian safety in Crookston			B34	144
US 2	6004-24	On US 2 from the west end of Erskine to US 59 in Polk County.	✓	2nd	B35	145
US 2	6004-26	On US 2 from west of MN 32 to west of US 59 in Polk County.			B36	146
US 2	6005-68	On US 2 from east of US 59 to western limits of Fosston in Polk County.			B37	147
US 75	6011-29	On US 75 from US 2 to CSAH 19 in Marshall and Polk Counties.	✓	2nd	B38	148

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 2	6018-02	On US 2 rehabilitate bridge 9090 in East Grand Forks.	✓	2nd	B39	149
MN 11	6803-40	Resurface Hwy 11, improve pedestrian accessibility, add roundabouts at intersections			B40	150
MN 11	6803-46	Street in Warroad and replace bridge over the Warroad River			B41	151

PROJECT SUMMARY



MN 1
 State Project Number 0404-38
[Hwy 1 Reconstruction: Red Lake](#)
 Reconstruct Hwy 1 between Hwy 89 and Red Lake

RECENT CHANGES & UPDATES

This project has been constructed

PROJECT HISTORY

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

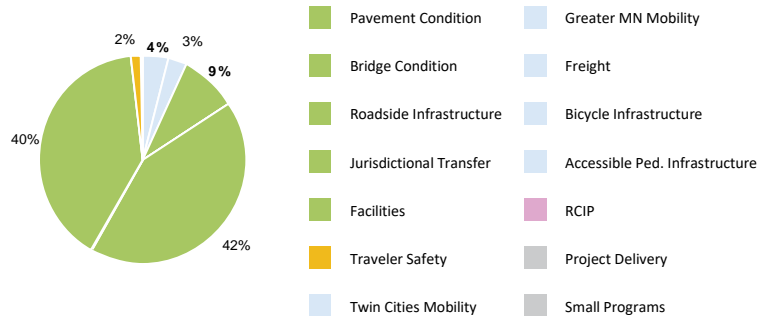
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2016
Original Letting Date:	12/15/2018
Current Letting Date:	4/15/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

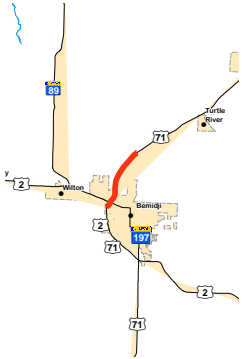
	Baseline Estimate	Current Estimate
Construction Letting:	5.2	5
Post Letting Construction Costs:	0.2	-5
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.4
Construction Engineering:	0.36	4.9
Right of Way:	0	0
Total:	6.4	5.3

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

COST ESTIMATE ASSUMPTIONS

There is a contingency of \$500,000 for contaminated materials. Red Lake received \$130,000 in TAP funds to construct a 0.5 mile multi-use trail along MN 1. This is an agreement project between MnDOT and the Red Lake Band. The baseline estimate was higher than the final engineering estimate and contract award for the construction of this project.

PROJECT SUMMARY



US 71

State Project Number 0410-50

Resurface Hwy 71 and intersection improvements between Hwy 197 and East Movil Lake road

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

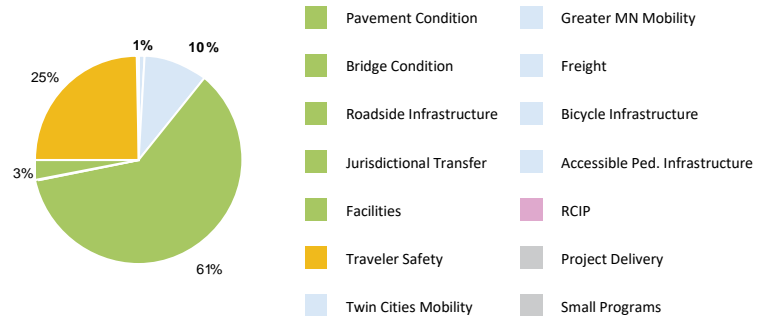
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	9/1/2020
Construction Limits Established Date:	10/1/2020
Original Letting Date:	4/26/2019
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

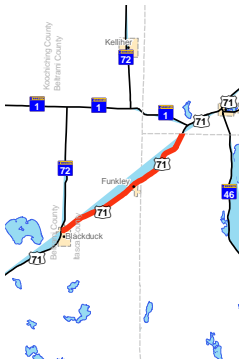
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	14.6
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	1.8
Construction Engineering:	0.36	1.2
Right of Way:	0	0.4
Total:	5.7	18.8

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on a pavement preservation project using 2015 historical cost data and an inflation factor to the midpoint of the year of construction. The increase in cost is associated with the need for long-term improvements that address aging infrastructure and intersection safety at eight intersections.

PROJECT SUMMARY



US 71
 State Project Number 0411-17
 Reconstruct Hwy 71 from Blackduck to Hwy 1
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

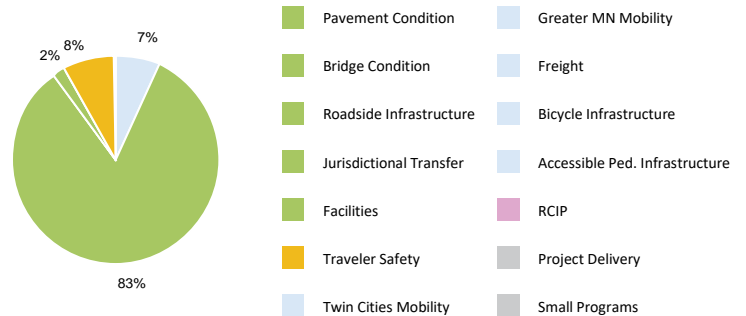
PROJECT RISKS

No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/15/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/15/2015
Original Letting Date:	1/25/2019
Current Letting Date:	11/16/2018
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	4.9
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.1
Construction Engineering:	0.4	0.1
Right of Way:	0	0
Total:	6.4	5.2

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 89

State Project Number 0415-17, 4508-34

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

RECENT CHANGES & UPDATES

No recent changes or updates this year. Project is on schedule.

PROJECT HISTORY

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

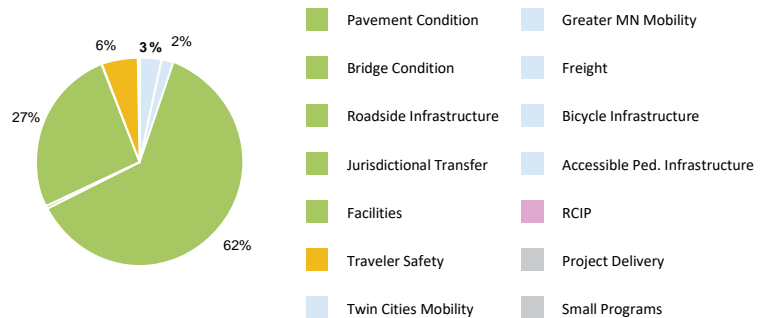
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	6.3
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0.1	0.1
Total:	6.1	7.8

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

COST ESTIMATE ASSUMPTIONS

2018 average bid prices were used in the development of this TPCE. The inflation factor assumes mid-point of 2024 construction season. There is a contingency of \$60,000 in the TPCE for frost heaves. The cost change from last year is due to additional work packages that were added to this project. The tied project in Grygla increased in construction estimate due to increased ADA needs.

PROJECT SUMMARY



MN 200
 Bridge 11X06, 11X07
 State Project Number 1106-15
 Hwy 200 Resurfacing: Walker
 Resurface Hwy 200 between Hwy 371 and Hwy 84, and replace 2 culverts at Cedar Creek and Bag Creek

RECENT CHANGES & UPDATES

The project has been constructed

PROJECT HISTORY

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

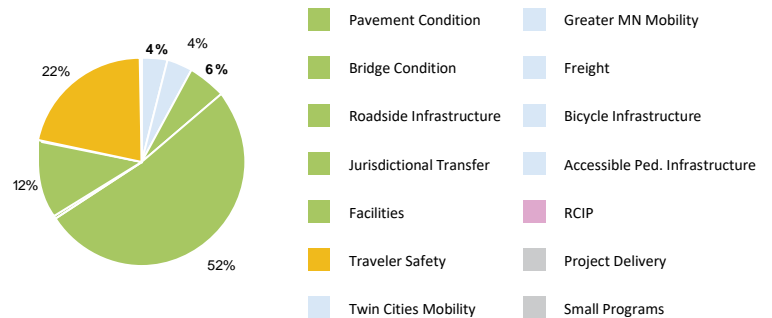
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	5/4/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/13/2017
Original Letting Date:	10/26/2018
Current Letting Date:	11/20/2020
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

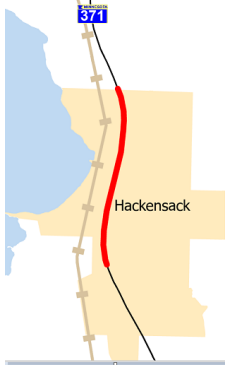
	Baseline Estimate	Current Estimate
Construction Letting:	7.1	10.6
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.3
Construction Engineering:	0.52	0.6
Right of Way:	0	0.1
Total:	8.7	13.1

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 371
 State Project Number 1118-22
[Hwy 371 Reconstruction: Hackensack](#)
 Reconstruct 1 mile of Hwy 371 in Hackensack

RECENT CHANGES & UPDATES

There are no recent changes to this reporting as this project was carried into the STIP this year.

PROJECT HISTORY

Highway 371 in the City of Hackensack is a mixture of residential and commercial properties with little access control, limited pedestrian facilities, and drainage issues. The pavement surface ride quality is projected to drop to 2.2 by 2022. From 2019 to 2020, MnDOT worked with a Stakeholder Advisory Committee to conduct a study that reflects the current and future transportation needs of Hwy 371 in Hackensack. The identified need for the project is to improve conditions for all users by improving the Hwy 371/County Road 5 intersection, reducing motorist speeds, improving non-motorized facilities, and improving underground utilities and drainage.

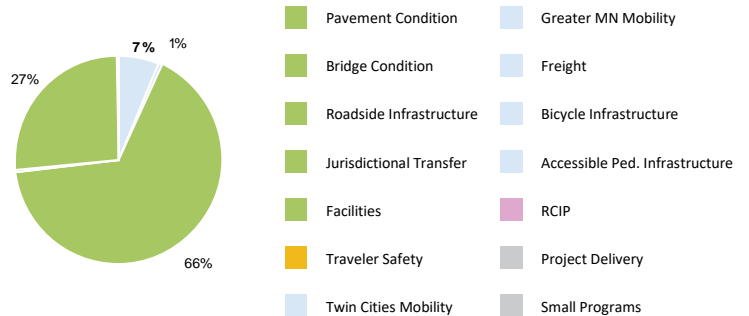
PROJECT RISKS

Permanent right of way will need to be acquired at the proposed roundabout location and temporary easements are needed along the corridor to construct the new section and accommodate traffic during construction.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	8/23/2024
Current Letting Date:	8/23/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

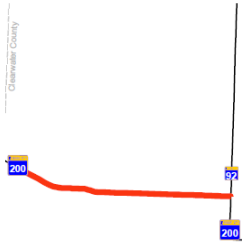
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	5.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7	7

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

COST ESTIMATE ASSUMPTIONS

2020 average bid prices were used in the development of the TPCE. The inflation factor assumes mid point of 2024 construction.

PROJECT SUMMARY



MN 200

State Project Number 1504-15

Highway 200 Resurfacing: Mahnomens and Clearwater Counties Resurface Hwy 200 between Roy Lake and Zerkel

RECENT CHANGES & UPDATES

Project has been constructed

PROJECT HISTORY

Pavement surface ride quality index on MN 200 is projected to drop below 2.0 by 2023. Twelve recent crashes have occurred, 6 of which were run-off-the-road crashes. A minor scope change occurred and that is changing the way we are fixing the pavement. Original plan was to complete a vertical profile and horizontal alignment; due to concerns voiced by design, we switched to only a straight mill depth with a milling for cross slope approach. Strike off shoulders at 4%. Still includes isolated grading areas for super corrections.

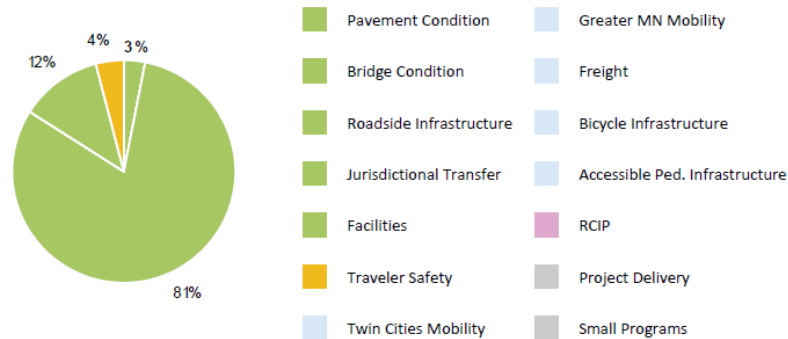
PROJECT RISKS

Wetland Proximity

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/29/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/18/2019
Original Letting Date:	3/26/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.9	4.7
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	4.8	5.4

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

COST ESTIMATE ASSUMPTIONS

No permanent wetland impacts over 0.1 acres. 2019 average bid prices were used and the estimate was inflated to mid-point of 2021 construction season. The contract award amount was higher than the baseline estimate.

PROJECT SUMMARY



MN 200

State Project Number 1505-25

Resurface Hwy 200 between Hwy 71 and Clearwater CR 2/north entrance to Itasca State Park

RECENT CHANGES & UPDATES

This project is being scoped for possible inclusion in the 2023-2026 STIP

PROJECT HISTORY

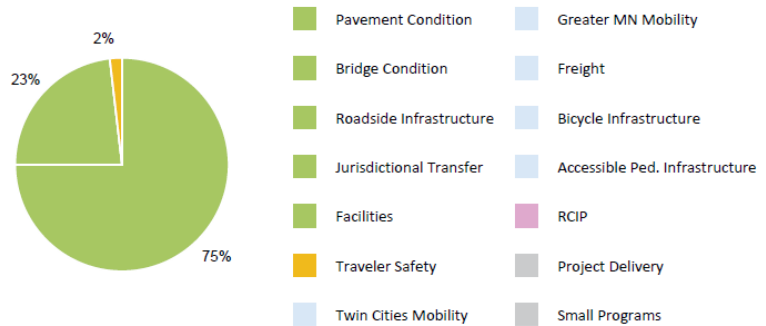
The pavement ride quality index is projected to be poor by 2030. This corridor is heavily wooded and has a substantial amount of three cable guardrail that needs replacement. This corridor borders the Itasca State Park.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	3/26/2021
Current Letting Date:	
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY



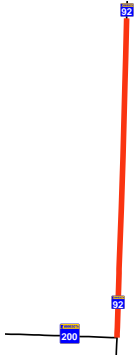
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	4.1	4.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.4
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	4.7	5.5

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

COST ESTIMATE ASSUMPTIONS

Tree clearing coordination is needed through Itasca State Park. 2020 average bid prices will be used to estimate and inflated to mid-point construction season

PROJECT SUMMARY


MN 92

State Project Number 1506-41

Resurface and widen shoulders on Hwy 92 between Clearwater CR 35 and Hwy 200 in Zerkel

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

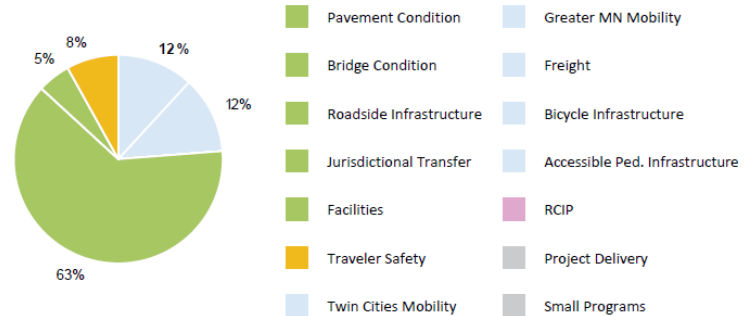
The pavement surface ride quality on MN 92 is projected to drop below 2.0 by 2022. There are trees within the clear zone (shading issue) throughout the corridor, narrow shoulders and an inadequate ditch system along both sides of the highway.

PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2022
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

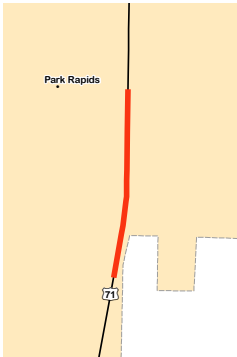
	Baseline Estimate	Current Estimate
Construction Letting:	6.7	8.1
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.6
Right of Way:	0	0.2
Total:	8.2	10.3

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

COST ESTIMATE ASSUMPTIONS

2020 average bid prices were used to develop the current estimate with the inflation factor that assumes a midpoint 2022 construction. Increase in cost from the baseline is due to the pond and blowing and drifting snow measures.

PROJECT SUMMARY



US 71

State Project Number 2904-15

Park Rapids Roundabout: Hwy 71/Hubbard County Road 15 construct roundabout on Hwy 71 at Hubbard CR 53/15 in Park Rapids

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is completed.

PROJECT HISTORY

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

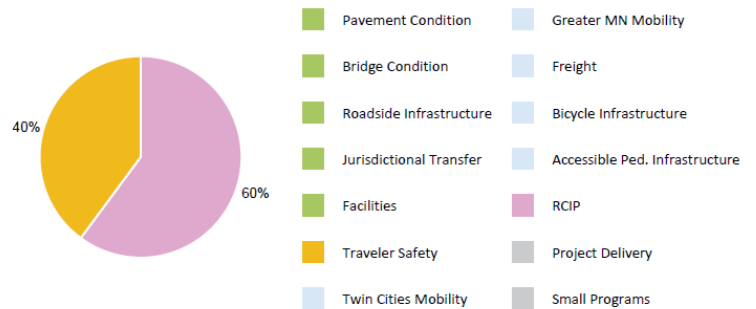
PROJECT RISKS

No risks at this time

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	4/25/2018
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	1/19/2017
Construction Limits Established Date:	1/19/2017
Original Letting Date:	5/1/2007
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.1
Total:	5.6	5.7

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

COST ESTIMATE ASSUMPTIONS

This project entered the Major Highway Project Report in 2019 using 2014 average bid prices inflated to midpoint year of construction. The project has been let, awarded and constructed.

PROJECT SUMMARY


MN 87

State Project Number 2909-17

Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard

RECENT CHANGES & UPDATES

The potential for additional right of way needs has been found and will be evaluated during project development.

PROJECT HISTORY

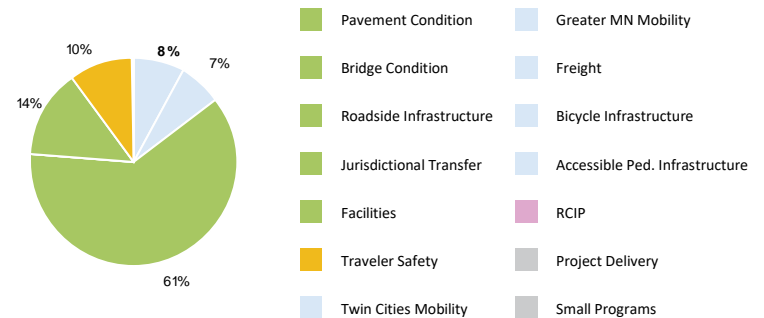
The pavement ride quality index on Hwy 87 is projected to be in poor condition by 2022. Centerline culverts have also been identified to be in poor condition. This corridor has shallow ditches which leads to drainage issues during the spring thaw and after rain events.

PROJECT RISKS

Right of way will have to be established throughout this corridor and property impacts may occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

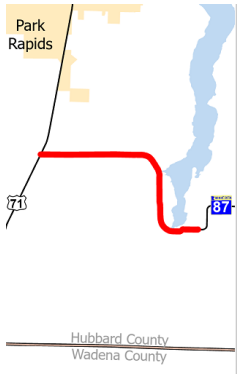
	Baseline Estimate	Current Estimate
Construction Letting:	10	9.5
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1
Construction Engineering:	0.8	0.7
Right of Way:	0	2.5
Total:	12.4	14.2

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

COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used in the development of this estimate. This estimate does not include the local cost share in the community of Hubbard. Right of way is now included in the TPCE. Additional right of way needs have been added to the current estimate and will be evaluated through project development.

PROJECT SUMMARY



MN 87

State Project Number 2909-20

Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

This is a new project added to the 2022-2025 STIP that is intended to improve the pavement condition, replace deteriorating roadside infrastructure, improve safety with the realignment of the State Highway 87 and U.S. Highway 71 intersection, and replace a box culvert at Long Lake.

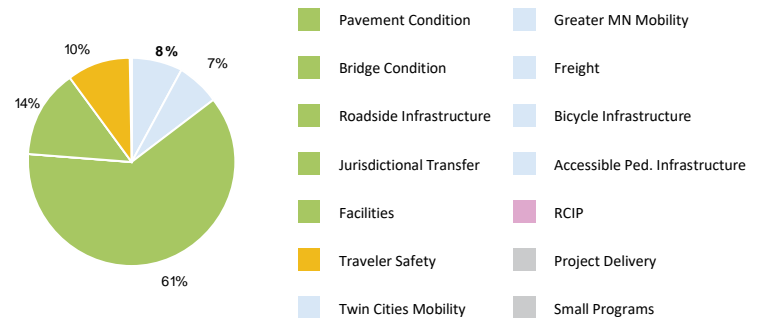
PROJECT RISKS

The replacement of the Long Lake box culvert requires contingency related to engineered sheeting and staging. Right of way costs are anticipated due to the relocation of the existing DNR dam and relocation of power lines along the western portion of the project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	9/27/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.1	8.1
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0.8	0.8
Total:	11.6	11.6

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

COST ESTIMATE ASSUMPTIONS

2020 average bid prices were used in the development of the TPCE and inflation factor assumes a mid point of 2025 construction.

PROJECT SUMMARY



MN 6
 Bridge 31X12
 State Project Number 3107-49
 Urban reconstruct on Hwy 6 and Hwy 2 in Deer River, replace culvert north of Deer River

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed

PROJECT HISTORY

The pavement surface ride quality index on Hwy 6 within the city of Deer River has fallen below an acceptable level. The existing sidewalks are not in compliance with the American with Disabilities Act (ADA) of 1990. There are significant sections of the existing storm sewer infrastructure that are in poor condition. In 2016 this project was upscoped from a urban resurfacing to a partial reconstruction due to sanitary sewer services and trenching for storm sewer. Multiple projects are in close proximity to this project, one was the replacement of bridge 3758. This bridge replacement was added to this project so that the same detour route can be utilized. This will also accommodate construction staging of the multiple projects along Hwy 6 in this year.

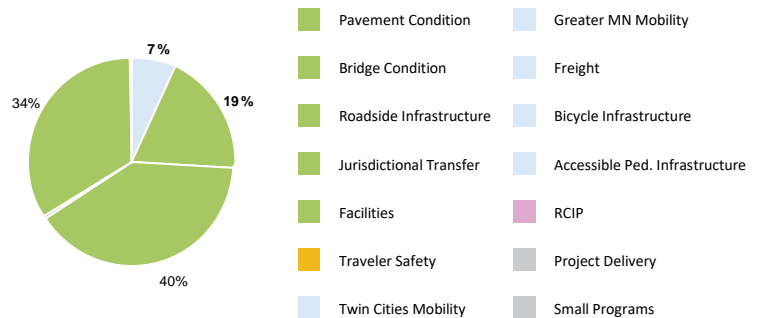
PROJECT RISKS

Hwy 6 contained a large quantity of contaminated materials.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	3/12/2019
Municipal Consent Approval Date:	10/14/2019
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/3/2018
Original Letting Date:	12/20/2019
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.5
Construction Engineering:	0.2	0.3
Right of Way:	0	0.1
Total:	5.8	6.5

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

COST ESTIMATE ASSUMPTIONS

2016 average bid pricing was used in the development of the original TPCE. The current estimates' construction letting reflects the awarded bid. Additional costs were incurred during construction with overruns and change orders to complete the project.

PROJECT SUMMARY



US 75

Bridge 1208, 1707, 2675

State Project Number 3509-28

Resurface Hwy 75 between Hallock and the Canadian border; resurface Hwy 171 and replace 3 bridges between Hwy 75 and North Dakota border

RECENT CHANGES & UPDATES

Utility conflicts with replacing portions of the storm system were realized during project development that would have caused relocations to the city water main. The storm system on TH 175 and TH 75 will be the same age in Hallock. The revised design will result in less traffic impacts and less grading needs

PROJECT HISTORY

The pavement ride quality index of US 75 is projected to drop to poor by 2023 and the pavement ride quality index of MN 171 is projected to drop to poor by 2019. Three bridges on US 75 have exhausted their useful service life. These bridges are over 90 years old and are showing significant signs of deterioration. According to maintenance records, 15 centerline culverts were identified to be in poor condition. Existing sidewalks in Humboldt are not in compliance with the Americans with Disabilities Act of 1990. Infrastructure in Humboldt is over 70 years old. A pull off for weight enforcement was requested by state patrol in this area, the scope will be amended. This will have minimal impact to the budget.

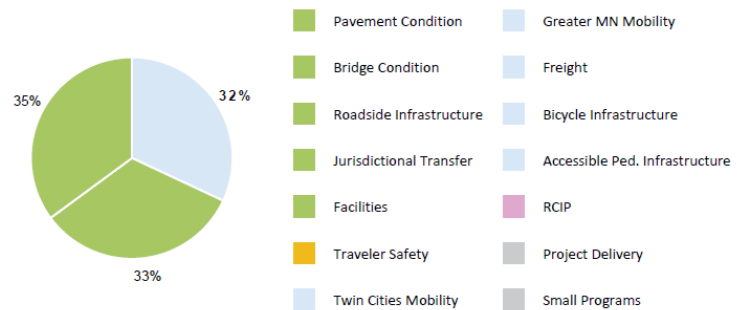
PROJECT RISKS

No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	9.6	6.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	11.5	8.3

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 172

Bridge 39X04

State Project Number 3904-24

[Hwy 172 Resurfacing: Baudette to Wheeler's point](#)

Resurface Hwy 172 and replace two culverts between Baudette and Wheeler's Point

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 172 is project to drop to poor condition by 2020, centerline culverts have been identified to be in poor condition as well.

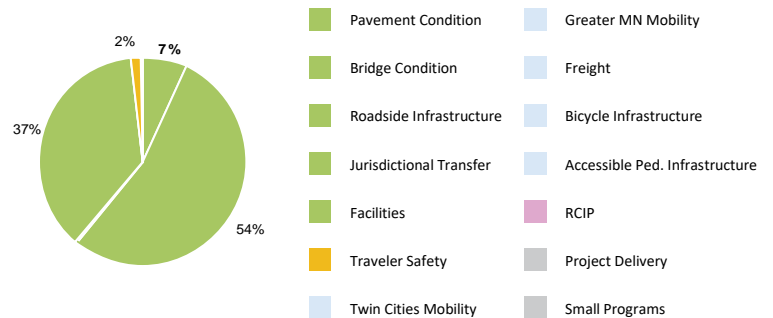
PROJECT RISKS

Drainage issues near Wheelers Point, minimal options for detour during the centerline culvert replacement

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/2/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/5/2019
Original Letting Date:	1/31/2020
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



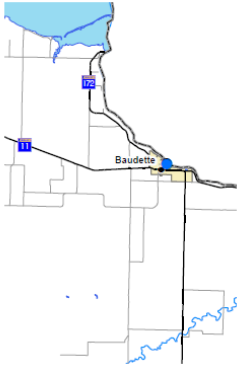
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.7	4.7
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.3
Right of Way:	0	0.1
Total:	5.4	5.6

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

COST ESTIMATE ASSUMPTIONS

The current estimates' construction letting cost reflects the bid received on 1/31/2020.

PROJECT SUMMARY


MN 72

Bridge 39016

State Project Number 3905-09

[Baudette/Rainy River International Bridge Replacement: Hwy 72/Hwy 11](#)

Replace Hwy 72 International Bridge over Rainy River in Baudette

RECENT CHANGES & UPDATES

Project has been constructed

PROJECT HISTORY

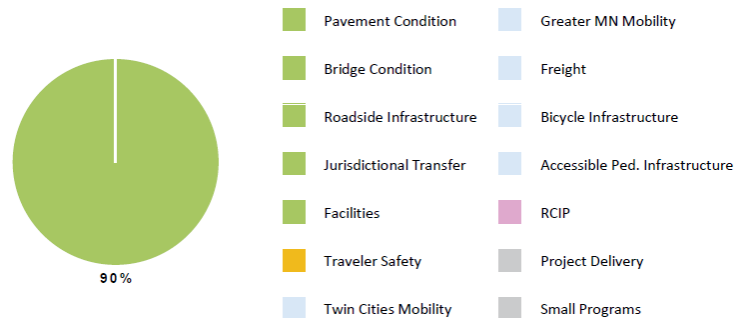
The district investigated different procurement methods for contracting final design and construction. In early 2014, MnDOT and the Ontario Ministry of Transportation discussed the preliminary design of a bridge replacement. In July 2014, an engineering consultant was selected to complete the preliminary design. The major tasks include completing the Environmental Assessment, reviewing and recommending bridge alternatives and reviewing and recommending a bridge alignment. The preliminary design will be completed in January 2016. The project uses a design-bid-build procurement method. The drilled shafts are complete, the contractor should start to set the beams. Lunda/Facca still has pier 4 to construct, which should be done at the end of October 2020.

PROJECT RISKS

Complexities in administering a project with Canada. New alignment alternatives are limited and have potential cultural and/or major utility impacts. Coordination with Customs and Border Protection for alignment alternatives may affect the existing port building and border security during construction.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	8/24/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/30/2017
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/17/2017
Current Letting Date:	4/13/2018
Construction Season:	2018
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

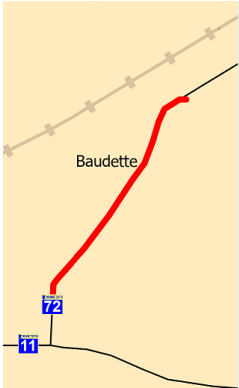
	Baseline Estimate	Current Estimate
Construction Letting:	15.5	39.3
Post Letting Construction Costs:	20	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	7
Construction Engineering:	1.8	1.5
Right of Way:	0.3	0.1
Total:	40.3	49.7

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2012 historical cost data and uses a standard inflation factor. Other Construction Elements include Canada's cost. The current estimate construction letting cost is half of the awarded bid amount for the project, with Canada paying for the other half. The overall cost of the project increased by approximately 10%. This increase can be attributed to assumptions in the original estimate, changes to the foundation design and administrative costs managing an international project.

PROJECT SUMMARY



MN 72
 State Project Number 3905-10
 Resurface Hwy 72 between Baudette and the Canadian border

RECENT CHANGES & UPDATES

No recent changes or updates on this project.

PROJECT HISTORY

This project consists of reconstructing State Highway 72 from State Highway 11 to the U.S. border station with Canada. This will include curb and gutter, storm sewer, and non-motorized improvements. This is the first reporting of this project in the report. This project was originally programmed in the 2019-2022 STIP with an estimate of \$2,200,000 MnDOT Trunk Highway funding.

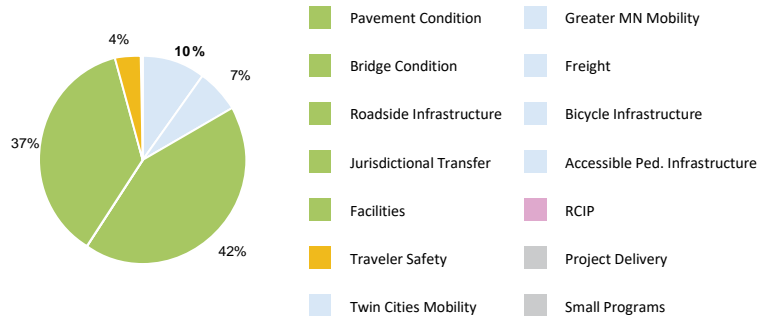
PROJECT RISKS

The City of Baudette has utilities under State Highway 72 that will be updated during this project, which requires an estimated \$2.2M cooperative construction agreement with the City. Traffic during construction needs to be maintained to the US Port of Entry with no more than fifteen minute traffic stops.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/19/2021
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.2	4.2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.3	5.3

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

COST ESTIMATE ASSUMPTIONS

This estimate uses 2019 average bid prices. The local costs are approximately \$2,200,000 and are included into the construction letting amount.

PROJECT SUMMARY



MN 1

State Project Number 4501-49

Resurface and pedestrian improvements on Hwy 1 and Hwy 75 in Warren, and Hwy 75 in Argyle

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 1 and Hwy 75 is projected to drop below acceptable levels by 2018. The existing sidewalks are not in compliance with the American with Disabilities Act (ADA) of 1990. This project is tied to another ADA project in the city of Argyle.

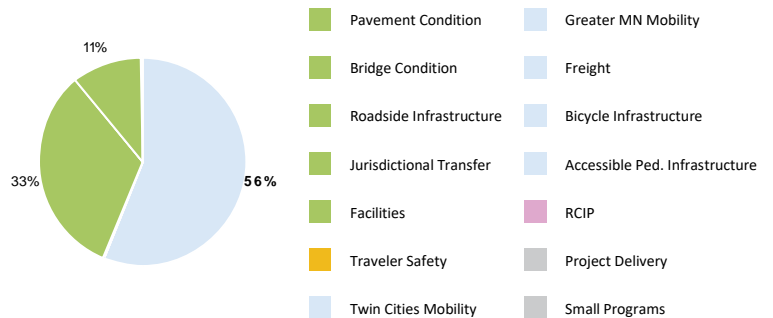
PROJECT RISKS

No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	11/2/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/1/2018
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3.7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.9
Construction Engineering:	0.3	0.3
Right of Way:	0	0.4
Total:	4.6	5.7

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

COST ESTIMATE ASSUMPTIONS

This project used a baseline of 2015 average bid prices and then inflated to the midpoint of the construction year. The preliminary engineering cost increase is associated with bringing a consultant on board for predesign and final design. More right of way was needed to complete this project that originally anticipated.

PROJECT SUMMARY



MN 32

Bridge 6086, 6087, 6088, 6089

State Project Number 4504-19

Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona

RECENT CHANGES & UPDATES

The project was delayed from FY 2024 to FY 2025 during the 2022-2025 STIP updated but development continues to occur for 2023, if funding becomes available.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 32 is project to drop in poor condition by 2022. Bridges have exhausted their useful service life. These bridges are over 90 years old and are showing significant signs of deterioration. According to inspection and maintenance records, multiple centerline culvert are in poor condition with separated joints. There are shallow ditches and areas of poor sheet flow in Strathcona. Existing pedestrian facilities in Strathcona are not in compliance with the Americans with Disabilities Act (ADA) of 1990. Bridge 6088 and Bridge 6089 were added to the scope and that is the reason for the increased cost estimate.

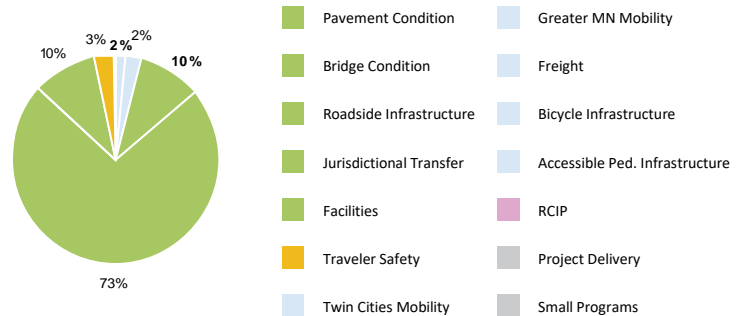
PROJECT RISKS

No risks at this time

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/15/2024
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.9	14.1
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.4
Construction Engineering:	0.8	0.9
Right of Way:	0	0
Total:	15.8	17.2

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

COST ESTIMATE ASSUMPTIONS

The current estimate used 2020 average bid prices and was updated this year with current inflation factors. Adding 2 box culvert bridges to the scope was the change in construction letting amount.

PROJECT SUMMARY


MN 1
 Bridge 9100
 State Project Number 4509-05
 Refurbish Hwy 1 bridge over the Red River in Oslo

RECENT CHANGES & UPDATES

There are no recent changes to this reporting as this project was carried into the STIP this year.

PROJECT HISTORY

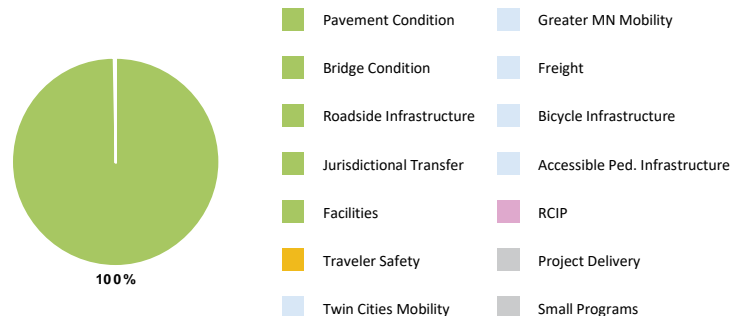
This is a new project added to the 2022-2025 STIP that is intended to rehabilitate a bridge over the Red River of the North, which connects Minnesota in the City of Oslo to North Dakota. This is a Steel High Truss bridge that was constructed in 1959 and remodeled in 2004. A rehabilitation project was programmed for 2014 construction but the project was not awarded due to higher than anticipated bids. This 2025 project is utilizing data from the development of the 2014 project, but additional analysis and investigation are being conducted to determine the proper improvement.

PROJECT RISKS

This project requires coordination with the North Dakota Department of Transportation, several agencies are involved in the decision making and approval process, and the Steel High Truss bridge is designated historic in North Dakota.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	1/1/2025
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9.3	9.3

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

COST ESTIMATE ASSUMPTIONS

The cost estimate used date from a project that was developed for this bridge in 2014, with 2025 inflation factor.

PROJECT SUMMARY



US 75

State Project Number 5406-18

Urban reconstruct and flood mitigation on Hwy 75 in Hendrum

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Hendrum.

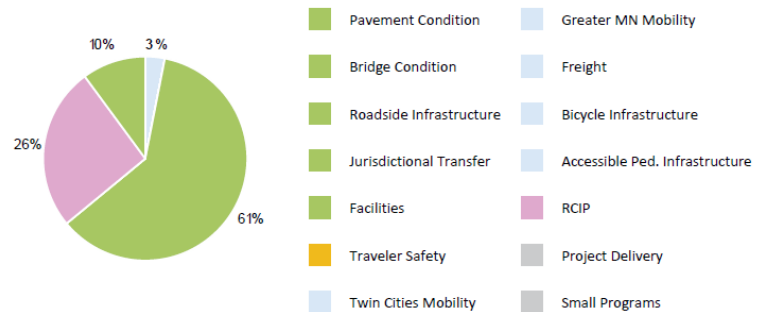
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	1/5/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/15/2019
Original Letting Date:	2/22/2019
Current Letting Date:	5/17/2019
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

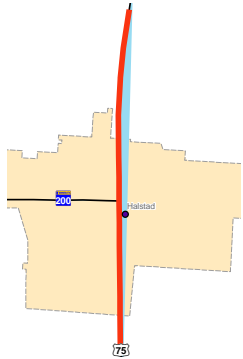
	Baseline Estimate	Current Estimate
Construction Letting:	4.4	4.4
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	5.4	6.1

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

COST ESTIMATE ASSUMPTIONS

The current estimate is based off of the total project cost estimate.

PROJECT SUMMARY



US 75

State Project Number 5409-32

Urban reconstruct and flood mitigation on Hwy 75 in Halstad

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The urban section pavement structure has exhausted its useful life and the ride quality index has fallen below an acceptable level. The storm sewer system is in poor condition and is below capacity. The existing sidewalks are in poor condition and are not in compliance with the Americans with Disabilities Act of 1990. The highway grade creates a low point within the existing levy system and does not provide adequate flood protection for Halstad.

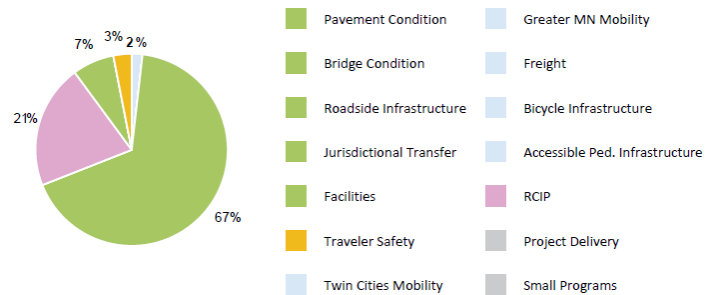
PROJECT RISKS

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

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	1/5/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/15/2019
Original Letting Date:	2/22/2019
Current Letting Date:	5/17/2019
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

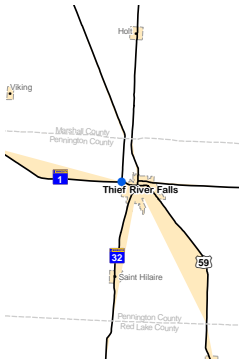
	Baseline Estimate	
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.1
Right of Way:	0	0
Total:	6.7	6.1

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

COST ESTIMATE ASSUMPTIONS

The total project cost estimate is based off 2015 average bid prices. Project was complete in 2019.

PROJECT SUMMARY



MN 1

State Project Number 5701-31

Hwys 1 and 59 roundabouts: Thief River Falls Complete roundabout at Hwy 1 and Hwy 59

RECENT CHANGES & UPDATES

Project has been constructed

PROJECT HISTORY

MN 1 is a minor arterial route serving Digi-Key Electronics and Arctic Cat, two main employers in Thief River Falls. Due to increased development along the corridor, the highway functions more like an urban section. This corridor was originally programmed as a resurfacing with one intersection to be considered for an alternative method, a corridor study was completed. MN 1 has experienced 10 crashes in the last three years, double the statewide average. Regional attractions like the fairgrounds and the arena warrant the addition of a pedestrian/bicycle connection. There is very poor drainage throughout this area. The west limits of this project were extended to coordinate with the Thief River Falls Flood Diversion project, received preliminary approval from the city of Thief River Falls on the geometric layout, which includes three roundabouts at CSAH 16, Barzen Ave. and Brooks Ave.

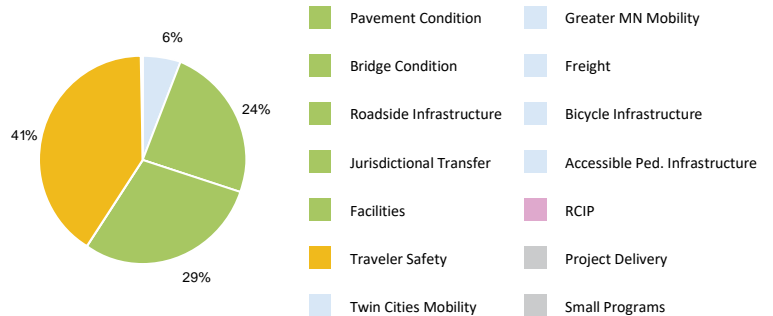
PROJECT RISKS

There is a railroad crossing owned by Minnesota Northern between Kinney Ave and Brooks Ave on MN 1. The cost for the rail crossing is part of the other construction elements category contingency.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	9/3/2019
Municipal Consent Approval Date:	4/7/2020
Geometric Layout Approval Date:	1/10/2019
Construction Limits Established Date:	1/10/2019
Original Letting Date:	2/28/2020
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	July 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

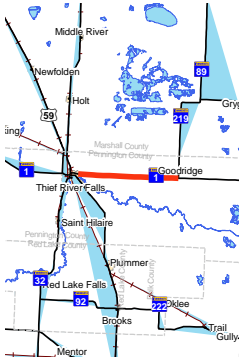
	Baseline Estimate	Current Estimate
Construction Letting:	3	7.8
Post Letting Construction Costs:	1.9	0.5
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.54	1.4
Construction Engineering:	0.36	0.6
Right of Way:	0.1	0.4
Total:	5.9	10.8

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

COST ESTIMATE ASSUMPTIONS

Other Construction Elements include local cost shares from Thief River Falls and Pennington County. The current estimate is larger because the scope of the project increased.

PROJECT SUMMARY



MN 1

State Project Number 5702-47

Resurface Hwy 1 between Pennington CR 18 and Hwy 219 in Thief River Falls

RECENT CHANGES & UPDATES

This project has been constructed.

PROJECT HISTORY

Pavement surface ride quality index on Hwy 1 is projected to drop below acceptable conditions by 2022. Pavement surface gets extremely rough through the winter. Centerline and entrance culverts are in poor condition. Project was scoped in March 2017.

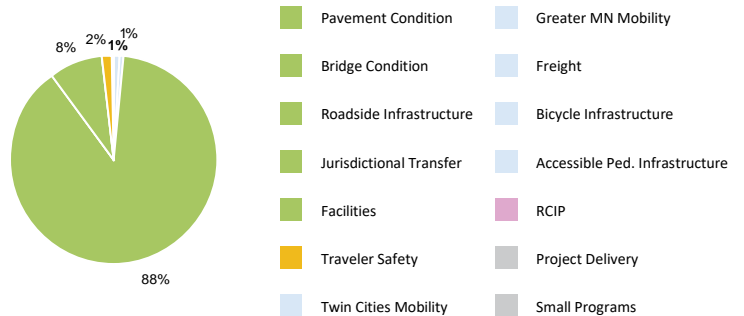
PROJECT RISKS

No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/23/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	3/27/2020
Current Letting Date:	3/27/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

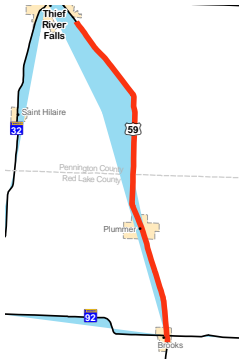
	Baseline Estimate	Current Estimate
Construction Letting:	6.4	6.5
Post Letting Construction Costs:	0.3	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.3
Construction Engineering:	0	0.2
Right of Way:	1.1	0
Total:	7.8	7

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season. When the baseline estimate was created, \$1,100,000 was estimated for right of way. No right of way was needed to complete this project.

PROJECT SUMMARY



US 59

State Project Number 5705-61, 5705-63

Resurface Hwy 59 between Pennington and Thief River Falls; construct a roundabout at the intersection of Hwy 59 with CR 3

RECENT CHANGES & UPDATES

The project changed from last year with additional work packages being added to this project.

PROJECT HISTORY

The pavement ride quality index on US 59 is projected to drop below acceptable levels by 2024. Centerline culverts were identified to be in poor condition. US 59 is largely a two lane arterial highway that acts as the main corridor in northwest Minnesota, linking many communities. The high number of trucks and limited passing opportunities create traffic platoons. The project scope was finalized in the last year. This project has been split into two projects for the anticipation of stimulus funding. They will be developed together and will be constructed together if no additional funding arises.

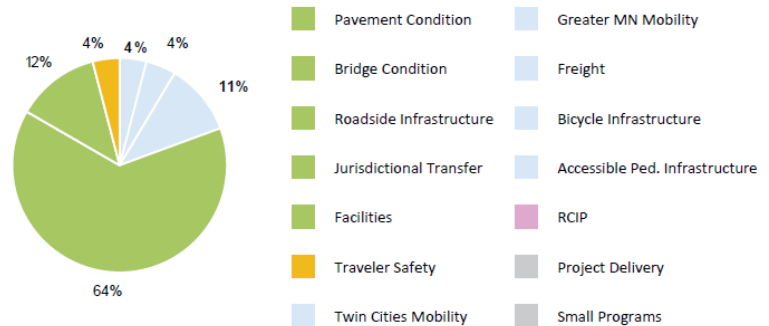
PROJECT RISKS

Unfamiliarity with alternative intersections.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	2/24/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

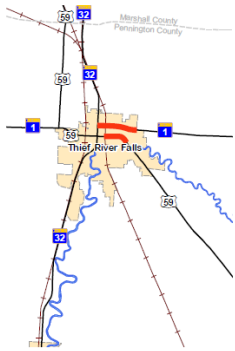
	Baseline Estimate	
Construction Letting:	11.3	12.7
Post Letting Construction Costs:	0.5	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.6
Construction Engineering:	0.6	1
Right of Way:	0	0.1
Total:	13.3	16.5

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates account for a roundabout at US 59 and CSAH 3. This is the prime SP in a project where two SP's are being bundled. The estimate shown is the combination of SP 5705-61 & 5705-63.

PROJECT SUMMARY



US 2

State Project Number 6001-61

Resurface Hwy 2 westbound lanes between East Grand Forks and Fisher

RECENT CHANGES & UPDATES

Project is complete.

PROJECT HISTORY

Pavement surface ride quality index on US 2 is projected to drop below acceptable level by 2020. Centerline culverts are identified to be in poor condition. Project was first scoped in May 2017. Project limits were shortened. The west limits were originally just east of the intersection with MN 220, but now they are at 7th Ave NE because a concrete rehabilitation project was done in 2013 up to 7th Ave NE, so that area is already in good shape. Road Weather Information System and weigh-in motion infrastructure were added to the project. US 2/2B intersection reconfiguration was added to this project.

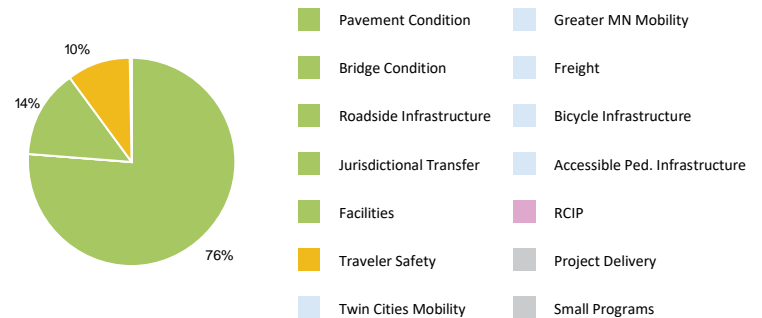
PROJECT RISKS

American Crystal Sugar factory is adjacent to the project and has high truck traffic in the fall. There is currently a planning study at the intersection of US 2 and US 2B, which may result in an intersection improvement included with this project.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/21/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/15/2019
Original Letting Date:	12/18/2020
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.8	9.4
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.3
Construction Engineering:	0.7	0.9
Right of Way:	0	0
Total:	13.1	12.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season. This project was let and awarded, competitive bids led to a savings.

PROJECT SUMMARY


US 2
 State Project Number 6002-76
 Improve pedestrian safety in Crookston

RECENT CHANGES & UPDATES

There are no recent changes to this reporting as this project was carried into the STIP this year.

PROJECT HISTORY

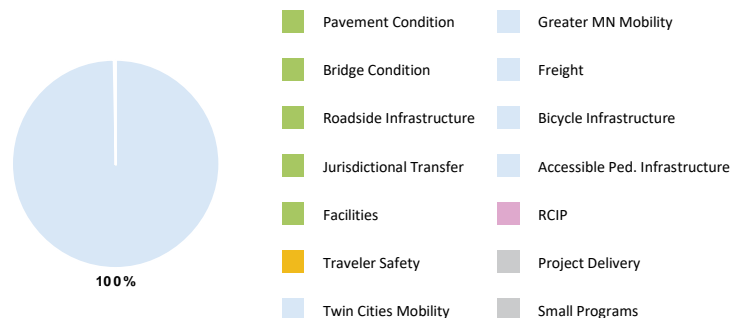
This is a new project added to the 2022-2025 STIP that is intended to address pedestrian facilities that are not in compliance with the Americans with Disabilities Act (ADA) of 1990. The concrete pavement in this section of roadway is not currently scheduled for rehabilitation as it still has remaining service life. A corridor study is being conducted in 2021-2022 in cooperation with the City and stakeholders to further understand existing conditions and recommend a corridor concept for the State and City to implement.

PROJECT RISKS

The need to address ADA compliance related to a small pedestrian access route and steep sidewalk cross slopes may result in corridor concepts that recommend a revised cross-section for the corridor. This could result in the City and State addressing utilities and infrastructure beyond the sidewalk facilities. This project has a relatively short development timeline and the corridor concept needs to be developed and approved prior to the design of the project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

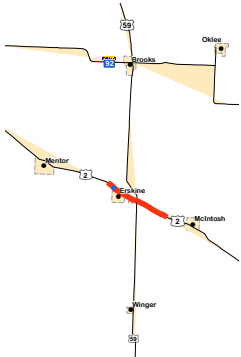
	Baseline Estimate	Current Estimate
Construction Letting:	6.6	6.6
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8.2	8.2

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

COST ESTIMATE ASSUMPTIONS

ADA assessment data was used to develop this estimate, which assumes minor work will occur on the mainline corridor of US 2. The cost estimate uses 2020 average bid prices. The construction letting amount included \$800,000 of local costs committed by the city.

PROJECT SUMMARY



US 2

Bridge 91262, 60006, 60007

State Project Number 6004-24

Concrete resurface, replace culverts and improve drainage on Hwy 2 between Erskine and Hwy 59; repair two bridges on Hwy 59 over Hwy 2

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete

PROJECT HISTORY

The pavement surface ride quality on US 2 and US 59 ramps are projected to drop below acceptable levels by 2018. Culverts and storm sewers along the corridor are over 40 years old. There were several rear-end crashes at the railroad crossing because trucks are required to stop before crossing the tracks on a high speed multilane highway. The bridge at the west end of the project has separated joints causing voids underneath the pavement. Project was advanced to 2018, Bridge 91262 rehabilitation was removed from this project and included in SP 6003-34. Pavement improvements at the Erskine weigh station and rehabilitation of Bridges 60006 & 60007 (Hwy 59 Overpass) were added.

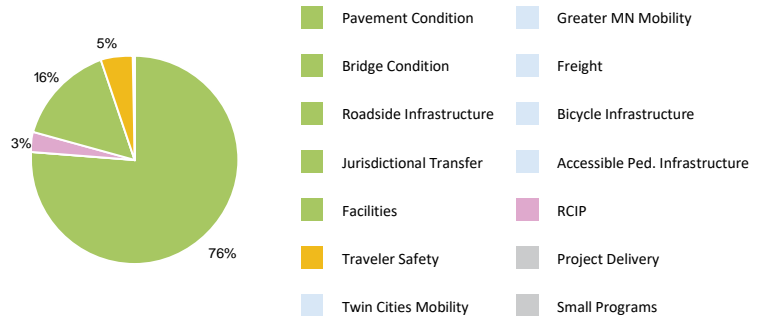
PROJECT RISKS

The weigh station and rest area adjacent to project will be impacted by construction staging. Local traffic and businesses may be disrupted during construction.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/12/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/22/2017
Construction Limits Established Date:	12/22/2017
Original Letting Date:	4/18/2018
Current Letting Date:	4/18/2018
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

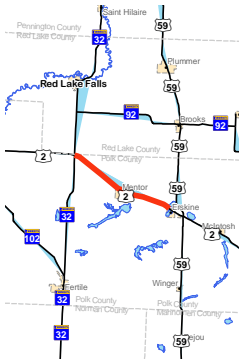
	Baseline Estimate	Current Estimate
Construction Letting:	8.4	10.5
Post Letting Construction Costs:	0.4	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.02	2
Construction Engineering:	0.68	0.4
Right of Way:	0	0
Total:	10.5	13.8

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the construction season. The rehabilitation of Bridges 60006 & 60007 (Hwy 59 overpass) and pavement improvements at the Erskine weigh station was added to this project resulting in an increase of the current estimate. Current construction letting amount is based on bid amount.

PROJECT SUMMARY



US 2
 Bridge 91262
 State Project Number 6004-26
[Hwy 2: Erskine](#)

Replace concrete roadway on Hwy 2 eastbound lanes from Hwy 32 (Marcoux) to the west of Erskine, install RCI at Marcoux corner

RECENT CHANGES & UPDATES

A small section of highway 2 eastbound lanes near the weight station was added to this project, was originally part of the 6005-68, which was completed in 2019.

PROJECT HISTORY

This project takes place in the western half of District 2 where the topography is flat and predominately surrounded by farmland with floodplains located nearby but not within the project limits (Red River Valley). This project is on the eastbound lanes of US 2, which extends through Marcoux, Mentor and the west limits of Erskine. Located within these limits is the Western Prairie Fringed Orchid, which is protected. Crossover locations are still to be determined.

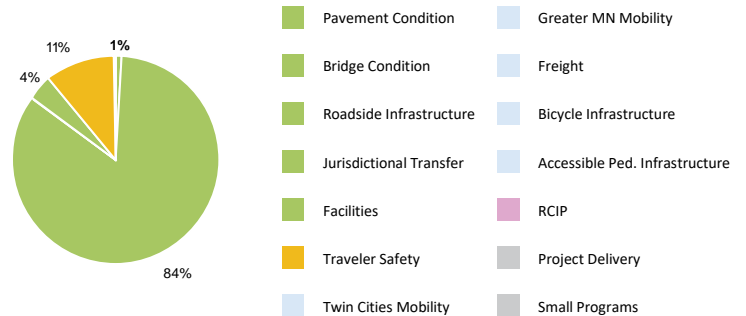
PROJECT RISKS

The project cannot be completed under traffic, so traffic will be crossed over to the west bound lanes.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/1/2019
Construction Limits Established Date:	3/19/2019
Original Letting Date:	9/25/2020
Current Letting Date:	9/25/2020
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	24.5	22.4
Post Letting Construction Costs:	1.2	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	2.82	3.2
Construction Engineering:	1.88	2.2
Right of Way:	0	0
Total:	30.4	29.2

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

COST ESTIMATE ASSUMPTIONS

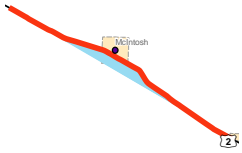
This project was let and awarded in 2021, competitive bids led to a savings in the construction letting amount.

PROJECT SUMMARY

US 2

State Project Number 6005-68

Replace concrete roadway on Hwy 2 east bound lane from east of Hwy 59 to west limits of Fosston and west bound lane in McIntosh and Fosston


RECENT CHANGES & UPDATES

Project has been let and awarded

PROJECT HISTORY

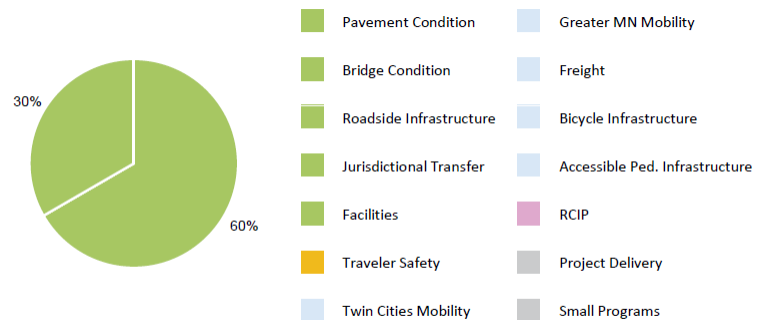
The pavement surface ride quality index on US 2 eastbound is projected to be in poor condition by 2025. There are also access management, roadside infrastructure and pedestrian accessibility issues that need to be addressed in McIntosh. Project was initially planned to be a concrete pavement replacement, but has since been changed to bituminous pavement replacement. A value engineering study has been completed on this project and as a result, a number of turn lanes that were originally recommended to be extended have been changed to remain the same length.

PROJECT RISKS

The risks on this job have mostly been retired. We are at 90% design stage.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/26/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	1/6/2020
Original Letting Date:	9/24/2021
Current Letting Date:	9/24/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	27.7	20.9
Post Letting Construction Costs:	1.3	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.4
Construction Engineering:	1.8	1.6
Right of Way:	0	0
Total:	33.4	26.1

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

COST ESTIMATE ASSUMPTIONS

The change in cost between the baseline estimate to the current estimate was from changing the pavement material from concrete to bituminous. Also removing the turn lane extensions as a result of the finding in the value engineering study provided additional savings.

PROJECT SUMMARY



US 75

Bridge 60X10

State Project Number 6011-29

Resurface, replace three culverts, construct turn lanes and pedestrian ramps on Hwy 75 from Crookston to Euclid and resurface Hwy 1 from the North Dakota border to Oslo

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

Pavement quality will not be acceptable by 2018. The bridges are over 80-years-old and lack an adequate recovery area for run-off-the-road vehicles. Concrete box culvert crossings and entrance culverts may fail. Curb and gutter in Euclid do not drain properly. Sidewalks in Euclid do not meet the ADA standards. The project's purpose is to improve the ride and surface condition, provide structurally sound bridge crossings, to perpetuate existing drainage infrastructure, to improve the accessibility of Euclid's sidewalks and to improve drainage in Euclid. The pavement fix was changed and a section of mill and overlay on Hwy 1 in Oslo was added.

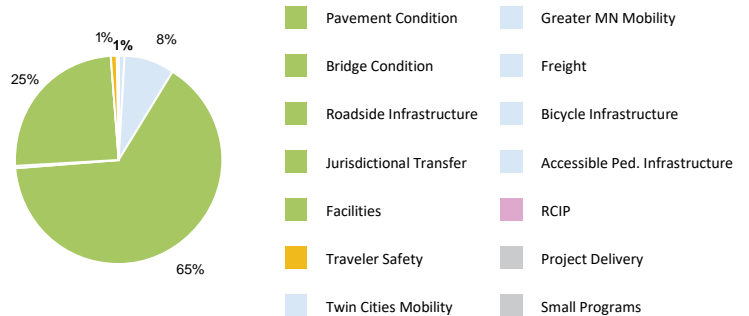
PROJECT RISKS

The project is lengthy and there may be local traffic and agricultural traffic impacts. Road conditions may degrade and increase project duration or cost.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	1/9/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/18/2016
Original Letting Date:	10/27/2017
Current Letting Date:	10/27/2017
Construction Season:	2018
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.6	5.7
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.2
Construction Engineering:	0.4	0.2
Right of Way:	0	0
Total:	6.9	6.4

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on 2013 historical cost data and uses an inflation factor to the midpoint of construction. The inflation factor was updated in 2016 resulting in a minor reduction in the cost estimate. The pavement fix was changed and a section of mill and overlay on Hwy 1 was added, which resulted in an increase of the current estimate. Current estimate construction letting is accurate to the bid amount.

PROJECT SUMMARY



US 2
 Bridge 9090
 State Project Number 6018-02
 Hwy 2 Kennedy Bridge: Reconstruct Hwy 2 Kennedy Bridge deck in East Grand Forks

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The pier was replaced, bridge deck is complete, currently painting the bridge. Painting is likely to be finished in the 2019 construction season.

PROJECT HISTORY

A planning study was completed in early 2014 and determined that a bridge rehabilitation project was a feasible alternative to reconstruction. The rehabilitation will include replacing a severely tilted bridge pier, installing a new concrete bridge deck, adding new vehicle railings, painting and constructing a pedestrian/bicycle path on the north side of the deck.

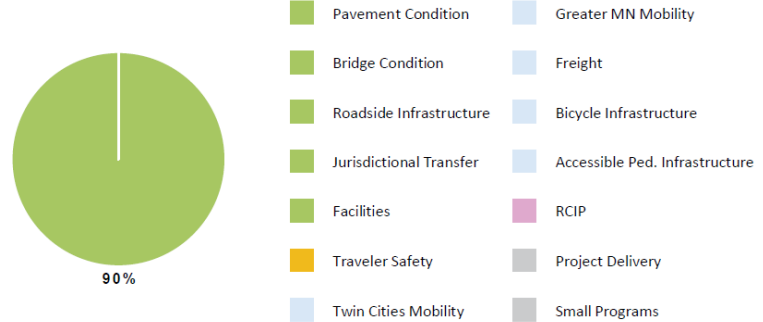
PROJECT RISKS

Since several agencies are involved in the decision-making/approval process, there may be significant delays, changes or other construction assumptions. There may be problems with coordinating the project schedule with emergency services and schools.

SCHEDULE

Date in which project entered the STIP:	2012
Environmental Document Approval Date:	9/9/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	
Current Letting Date:	
Construction Season:	2018
Estimated Substantial Completion:	June 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	25	7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.8
Construction Engineering:	1	0.6
Right of Way:	0	0
Total:	27.5	8.7

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

COST ESTIMATE ASSUMPTIONS

Cost savings can be attributed to reducing the scope from a reconstruct to a rehabilitation. The current estimate is the construction letting amount.

PROJECT SUMMARY



MN 11

Bridge 9059

State Project Number 6803-40

Resurface Hwy 11, improve pedestrian accessibility, add roundabouts at intersections Hwy 11/Hwy 313 and Hwy 11/Lake Street in Warroad and replace bridge over the Warroad River

RECENT CHANGES & UPDATES

Bridge 9059 over the Warroad River was added to the scope. Traffic safety improvements will be made at the intersection of MN 11/ MN 313 and at Lake St/ MN 11. Two year construction begins in 2023 with advanced construction and payback in 2024.

PROJECT HISTORY

This project first entered into the State Transportation Investment Plan in 2011 as a signal replacement. More investigation was done into this location and additional needs were discovered. Storm sewer and curb and gutter are in poor condition and in need of replacement from Lake Street to TH 313. Underlying pavement conditions between Lake St. and Elk St require reconstruction. Upgrading pavement requires ADA compliant facilities. Bridge No. 9059 requires a full redeck. Traffic signals at TH 313 and Lake St are at the end of their service life. Intersection geometry of TH 11/CSAH 74 is undesirable and needs to be modified.

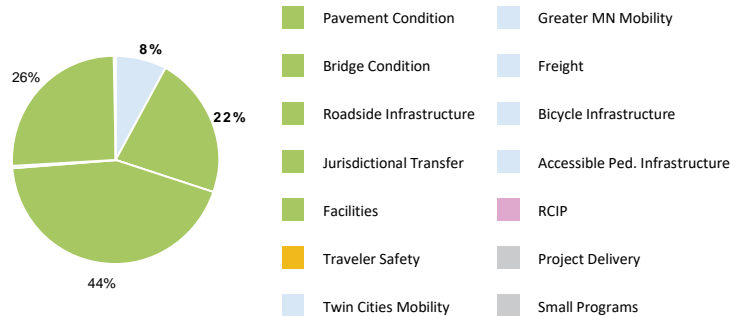
PROJECT RISKS

Local governing agency's familiarity with the alternative intersections and municipal consent will be required

SCHEDULE

Date in which project entered the STIP:	2011
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/31/2020
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

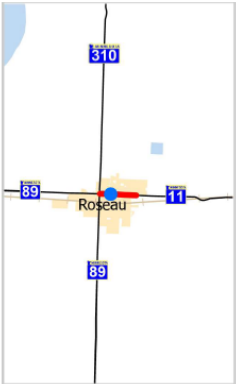
	Baseline Estimate	Current Estimate
Construction Letting:	5.5	13.8
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.6
Construction Engineering:	0.4	1
Right of Way:	0	0.3
Total:	6.8	17.5

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the upslope to a reconstruct, traffic safety improvements at the two intersections, and adding bridge 9059 replacement into the scope. The current construction letting amount includes \$2,800,000 in local cooperation.

PROJECT SUMMARY



MN 11
 Bridge 5814
 State Project Number 6803-46 Resurface one mile of Hwy 11 in Roseau

RECENT CHANGES & UPDATES

No recent changes or updates to this project this year. Project is on schedule.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 11 is projected to be in poor condition by 2022. The deck of Bridge 5814 has moderate transverse cracks with light leaching. Existing pedestrian ramps and sidewalks in Roseau are not in compliance with the American with Disabilities Act (ADA) of 1990. This project was part of the 2019 scoping process. The project development schedule will be put together fall 2020.

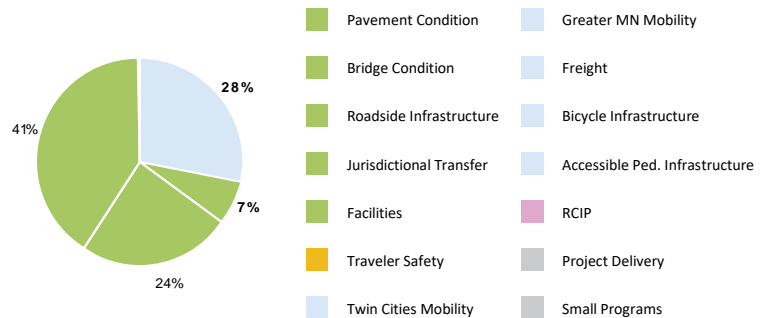
PROJECT RISKS

Project will require municipal consent.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	5.7	6.3

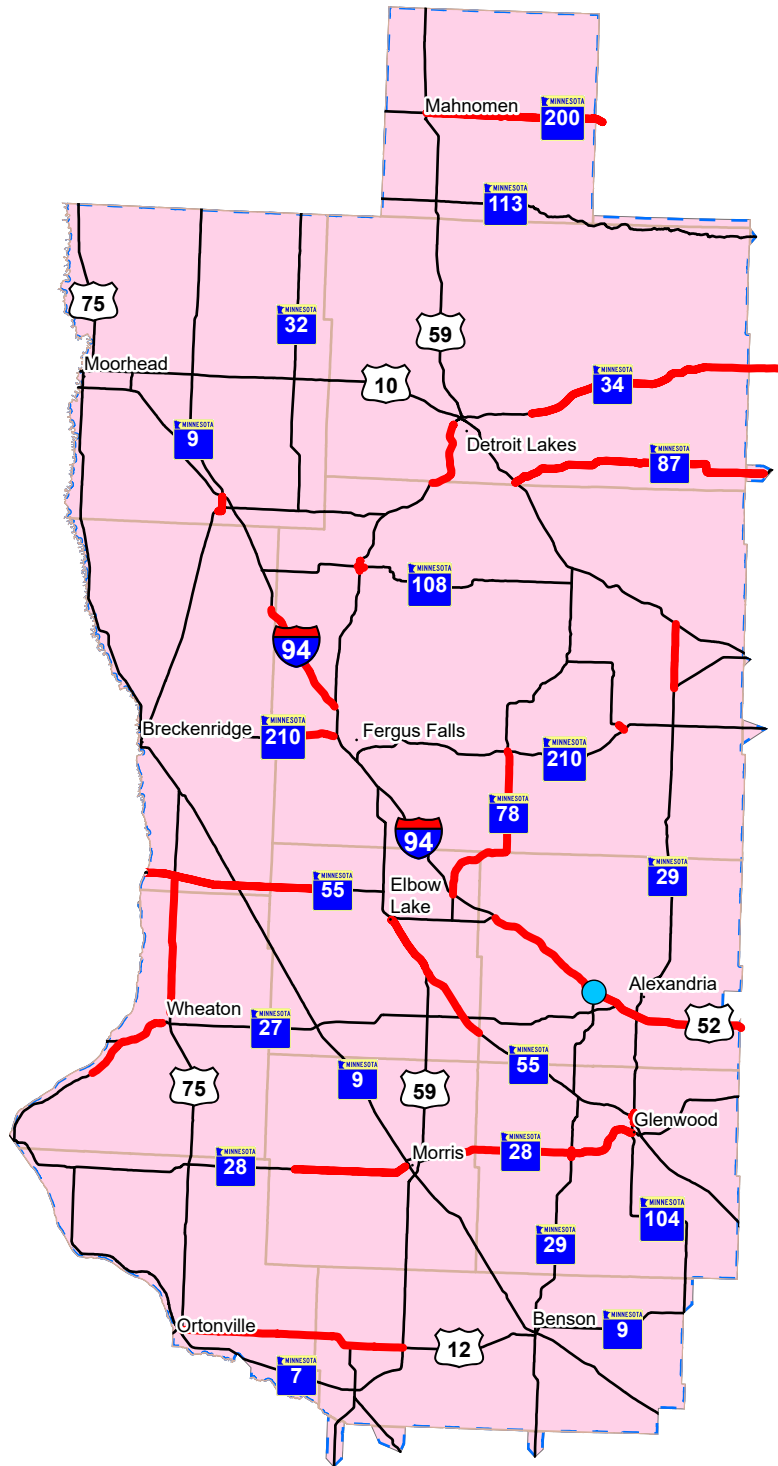
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS





The current estimate uses 2019 average bid prices and is inflated to mid-point of 2024 construction season. The increase from 5.7 to 6.3 is due to adding deficient guardrail to the scope.

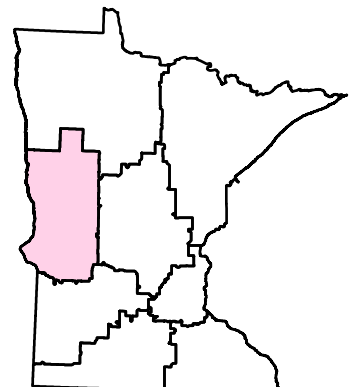
Major Highway Projects 2021

D4- DETROIT LAKES



Major Highway Projects

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

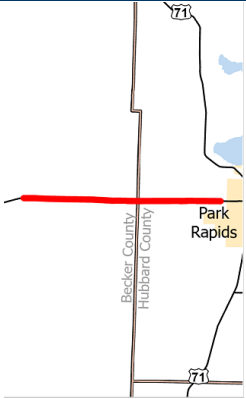


District 3 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 18	0102-28	Resurface Hwy 18 from the north junction of Hwy 169 to the north junction of Hwy 47			C1	155
MN 47	0108-29	Resurface MN 47 from junction MN 27 in Isle to 305th lane/Twp-86			C2	156
MN 210	0119-30	From Aitkin to Hassman			C3	157
MN 23	0503-91	Reconstruct MN 23 and US 10 to St. Germain; replace 4 bridges and construct one			C4	158
MN 23	0504-20	From Foley to Rum River in Milaca			C5	159
US 169	1804-90	Resurface US 169 from CSAH 26 to Garrison; urban reconstruct			C6	160
MN 210	1805-80	Resurface and upgrade urban section of MN 210 to Brainerd.			C7	161
MN 210	1806-76	Brainerd to Ironton	✓	2nd	C8	162
MN 210	1807-29	In Crosby and Ironton			C9	163
MN 210	1807-31	Concrete pavement rehab and planning in Deerwood and Aitkin			C10	164
MN 371	1810-99	Green Gables Rd to Gull Dam Rd			C11	165
MN 25	1811-35	Br 9099 over BNSF near Brainerd			C12	166
MN 371B	1814-08	Greenwood St to Joseph St in Brainerd			C13	167
MN 95	3006-39	From Fern St to Davis St in Cambridge			C14	168
MN 95	3006-41	W. of Cambridge to Cambridge			C15	169
MN 47	3304-27	On MN 47 from MN 23 to MN 27 in Isle and Ogilvie	✓	1st	C16	170
MN 65	3307-43	Mora			C17	171
MN 23	4801-25	From Milaca to Ogilvie			C18	172
US 169	4811-76	Resurface northbound and southbound US 169 from Long Siding to north of Pease.			C19	173
US 169	4811-77	New overlay on eight bridges on US 169			C20	174
US 10	4902-63	Resurface US 10 from Little Falls bypass and includes portion of TH 371			C21	175
MN 27	4904-45	Little Falls	✓	2nd	C22	176
MN 25	4911-15	Resurface MN 25 from Pierz to Morrison/Crow Wing County line and replace 2 bridges			C23	177
MN 238	4913-26	From Upsala to MN 27			C24	178
US 10	7102-135	Xenia Avenue to 4th Street in Elk River			C25	179
US 169	7106-87	From US 10 to 197th Ave in Elk River			C26	180
MN 4	7301-38	Kandiyohi/Stearns Co line to I-94 and Kandiyohi/Stearns Co line to Paynesville	✓	2nd	C27	181
MN 15	7303-50	TH 55 in Kimball to 66th Ave in St. Augusta	✓	2nd	C28	182
MN 27	7703-16	Osakis			C29	183
US 10	8001-40, 8001-42	End of 4-Lane west of Wadena easterly to Oink Joint Rd			C30	184
US 10	8001-44	Road reconstruction on US 10			C31	185
US 71	8003-37	Resurface US 71 in Wadena			C32	186
US 12	8601-62	Howard Lake to Montrose			C33	187
MN 25	8604-37	In Buffalo			C34	188
MN 25	8604-42	The junction of US 12 to 0.2 miles north of 10th St in Buffalo	✓	2nd	C35	189

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 55	8606-60	Annandale to Buffalo	✓	2nd	C36	190
MN 55	8606-63	Reconstruct MN 55 in Annandale			C37	191
MN 55	8606-64	Meeker/Stearns Co Line to Annandale			C38	192
MN 24	8611-26	From MN 55 to N Poplar Ave in Annandale	✓	1st	C39	193
I-94	8680-172	Alberville to TH 241			C40	194
I-94	8680-173	Monticello to Clearwater			C41	195

PROJECT SUMMARY



MN 34

State Project Number 0303-67

Resurface and widen shoulders from CR 26/CR 47 to Park Rapids. Funded by District 2 and District 4

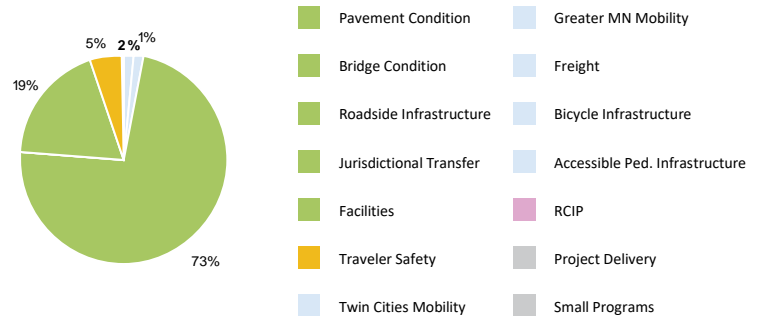
RECENT CHANGES & UPDATES

No changes

PROJECT HISTORY

New project, no changes.

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.5	7.9
Post Letting Construction Costs:	0.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	9.6	10.1

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

PROJECT RISKS

Developing snow fence needs.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	9/22/2023
Construction Season:	2024
Estimated Substantial Completion:	10/1/2024

COST ESTIMATE ASSUMPTIONS

The current estimate, applied a 14% inflation to the 2021 baseline estimate to adjust to the 2024 construction year.

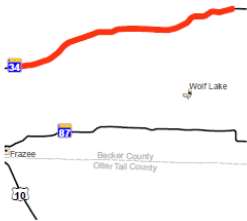
PROJECT SUMMARY

MN 34

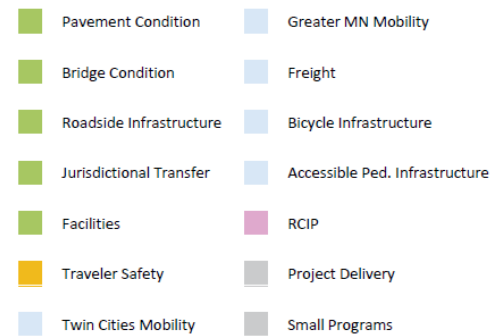
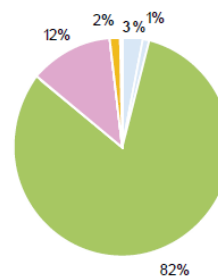
Bridge 03X06

State Project Number 0303-68

Resurface Hwy 34 from Becker CR 29 to Ponsford Road


RECENT CHANGES & UPDATES
PRIMARY INVESTMENT CATEGORY
PROJECT HISTORY

This project is on a two-lane rural highway and is intended to improve pavement quality, ride quality and reduce future anticipated maintenance costs. Partnering with the DNR for some tree removal and logging prior to the construction project. Current 8' x 6' box culvert at Shell River is proposed to be replaced with a single 20' box culvert (Bridge 03X06). Intersection at project termini was added to include center left turn lanes.


PROJECT RISKS

Bridge 03X06 at Shell River

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	8.9	9.6
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.1	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0.1
Total:	11.8	12.6

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

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/25/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/5/2020
Construction Limits Established Date:	9/23/2021
Original Letting Date:	9/24/2021
Current Letting Date:	8/26/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated January 11, 2021, applied a 8 percent inflation rate to the 2021 cost estimates to adjust for the 2023 construction year.

PROJECT SUMMARY


MN 87

State Project Number 0306-30

[Hwy 87 Complete Streets Project: Frazee](#)

Complete streets reconstruction in Frazee, from CR 29 to Otter Tail River bridge

RECENT CHANGES & UPDATES
PROJECT HISTORY

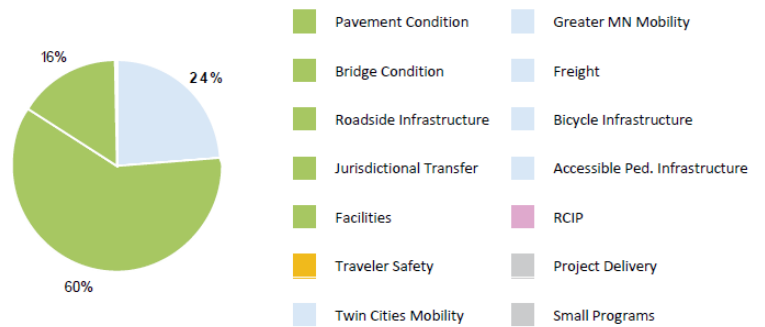
This project will improve the trunk highway needs including pavement condition, ADA improvements, intersection improvements and city utility needs. The resulting project will be a complete streets/urban reconstruction. This project is being designed by a consultant. Ponds are being added to treat runoff from both rural and urban projects. Guardrail will be replaced and added above and below the TH 10 overpass bridge. Project design is at 30%.

PROJECT RISKS

City utility coordination, environmental impacts, tree removals, retaining wall impacts and railroad coordination. Cooperative agreement with the city.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	2/11/2020
Geometric Layout Approval Date:	5/18/2020
Construction Limits Established Date:	5/18/2020
Original Letting Date:	10/23/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	6.1	5.3
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	0.8	0.7
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	7.9	6.8

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate dated December 14, 2020, was applied with a 4 percent inflation rate to the 2021 cost estimate to adjust for the 2022 construction year.

PROJECT SUMMARY



MN 87

State Project Number 0306-31

[Hwy 87 Resurfacing: Frazee to Becker/Wadena County Line](#)

Resurface, widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line

RECENT CHANGES & UPDATES

Project was constructed summer of 2021 and is complete.

PROJECT HISTORY

The project is now a road resurface project divided into two fixes. Frazee to Evergreen includes reclaim with shoulder widening. Evergreen to East County Line includes cold in place recycle. Box culvert bridge replacements in the first segment is still included. This project is now consultant designed. Project letting was advanced. Project was a mill/overlay with shoulder widening and box culvert bridges from Frazee to Evergreen.

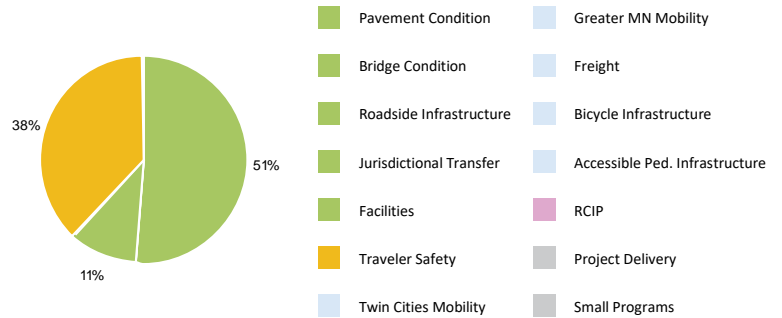
PROJECT RISKS

No risks remaining

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/28/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/10/1019
Construction Limits Established Date:	7/10/2019
Original Letting Date:	3/26/2021
Current Letting Date:	9/25/2020
Construction Season:	2020-2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.7	13.7
Post Letting Construction Costs:	0.8	0
Other Construction Elements:	0	1.6
Preliminary Engineering:	1.62	2.1
Construction Engineering:	1.08	1.4
Right of Way:	0	0.2
Total:	16.2	19

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

COST ESTIMATE ASSUMPTIONS

The fix was changed to a reclaim for the whole project which increased the cost. The current estimate reflects bid amounts.

PROJECT SUMMARY



US 12

Bridge 1060, 1121, 76012, 06X02

State Project Number 0603-16

Resurface and widen shoulders from Hwy 75 in Ortonville to Hwy 59, includes culvert replacements, bridge improvements and snow trap improvements

RECENT CHANGES & UPDATES

Construction is complete.

PROJECT HISTORY

Project was selected to receive additional funding to reclaim pavement, widen shoulders and address snow traps throughout the corridor. The letting date has been revised to 3/26/2021. Project is being considered for an upslope to include shoulder widening and snow sloping throughout corridor. Also, pavement fix would be modified to a reclaim. The project scoping document was completed in April 2016. Areas are being reviewed for possible snow trap mitigation.

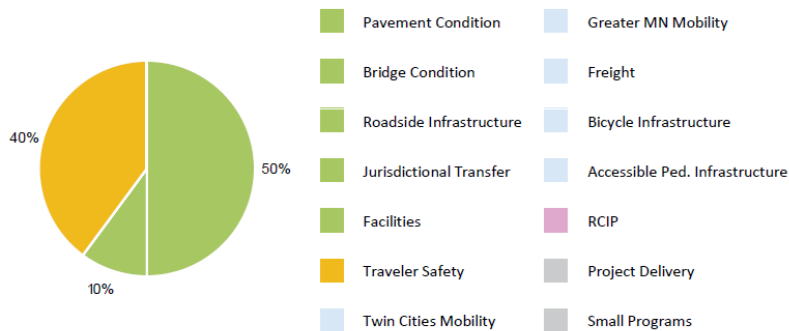
PROJECT RISKS

Environmental Impacts Material prices due to the large quantities of aggregate and bituminous for project. Time to deliver project due to 118 parcels of new right of way required. Contaminated Material Superelevation of curve at east end of project Possible additional drainage needs

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	5/21/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/26/2019
Construction Limits Established Date:	11/26/2019
Original Letting Date:	3/26/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.5	22
Post Letting Construction Costs:	0.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.96	2.6
Construction Engineering:	0.64	1.8
Right of Way:	0.1	1.1
Total:	11	29.3

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

COST ESTIMATE ASSUMPTIONS

Current estimate reflects bid amounts.

PROJECT SUMMARY



MN 9

State Project Number 1409-25

[Hwy 9 Barnesville: Complete Streets Project](#)

Reconstruct and resurface from Barnesville to I-94; includes pedestrian accessibility improvements and local utility replacements

RECENT CHANGES & UPDATES

Working with RR to update one crossing and eliminate the other two crossings

PROJECT HISTORY

The city was awarded a TA grant providing them additional funding to construct a shared use path on the east side of TH 9 from Main Ave to TH 34. The project entered the program as a mill and overlay for the entire project. After the ADA review identified the majority of sidewalk and curb ramps as non compliant, which would require the majority of curb to be removed and the city wanted to replace its utilities from Main to TH 34, it was determined to change the project to a reconstruction from Main to TH 34. Another factor that aided in the decision was the city was awarded a TA grant to construct a shared use path adjacent to TH 9 on the east side from Main to TH 34. The reconstruction portion of the project will reconstruct the shoulders to a standard width which allows the path to be constructed without acquiring additional R/W or wetland impacts. Turn lanes from the north and south will be constructed to CR 55 as a result of the increased agricultural traffic to the elevator.

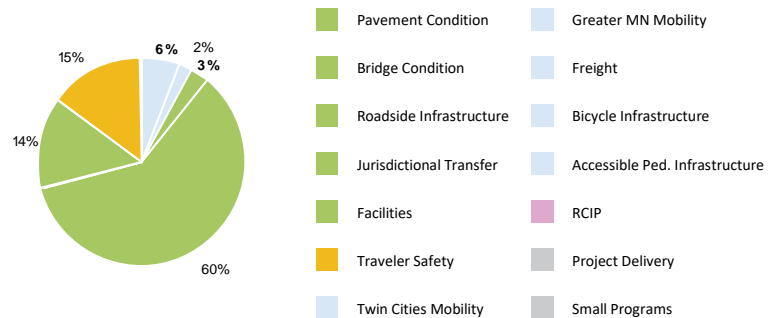
PROJECT RISKS

Project risks include construction survey needing to be done by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in right of way, cultural resources requirement for historical structures, coordination with railroad to update new crossing, and local utility plans changing late in the plan delivery.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	10/25/2021
Municipal Consent Approval Date:	5/10/2021
Geometric Layout Approval Date:	11/30/2020
Construction Limits Established Date:	9/10/2020
Original Letting Date:	
Current Letting Date:	9/23/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

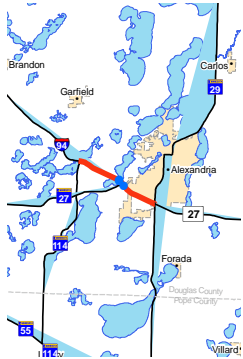
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	3.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	6	5.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate applied an 8% inflation rate to the 2021 cost estimate to adjust for the 2023 construction year.

PROJECT SUMMARY



I-94
 State Project Number 2180-115
[I-94 Resurfacing: Eastbound Garfield to Alexandria](#)
 Concrete resurfacing from Hwy 114 to Hwy 29
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed and open to traffic.

PROJECT HISTORY

There are sidewalk improvements to Lake Latoka Rest Area included with this project. This project was initiated because intense annual maintenance was required. The scoping report completed was approved July 5, 2017. This project was originally proposed as a 2023 project, but was moved to 2019.

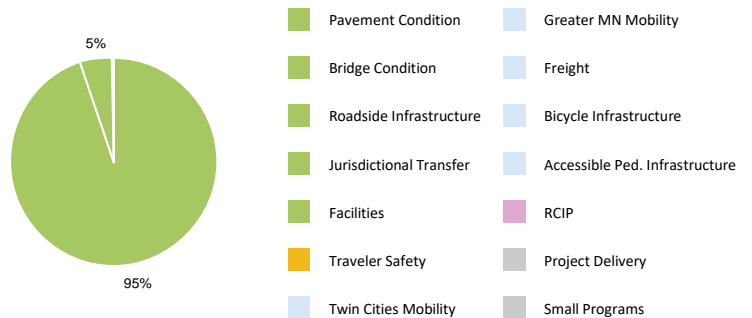
PROJECT RISKS

Lake Latoka Rest Area improvements are included with this project.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/28/2018
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	August 2019

PRIMARY INVESTMENT CATEGORY



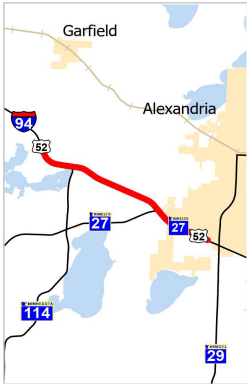
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.2	6.2
Post Letting Construction Costs:	0.59	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.1
Construction Engineering:	0.48	0.3
Right of Way:	0.01	0
Total:	8	7.3

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects bid amounts.

PROJECT SUMMARY


I-94

State Project Number 2180-118

Concrete resurface westbound lanes from Hwy 114 to Hwy 29, Garfield to Alexandria

RECENT CHANGES & UPDATES

The project scope was amended to remove transverse joint repair between the TH 27 crossovers and to add a crossover on the east end of the project. This changes the project description from concrete resurface westbound lanes from Hwy 114 to Hwy 29, Garfield to Alexandria to is 1.1 miles W of Jct MN 114 to 2.3 miles E of Jct MN 114. The reason for the change is that benefit of repairs was not deemed to outweigh the cost of the additional cross overs required.

PROJECT HISTORY

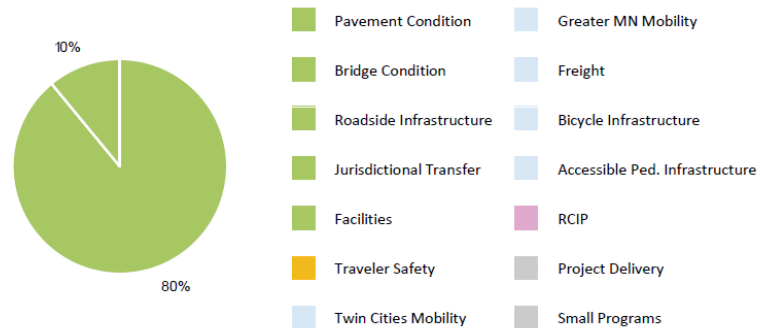
The amended scope addresses the immediate needs until a future project can be delivered to address the bigger issues with the pavement condition. The amended scope includes sections of complete concrete pavement replacement, areas of full depth concrete repair and removes the bituminous shoulder replacement, partial depth repairs and the diamond grinding of the concrete pavement from the project. Cross overs will be needed for traffic control. Guardrail will be updated. The purpose of this project is to address concrete joint and panel failures. Adding lighting at TH 114 was removed from the project because it was installed with another project. Repairs to right of way fencing was removed since it will be addressed as a separate project. The scope of the project was amended following the analysis of the in-place concrete showing deterioration which indicated that the pavement was not a good candidate for a concrete pavement rehabilitation.

PROJECT RISKS

The project risks may include an additional cross over at TH 114.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

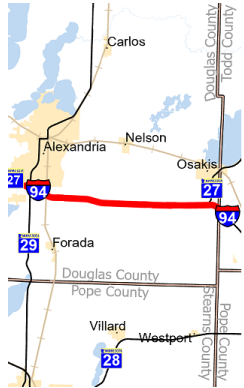
	Baseline Estimate	Current Estimate
Construction Letting:	8.6	4.7
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.6
Construction Engineering:	0.7	0.4
Right of Way:	0	0
Total:	10.6	6.1

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 01/08/2021, applied a 8 percent inflation rate to the 2021 cost estimate to adjust for the 2023 construction year. The fix was changed from a concrete rehabilitation for the whole length of the project to concrete pavement replacement only in areas of critical need. This change, along with the scaled back scope, decreased the cost.

PROJECT SUMMARY



I-94

State Project Number 2180-125

Concrete resurface from west of Alexandria to the Douglas/Todd county line and redeck bridges

RECENT CHANGES & UPDATES

New project, no changes

PROJECT HISTORY

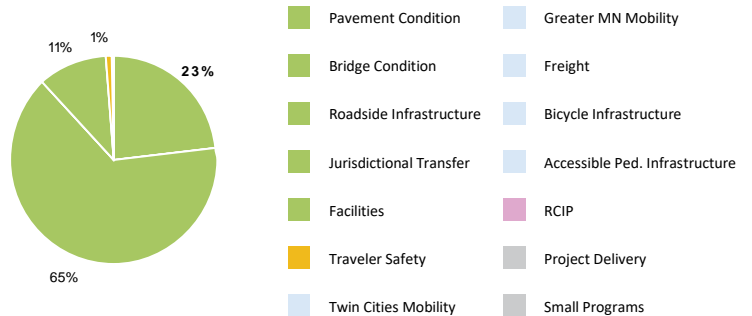
PROJECT RISKS

One or more bridges may become full replacements. Snow fence may require right of way.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	8/25/2024
Current Letting Date:	10/27/2023
Construction Season:	2024-2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



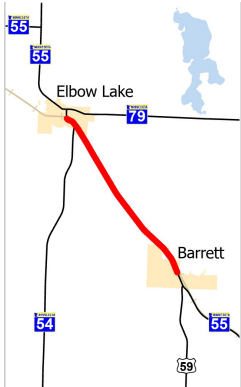
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	21.9	21.9
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.5	2.5
Construction Engineering:	1.6	1.6
Right of Way:	0	0
Total:	27.5	27.5

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 09/09/2021, applied a 14 percent inflation rate to the 2021 cost estimate to adjust for the 2024 construction year being represented by the baseline and current estimate.

PROJECT SUMMARY


MN 55

State Project Number 2609-28

[Hwy 55: Elbow Lake to Barrett](#)

Resurface and widen shoulders from Elbow Lake to Barrett

RECENT CHANGES & UPDATES

Advancing letting date to March 25, 2022 as an ELLA (Early Let, Late Award) This project is consultant designed. Plans are 90% complete

PROJECT HISTORY

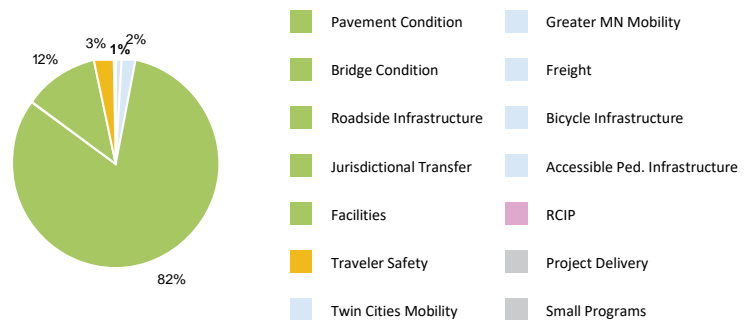
Project is a road reclamation project to include shoulder widening, inslope and ditch grading.

PROJECT RISKS

There is a risk to advancing the letting date to March 25, 2022 compressing the schedule. Other risks include snow trap grading, right of way acquisition, and city/county coordination/COOP agreements.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/21/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/18/2020
Construction Limits Established Date:	9/18/2020
Original Letting Date:	
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

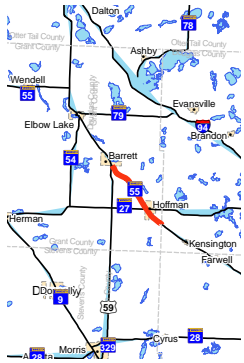
	Baseline Estimate	Current Estimate
Construction Letting:	7.2	5.8
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.7
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	9	7.5

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

COST ESTIMATE ASSUMPTIONS

To be let 3-25-22 as an ELLA and constructed late summer 2022. The scoping estimate applied an 8 percent inflation rate to the 2021 cost estimates to adjust for the 2022 construction year.

PROJECT SUMMARY



MN 55

State Project Number 2609-36

Hwy 95: Bridge replacement

Resurface from Barrett to Douglas/Grant County Line; replace Pomme De Terre River bridge

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project complete, no changes

PROJECT HISTORY

The beams arrived in late July 2020, a month behind schedule due to COVID-19 shutdowns that delayed the beam supplier’s operations and deliveries. This change slowed progress, and the schedule was adjusted to reflect the unforeseen delays. Highway 55 reopened on Sept. 10, 2020. This project is a reclaim with a bridge replacement. Project was developed to address declining pavement and bridge condition. Projects are being timed together to minimize disruption to the traveling public. CSAH 5 work was removed from the project.

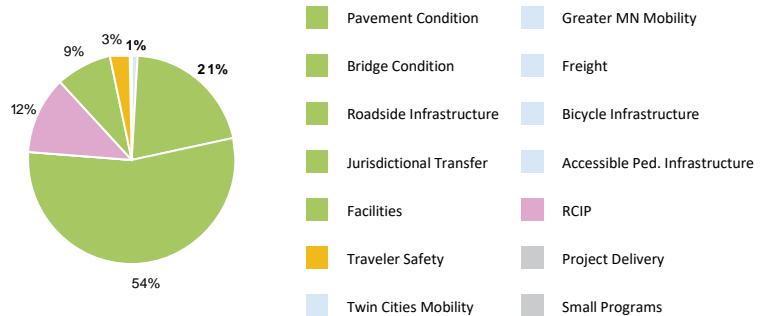
PROJECT RISKS

No risks remaining

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	9/10/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/1/2017
Original Letting Date:	3/20/2020
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	September 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

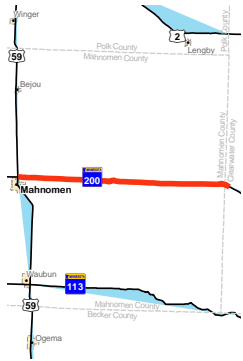
	Baseline Estimate	Current Estimate
Construction Letting:	5	4.3
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.6
Construction Engineering:	0.48	0.2
Right of Way:	0	0
Total:	7.4	6.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices. The current estimate reflects the construction letting after the low bid. The construction letting cost for the current estimate is \$4.3 million showing a decrease in cost through the bid and award process.

PROJECT SUMMARY



MN 200

State Project Number 4402-22

[Hwy 200: Mahanomen to Roy Lake](#)

Repair pavement and sidewalk, widen shoulders and construct turn lanes from Hwy 59 to east of Roy Lake. Funded by District 2 and District 4.

RECENT CHANGES & UPDATES

90% plans submitted and comments heard. Addition of a bike ped counter at Roy Lake. No longer require a DNR permit for the project. D4 resurveyed the entire project to ensure the existing surface is accurate. Determined Clearwater County will likely not accept a detour agreement. Sent out 90-day letter to all utilities. Permit to watershed submitted. Tribal platting for BIA application prepared in draft form for review.

PROJECT HISTORY

This project was identified as a need after the recent mill and overlay completed in 2016 on TH 200. The existing shoulders are generally 2' in width and the in slopes are 1:3 or steeper in some areas. The volume of traffic on the roadway is lower than most two-lane, two-way roads in the district so was not seen as a major priority for improvement by the district. After a few public meetings with members of White Earth Reservation and the surrounding communities it was evident that an improvement was needed. White Earth agreed to provide additional easement as necessary to widen the road to improve safety on the major connecting roadway within the reservation. White Earth and MnDOT are continuing to hold monthly meetings to discuss project development and deal with issues as they develop. Now moving from 90% plans to final plans more involved communication is taking place.

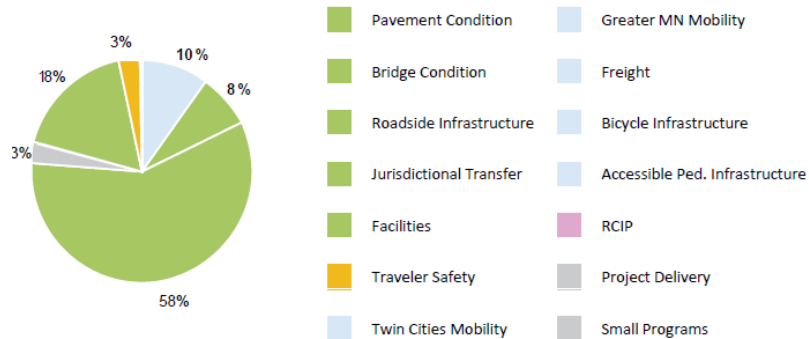
PROJECT RISKS

Obtaining grant of easement through tribal trust land for widening from White Earth. Traffic control and construction staging in the Roy Lake area while placing overburden over an existing box culvert that needed to be replaced while maintaining drainage.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	11/23/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/1/2020
Construction Limits Established Date:	3/1/2020
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022 2022
Construction Season:	September 2022
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	13.2	14
Post Letting Construction Costs:	0.5	0.9
Other Construction Elements:	0.8	0.4
Preliminary Engineering:	1.6	1.8
Construction Engineering:	1	1.2
Right of Way:	0.2	0.2
Total:	17.4	18.5

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 01/07/2021, applied a 4 percent inflation rate to the 2021 cost estimates to adjust for the 2022 construction year.

PROJECT SUMMARY

MN 210

State Project Number 5601-33

Reconstruct from near I-94 to the Wilkin County line

SUBSTANTIALLY COMPLETE
RECENT CHANGES & UPDATES

Construction was completed fall of 2020.

PROJECT HISTORY

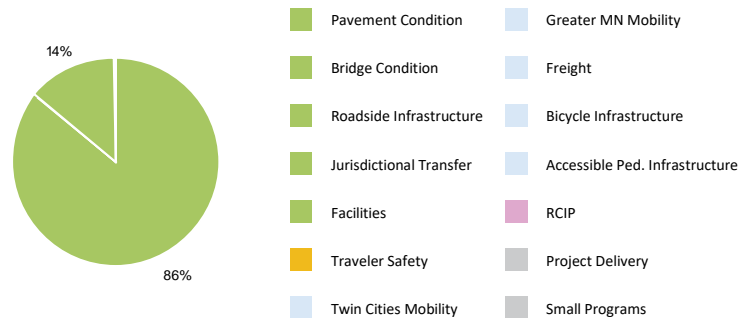
Snow fence was removed from the project to be reviewed in context of the entire corridor. This project addresses higher than normal maintenance patching, three times per year compared to once every five years. The original project scoping was completed December 2015. Blowing and drifting snow control measures benefit/cost study was completed where it was determined to be cost effective. Letting date was advanced due to poor pavement condition. Four foot high snow fence was added to the project, located just behind the enhanced ditch for snow storage. A Draft Runway protection Zone Alternatives Analysis was submitted to the FAA for a section of 4' snow fence in the Fergus Falls Airport RPZ. It was determined that the left turn lane at Co Rd 116 can't be constructed due to geometric constraints. Existing bypass lanes will be replaced with left turn lanes at Co Rd 21 and Co Rd 86 as well as the one at the grain elevator (138th Ave.). City utility relocations will be included in the plan.

PROJECT RISKS

No risks remaining

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/1/2019
Construction Limits Established Date:	2/1/2019
Original Letting Date:	11/22/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	September 2020

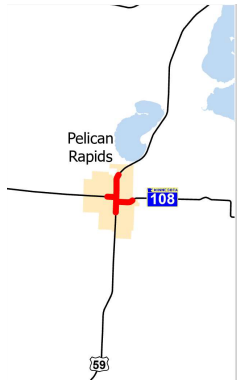
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.4	12.7
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.6
Right of Way:	1	0.1
Total:	6.8	14

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects bid amounts and is the low bid amount for the project. The new fix for the project of concrete pavement has increased the cost. Turn lanes were also added to the project resulting in additional cost.

PROJECT SUMMARY


MN 108
 State Project Number 5618-117
 Hwy 108: Complete Streets reconstruction Pelican Rapids
 Complete streets reconstruction in Pelican Rapids; resurface bridge

RECENT CHANGES & UPDATES

Value engineering study completed. Draft ICE report completed. Preliminary layout completed.

PROJECT HISTORY

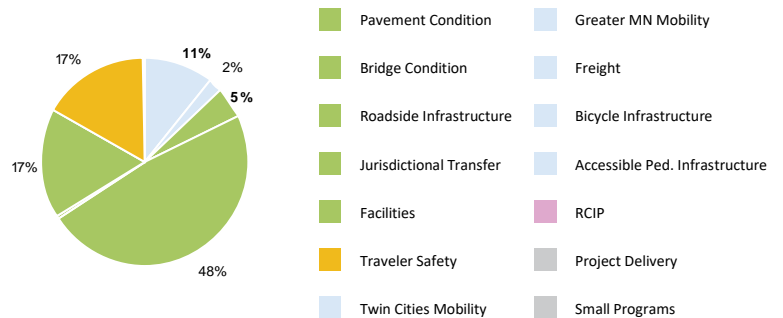
This project was added to the program at the request of the City of Pelican Rapids to develop a cooperative project to address the city's failing infrastructure and to improve the trunk highway needs including pavement resurfacing, ADA improvements, intersection improvements. The resulting project will be a complete streets/urban reconstruction.

PROJECT RISKS

TH 108 Intersections design, possible Mini roundabouts. City Utility Replacements limits growing. Municipal consent form the City. Construction seasons (1 or 2 years). Bridge construction could grow. City Acceptance of Proposed Layout.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

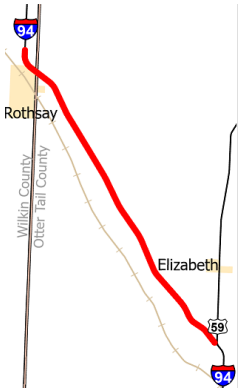
	Baseline Estimate	Current Estimate
Construction Letting:	18.4	12.4
Post Letting Construction Costs:	1	1
Other Construction Elements:	0.2	0.2
Preliminary Engineering:	2.1	2.2
Construction Engineering:	1.5	1.4
Right of Way:	0.1	0.1
Total:	23.3	23.5

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 01/08/2021, applied a 14 percent inflation rate to the 2021 cost estimate to adjust for the 2024 construction year.

PROJECT SUMMARY



I-94

State Project Number 5680-147

Concrete resurface of eastbound lanes from west of CR 11 to Hwy 59

RECENT CHANGES & UPDATES

New project, no changes

PROJECT HISTORY

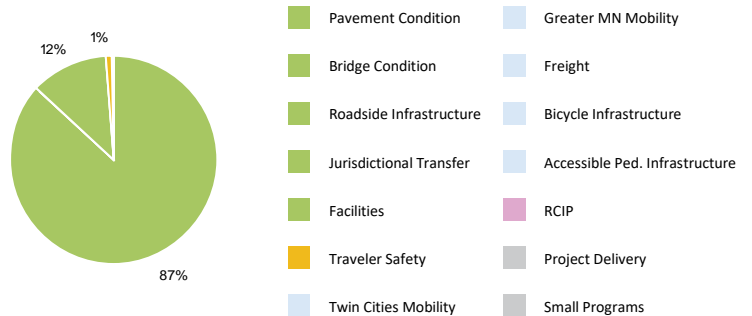
PROJECT RISKS

Side slope correction may be needed due to 4-5" grade raise, culvert extensions may be needed for side slope correction and elimination of hazard for guardrail. There may be wetland impacts resulting from the 4-5" grade raise. Eliminating hazard to eliminate the need for low tension guardrail or possible replacement with high tension. Type A signs may be replaced with this project. Infiltration may be needed for water treatment. Frost repair may be needed in tenting area (RP 40-44). Possible MnDOT cost for utility relocation if overhead power has to be raised. Snow Fence may be included in project. Temp R/W may be required at snow fence locations.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/22/2024
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

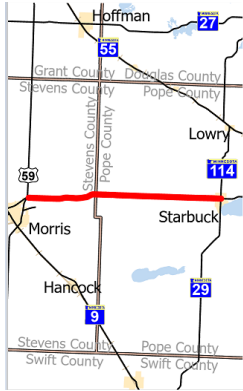
	Baseline Estimate	Current Estimate
Construction Letting:	17.4	17.4
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	21.8	21.8

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

COST ESTIMATE ASSUMPTIONS

Bituminous cost will be similar to recently constructed projects. Aggregate sources are readily available. The scoping estimate, dated January 8, 2021, applied a 19 percent inflation rate to the 2021 cost estimates to adjust for the 2025 construction year.

PROJECT SUMMARY



MN 28
 State Project Number 6102-25
 Resurface from Pomme de Terre Bridge near Morris to Starbuck

RECENT CHANGES & UPDATES

The letting date has changed from 12/13/2023 to 1/24/2025 to accommodate funding and flexibility for county and city projects.

PROJECT HISTORY

This section of TH 28 currently has a RQI rating of 2.98 and initially scheduled to receive a mil & overlay in 2024 but was up scoped reclaim with a flexible letting because of pavement condition. After the fix, the pavement sections on TH 28 on both sides of this section will be the same to help reduce maintenance costs. District 4 maintenance requested the shoulders be paved wider to help with plowing operations primarily during blowing and drifting periods. After detailed discussions with district construction, materials and maintenance staff it was determined to add an additional 2' of pavement to the shoulders with the project.

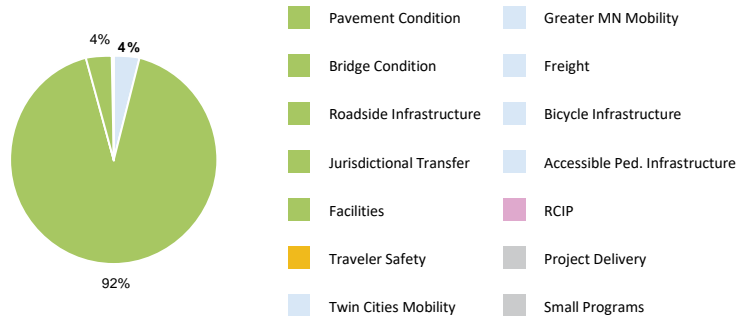
PROJECT RISKS

Risks may include shoulder widening west of Starbuck, replacement of edge drain and the possibility of contaminated materials.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	10/19/2021
Original Letting Date:	12/13/2023
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11	11
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	14.1	14.1

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

COST ESTIMATE ASSUMPTIONS

Bituminous cost will be similar to recently constructed projects. Aggregate sources are readily available. Cost estimate dated 04/19/2021 applied a 19% inflation rate to the 2021 cost estimate to adjust to the 2025 construction year.

PROJECT SUMMARY



MN 28

State Project Number 6103-34

Hwy 28 Resurfacing: resurface and widen shoulders from Glenwood to Starbuck

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction completed the fall of 2019. This project was programmed as a reclaim because the pavement surface was extremely deteriorated. The shoulders were widened the majority of the project limits as the traffic volumes are relatively high throughout this section of TH 28 and there is a high volume of pedestrians who use the shoulders. There was a concern for a high water table and bad soils within the profile exiting Glenwood going west up over the hill so the shoulders were not modified. Turn lanes were added along with a bypass and a truck inspection site to also improve the safety of the corridor. The district is still working with the Minnewaska Township to turn back Silver Beach Road.

PROJECT HISTORY

There is a concern for high water tables and bad soils within the profile exiting Glenwood going west up over the hill. The district is working with Minnewaska Township to turn back Silver Beach Road. This project includes bituminous milling, roadway reclamation, bituminous surfacing, shoulder widening and center left turn lane construction. Multiple locations along the project include off take ditches and centerline culverts that need to be reviewed to correct hydraulic issues if possible. A bypass lane was added at CSAH 24. A hydraulic design is required on the north side of TH 28 at Silver Beach road to redirect runoff during large rain events to reduce flooding on Silver Beach Road. It was determined that the cross section of the roadway in the construction plan will be continued to the west until Golf Course Road where the center left turn lanes are being constructed before widening shoulders to 8 feet. This decision was made to avoid additional impacts to the DNR rearing ponds near lake Minnewaska and also to avoid potentially high water tables in the roadway profile exiting Glenwood and going up over the hill. The Project was constructed this summer. The turn back with Minnewaska township will take place this fall. A vegetation management plan will be required for next spring and summer to plan native grasses near the Minnewaska School to meet the mitigation requirements demanded by the DNR.

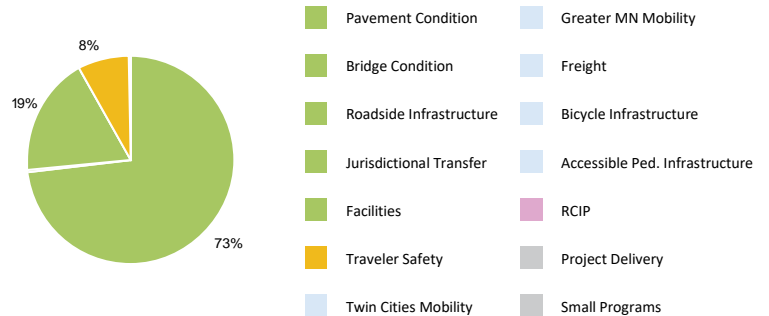
PROJECT RISKS

All risks retired except the planting of native grasses next spring. This has been moved from this spring as weather conditions and contract availability was not desirable.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	1/1/2019
Construction Limits Established Date:	1/1/2019
Original Letting Date:	2/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019 October
Estimated Substantial Completion:	2019

PRIMARY INVESTMENT CATEGORY



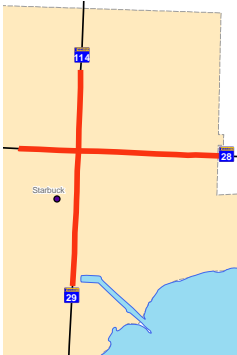
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.8	6
Post Letting Construction Costs:	1.4	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.84	0.7
Construction Engineering:	0.56	0.5
Right of Way:	0	0
Total:	9.6	8.4

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

COST ESTIMATE ASSUMPTIONS

This project was completed Fall 2019 with plans to plant native plantings next spring. The baseline estimate reflects the construction programmed amount. The current estimate reflects the low bid amount.

PROJECT SUMMARY


MN 29

State Project Number 6105-26

Resurface Hwys 28, 29 and 114 in Starbuck; improve pedestrian accessibility

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was completed November 1st, 2020.

PROJECT HISTORY

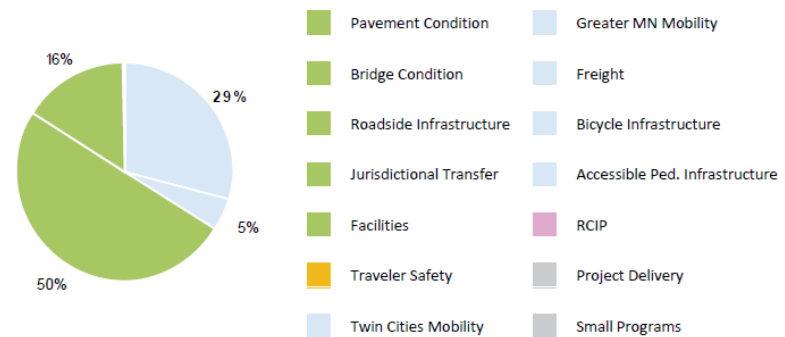
This project will improve the trunk highway needs including pavement resurfacing, ADA improvements and intersection improvements. The resulting project will be a complete streets/urban reconstruction. This project received a \$375,000 Transportation Alternatives grant.

PROJECT RISKS

Hydraulic issues, construction staging and accessibility work are all project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	3/20/2019
Municipal Consent Approval Date:	8/13/2019
Geometric Layout Approval Date:	8/8/2019
Construction Limits Established Date:	8/9/2019
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

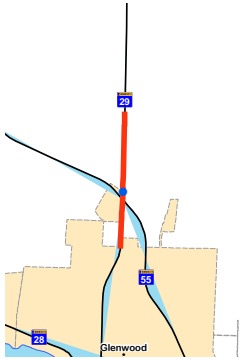
	<i>Baseline Estimate</i>	
Construction Letting:	5.8	7.6
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0	1
Construction Engineering:	0	0.7
Right of Way:	0	0
Total:	5.8	9.9

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects low bid amount for the project. Hydraulic issues and additional bicycle and pedestrian facilities account for the difference between the baseline estimate and the bid on the final design of the project.

PROJECT SUMMARY



MN 29

Bridge 61006

State Project Number 6106-25

[Hwy 29: Overpass in Glenwood](#)

Construct Hwy 29 overpass in Glenwood, includes new bridge, resurfacing and roundabouts

RECENT CHANGES & UPDATES

Project will be constructed in two construction seasons. Year one work realigned TH 55 closer to the CP Rail to allow for a shorter bridge over both TH 55 and the railroad. The 55 roundabout was constricted.

PROJECT HISTORY

This project addresses safety concerns and train delays at an at-grade crossing of TH 29 and the Canadian Pacific Railroad and a four-way stop intersection with TH 55 north of Glenwood. A new bridge along TH 29 is proposed that will go over TH 55 and CP railroad, eliminating the CP railroad crossing and intersection of TH 55/TH 29. Pope County and their representatives were successful in getting this project funded in the Transportation Bill passed in May 2018. The project proposes a roundabout at 160th St., the new connecting road between TH 29 and TH 55.

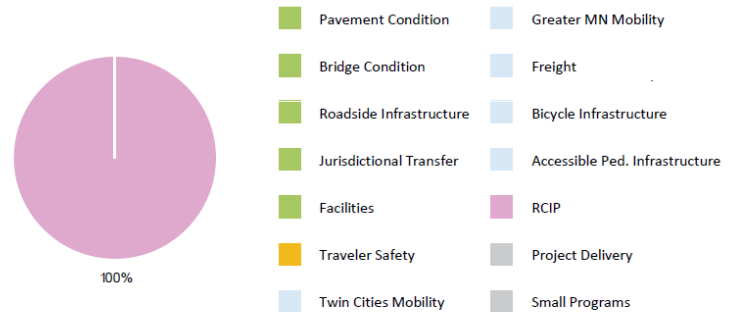
PROJECT RISKS

Risk associated with right of way has been addressed. Risk associated with utility impacts has been worked through with the utility coordination process. A rail agreement was successfully negotiated with CP Rail. Any poor or contaminated soils encountered during construction are addressed in the special provisions.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	3/17/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/8/2020
Construction Limits Established Date:	12/12/2019
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

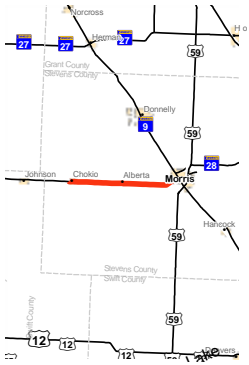
	<i>Baseline Estimate</i>	
Construction Letting:	13	9.1
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.7
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	13	14.5

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects bid amounts.

PROJECT SUMMARY



MN 28
 State Project Number 7503-38
 Resurface from Chokio to Morris; replace 3 box culverts

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

All project related items were completed this summer. There were some utility relocation issues in the beginning but they were cleared up and did not effect the timeline of construction. There are still a few utility relocates taking place now that the roadway work is complete.

PROJECT HISTORY

This project was a flex project from FY 2022 to 2020 as a mill and overlay project but was selected to receive further funding for replacing three box culverts 1745, 8118 and 1744 in FY 2020 so then moved to FY 20. The project was updated from a mill and overlay to a Cold Inplace Recycle to better address the deteriorating surface and severe cracking. Snow fence was added on the eastern limits of the project to eliminate blowing and drifting near the railroad crossing outside of Morris. A fence was installed in the right of way and further back on private property through a 15-year lease. The site had one of the highest snow transfer volumes in the state.

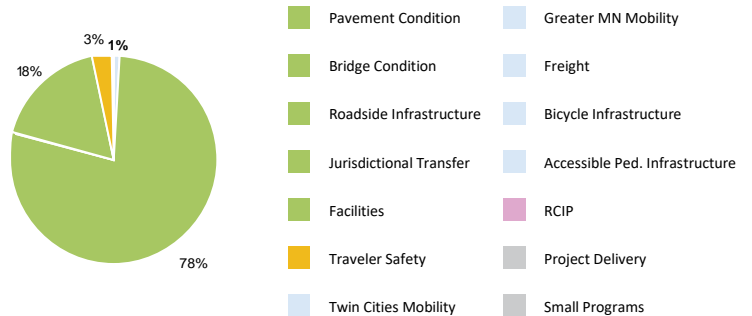
PROJECT RISKS

All project risks have been retired. The project risks include a possible snow fence near Spooner. Previous risks of adding guardrail were retired after further review of the existing conditions. The additional lighting at the railroad crossing was dismissed as sufficient lighting already exists. Removing and constructing 3 box culverts next year, which can go from low flow to full capacity with a 3" rain event. Dewatering and stream diversion precautions are being incorporated into the provisions to mitigate this. The roadway has enough structural strength for the paving train to stay on top of the cold in-place recycling.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/31/2018
Original Letting Date:	10/25/2019
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	September 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

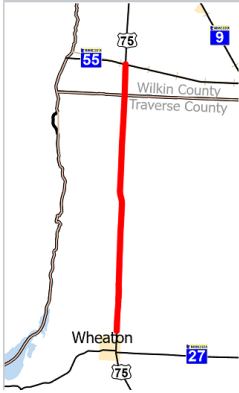
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	6.6
Post Letting Construction Costs:	0.6	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.4
Construction Engineering:	0.4	0.3
Right of Way:	0.1	0
Total:	6.5	7.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate represents the estimated quantities and average bid prices of the project at that time. The current estimate reflects low bid amount for the project.

PROJECT SUMMARY



US 75
 State Project Number 7806-32
 Resurface from Mustinka River Bridge to railroad crossing north of Highway 55

RECENT CHANGES & UPDATES

New project, no changes

PROJECT HISTORY

Project is currently at 30% plans. Project has been pushed out and put on hold.

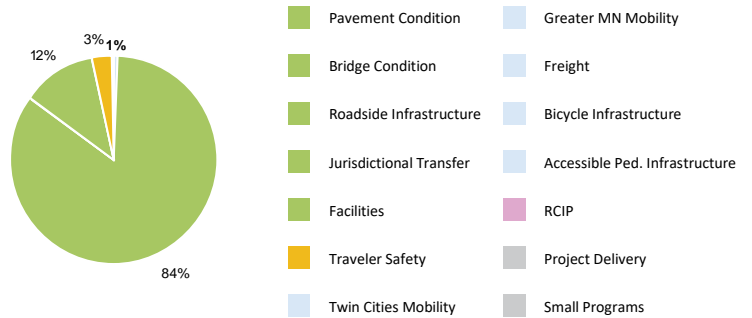
PROJECT RISKS

Potential snow fence needed. RCWIS impacts.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	3/4/2023
Current Letting Date:	2/28/2025
Construction Season:	2023
Estimated Substantial Completion:	August 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	4.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	6.1	6.1

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

COST ESTIMATE ASSUMPTIONS

Pavement driven. The scoping estimate dated 01/08/2021 applied a 19% inflation rate to the 2021 cost estimate to adjust to 2025 construction year.

PROJECT SUMMARY



MN 55

Bridge 6385, 84001A, 8806, 8807, 8874

State Project Number 8404-47

Resurface from Minnesota/North Dakota border to the southern junction of CR 11 in Wendell; replace 4 box culverts

RECENT CHANGES & UPDATES

The design for the project is complete. The submittal package has been sent to Central Office for letting on November 19, 2021.

PROJECT HISTORY

This was a project funded in 2017. The project scoping document was signed on 4/25/2018. The letting date of this project was 11/19/2021. This change has been made due to funding issues. The pavement fix was changed from a cold in-place recycle to a full depth reclamation on TH 55 between the state line and Wendell for SP 8404-47. The change to the pavement fix was needed since bituminous pavement deteriorated to an unacceptable level for a cold in-place recycle with various locations of alligator cracking.

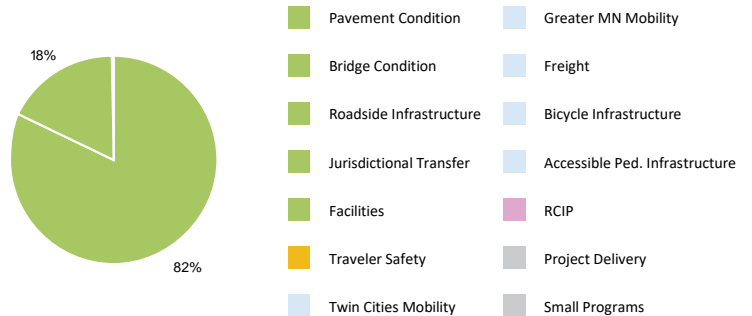
PROJECT RISKS

Hydraulic issues on this project are a risk

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	4/27/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/30/2019
Original Letting Date:	1/29/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.6	10.4
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.3
Construction Engineering:	0.76	0.9
Right of Way:	0.1	0
Total:	12.6	13.5

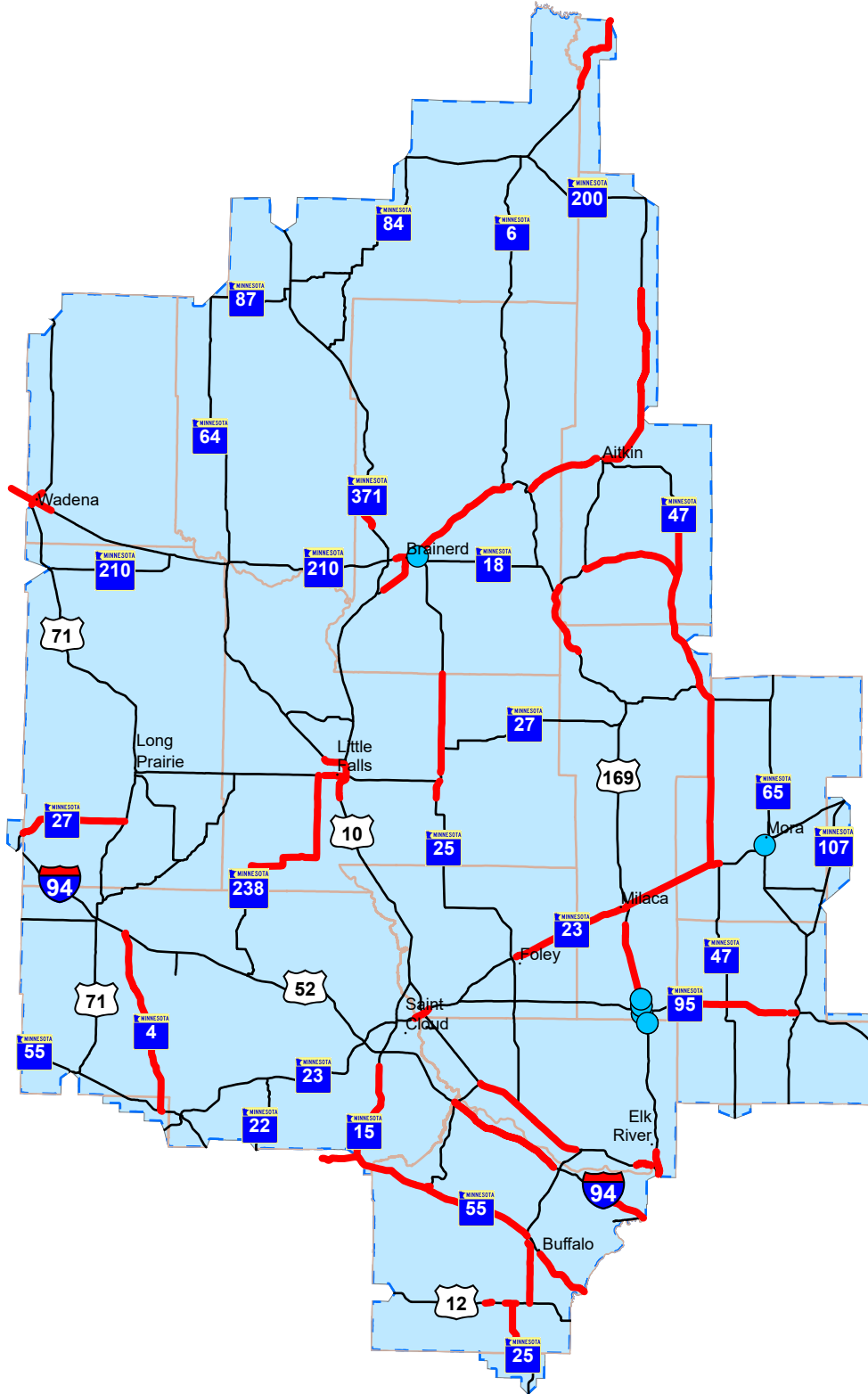
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS





The scoping estimate, dated 04/23/2021, applied a 4 percent inflation rate to the 2021 cost estimates to adjust for the 2022 construction year. The change from cold in-place recycle to full depth reclamation increased the cost.

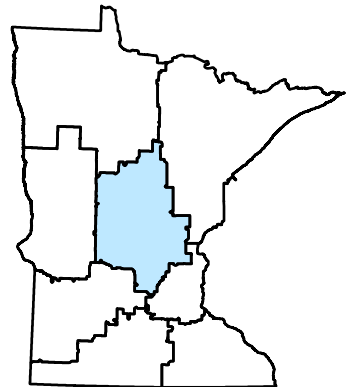
Major Highway Projects 2021

D3- BRAINERD



Major Highway Projects

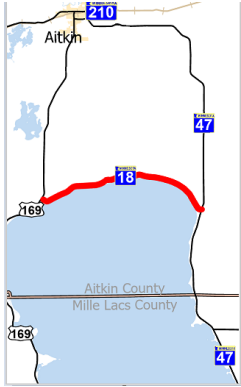
-  Bridge Projects
-  Roadway Projects
-  County Line
-  Construction District



District 4 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 34	0303-67	Resurface and widen shoulders on MN 34 in Park Rapids			D1	198
MN 34	0303-68	On MN 34 from east of CSAH 29 to Ponsford in Becker County			D2	199
MN 87	0306-30	On MN 87 from US 10 to the eastern city limits in Frazee			D3	200
MN 87	0306-31	On MN 87 from Frazee to Menagha			D4	201
US 12	0603-16	On US 12 from US 75 IN Ortonville to US 59 in Big Stone County			D5	202
MN 9	1409-25	On MN 9 from Barnesville to I-94 in Barnesville			D6	203
I-94	2180-115	On I-94 from 114 to 29 in Douglas County	✓	2nd	D8	204
I-94	2180-118	On I-94 from the west junction of 114 to the west of Hwy 29 in Douglas County			D9	205
I-94	2180-125	Resurface I-94 from Alexandria to Douglas/Todd County line			D10	206
MN 55	2609-28	On MN 55 from Elbow Lake to Barret in Grant County			D11	207
MN 55	2609-36	On MN 55 from Grant Ave to County Line in Grant County	✓	2nd	D12	208
MN 200	4402-22	On MN 200 from 59 to E. of Roy Lake in Clearwater and Mahnomen Counties			D13	209
MN 210	5601-33	On MN 210 from 94 to County Line in Otter Tail County	✓	1st	D14	210
US 59 & MN 108	5618-117	City of Pelican Rapids			D16	211
I-94	5680-147	Concrete resurface EB lanes from west of CR 11 to Hwy 59			D18	212
MN 28	6102-25	Resurface from Pomme de Terre Bridge near Morris to Starbuck			D19	213
MN 28	6103-34	On MN 28 from Starbuck to Glenwood in Starbuck	✓	2nd	D20	214
MN 29	6105-26	On MN 29 from south of 1st Street to MN 114, MN 28 from John Street to Tiegen Street, MN 114 from MN 28 to 10TH Street in Starbuck			D21	215
MN 29	6106-25	On MN 29 bridge 61006 in Glenwood			D22	216
MN 28	7503-38	On MN 28 from Chokio to Morris in Stevens County	✓	1st	D23	217
US 75	7806-32	Resurface from Mustinka River Bridge to railroad crossing north of Hwy 55			D24	218
MN 55	8404-47	On MN 55 from State Line to Wendell in Wilkin County			D25	219

PROJECT SUMMARY



MN 18

State Project Number 0102-28

Resurface Hwy 18 from the north Jct of Hwy 169 to the north Jct of Hwy 47

RECENT CHANGES & UPDATES

This project was originally programed for FY 2023, then moved to FY 2024 and now is in FY 2025 with a let date of 3/22/2024.

PROJECT HISTORY

The pavement's last milled and overlay was in 2000. Since then the pavement condition has steadily deteriorated causing a rough ride. The construction project in 2024 will include cold in-place recycling of the bituminous pavement and centerline pipe culvert work.

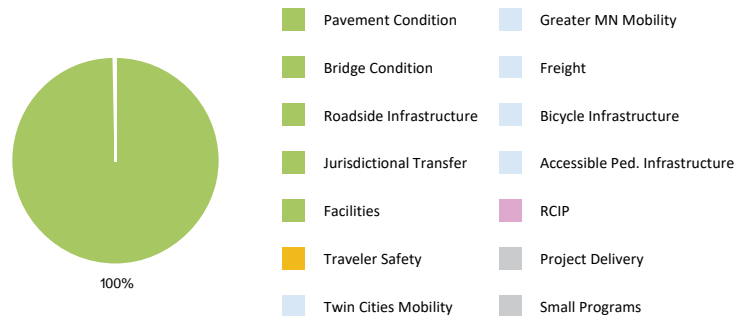
PROJECT RISKS

Potential for encountering archeologically sensitive areas where pipe excavation will take place. Tribal coordination will need to occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need not known
Municipal Consent Approval Date:	Need not known
Geometric Layout Approval Date:	Need not known
Construction Limits Established Date:	Need not known
Original Letting Date:	3/2022
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.7	5.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7	7

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 47
 State Project Number 0108-29
 Resurface MN 47 from Jct MN 27 in Isle to 305th lane/Twp-86

RECENT CHANGES & UPDATES

Estimate was reduced to \$6.8M from \$6.3M.

PROJECT HISTORY

Project was funded as a D1 project from Mille Lacs/Aitkin county line to 305th Ave, but then added D3 funding for the segment from TH 27 to Mille Lacs/Aitkin county line. Pavement was last addressed in 2001. Pavement continues to deteriorate making a rough ride. Gravel shoulders will be paved from Aitkin/Mille Lacs County line to Malmo to match existing segment to the south and serve the safety/ pedestrian need. Water overflow on the roadway north of Malmo will be analyzed to determine the best approach to minimize those occurrences during highwater events. Spring of 2020 added segment from TH 27 to Mille Lacs/Aitkin County Line to project.

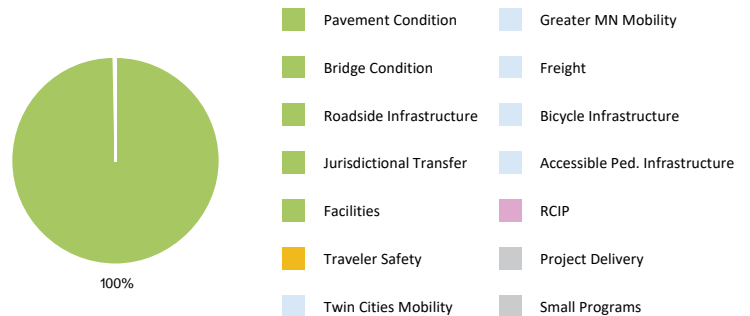
PROJECT RISKS

Project risks include water overflow on certain segments of the roadway, tribal coordination, burial mound sites and right of way unknowns.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending
Original Letting Date:	1/29/2021
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.8	6.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8.4	7.8

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 210

State Project Number 0119-30

[Hwy 169/210, Aitkin to North of Hassman: Aitkin County](#)

On MN 210 perform an unbonded concrete overlay and shoulder widening from the Ripple River in Aitkin to the US 169 junction in Hassman; and, perform an unbonded overlay on US 169 from Hassman north to the Mississippi River.

RECENT CHANGES & UPDATES

Realigned two locations of the roadway to avoid impacts which will require reconstruction of the roadway to reduce the amount of wetland impact. Added more mucking vs. fabric in shoulder widening areas to reduce the risk of shoulder settlement. Adjust estimate to \$30.0 M

PROJECT HISTORY

A new project in 2018 and funding shared between D1 and D3 selected funding.

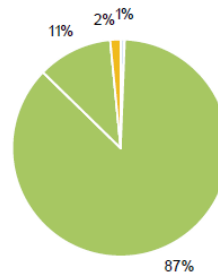
PROJECT RISKS

Costs – Unknowns with the wetlands and unstable/wet clay material on site on whether to use geo-grid or muck. The road can be surrounded by water at times when the river water is high. How contractors can operate on this site to build this road will be a variable cost factor. Utility Relocation – A major communication utility that 911 utilizes may need to be relocated. This would take many months to relocate. Utility relocation is also challenging for all utilities because of the

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/09/2019
Construction Limits Established Date:	4/27/2021
Original Letting Date:	10/25/2019
Current Letting Date:	6/3/2022
Construction Season:	2022
Estimated Substantial Completion:	June 2024

PRIMARY INVESTMENT CATEGORY



- Pavement Condition
- Greater MN Mobility
- Bridge Condition
- Freight
- Roadside Infrastructure
- Bicycle Infrastructure
- Jurisdictional Transfer
- Accessible Ped. Infrastructure
- Facilities
- RCIP
- Traveler Safety
- Project Delivery
- Twin Cities Mobility
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

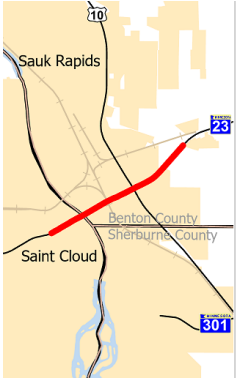
	<i>Baseline Estimate</i>	
Construction Letting:	15	30
Post Letting Construction Costs:	1.6	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	3.6
Construction Engineering:	1	2.4
Right of Way:	2.5	2.5
Total:	21.7	39.7

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

COST ESTIMATE ASSUMPTIONS

150,000 sq. yd. of geogrid placement at \$7 per sq. yd. 120,000 cu. yd. of select granular borrow. Mucking of 11,000 cu. yd./ .661 miles in the realignment areas. Materials per mile estimate based on average bid process of estimated quantities. 2022/2023/2024 construction with 1.0433 inflation factor for 2020 base year and a 10% contingency factor. Quantities increased with more mucking as follows: 355,000 yds of muck at \$5.28 per yd, 423,435 yds of granular borrow at \$14.69 per yd, 166,369 yds of common excavation at \$10.60 per yd.

PROJECT SUMMARY



MN 23

Bridges 9021, 9022, 05019 and 05018

State Project Number 0503-91

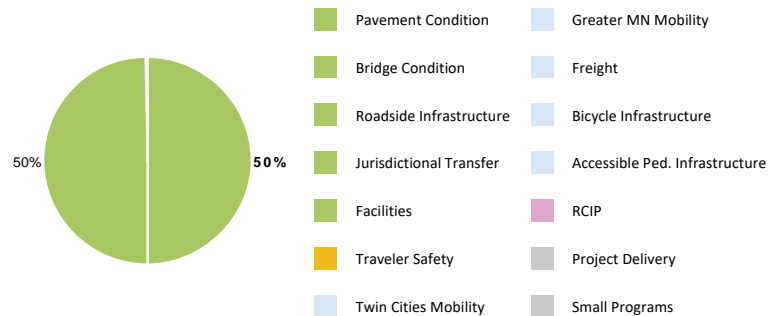
[Hwy 10/23 interchange: East St. Cloud](#)

Reconstruct MN 23 from west of Lincoln Ave to west of CR 1, Reconstruct US 10 from west of St. Germain to north of 15th Ave SE. Replace four bridges over US 10, includes multi-modal improvements. Construct 4th St Br over US 10.

RECENT CHANGES & UPDATES

The project is in final design. Right-of-way acquisition is underway.

PRIMARY INVESTMENT CATEGORY



PROJECT HISTORY

Project was programmed to replace pavement and bridges 9021 and 9022. Decision made to reconfigure interchange ramps to improve safety and mobility. New bridge 05020 added to solve pedestrian crossing issues and provide additional vehicle access over TH 10.

PROJECT RISKS

The city of St. Cloud is acquiring the right of way for the 4th Street connection. Risk is that property may not be acquired by letting.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/4/2021
Municipal Consent Approval Date:	1/11/2021
Geometric Layout Approval Date:	6/4/20
Construction Limits Established Date:	5/3/21
Original Letting Date:	11/19/2021
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2024

TOTAL PROJECT COST ESTIMATE (MILLIONS)

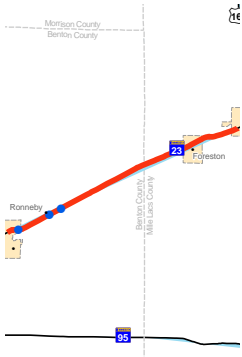
	Baseline Estimate	Current Estimate
Construction Letting:	3.6	38.2
Post Letting Construction Costs:	1.4	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	4.3	6.1
Construction Engineering:	2.9	4.1
Right of Way:	0	0
Total:	12.1	49.9

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on average bid prices with an inflation factor. The cost estimate assumed concrete pavement, and that the bridges have concrete girders. Additional work increased cost. As additional design work progresses, the estimate will be updated.

PROJECT SUMMARY



MN 23

State Project Number 0504-20

[Hwy 23, Foley to Milaca: Benton and Mille Lacs Counties](#)

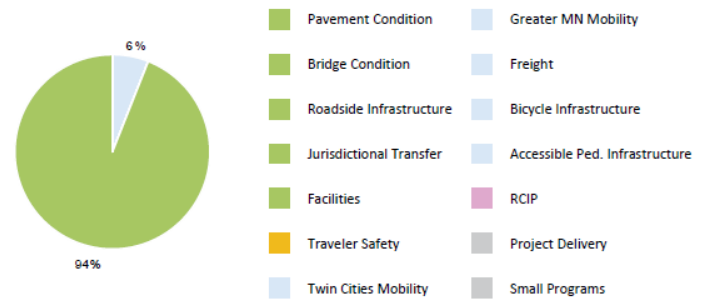
Reconstruct and resurface MN 23 in Foley to the Rum River in Milaca. Construct roundabout and turn lanes in Foley.

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

The project was selected to address deteriorating pavement and safety concerns in Foley. Project scope was reduced to a mill and overlay from unbonded concrete overlay.



PROJECT RISKS

Risks include traffic control during construction in Foley and during box culvert construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	5/22/2020
Construction Limits Established Date:	8/27/20
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

TOTAL PROJECT COST ESTIMATE (MILLIONS)

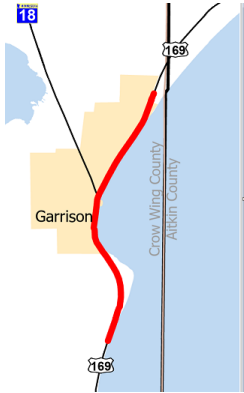
	Baseline Estimate	Current Estimate
Construction Letting:	11.7	16.7
Post Letting Construction Costs:	1.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	2
Construction Engineering:	0.5	1.3
Right of Way:	1.5	1.5
Total:	16.1	22.2

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 169

State Project Number 1804-90

Resurface US 169 from CSAH 26 to the junction of MN 18 and from MN 18 to Garrison; in Garrison, urban reconstruct.

RECENT CHANGES & UPDATES

New to STIP

PROJECT HISTORY

This section of roadway was originally constructed in 1941. The bituminous pavement in this section of roadway was last resurfaced under S.P. 1804-48 in 2001. The section of bituminous pavement from just north of the junction of MN 18 in Garrison to Pike Ave has not been resurfaced since 1989 under S.P. 0115-32. Drainage structure repair and replacement will ensure the roadway and waterways are operational over the predicted life cycle and into the future. There are several needs within the City of Garrison beyond pavement needs including: curb and gutter deterioration, drainage issues and pedestrian needs including gaps and accessibility (ADA) deficiencies. In addition, planning and traffic studies from 1998 and 2007 respectively, have identified the intersection of MN 18 and US 169 for needed intersection reconfiguration to improve safety and congestion issues. The current budget identified much of this project as a preservation project with the exception of the urban section in the City of Garrison.

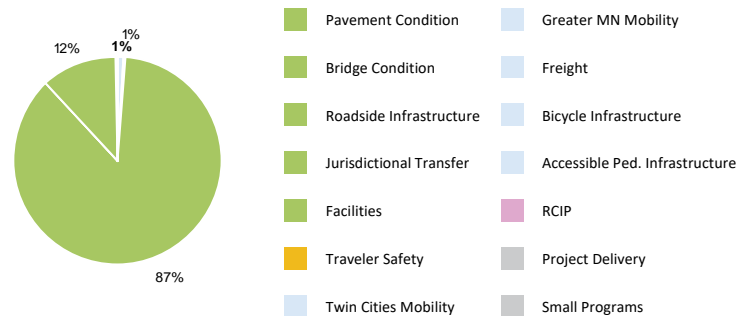
PROJECT RISKS

This section of roadway lies within a historically significant and excavation sensitive area adjacent to Mille Lacs Lake which includes many roadside features, bridges, and culverts with historic listings and eligibility.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY



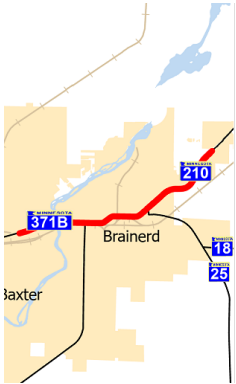
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4	5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	5	6.2

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 210
 Bridge 5060
 State Project Number 1805-80
 Resurface and upgrade urban section of MN 210 to Brainerd.

RECENT CHANGES & UPDATES

Project is currently being investigated with data collected and stakeholders being engaged. Alternatives are being considered and the final scoping document should be finalized at the end of 2021.

PROJECT HISTORY

Project started in December of 2019 with hiring consultant to help deliver the project. There was about a 5 month pause during the start of COVID before going out for the first round of engagement. There has been two rounds of virtual engagement since then.

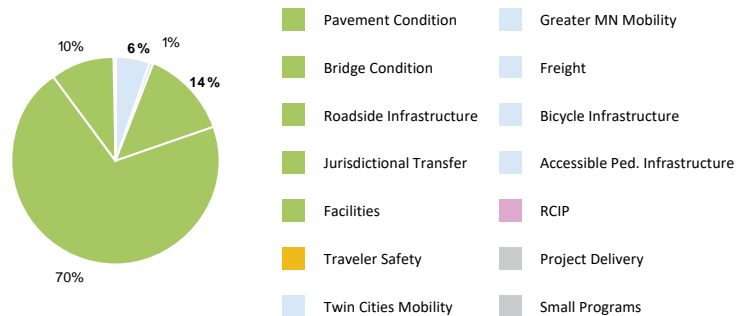
PROJECT RISKS

- 1.) Public Involvement/Municipal Consent – This project will require municipal consent which will open the project up to many risks.
- 2.) Access Management – The reconstruction portion of the project has an existing painted median that allowed full access to all access points. The proposed direction is to have a concrete median to only allow RIRO at all mid-block accesses.
- 3.) City Utilities – We have a general location of utilities to be addressed on the project. Typically, this can grow into bigger scope changes depending on what they find when they start designing.
- 4.) Contaminated Materials – There has been extensive RR/gas station/industrial use along this corridor. Superfund sites are adjacent to the corridor.
- 5.) RR Coordination – The RR track parallels this corridor and also has a mechanic shop adjacent to this corridor.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need not known
Municipal Consent Approval Date:	Need not known
Geometric Layout Approval Date:	Need not known
Construction Limits Established Date:	Need not known
Original Letting Date:	
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	18.3	26.8
Post Letting Construction Costs:	0.7	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	2.7
Construction Engineering:	1.5	2
Right of Way:	0	0
Total:	22.7	32.6

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

COST ESTIMATE ASSUMPTIONS

Assumptions that were included in the scoping level cost estimate are (all uninflated): west and east segments – mill and overlay, median replacements and driveway/access/walk upgrades, storm sewer rehabilitation. Central/RR/east Brainerd mall segment – Full reconstruction, East Brainerd Mall intersection improvement complex drainage replacement, walk/driveway/access upgrades. Local watermain, local sanitary sewer, Bridge 5060 – re-deck with major bridge preservation work. Overall - 50% cost share for lighting and signal upgrades, 2025 construction with 1.17 inflation factor for 2020 base year and a 10% contingency factor. There currently is no budget for aesthetics or landscaping.

PROJECT SUMMARY



MN 210

State Project Number 1806-76

Reconstruct 11 miles, replace/repair pipes (full-depth reclamation), reconstruct Hwy 210/CR 12 intersection, add turn lanes and bypass lanes, install rumble/mumble strips

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

This project is to improve ride quality and extend the useful service life of pavement.

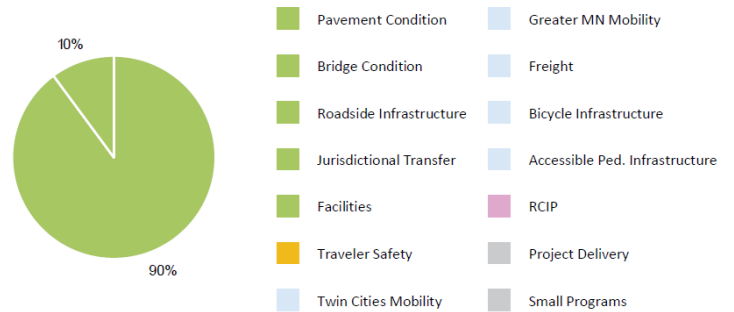
PROJECT RISKS

A project risk is the amount of traffic that will use the detour or will try to drive through the project. Hard closure to the roadway can't happen due to the local access needed along the route. A risk associated with the detour will be installation of a temporary roundabout to control the increased traffic.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/4/2018
Original Letting Date:	4/26/2019
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

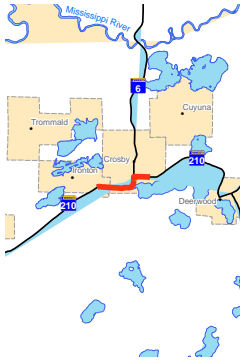
	<i>Baseline Estimate</i>	
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	0.8
Construction Engineering:	0.52	0.5
Right of Way:	0	0
Total:	8.2	8.2

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 210

State Project Number 1807-29

[Hwy 210, Crosby to Ironton: Cuyuna Lakes Area: Crown Wing County](#)

Urban reconstruction through downtown Crosby. Resurface from west of 7th Ave in Ironton to 2nd St SW in Crosby and improve pedestrian accessibility.

RECENT CHANGES & UPDATES

Construction is complete and open for traffic.

PROJECT HISTORY

The pavement has not been rehabilitated since it was reconstructed. The pavement is deteriorating and is in need of resurfacing to maintain an acceptable ride quality on this section of roadway. The need for the reconstruction portion of the project is not the typical roadway need, but rather is related to adjusting curb lines to meet the requirements of the American Disabilities Act on the existing sidewalk facilities. The project was selected to address deteriorating pavement and accessibility needs on the pedestrian infrastructure in Crosby and Ironton.

This project was converted to advanced construction with funding programmed in FY 21 and FY 22. The project design is complete and turned in for letting. Local costs have been updated for proposed city lighting and utility work.

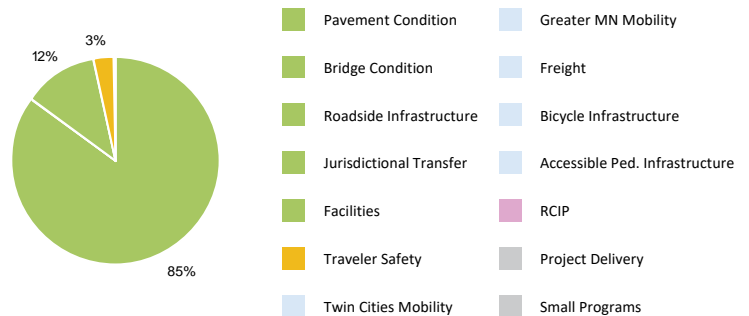
PROJECT RISKS

No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/28/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/7/2018
Construction Limits Established Date:	8/21/2019
Original Letting Date:	10/23/2020
Current Letting Date:	11/20/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	7
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0
Total:	6.6	8.7

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 210

State Project Number 1807-31

[Hwy 210 Deer Wood to Aitkin: Crow Wing and Aitkin Counties](#)

Concrete rehab and planing on MN 210, from the east junction of MN 6 in Deerwood to west of 9th Ave Northwest in Aitkin

RECENT CHANGES & UPDATES

Construction is complete and open for traffic.

PROJECT HISTORY

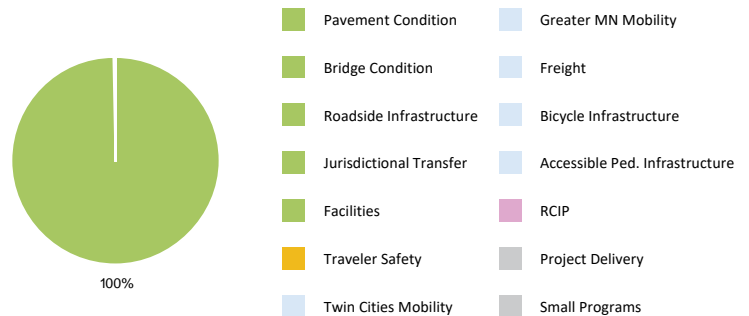
The concrete pavement in this section of roadway has not been rehabilitated since it was constructed in 1992 under S.P. 1807-20. The concrete pavements are deteriorating and are in need of rehabilitation to maintain an acceptable ride quality on this section of roadway. Additionally, there is some culvert work proposed for this project.

PROJECT RISKS

All risks retired

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/23/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	8/13/2019
Original Letting Date:	2/26/2021
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

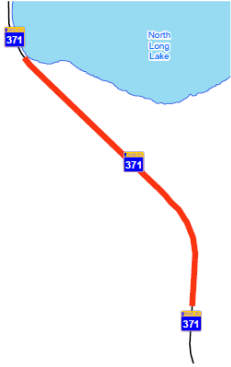
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.6	5.2
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.2	0.4
Right of Way:	0	0
Total:	4.3	6.4

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 371

State Project Number 1810-99

[Hwy 371 Brainerd Lakes area: Crow Wing County](#)

Construct new reduced conflict intersections at Crow Wing CR 126 (Green Gables Road) and Crow Wing CR 125 (Gull Lake Dam Road)

RECENT CHANGES & UPDATES

This project has been moved from FY 21 to FY 22. HSIP funds are being used. Let date was pushed back because of right-of-way acquisition. February and March let dates were full so went with April. 90% estimate came in high, estimate was amended.

PROJECT HISTORY

This project started out as two isolated HSIP projects installing a reduced conflict intersection, but it is now a one mile long RCI corridor project with access control.

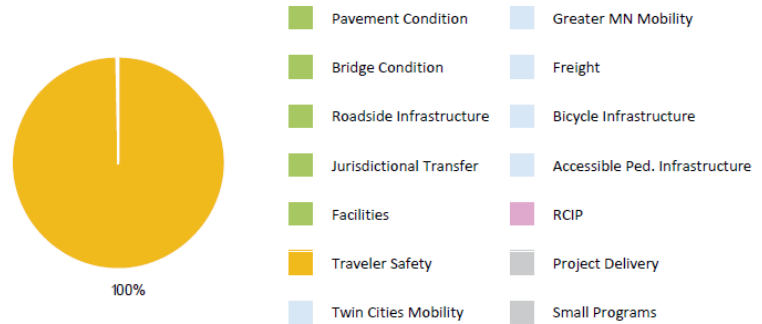
PROJECT RISKS

High business location with access issues.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/8/2020
Construction Limits Established Date:	7/23/2020
Original Letting Date:	11/20/2020
Current Letting Date:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY



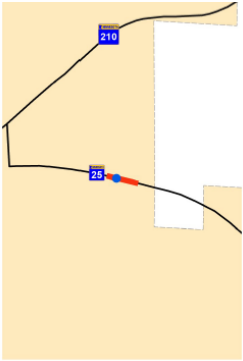
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	7	7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	1.3	1.3
Total:	10	10

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 25

Bridge 9099

State Project Number 1811-35

[Hwy 25 Brainerd: Crow Wing County](#)

Replace bridge #9099 over BNSF railroad on MN 25 from south of the junction at MN 210/CSAH 3 in Brainerd, including bicycle and pedestrian accommodations

RECENT CHANGES & UPDATES

The design will accommodate and construct a city trail on the bridge structure and within the project limits as the city of Brainerd was awarded Transportation Alternatives funds to establish the trail connecting MN 210 and 28th street. There is ongoing coordination with BNSF railroad. Plans are complete and the BNSF railroad agreement is pending approval.

PROJECT HISTORY

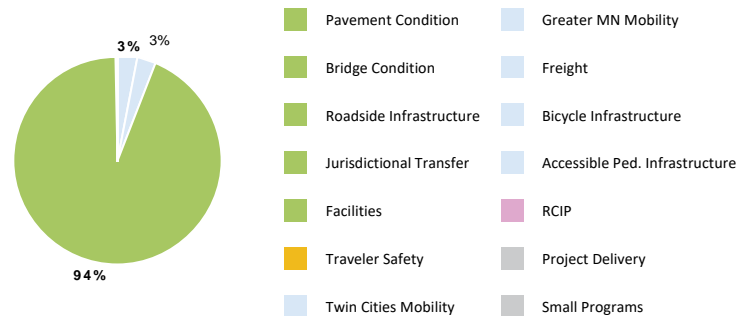
Bridge #9099 is an existing 3 span steel beam bridge originally built over the railroad in 1957 and was rehabilitated in 1981. Bridge maintenance is increasing due to deck, superstructure, and substructure deterioration and after 65 years, Bridge #9099 will be reaching the end of its service life. This project will replace existing Bridge #9099 with a structurally sound and functional bridge that serves the needs of the railroad and roadway on MN-25 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

PROJECT RISKS

No significant risks are anticipated besides the coordination with BNSF RR.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	4/29/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/29/2020
Construction Limits Established Date:	11/25/2020
Original Letting Date:	8/27/2021
Current Letting Date:	10/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

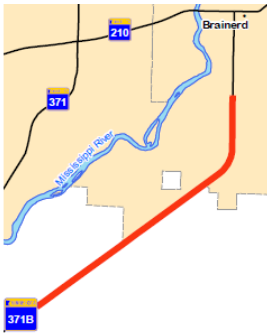
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4	7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.8
Construction Engineering:	0.3	0.6
Right of Way:	0	0
Total:	4.9	8.7

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on construction cost per mile of similar projects, adjusted for inflation.

PROJECT SUMMARY


MN 371B

State Project Number 1814-08

[Business Hwy 371: Barrows to Brainerd, Crow Wing County](#)

Reconstruct MN 371 from Joseph St to Greenwood St with 6 ft sidewalk on east side and resurface from Greenwood St to 70th Ave

RECENT CHANGES & UPDATES

This project was moved to FY 2023 from FY 22. There was a local project associated with this project. The let date was pushed forward to March because of the need for an intersection reconfiguration at a signalized intersection.

PROJECT HISTORY

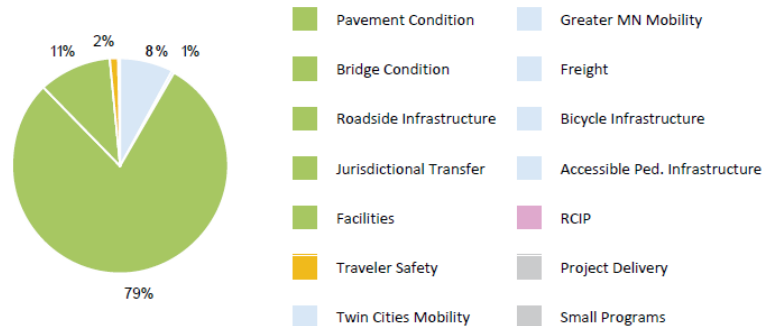
Entered STIP as a regular for 2022 construction. Road has underlying pavement that needs to be removed in order to correct the pavement condition. Sidewalk on east side of project from Buffalo Hills to Joseph St. was added to the project as part of a city led effort and Region 5 funding. Stormwater treatment/storm sewer system will be updated to improve water quality and flow in the area. Planned construction in the summer of 2022.

PROJECT RISKS

No significant risks are anticipated besides municipal consent and stormwater treatment areas.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	2/11/2020
Construction Limits Established Date:	Pending
Original Letting Date:	1/28/2021
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

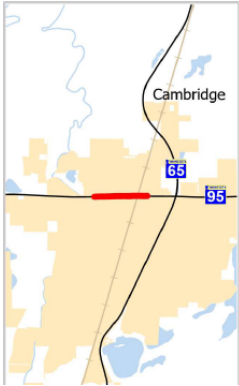
	Baseline Estimate	
Construction Letting:	6.5	7.2
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0.1
Total:	8.1	9.1

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 95
 State Project Number 3006-39
 Reconstruction MN 95, from Fern St to Fillmore St in Cambridge and ADA improvements

RECENT CHANGES & UPDATES

No changes recently. Moved from FY 2024.

PROJECT HISTORY

MnDOT has programmed an urban reconstruction of the existing 3-lane section to address pavement and drainage issues. The city has been actively working toward the addition of a travel lane in each direction between Main Street and Fillmore street to address safety and congestion issues caused in part by the BNSF railroad. The city has completed a staff approved layout and EAW, and has acquired and cleared several properties to further the effort. District 3 has not identified the additional funding needed to accomplish the lane addition the city is seeking.

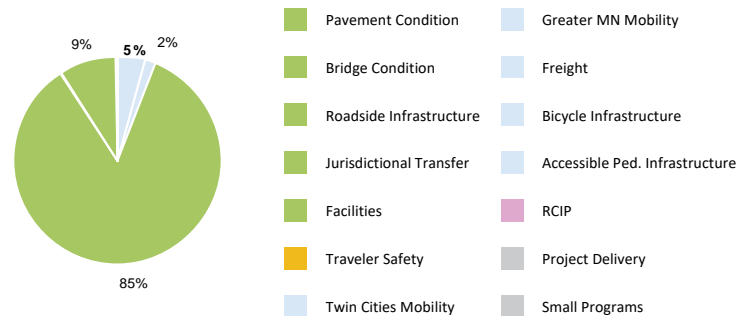
PROJECT RISKS

No risks at this time. This is an urban construction so traffic control to business and pedestrian traffic is difficult.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

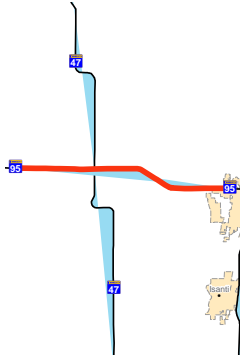
	Baseline Estimate	Current Estimate
Construction Letting:	9	12
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.4
Construction Engineering:	0.7	1
Right of Way:	0	0
Total:	11.2	14.9

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is a scoping level estimate.

PROJECT SUMMARY



MN 95

State Project Number 3006-41

Recondition MN 95 from west of Isanti County CSAH 15 to west of Cambridge

RECENT CHANGES & UPDATES

Project is open to traffic.

PROJECT HISTORY

This project is a two lane roadway on level terrain in a rural setting. The pavement condition is in need of improvement before the ride quality falls below standards. It is planned to break up the current pavement structure and create a new base and pavement to last for the next 15 years without major repair. Right of way will need to be acquired near CSAH 10 and Hwy 47 with a left turn lane at CR 10. Additionally, 17 culvert replacement locations will need to be investigated. It is expected that the total project cost stays the same at the \$8.8 million construction letting amount. The other elements like post letting construction costs, other construction elements, preliminary engineering and right of way will fluctuate as the project progresses.

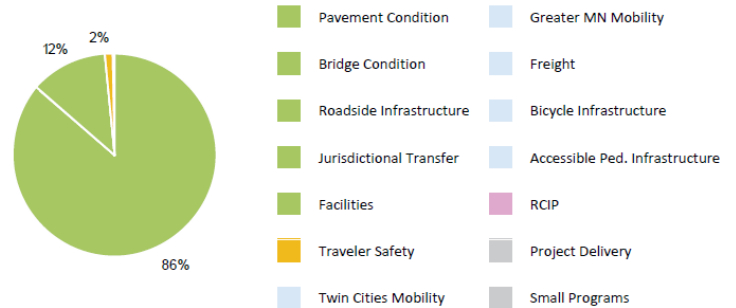
PROJECT RISKS

If there isn't enough time to acquire right of way, the roundabout will have to be a separate project. Consultant selection in time to get layout and construction limits to maintain schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/14/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/24/2019
Construction Limits Established Date:	7/18/2019
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

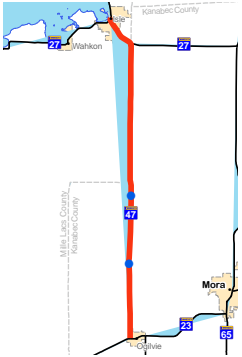
	Baseline Estimate	
Construction Letting:	6.8	9.8
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	1.2
Construction Engineering:	0.48	0.8
Right of Way:	0	0
Total:	8	12.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate includes construction of the roundabout. The current estimate without letting costs at 60% from the consultant is \$7,855,214. The estimated project cost increased due to the new inflation factor and the final MDR estimate.

PROJECT SUMMARY



MN 47
 Bridge 6828
 State Project Number 3304-27
 Reclaim Hwy 47 from Hwy 23 in Ogilvie to Hwy 27 in Isle and replace 2 bridges north of Ogilvie

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

The project was selected to address deteriorating pavement conditions and low sufficiency rating of bridge structure within the project limits. This was upgraded to a reclaim project in the fall of 2017 with new bonding money. This project was upscooped to a full depth reclaim, as well as becoming an advance construction project with a payback in FY 2021.

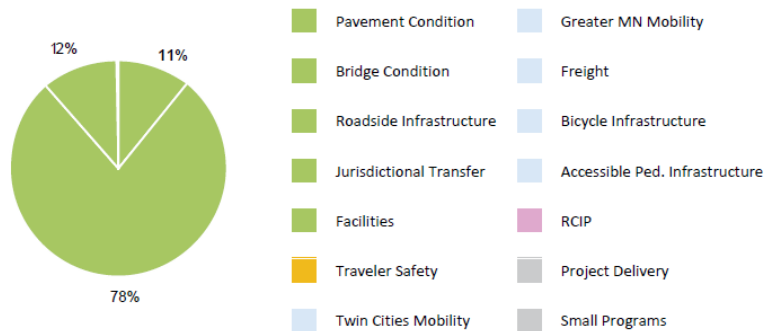
PROJECT RISKS

No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/29/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	4/8/2019
Original Letting Date:	5/17/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



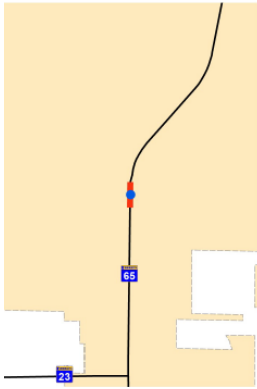
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	6.1	14.7
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.9
Construction Engineering:	0.4	1.2
Right of Way:	0	0
Total:	7.1	18.4

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Increased cost was due to the change from a mill and overlay to a reclaim project, the addition of a separate bridge project and the replacement of more culverts.

PROJECT SUMMARY


MN 65

Bridge 6778, 33012

State Project Number 3307-43

[Hwy 65 Mora: Kanabec County](#)

Replace a bridge over Snake River on MN 65 and MN 23 Mora, including bike/pedestrian accommodations.

RECENT CHANGES & UPDATES

Local coordination with the city of Mora and Kanabec County resulted in a plan to maintain trunk highway traffic during construction on this busy corridor through staged bridge construction and the new bridge accommodates a planned city trail as the city of Mora has budgeted for the design and construction of new city trail connections in the project area. The updated estimate incorporates the anticipated local share. Plans are complete.

PROJECT HISTORY

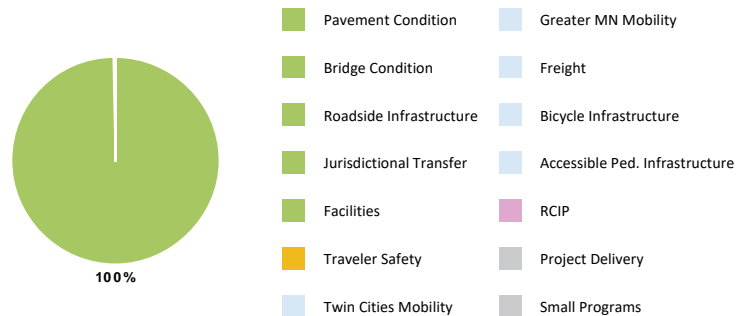
Bridge # 6778 is an existing continuous steel span bridge originally built in 1952 with a concrete superstructure and was rehabilitated in 1984 with weathering steel beams. Bridge maintenance is increasing due to deck, superstructure and substructure deterioration and after 70 years, Bridge # 6778 will be reaching the end of its service life. This project will replace existing Bridge # 6778 with a structurally sound and functional bridge that serves the needs of the waterway and roadway on MN 65 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

PROJECT RISKS

No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/13/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/3/2020
Construction Limits Established Date:	2/18/2021
Original Letting Date:	3/25/2022
Current Letting Date:	2022
Construction Season:	October 2022
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.1	5.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	6.1	6.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on construction cost per mile of similar projects, adjusted for inflation. The current estimate incorporates the anticipated local share.

PROJECT SUMMARY



MN 23

Bridges 6072 and 8106

State Project Number 4801-25

Resurface MN 23 from CSAH 2 to the Ground House River in Ogilvie and bridges 6072 and 8106

RECENT CHANGES & UPDATES

This is a new project that has entered the MHPR. Highway Safety Improvement Program (HSIP) funds were transferred to this project and will be used to realign 100th Ave & add LTL's at CR 101 and CR 144 intersections.

PROJECT HISTORY

This project was selected to address deteriorating pavement needs and current box culvert conditions.

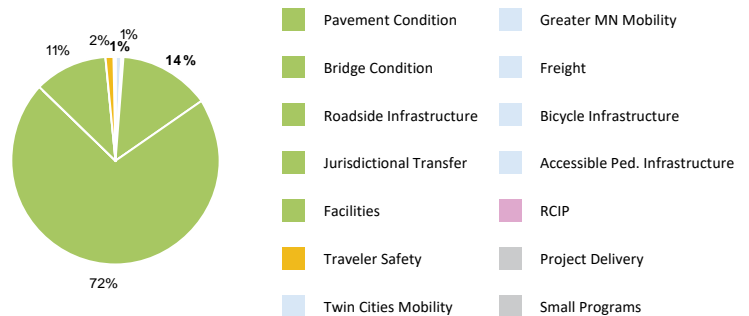
PROJECT RISKS

Traffic control needed for bridge (box culvert) replacements.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

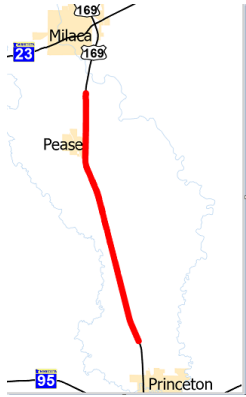
	Baseline Estimate	Current Estimate
Construction Letting:	5.3	5.4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	6.5	6.7

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



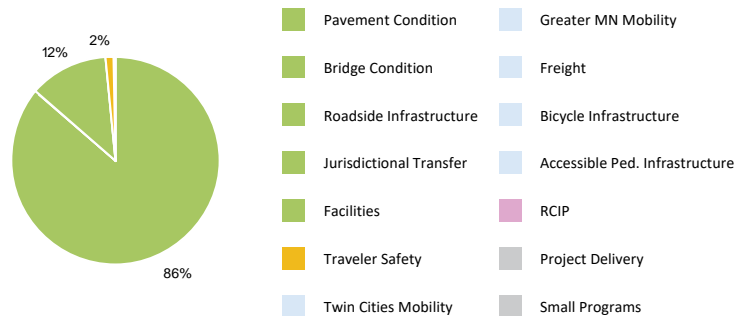
US 169
 State Project Number 4811-76
 Resurface northbound and southbound US 169 from Long Siding to north of Pease.

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

This project is part of the revitalize the shelf program



PROJECT RISKS

No significant risks associated with this project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

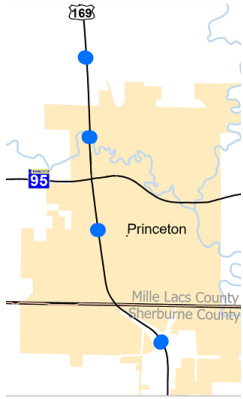
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.1	6.1
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	7.5	7.5

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 169
 Bridge 48009, 48010, 48011, 48012, 48015, 48016, 71007, 71008
 State Project Number 4811-77
 New overlay on eight bridges on US 169

RECENT CHANGES & UPDATES

SP 7106-88 is associated with this project. Bridge 71007 and 71008

PROJECT HISTORY

In December 2020, combined projects SP 4811-77, 4811-78 and SP 4811-79 into one project. Associated SP 7106-88 to SP 4811-77

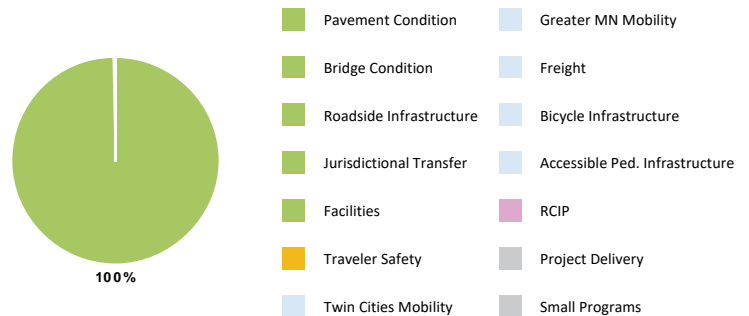
PROJECT RISKS

No significant risks associated with this project

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	
Current Letting Date:	2/28/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

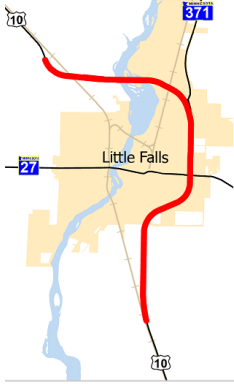
	Baseline Estimate	Current Estimate
Construction Letting:	1.4	4.9
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.5
Construction Engineering:	0.1	0.3
Right of Way:	0	0
Total:	1.7	5.9

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

COST ESTIMATE ASSUMPTIONS

The increased cost is due to the combination of SPs into one.

PROJECT SUMMARY



US 10

State Project Number 4902-63

Resurface US 10 from Little Falls bypass, both eastbound and westbound, includes small portion of TH 371.

RECENT CHANGES & UPDATES

Getting developed by a consultant to prepare for a shelf project

PROJECT HISTORY

Programmed for a mill and overlay for 2025 due to pavement condition

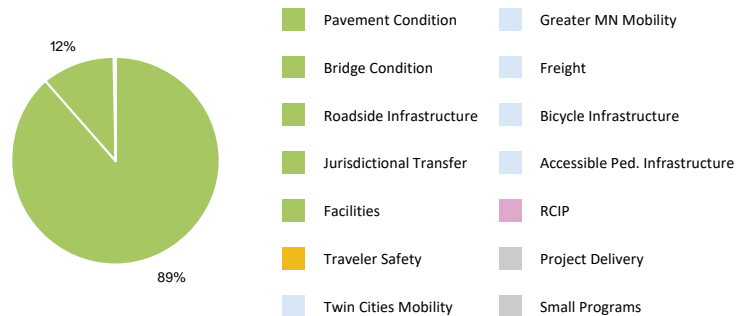
PROJECT RISKS

Conditions worsen faster than estimated

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Done by others 12/1/2021
Original Letting Date:	
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



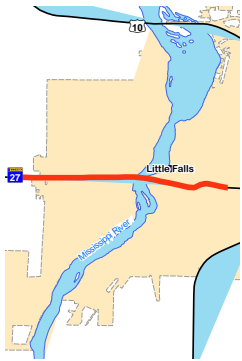
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.8	5.3
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.5
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	7.2	6.5

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 27

State Project Number 4904-45

Reconstruct MN 27 adding new curb, gutter, sidewalk, bike lane, railroad crossing; improvement to signals and underground utilities.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project bids came in substantially higher than the last construction estimate mostly due to local utilities.

PROJECT HISTORY

Projects started as a mill and overlay and turned into a rehabilitation/reconstruction with ADA, storm sewer and city utilities.

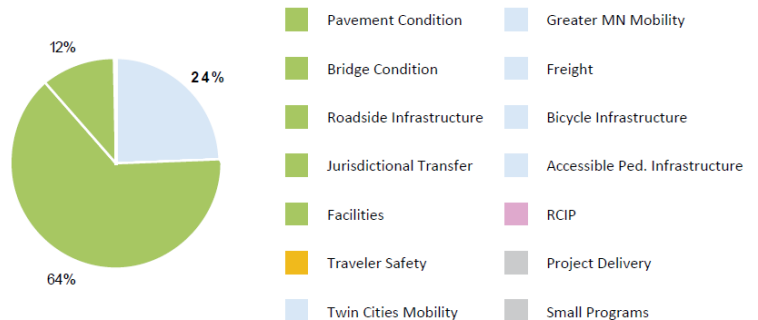
PROJECT RISKS

Contaminated materials are present which poses a risk. The project is also located at the core Little Falls Business District where traffic control and staging becomes risky.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/28/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/26/2017
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

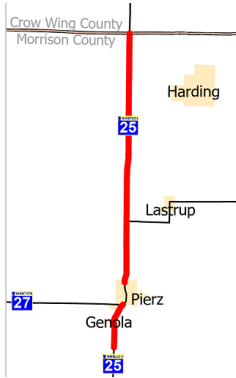
	Baseline Estimate	
Construction Letting:	3.8	7.5
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.18	0.8
Construction Engineering:	0.12	0.6
Right of Way:	0	0.5
Total:	3.8	10

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on scoping level costs of similar projects without city costs included. The current estimate is the construction letting after bid and award, which includes city utility work and costs to address contaminated materials.

PROJECT SUMMARY



MN 25

Bridge 6321, 88062

State Project Number 4911-15

Resurface MN 25 from Pierz to Morrison/Crow Wing county line, and resurface MN 25 from Skunk River to junction of MN 27 in Pierz. Also bridges #6322 and 88062 (box culverts).

RECENT CHANGES & UPDATES

Project was initially scoped to be a cold in place recycle (CIR) and was changed to a thick mill and overlay.

PROJECT HISTORY

Preventative Maintenance needs are increasing on this roadway, including but not limited to pavement and drainage structures. The bituminous pavement in this section of roadway was last resurfaced in 2007/2008. This section was originally constructed in 1940 as a bituminous full depth construction. The bituminous pavements are already deteriorating and are in need of rehabilitation to maintain an acceptable ride quality on this section of roadway. This section of roadway contains over 30 drainage structures. There are many culverts within the project that have reached the end of their design life and are in need of repair or replacement based on the deteriorated condition ratings identified by recent culvert inspections.

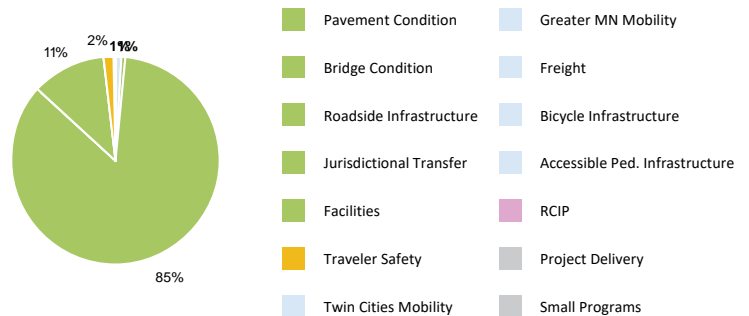
PROJECT RISKS

Wolf Creek Box Culvert replacement may require replacement of 1930's era Bridge 88081 on CR 48 to establish stream bank alignment and stabilization with the additional width needed required for roadside safety.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	11/21/2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.8	8.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1
Construction Engineering:	0.8	0.6
Right of Way:	0	0
Total:	12.2	10.9

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

COST ESTIMATE ASSUMPTIONS

The Baseline estimate and current estimate values are based on estimated quantities of average bid prices.

PROJECT SUMMARY



MN 238
 Bridge 88490
 State Project Number 4913-26
 Resurface MN 238 from Upsala to MN 27 and replace Bridge #88490 over Hay Creek

RECENT CHANGES & UPDATES

Pavement fix down-scoped from FDR (full depth reclaim) to CIP (cold in place) recycle to the current mill and overlay.

PROJECT HISTORY

This project was selected to address the deteriorating pavement needs and current box culvert conditions.

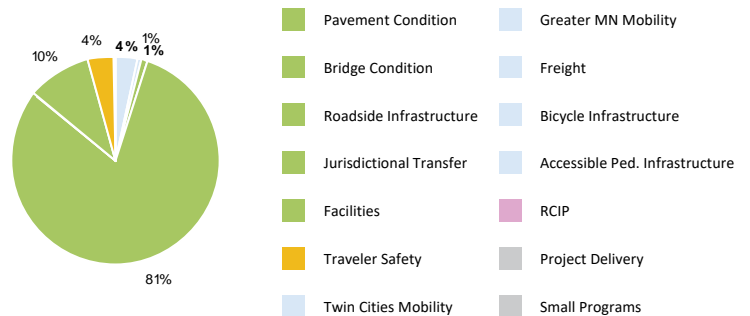
PROJECT RISKS

Traffic control for bridge (box culvert) replacement

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

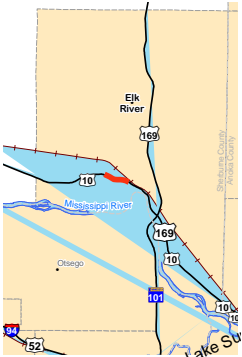
	Baseline Estimate	Current Estimate
Construction Letting:	6.6	5.9
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.5	0.4
Right of Way:	0	0.1
Total:	8.2	7.1

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 10

State Project Number 7102-135

[Hwy 10, Elk River: Xenia Avenue to 4th Street, Sherburne County](#)

Reconstruct from Simonet Dr to Lowell Ave in Elk River, including bike/pedestrian trail and improve Proctor Ave intersection.

RECENT CHANGES & UPDATES

This project was converted to advance construction with funding programmed in FY 21 and FY 22. Open to traffic.

PROJECT HISTORY

Requires reconstruction to address grading, pavement, curb and gutter and storm sewer issues. District is coordinating with Elk River to address the multi-use bicycle-pedestrian trail and Sherburne County to address possible intersection improvements at US 10 and County Road 1.

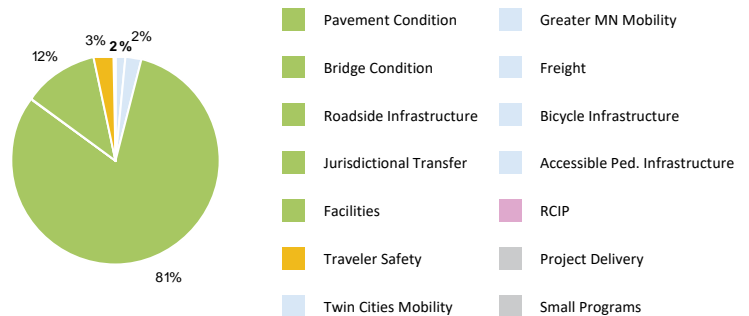
PROJECT RISKS

A potential risk is in costs due to maintenance of traffic during construction.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	4/9/2020
Municipal Consent Approval Date:	2/5/2020
Geometric Layout Approval Date:	6/25/2019
Construction Limits Established Date:	11/15/2019
Original Letting Date:	12/18/2020
Current Letting Date:	3/9/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.8	9.6
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.08	1.1
Construction Engineering:	0.72	0.8
Right of Way:	0.5	0.1
Total:	12	12.1

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is a scoping level estimate. The 90% design estimate is now at \$11.4 million.

PROJECT SUMMARY



US 169

Bridges 71002 and 71020

State Project Number 7106-87

Reconstruct US 169 in Elk River, from TH 101 to 197th Ave and convert to freeway design. Replace Bridge 71002 with new northbound Br. 71020 over US 10.

RECENT CHANGES & UPDATES

Moved the estimated letting from 2023 to 2022.

PROJECT HISTORY

The TH 169 project was proposed jointly by the City of Elk River and Sherburne County during the 2018 Corridors of Commerce solicitation period. The project was awarded funding, as it was ranked the #1 outstate project in accordance with the scoring criteria. The proposed project will convert US 169 to freeway standards by eliminating 4 at-grade signal systems at Main Street, School Street, 193rd Avenue and 197th Avenue. In order to accomplish the freeway conversion, mainline US 169 will be either lowered or raised and grade-separated interchanges will be constructed. This will result in total reconstruction of the existing US 169 roadway from just north of the RR tracks to just north of 197th Avenue in Elk River. The project will be delivered using the Construction Manager/General Contractor (CMGC) method and is currently in the final design process.

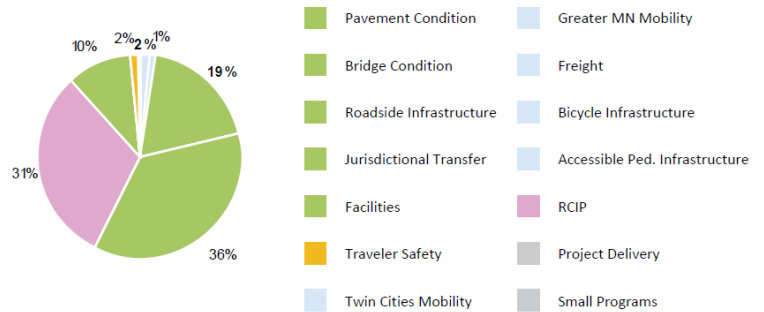
PROJECT RISKS

Cost increases at the time of letting due to inflation related to material delivery/availability because of COVID. Delay in utility relocations may cause construction delays and thus delay the schedule and result in contractor delay costs. Traffic congestion on the local streets and Hwy 169 require temporary traffic control or maintenance of traffic changes which will increase costs and add time to the schedule.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	9/16/2020
Municipal Consent Approval Date:	9/9/2020
Geometric Layout Approval Date:	6/16/2020
Construction Limits Established Date:	9/10/2020
Original Letting Date:	3/24/2023
Current Letting Date:	2/18/2022
Construction Season:	2022, 2023 & 2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

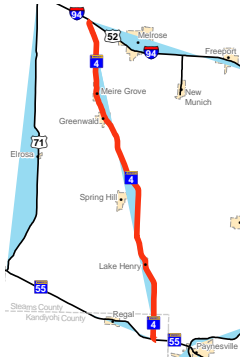
	Baseline Estimate	
Construction Letting:	127.5	129.5
Post Letting Construction Costs:	0	5.2
Other Construction Elements:	0	0
Preliminary Engineering:	15.5	15.5
Construction Engineering:	3.5	3.5
Right of Way:	12	12
Total:	158.5	165.7

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

COST ESTIMATE ASSUMPTIONS

Funded entirely with state funds consisting of Corridors of Commerce bond funds and State Road Construction (SRC) funds.

PROJECT SUMMARY



MN 4

State Project Number 7301-38

Reconstruct 21 miles of road surface (full-depth reclamation), repair/replace 40 pipes, remove three cattle passes, improve guardrail, and install rumble/mumble strips.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was delayed from FY 2019 to FY 20 to manage changes to other programmed work. Letting date was not impacted. Project is now complete and open to traffic.

PROJECT HISTORY

The project was selected to address deteriorating pavement. TH 4 was last resurfaced in 1996 and TH 55 was last resurfaced in 1997. Both corridors are due for resurfacing and minor hydraulic repairs. SP 7301-38 originally included both TH 4 and TH 55. Now TH 4 and TH 55 are separated into their own projects. SP 7301-38 is only TH 4 now. TH 4 was upscooped from a mill and overlay to a full depth reclamation with pipe replacements included.

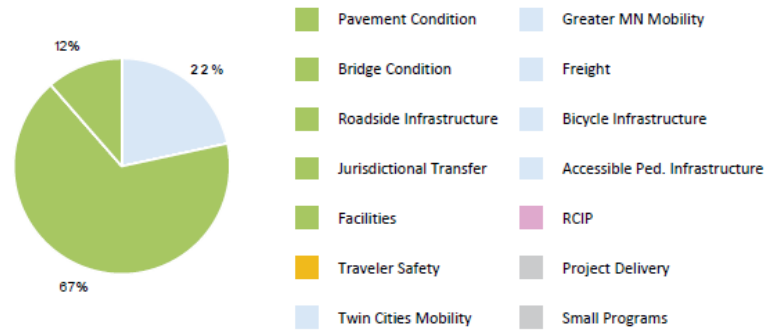
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY



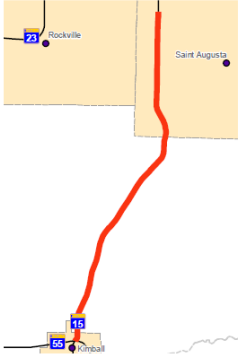
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.7	9.6
Post Letting Construction Costs:	0	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.2
Construction Engineering:	0.44	0.4
Right of Way:	0	0
Total:	6.8	11.1

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate increased because of the project upscope from a mill and overlay to a full depth reclamation and additional pipe replacements.

PROJECT SUMMARY

MN 15

State Project Number 7303-50

Reconstruct 12 miles (full-depth reclamation) from Hwy 55 in Kimball to 66th Ave in St. Augusta, replace or repair underground pipes and box culverts, new mumble strips, improve accessibility and signal at Hwy 15/CR47/CR136 intersection in St. Augusta

SUBSTANTIALLY COMPLETE
RECENT CHANGES & UPDATES

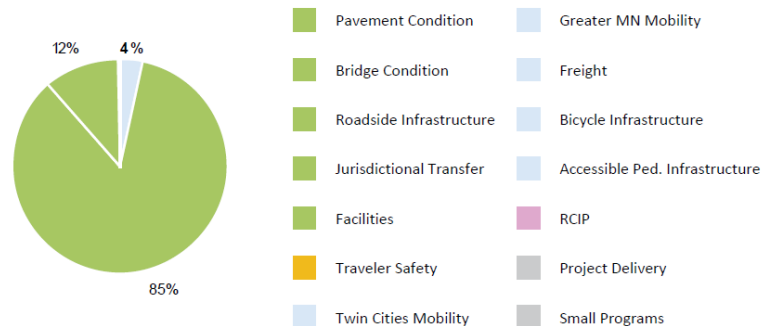
This project bid came in higher than anticipated. Project construction is complete and the roadway is open to traffic.

PROJECT HISTORY
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/13/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/6/2018
Original Letting Date:	12/21/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
Construction Letting:	6.2	8.7
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.72	0.3
Construction Engineering:	0.48	0.3
Right of Way:	0	0
Total:	7.4	9.5

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

The baseline estimate is based on estimated quantities and average bid prices for similar projects. Cost estimate increase is bid amount.

PROJECT SUMMARY


MN 27

Bridges 77022, 77X04, 77X03, 77X02

State Project Number 7703-16

[Hwy 27 resurfacing project: Douglas and Todd County](#)

Resurface MN 27 from CSAH 82 in Osakis to US 71 with shoulder widening; resurface from CSAH 82 in Osakis to I-94, and replace Wobegon trail bridges with new trail bridge and new box culvert; replace another bridge with new box culvert at junction of CSAH 37; and replace old pipe with new box culvert at CSAH 82.

RECENT CHANGES & UPDATES

A revised scoping level estimate was made to update the current estimate in 2020. Plans are complete.

PROJECT HISTORY

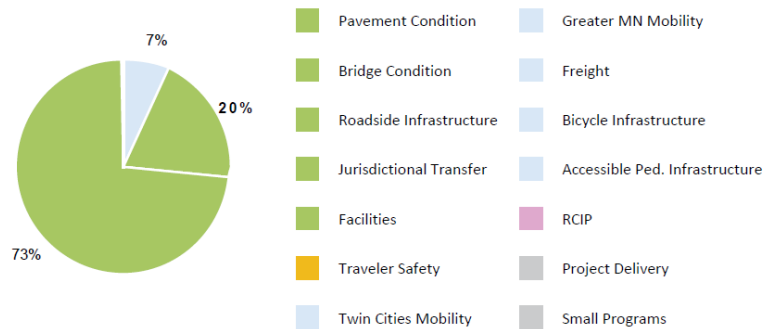
This section of bituminous pavement was last resurfaced in 2009. The last major rehabilitation dates back to 1948. This roadway needs rehabilitation to maintain an acceptable ride quality and with the rising safety concerns of travelers preventative maintenance is required. The Lake Wobegon trail bridge # 758 over TH27 and bridge # 92372 was built in 1939. This structure has a substandard vertical clearance of 14 ft. over the highway. In addition, the bridge pier walls restrict TH 27's horizontal clearance to 40 ft. Bridge # 8915 is a double box culvert over the Sauk River that was built in 1956. It too restricts roadway width to 32 ft. This project will improve the ride quality, extend the life of the pavement, reduce the number of required maintenance activities and replace the Wobegon Trail Bridge # 758, Bridge # 92372 and Bridge # 8915 with structurally sound box culverts or bridge structures that meet the needs of the waterways, trails or roadways. This project will aim to address safety and mobility for all users. The analysis of crash data and local coordination justified additional safety measures to be incorporated into the project.

PROJECT RISKS

Utility relocation, coordination, and scheduling relating to new highway right of way title and possession dates and the timing to meet winter tree clearing requirements, excessive rain events that could saturate open subgrade of the reclamation which is anticipated to be mitigated through the project acceleration that can be achieved with model based survey control.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/25/2021
Municipal Consent Approval Date:	12/14/2020
Geometric Layout Approval Date:	4/28/2020
Construction Limits Established Date:	4/28/2020
Original Letting Date:	12/17/2021
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

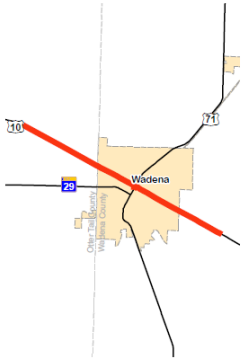
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	16.1	23.8
Post Letting Construction Costs:	1.8	1.1
Other Construction Elements:	1.8	0
Preliminary Engineering:	1.3	2.8
Construction Engineering:	0.9	1.9
Right of Way:	3	0
Total:	23.1	29.6

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

COST ESTIMATE ASSUMPTIONS

This estimate is based on estimated quantities and average bid prices for similar projects. The quantity-based estimate was updated with the 60% plan estimate received on 01/28/2021. It includes a lump sum estimate for the trail bridge and incorporated the appropriate adjusted inflation factor. The estimate includes associated 2113-06 work funded from ATP 4.

PROJECT SUMMARY


US 10

State Project Number 8001-40, 8001-42

Reconstruct Hwy 10 from 3rd St NW to 2nd St NE in Wadena; includes sidewalks, accesses, signals, railroad crossings and underground utility upgrades

RECENT CHANGES & UPDATES

This complex project required two construction seasons (2019 and 2020). Open to traffic.

PROJECT HISTORY

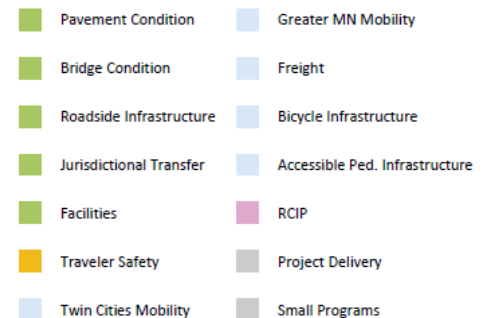
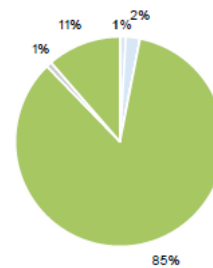
Several pavement rehabilitation projects were done on this roadway. The pavement has reached the end of its expected life in the urban area of Wadena and requires full reconstruction. The rural segments require milling and filling. Funding for this project is provided jointly by District 3 and District 4. The geometric layout was approved. The project received municipal consent. The environmental document was approved. Road plans are nearly complete. Right of way acquisition will be complete by letting.

PROJECT RISKS

The lack of detour routes may complicate the replacement of storm sewer.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	9/8/2016
Municipal Consent Approval Date:	1/12/2016
Geometric Layout Approval Date:	11/16/2015
Construction Limits Established Date:	1/12/2016
Original Letting Date:	12/21/2018
Current Letting Date:	2/22/2019
Construction Season:	2018-2020
Estimated Substantial Completion:	November 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

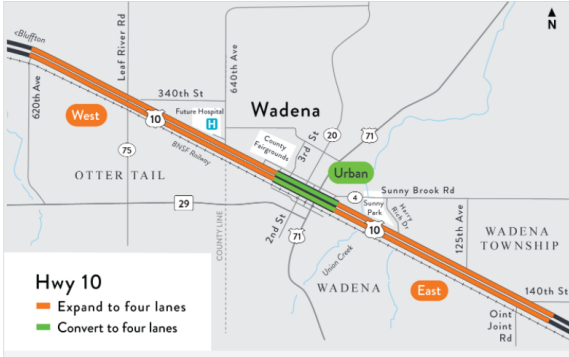
	Baseline Estimate	
Construction Letting:	9.6	12.3
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0.3
Preliminary Engineering:	1.14	1.9
Construction Engineering:	0.76	1.2
Right of Way:	5	6.9
Total:	16.5	23

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on estimated quantities and average bid prices. The project includes work in District 4. Significant city utility work and contamination clean-up added to the cost.

PROJECT SUMMARY



US 10

State Project Number 8001-44

[Hwy 10 Expansion: Wadena](#)

Road reconstruction on US 10 from CSAH 75 to Wadena and from CSAH 4 to Oink Joint Rd and road reconfiguration from 3rd St in Wadena to CSAH 4.

RECENT CHANGES & UPDATES

This project has recently been converted to a construction project and the RFP (request for proposal) is currently out for bid.

PROJECT HISTORY

US Highway 10 from Moorhead to Hastings is comprised of mostly four-lane expressway with isolated segments of controlled freeway. There is an existing 6 mile gap segment containing the City of Wadena that remains two-lane highway. The urban Highway 10 segment of Wadena was recently reconstructed in 2020 under S.P. 8001-40 with a width sufficient for the reconfiguration of the additional through lanes in preparation for the four-lane expansion of the rural two-lane segments. The rural two-lane sections east and west of town are in an area of mixed uses, both commercial and agricultural. MnDOT will reconstruct and expand this segment of roadway to 4-lanes and eliminate the gap of Highway 10 in Otter Tail and Wadena counties in 2025.

PROJECT RISKS

Accelerated schedule to develop layout and construction limits for ROW acquisition and contaminated property investigations, Environmental Coordination/Documentation of Sunnybrook Park [L], utility relocation in advance of construction balanced with need for winter tree clearing and having early title and possession for utility company relocations, MOT conflicts with SP8003-37.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	6/15/2022
Current Letting Date:	6/15/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Twin Cities Mobility
- Small Programs

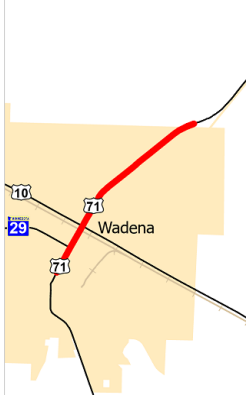
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	5
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	0
Construction Engineering:	0	0
Right of Way:	0	0
Total:	5	5

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 71

State Project Number 8003-37

[Hwy 71/29 Improvements: Wadena](#)

Resurface US 71 from Franklin Ave to Alfred St in Wadena

RECENT CHANGES & UPDATES

New to STIP for construction in 2025

PROJECT HISTORY

The primary need for this project is pavement condition. The pavement surface is deteriorating resulting in a decrease in ride quality and an increase in maintenance. The Ride Quality Index (RQI), which is a measure the roughness of the road has now or will have deteriorated to the point where most people feel it is uncomfortable and a major rehabilitation is needed by 2025. A secondary need of this project includes the infrastructure condition of existing sidewalk, in-accessible curb ramp facilities, and aging traffic signals. An ADA scoping field walk was conducted in 2018 which identified many accessibility and condition issues that were summarized in a project ADA scoping recommendation. While the scope of the segments south of US 10 will follow preservation standards, the scope of the reconstruction segment is anticipated to include subsurface utility work resulting in full reconstruction with a longer expected life cycle for the roadway.

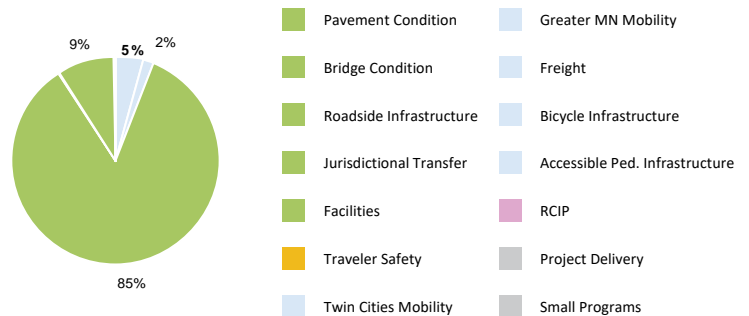
PROJECT RISKS

Segment will be evaluated for contaminated material, maintenance of traffic timing and detour coordination with SP8001-44 (4-lane expansion), timely utility relocation including coordination of conflicts with an existing underground pedestrian tunnel to the old Wesley Hospital.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	10/18/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY



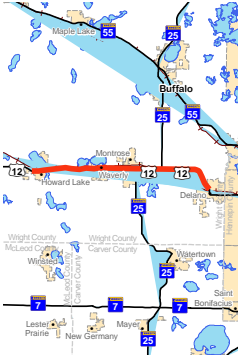
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.3	7.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9.2	9.2

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 12

State Project Number 8601-62

Resurface US 12 from 13th Ave in Howard Lake to east of Zephyr Ave in Montrose, (urban areas only) including ADA improvements.

RECENT CHANGES & UPDATES

The rural portion of the project is now under SP 8601-70 and kept the original let date of February 25, 2022. SP 8601-62 is now the urban portion of the project and the letting was pushed back to 10/27/2023.

PROJECT HISTORY

This project originally extended from Howard Lake to Delano. The project scope was modified to allow for the Montrose to Delano segment to be completed in 2021 and the Montrose to Howard Lake segment to be completed in 2022. The project was selected to address deteriorating pavement and provide for accessible pedestrian facilities within the communities.

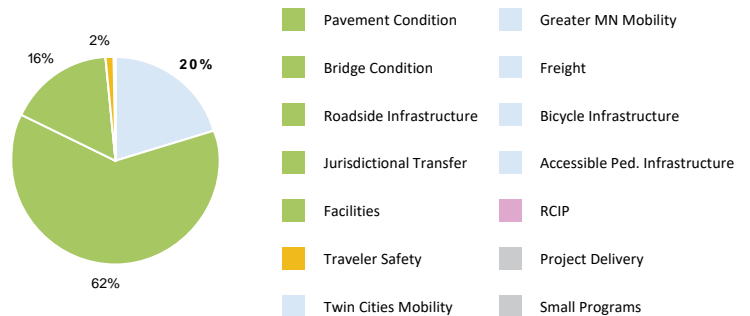
PROJECT RISKS

No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	12/11/2020
Construction Limits Established Date:	Pending
Original Letting Date:	1/29/2021
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	July 2024

PRIMARY INVESTMENT CATEGORY



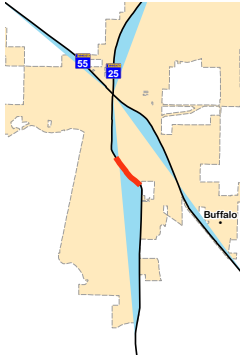
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.7	7
Post Letting Construction Costs:	0.8	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	0.5
Right of Way:	0.1	0.1
Total:	10.1	8.7

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices for similar projects. The current estimate reflects a change to the project limits. The project used to extend to Delano, but was broken into two separate projects. This project ends at the east end of Montrose while state project 8602-52 starts from the east end of Montrose to Bridge Avenue in Delano. This project was split into two projects due to pavement need and lengthy discussions with the city of Howard Lake.

PROJECT SUMMARY


MN 25

State Project Number 8604-37

[Hwy 12 Improvements: Howard Lake](#)

Reconstruct MN 25 from north of Settlers Parkway to 1st St S in Buffalo.

RECENT CHANGES & UPDATES

This project was delayed several years at the request of the city to allow the community to recover from recent construction activities that were disruptive. Project has been upscooped to a full reconstruct to do city utilities under the highway that need to be replaced.

PROJECT HISTORY

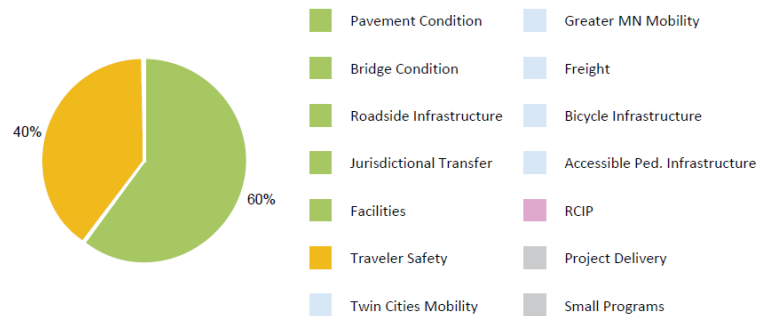
Project design and letting are now being done by the City of Buffalo. The project was selected to address deteriorating pavement. The project was upscooped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscooped scale of the project. Project has been upscooped to a full reconstruct to do city utilities under the highway that need to be replaced. The city of Buffalo has proposed a slight alignment change at the north end of the project near 1st St. S.

PROJECT RISKS

There are no known risks at this time besides traffic control needs during construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending approval
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/17/2021
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

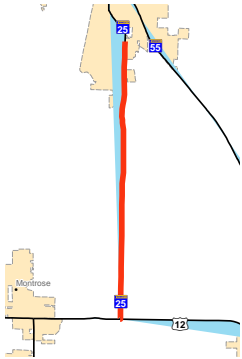
	Baseline Estimate	
Construction Letting:	6.2	6
Post Letting Construction Costs:	0.7	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0.1	0
Total:	8.1	7.4

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 25

State Project Number 8604-42

Reconstruct 7 miles from Settlers Pkwy in Buffalo to Hwy 12 near Montrose (full depth reclamation), repair/replace 20 underground pipes/box culverts, upgrade guardrail, install mumble/rumble strips

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was under construction and now is complete.

PROJECT HISTORY

Project was originally scheduled to be a mill and overlay. It was upscoped to a full depth reclamation and includes several pipe replacements and two box culvert replacements.

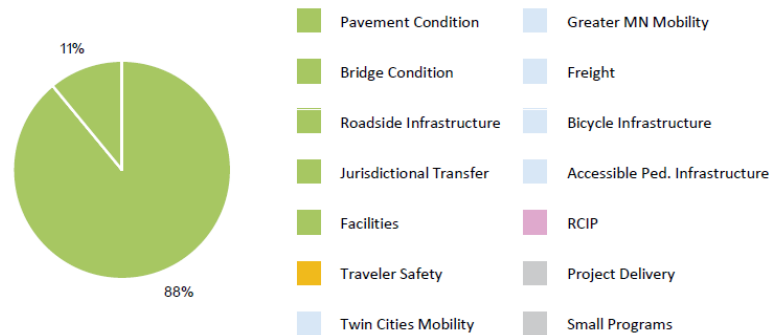
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	11/6/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	11/17/2017
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

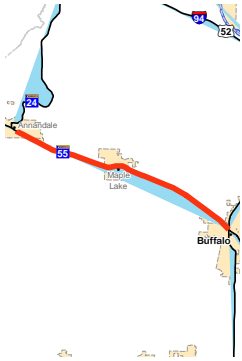
	Baseline Estimate	
Construction Letting:	4.2	6.7
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.4
Construction Engineering:	0	0.2
Right of Way:	0	0.1
Total:	4.2	7.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on the cost estimate created during design. The current estimate increase is due to upscoping from a mill and overlay to a full depth reclamation and adding pipe replacements.

PROJECT SUMMARY



MN 55

State Project Number 8606-60

Reconstruct 12 miles from Annandale Blvd in Annandale to Hwy 25 in Buffalo (full-depth reclamation); new center left-turn lane plus improve signal and pedestrian access in Maple Lake, repair/replace underground pipes, remove cattle passes

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is now complete and open to traffic

PROJECT HISTORY

The project bids came in substantially higher than the last construction estimate. The roadway is under construction.

The project was selected to address deteriorating pavement. There was a minor letting date change due to a correction in the letting schedule. The project was upscooped from a mill and overlay to a full depth reclamation. A center left turn lane was added to the plans in Maple Lake to address crash history and safety concerns.

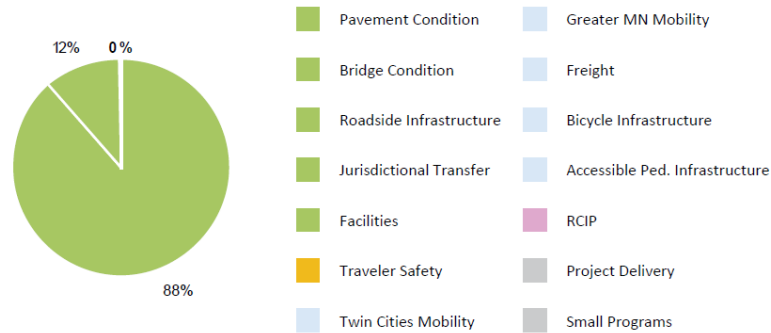
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/30/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/22/2019
Original Letting Date:	10/26/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

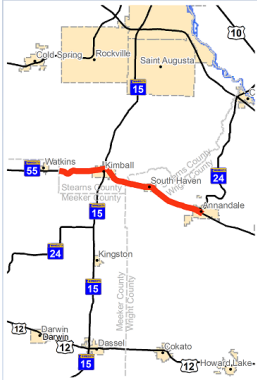
	<i>Baseline Estimate</i>	
Construction Letting:	5.6	11
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.4
Right of Way:	0	0
Total:	6.7	12.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate used estimated quantities and average bid prices. The current estimate is based on the cost estimate developed with the plan statement of estimated quantities. The cost increase is due to the upscope from a mill and overlay to a full depth reclamation and additional pipe replacements added.

PROJECT SUMMARY



MN 55

State Project Number 8606-63

Reconstruct MN 55, Brown Ave to just east of Annandale Blvd in Annandale with ADA improvements

RECENT CHANGES & UPDATES

A consultant has been hired to deliver the final design plans. Moved to FY 2024 from FY 23.

PROJECT HISTORY

The project was programmed as a mill and overlay, but was upgraded to a partial reconstruct when the city added utility replacement. Pavement will be reconstructed from Brown Ave. to Poplar Avenue. From Poplar Ave to the east project limits, the pavement will be widened to include a center left turn lane, with a mill and overlay on the remaining pavement. Project includes sidewalk extension and ADA improvements.

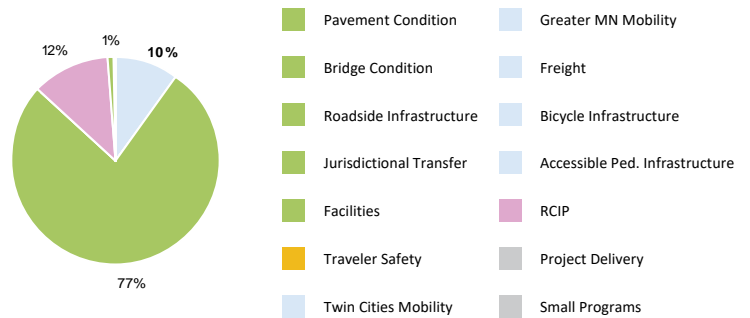
PROJECT RISKS

City will design its own utility plans for inclusion in the plan set.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	11/24/2020
Construction Limits Established Date:	Pending
Original Letting Date:	7/24/2020
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	2.5	8
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1
Construction Engineering:	0.2	0.6
Right of Way:	0	0.1
Total:	3.2	10

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

COST ESTIMATE ASSUMPTIONS

The project was upgraded to a partial reconstruct so the city could do utility replacements and this is the cost increase over the baseline.

PROJECT SUMMARY



MN 55

State Project Number 8606-64

Resurface MN 55 from Meeker/Stearns County Line to Brown Ave S in Annandale

RECENT CHANGES & UPDATES

This project was originally part of 8606-63, however this portion of the project is rural and will be constructed separate from the urban portion. Project is a now mill and overlay with ADA work in South Haven and Kimball. Moved from FY 22 to FY 23.

PROJECT HISTORY

The project was selected to address deteriorating pavement. The project was upscaled from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscaled scale of the project. Project is a now mill and overlay with ADA work in South Haven and Kimball. The detour will no longer be needed.

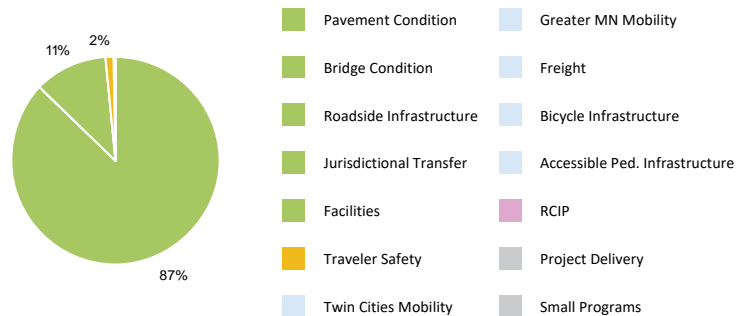
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	11/4/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	2/25/2022
Current Letting Date:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	5.1
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	6.4	6

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY


MN 24

State Project Number 8611-26

Reconstruct Hwy 24 from Hwy 55 to Poplar Ave in Annandale, includes updates to pedestrian sidewalks and replace underground city utilities

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed in 2020.

PROJECT HISTORY

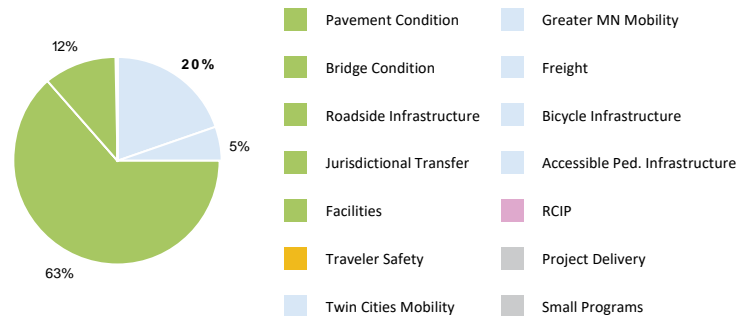
The project was programmed as a mill and overlay, but became an urban reconstruction when the city added their underground utility replacements. Project will be completed fall 2020.

PROJECT RISKS

This project was an urban project, so traffic control and pedestrian traffic was difficult.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	11/12/2018
Geometric Layout Approval Date:	11/12/2018
Construction Limits Established Date:	11/12/2018
Original Letting Date:	11/22/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

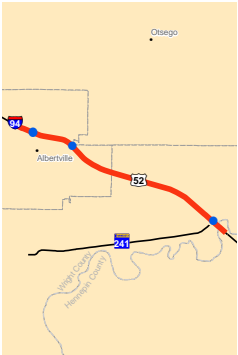
	Baseline Estimate	Current Estimate
Construction Letting:	5	5
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.4
Right of Way:	0	0.2
Total:	5.8	6.3

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



I-94

State Project Number 8680-172

[I-94 Maple Grove to Clearwater](#)

Reconstruct I-94 and add lane (eastbound and westbound) from Wright CR 19 in Albertville to the Crow River bridge in St Michael. Replace bridges over Wright CR 19; Hwy 241.

RECENT CHANGES & UPDATES

8680-177 is now associated with this project. This is an advance construction project with paybacks in FY 20. There is contract work remaining. The contractor will be back in 2022 performing off peak lane closures.

PROJECT HISTORY

Project was let through the design-build process. This project addresses needs in pavement, bridge and capacity improvements on I-94. The purpose is to add capacity between CSAH 37 and TH 241, replace pavement and rehab or replace bridges. The proposed project will add a 3rd general purpose lane in each direction on I-94 between CSAH 37 in Albertville and TH 241 in St. Michael. Pavement will be replaced from the east end of MnROAD to TH 241. Bridges at CSAH 19, CSAH 37 and TH 241 will be rehabbed or replaced. The eastbound collector-distributor lane between CSAH 19 and CSAH 37 will be constructed. The interchange at TH 241 will be reconfigured to improve operations.

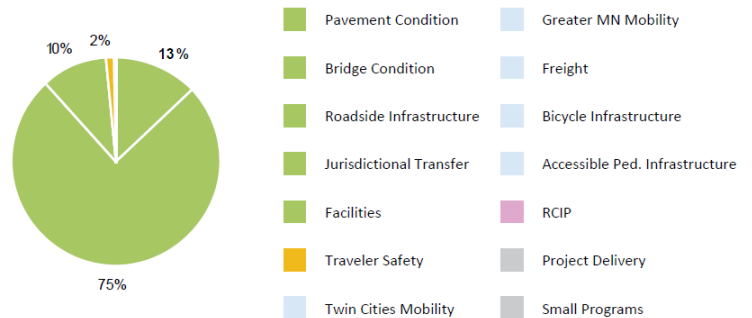
PROJECT RISKS

There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/1/2018
Municipal Consent Approval Date:	1/22/2018
Geometric Layout Approval Date:	5/8/2018
Construction Limits Established Date:	5/8/2019
Original Letting Date:	3/20/2019
Current Letting Date:	3/20/2019
Construction Season:	2019
Estimated Substantial Completion:	August 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

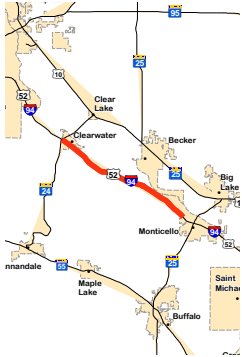
	Baseline Estimate	
Construction Letting:	63.6	63.6
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0.1	1.1
Preliminary Engineering:	8.1	8.1
Construction Engineering:	5.1	5.1
Right of Way:	1.2	1.2
Total:	80.6	81.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on estimated quantities and average bid prices. The current estimate is based on actual bid prices and letting of this project, which includes estimated local costs totaling \$1.2 million.

PROJECT SUMMARY



I-94

State Project Number 8680-173

Reconstruct 14 miles of I-94 from west of Hwy 25 in Monticello to Hwy 24 in Clearwater; add lanes, new pavement, noise wall, and improve drainage in Monticello.

RECENT CHANGES & UPDATES

This project came in substantially above the baseline estimate with the bidding process. It was decided to move forward with the project. This is an advance construction project with paybacks in FY 20 & FY 21. This project is under construction.

PROJECT HISTORY

The project was programmed to address deteriorating pavement. Project development staff were not available so a consultant was hired to develop the layout, environmental document and maintenance of traffic staging.

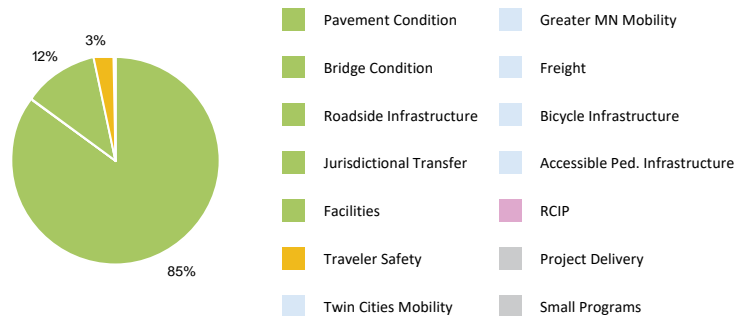
PROJECT RISKS

The project needed to maintain freight mobility and address traffic concerns while under construction. Extensive temporary pavement widening was needed for maintenance of traffic. Removal of the temporary pavement became a political risk while there were ongoing efforts by the I-94 Corridor Coalition to expand I-94 to 3-lanes in each direction. Ultimately the decision was made to deliver a project with three lanes in each direction, which added risk to the budget. The project letting was

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/10/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	3/4/2019
Construction Limits Established Date:	3/4/2019
Original Letting Date:	1/31/2020
Current Letting Date:	5/23/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	38.1	97.4
Post Letting Construction Costs:	0	2.5
Other Construction Elements:	0	0.6
Preliminary Engineering:	1.92	8.5
Construction Engineering:	1.28	2.5
Right of Way:	0	0.1
Total:	41.3	111.6

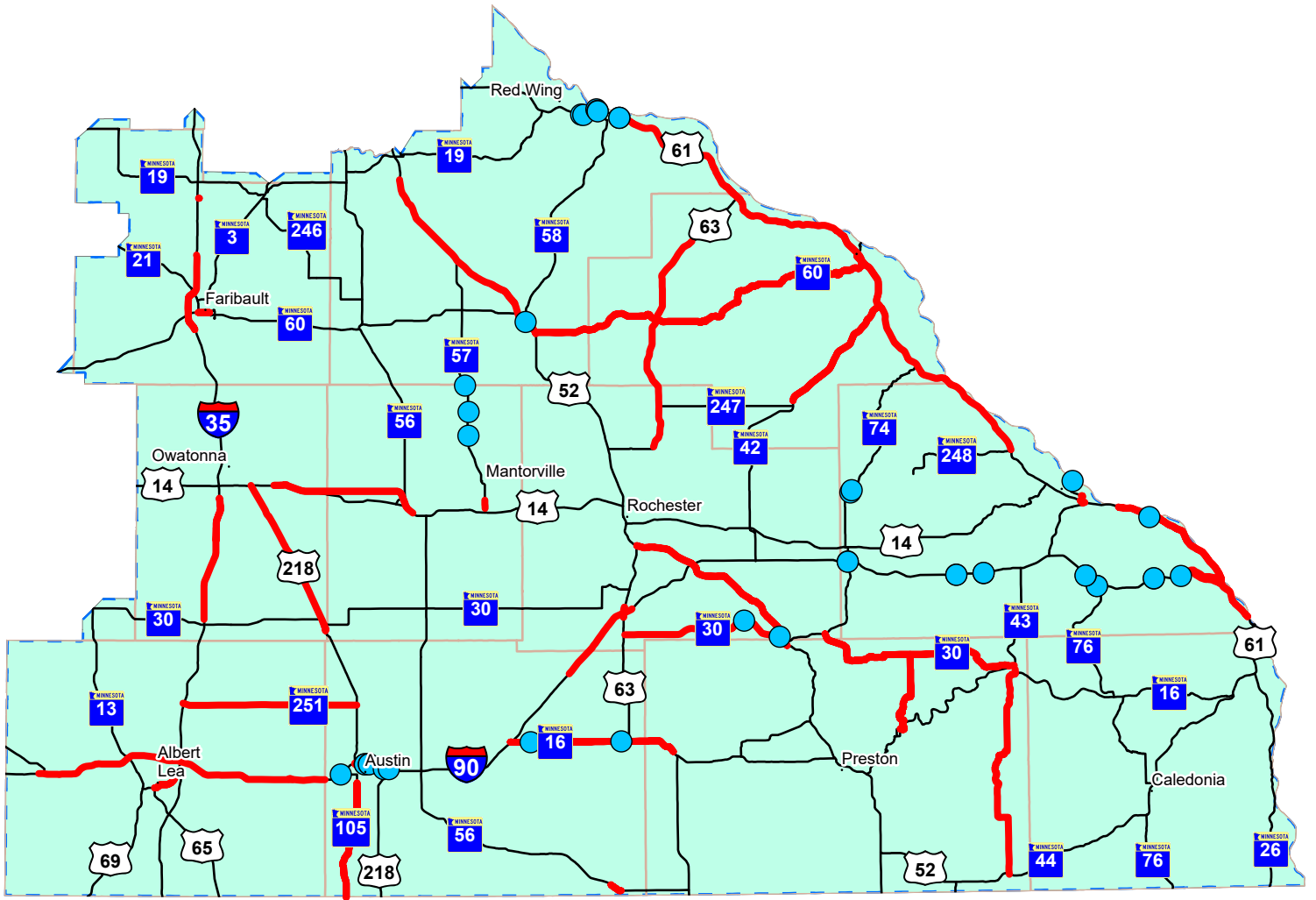
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS





Average bid prices were used to develop cost estimates and Design-Build Best Value was the project delivery method. The Engineer's Estimate was \$85.5 million. The Best Value bid was \$18.4 million higher (\$103.9 M) due in part to bid prices for bituminous paving and grading that were double the amount of the average bid prices.

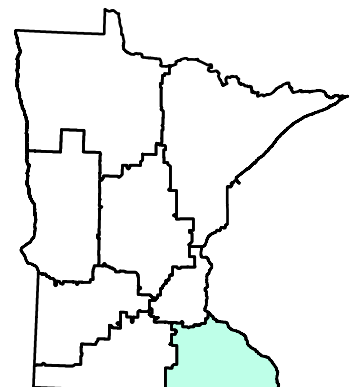
Major Highway Projects 2021

D6- ROCHESTER



Major Highway Projects

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

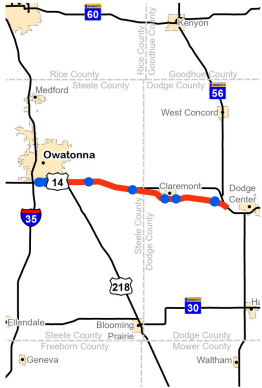


District 6 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 14	2001-42	US 14 from Steele CR 43 to MN 56			E1	223
US 14	2002-37	US 14 from CR 9 to CR 5			E2	224
MN 57	2007-41	On TH 57, from CSAH 22 to south of 520th St./Dodge-Goodhue County Line	✓	2nd	E3	225
MN 57	2007-43	On TH 57, from CSAH 34 to 11th St in Kasson			E4	226
MN 30	2305-29	On Hwy 30 from TH 74 to the western city limits of Rushford	✓	2nd	E5	227
MN 30	2305-30	On MN 30 from Rushford West City Limits to MN 43 in Rushford			E6	228
MN 43	2306-26	On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County			E7	229
MN 250	2319-20	On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County			E8	230
US 65	2405-32	On US 65 from Newton Ave to the I-35 ramps in Albert Lea			E9	231
MN 251	2408-23	On MN 251 from I-35 in Freeborn County to TH 218 in Mower County	✓	1st	E10	232
I-90	2481-61	I-90 westbound from Alden to Highway 13			E11	233
I-90	2482-74	On I-90 from MN 13 (Albert Lea) to CR46 (Petran) in Freeborn County	✓	2nd	E12	234
I-90	2482-77	On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin	✓	1st	E13	235
I-90	2482-78, 2482-79	On I-90 at Oakland Woods Rest Area in Freeborn County	✓	1st	E14	236
US 52	2506-83, 2506-84	On US 52 from MN 60 to MN 19 in Goodhue County			E15	237
US 61	2513-97	On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing			E16	238
US 61	2513-98	On Hwy 61, Bridge 6776 in Red Wing			E17	239
US 61	2514-121	On US 61, bridges 6483 and 6482 in Red Wing			E18	240
US 63	2515-21	Hwy 63 bridge over the Mississippi River and Hwy 61	✓	1st	E19	241
MN 16	5003-17	On MN 16 from I 90 to Tracy Road in Spring Valley in Fillmore and Mower Counties	✓	2nd	E20	242
MN 56	5005-68	On MN 56 from eastern city line to 770th Ave in Le Roy			E21	243
MN 105	5007-34	On Hwy 105 from Iowa state line along 11 miles towards Austin			E22	244
I-90	5080-166	Replace 28th St bridge over I-90 in Austin			E23	245
I-90	5080-170, 5009-34	On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (Austin) and Hwy 105			E24	246
MN 30	5505-27	On MN 30 replace bridges 9008 and 9009 in Olmsted County			E25	247
MN 30	5505-30	On MN 30 from US 63 in Stewartville to US in Chatfield			E26	248
US 52	5507-64	On US 52 from I-90 to Chatfield	✓	2nd	E27	249
US 63	5509-84	On US 63 from eastbound I 90 to westbound I 90 in Stewartville			E28	250
I-90	5580-94	On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties			E29	251
MN 60	6607-50, 6607-49	On MN 60 from MN 21 to central avenue in Faribault	✓	2nd	E30	252
I-35	6680-116, 7480-131	On I-35 at Heath Creek Rest Area in Rice County	✓	1st	E31	253
I-35	6680-117, 6680-118	On I 35, northbound and southbound from Rice CR 48 to north of MN 21			E32	254

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 218	7408-50	Resurface Hwy 218 from Hwy 30 to Hwy 14			E33	255
US 218	7408-54	On US 218 from TH 30 to TH 30 in Blooming Prairie			E34	256
MN 42	7901-52, 7901-44	On MN 42 from MN 247 to US 61 in Wabasha County	✓	1st	E35	257
MN 60	7902-25	On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties			E36	258
MN 60	7903-54	On MN 60 from US 63 to US 61 in Wabasha County	✓	2nd	E37	259
US 61	7906-96	On US 61 from MN 42 to Lake City in Goodhue and Wabasha Counties	✓	2nd	E38	260
US 61	7906-97	On US 61 In Lake City from West Elm Street to Central Point Road	✓	1st	E39	261
MN 43	8503-53	On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.			E40	262
MN 43	8503-5900E, 8503-46	On MN 43 over Mississippi River, just north of junction with Hwy 61	✓	2nd	E41	263
US 61	8504-79	On US 61 from I-90 to CSAH 15 in Winona County	✓	2nd	E42	264
MN 74	8508-42	On TH 74 from Bridge 8592 to 8595 in Whitewater State Park			E43	265
I-90	8580-167	On I-90 from junction of CR 101 in Winona County	✓	2nd	E44	266
I-90	8580-172, 8580-173	On I-90 twelve repaired bridges in Winona County	✓	1st	E45	267
I-90	8580-174, 8580-177	On I-90 bridge(s) 85814, 85816 in Winona County	✓	1st	E46	268
I-90	8580-175	On I-90 from CSAH-12 to near TH-61 in Dakota			E47	269

PROJECT SUMMARY



US 14

Bridge 20018, 20019, 20020, 20X04, 20021, 20X03, 74025

State Project Number 2001-42

[Hwy14: Owatonna to Dodge Center](#)

Hwy 14 construction of a new 4-lane alignment from Steele County Road 43 to Hwy 56 north

RECENT CHANGES & UPDATES

The new four-lane roadway opened to traffic in November 2021. Project clean-up work is expected to be completed in Spring 2021.

PROJECT HISTORY

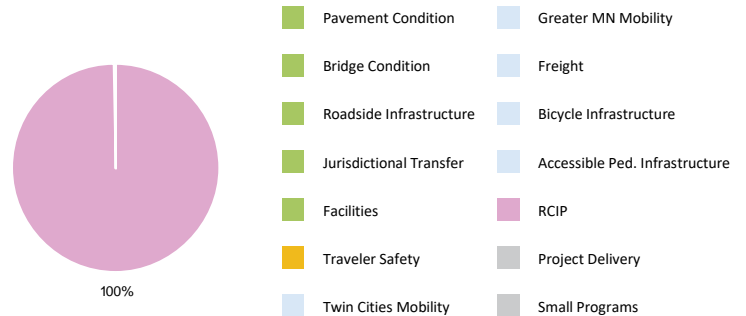
This project will expand Highway 14 from two lanes to four lanes between Owatonna and Dodge Center, completing a continuous four-lane roadway from I-35 to Rochester. The purpose of the project is to improve capacity and safety and enhance system continuity to foster economic growth. In 2010, MnDOT completed a FEIS for the Hwy 14 expansion project from Owatonna to Dodge Center with no construction funding identified. During the 2013 legislative session, the Corridors of Commerce program was enacted by the Legislature and a 2.5 mile segment of Hwy 14 from the study was awarded construction funding through this program. This project was completed in 2015. The 2018 MN Legislature passed a bonding bill that included additional money for COC projects. Hwy 14 was among the three projects selected from this round. After selection the project was developed for design-build contract delivery for a summer 2019 letting. Construction of the Dodge County Road 1 Overpass and realignment of 630th Street is complete. Bridge construction of remaining bridges and realignment of Hwy 14 is ongoing.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	11/1/2010
Municipal Consent Approval Date:	5/1/2011
Geometric Layout Approval Date:	12/1/2018
Construction Limits Established Date:	8/1/2011
Original Letting Date:	8/21/2019
Current Letting Date:	8/21/2019
Construction Season:	2019
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

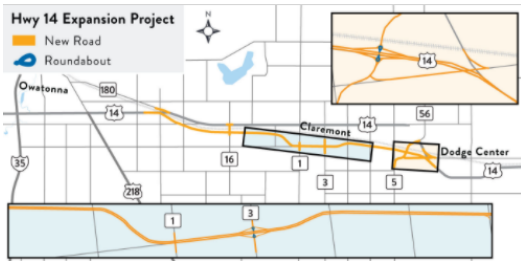
	Baseline Estimate	Current Estimate
Construction Letting:	107	99.6
Post Letting Construction Costs:	5.8	6.3
Other Construction Elements:	6.3	0.6
Preliminary Engineering:	9.8	16.6
Construction Engineering:	6.3	6.2
Right of Way:	10.4	9.2
Total:	145.6	138.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is from the project financial plan developed as part of the project procurement documentation including the engineers cost estimate for letting along with other known and estimated project expenditures. Following the August 21st, 2019 project letting, the winning bid was less than the engineers cost estimate for the project so the current estimate has updated the construction letting costs to known.

PROJECT SUMMARY



US 14

State Project Number 2002-37

[Hwy 14: Owatonna to Dodge Center](#)

Resurface Highway 14 from east of Dodge County Road 9 to west of Dodge County Road 5

RECENT CHANGES & UPDATES

Project will include replacing bridge end posts and approach panels on two bridges.

PROJECT HISTORY

This section of US 14 is a four-lane divided highway with an Annual Average Daily Traffic ranging from 14,000 to 20,500 (2019 counts). The pavement along eastbound and westbound US 14 in the project limits is showing signs of deterioration, with expected acceleration over the upcoming years. This project is needed to address deterioration and to extend the pavement life. The purpose of this project is to improve and preserve the existing roadway structure, extend the pavement service life, improve the ride quality, reduce ongoing maintenance costs, and improve safety. This project will include safety and other improvements.

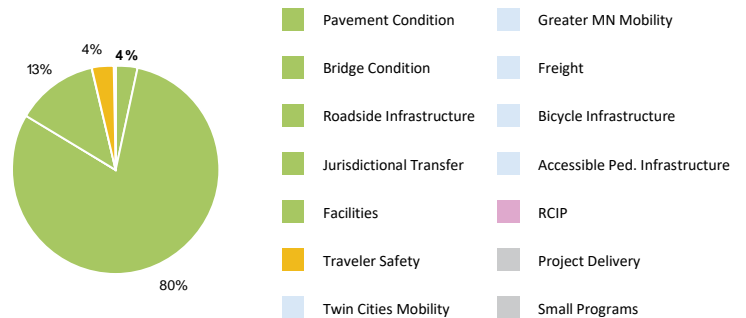
PROJECT RISKS

Access closures at 260th Avenue and 280th Avenue identified in the 2020 US 14 Corridor Study were not included in the project scope. These closures will need to be reviewed and discussed with project stakeholders and the public for inclusion in the final project. Blowing snow control has been identified as a potential need which requires further analysis. Snow control costs are estimated to potentially be between \$750k and \$1M. Potential snow control costs have not been included in the current project cost estimate.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	
Current Letting Date:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.3	8.4
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9.1	10.5

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on an high level planning estimate. Current estimate includes additional work added to scope.

PROJECT SUMMARY



MN 57
 Bridge 20015, 20016, 20017
 State Project Number 2007-41

Hwy 57 Bridge Replacements: North of Mantorville

Reconstruct Hwy 57 Bridge No. 6862 over N Branch Middle Fork Zumbro River, Bridge No. 6861 Over Milliken Creek and Bridge No. 6867 Over Mid Fork Zumbro River

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction will be complete fall 2019.

PROJECT HISTORY

The purpose of the project was to replace bridge 6862. In April 2017, bridges 6861 and 6867 were added to the project due to their conditions and proximity to 6862. The primary need for this project is to provide structurally sound bridges to cross over Milliken Creek, the Middle Fork of the Zumbro River and over the North Branch Middle Fork of the Zumbro River on TH 57 in Dodge County. These bridges were all built at or near the same time and are showing signs of physical deterioration. Additionally the bridges do not meet current design standards and the bridge railings are substandard.

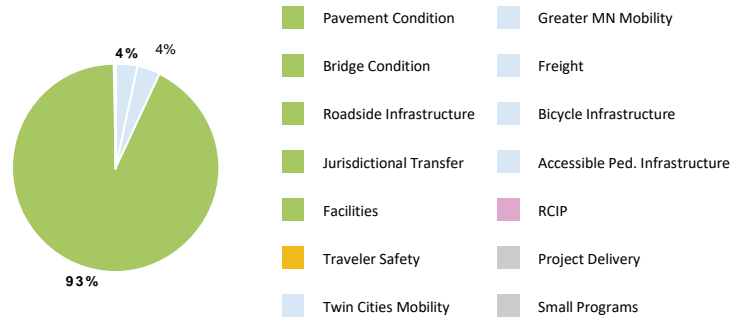
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/11/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/27/2017
Construction Limits Established Date:	6/18/2018
Original Letting Date:	12/21/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

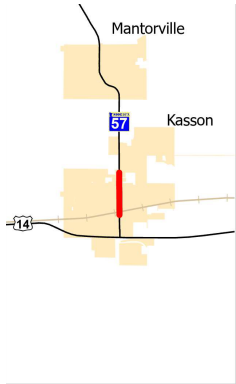
	Baseline Estimate	Current Estimate
Construction Letting:	1.2	4.1
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.6
Construction Engineering:	0.1	0.3
Right of Way:	0	0
Total:	2	5.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2015. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 57
 State Project Number 2007-43
 Reconstruct Highway 57 in Kasson from Dodge County Road 34 to 11th St NE

RECENT CHANGES & UPDATES

Letting date was adjusted to include additional project development time for designing the round-a-bouts.

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards. In January 2019, MnDOT and the city executed a partnership agreement for the city to be the lead for delivery of the project. Geometric layout was revised to include roundabouts at Dodge CSAH 34 and Main Street. These will improve operations and safety at these intersections.

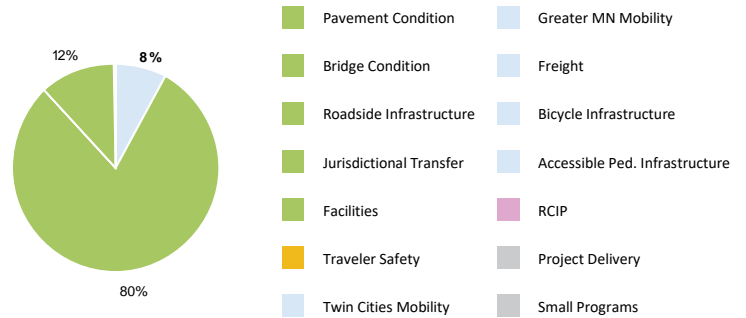
PROJECT RISKS

Implementing scope changes have impacted the delivery schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	6/29/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	6/1/2021
Construction Limits Established Date:	Pending approval
Original Letting Date:	12/18/2020
Current Letting Date:	2/25/2022
Construction Season:	2021
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.6	7.2
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	6.6	9.3

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

COST ESTIMATE ASSUMPTIONS

Current/Baseline estimate is based on an high level planning estimate. Current estimate includes additional safety funds for implementing roundabouts as part of the project.

PROJECT SUMMARY



MN 30

State Project Number 2305-29

[MN30 Reconstruction: Rushford](#)

Repave Hwy 30 from Hwy 74 to the western city limits at Rushford

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

TH 30 is a 2-lane undivided, rural highway between the cities of Rushford and Chatfield. The majority of the roadway from the junction of TH74 supports a higher than expected average daily traffic for a rural road. The ride quality was rated as fair, but has decreased quickly to a rating of poor. Some culverts will be replaced. All other culverts were lined in 2017. No right of way will be required. A short term detour will occur for culvert replacements.

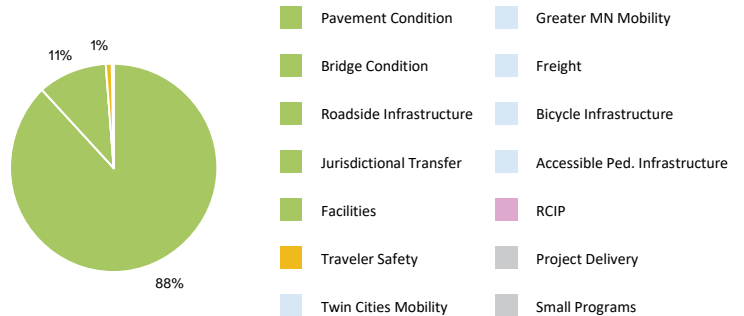
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/4/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	1/4/2019
Original Letting Date:	3/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

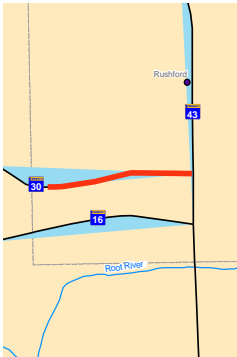
	Baseline Estimate	Current Estimate
Construction Letting:	5	5.7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.2
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	6.3	6.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2018. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 30
 State Project Number 2305-30
 Reconstruct Hwy 30 in Rushford

RECENT CHANGES & UPDATES

The project design is being led by the city. A partnership agreement has been signed with the city.

PROJECT HISTORY

TH 30 is a 2-lane urban highway in the city of Rushford. It carries an AADT of 1100-1950. The ride quality index was rated at fair in 2015. This ride quality condition has decreased since 2013. Additionally the city has utility replacement needs (sanitary sewer and water main) and ADA facilities are noncompliant. The project purpose is to restore the RQI, extend pavement service life and provide a safer roadway. The project design is being led by the city. A partnership agreement has been signed with the city.

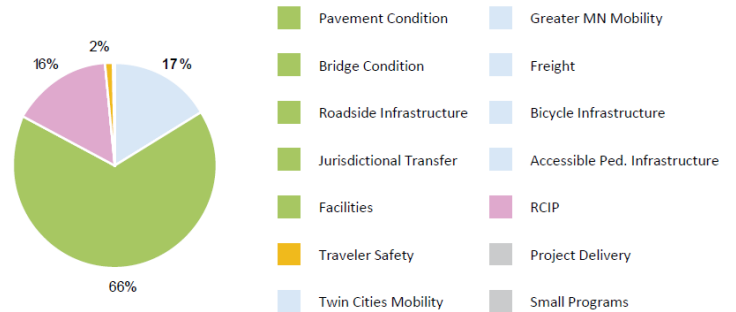
PROJECT RISKS

Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	11/19/2021
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

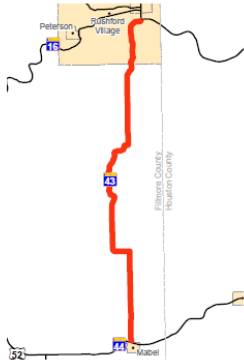
	Baseline Estimate	
Construction Letting:	4.3	4.2
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0.1
Total:	5.1	5.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2019. Cost splits with the city have been determined.

PROJECT SUMMARY



MN 43
 State Project Number 2306-26
 Resurfacing Highway 43 from Highway 44 to Highway 16

RECENT CHANGES & UPDATES

Project was advanced from fiscal year 2023 to 2022 due to pavement conditions.

PROJECT HISTORY

TH 43 within the project limits is a 2-lane undivided, rural highway with current AADT from 750 to 2180. TH 43 is a 10-ton route. TH 43 pavement within the project limits is showing signs of deterioration with medium transverse cracking in much of the pavement. General pavement condition is poor. There is also a need to repair several areas of inslope erosion failures along the project. The inslopes of TH 43 have eroded as a result of storm water runoff during several recent large storm events. Three segments of inslope failure have been identified for repair with this project. The necessary inslope repairs will impact the TH 43 driving lanes and shoulders with full and partial pavement replacement. The District has developed typical details which were used for similar failure situations for past flood events.

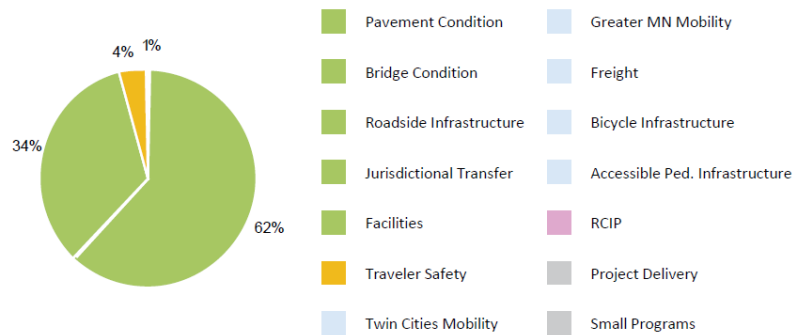
PROJECT RISKS

There are areas of extremely poor pavement quality which run the risk of needing repair before the project is constructed.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	1/15/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2020
Original Letting Date:	
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	10.1	11.2
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0.7	0
Preliminary Engineering:	1	1.4
Construction Engineering:	0.9	1
Right of Way:	0	0
Total:	12.7	14.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in 2019. Current estimate reflects additional work added to the project scope and inflation factors based on current letting date.

PROJECT SUMMARY



MN 250
 State Project Number 2319-20
 Resurface Hwy 250 from Hwy 16 to Hwy 30

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement is showing signs of deterioration, which is expected to accelerate in the upcoming years. Also within this project, bridges #23027 and #23028 require bituminous wedge paving between the approach panels and the approach roadway to correct for some settlement. The project also includes hydraulic improvements.

PROJECT RISKS

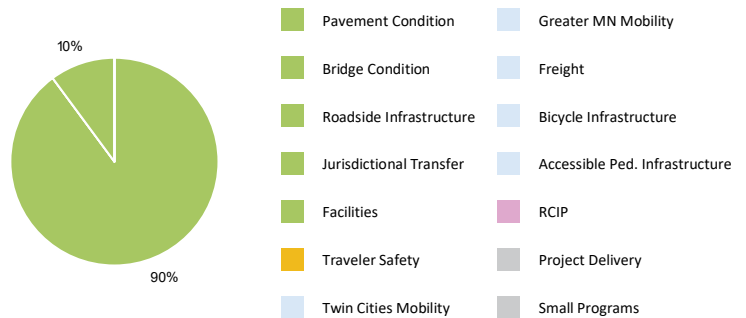
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/29/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	11/2021

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

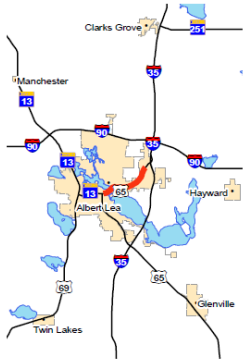
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0.6	0.6
Total:	5.2	5.2

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

COST ESTIMATE ASSUMPTIONS

The Baseline and Current Estimates are scoping level cost estimates only. Final hydraulics recommendations in the final pavement determination will be made during project development, which could affect the overall project cost. Bituminous cost increases could also affect the overall project estimate.

PROJECT SUMMARY



US 65

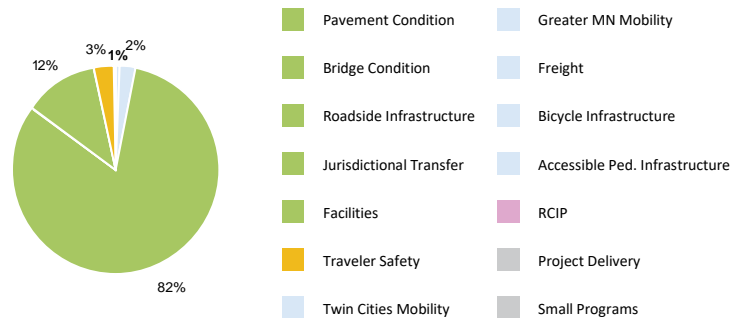
State Project Number 2405-32

Resurface Hwy 65 in Albert Lea from Newton Ave to the I-35 ramps and repair storm sewer.

RECENT CHANGES & UPDATES

Project is scheduled for a February 2022 letting.

PRIMARY INVESTMENT CATEGORY



PROJECT HISTORY

TH 65 is a 4-lane divided urban and rural, principal arterial highway. Pavement is in poor condition and within the project limits is deteriorating rapidly. Additionally many of the pedestrian ramps and sidewalks have poor cross-slopes, horizontal and vertical discrepancies, non-compliant landings or poor pavement. This makes it more difficult for non-motorized users to travel pedestrian facilities along TH 65. Also the 39-year old signal at Garfield Avenue and TH 65 has become increasingly costly to repair because it is beyond the average signal life of 25 years of service. The project will be delivered by a consultant. Consultant will complete preliminary and final design and environmental documentation for the district.

PROJECT RISKS

Competitive bid may be higher or lower than expected. Additional funds are needed to include raising the road. Other programmed projects maybe delayed to fully fund the project.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.1	11.4
Post Letting Construction Costs:	0.3	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1
Construction Engineering:	0.4	1
Right of Way:	0.1	0.1
Total:	5.2	14.4

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

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/08/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	2/2/2021
Construction Limits Established Date:	1/18/2020
Original Letting Date:	11/20/2020
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on scoping report finalized in 2017. Current estimate reflects costs for grade raise and other additional work added to the original project scope.

PROJECT SUMMARY



MN 251
 Bridge 24801
 State Project Number 2408-23
[Hwy 251 Resurfacing Hollandale](#)
 Hwy 251 repave with asphalt from I-35 in Freeborn County to Hwy 218 in Mower County

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway. Within the project limits Hwy 251 has a RQI that is considered good; however the pavement is showing signs of deterioration with transverse and longitudinal cracking. The pavement is projected to reach the "Fair" RQI category by 2024. The roadway pavement has moderate remaining service life of 4-11 years due to condition and age. This project is designed by a consultant.

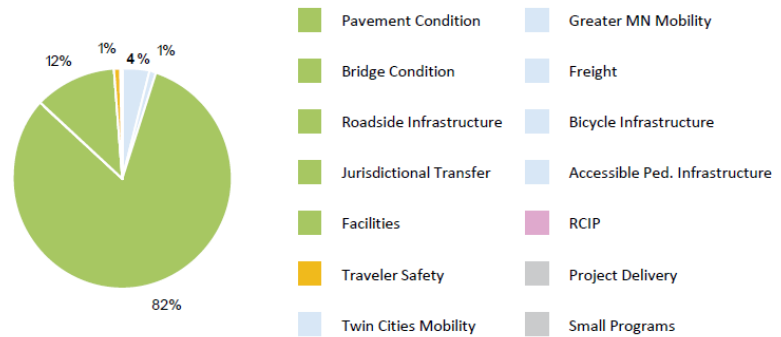
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/23/2019
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/20/2018
Original Letting Date:	
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2020

PRIMARY INVESTMENT CATEGORY



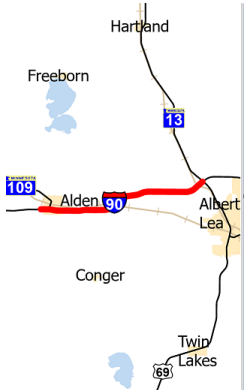
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	6.5	5.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.3
Right of Way:	0	0.1
Total:	8.4	7.1

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

COST ESTIMATE ASSUMPTIONS

Baseline is a scoping level cost estimate. Current estimate reflects let cost.

PROJECT SUMMARY


I-90

State Project Number 2481-61

[I-90 Westbound resurfacing: Alden to Albert Lea](#)

Resurface westbound I-90 from Alden to Highway 13

RECENT CHANGES & UPDATES

The project will include construction of snow fencing.

PROJECT HISTORY

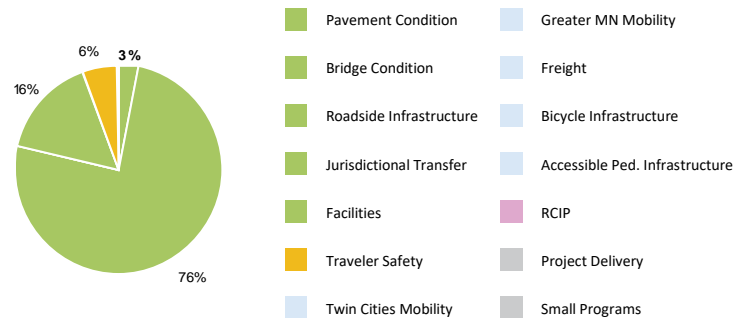
TH 90 within the limits of this project is a 4-lane divided, rural Interstate highway, with a base year (2025) Annual Average Daily Traffic of 9,320 and a design year (2045) AADT of 10,220. The pavement on westbound TH 90 is starting to show signs of deterioration. Medium to high severity transverse and longitudinal cracking, potholes and faulting have been identified on the bituminous overlay pavement which is expected to accelerate over the upcoming years. The purpose of this project is to improve and preserve the existing roadway structure, extend the pavement service life, improve the ride quality, reduce on-going maintenance costs, and improve safety. This project will include safety and other improvements.

PROJECT RISKS

Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending approval
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	16.3	16.3
Post Letting Construction Costs:	1.3	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.7
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	20.4	20.4

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

COST ESTIMATE ASSUMPTIONS

Baseline and current estimates are based off a signed scoping report.

PROJECT SUMMARY



I-90

State Project Number 2482-74

[I-90 Westbound Concrete Overlay: Freeborn County Road 46 to Hwy 13](#)

Repave I-90 westbound lanes from Hwy 13 to Freeborn CR 46 at Petran and redeck Bridge No. 9727

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

This segment of I-90 is a 4-lane divided, rural highway. The pavement is starting to show signs of deterioration. This project will improve ride quality and reduce maintenance costs. This project was upscaled to an unbonded concrete overlay and will include re-decking bridge 9727. This project was delayed and moved from a 2018 project to a 2019 project.

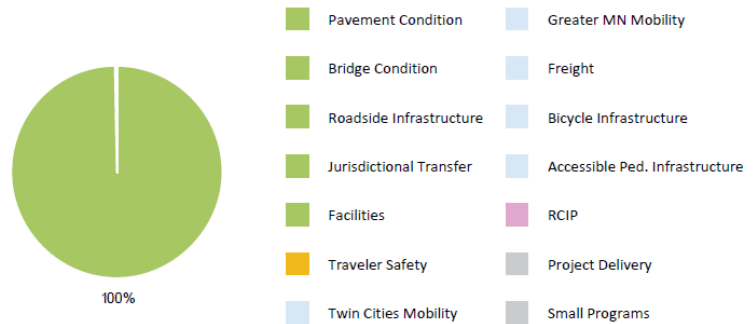
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/17/2017
Current Letting Date:	5/18/2018
Construction Season:	2019
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

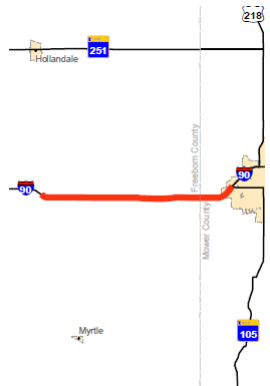
	Baseline Estimate	Current Estimate
Construction Letting:	4.9	17.2
Post Letting Construction Costs:	0.3	0.7
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.42	0.4
Construction Engineering:	0.28	0.8
Right of Way:	0	0
Total:	5.9	19.2

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects construction close out costs to date.

PROJECT SUMMARY



I-90

State Project Number 2482-77

[I-90 Resurfacing: Austin](#)

Resurface eastbound lanes I-90 from Mower CR 46 to Hwy 105 in Austin

RECENT CHANGES & UPDATES

Construction is fully completed.

PROJECT HISTORY

The purpose of the project is to improve the ride quality and extend the useful life of the pavement before a full reconstruction is needed. Also because bridge #9728 needs so much work to bring it to meet standards (including: redecking, new bridgerails, beam painting and widening (which includes: adding a beam line, pier, abutment widening) this bridge is being proposed to be replaced. Pier struts to bridges #9727 and #9728 are proposed as a safety improvement and will result in replacing affected existing guard rail under both bridges. The project was advanced from FY23 to FY20. With the expedited schedule, the bridge work was eliminated and will be completed in the future. Additionally snow fence reconstruction at Hwy 105 was eliminated from the project.

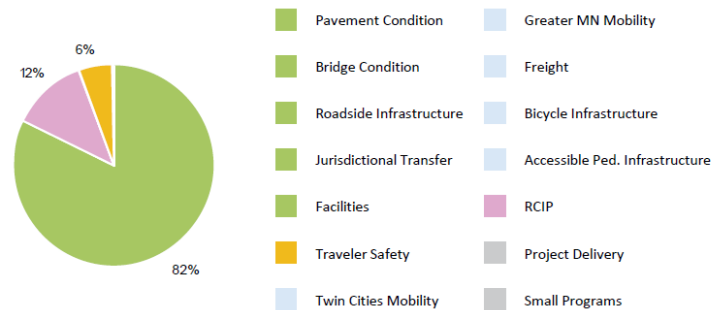
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	11/07/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/14/2019
Original Letting Date:	10/22/2021
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	17.5	13.5
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	1.6	0
Preliminary Engineering:	1.4	0.2
Construction Engineering:	1.4	0.6
Right of Way:	0	0
Total:	21.9	14.6

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2018 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

PROJECT SUMMARY



I-90

State Project Number 2482-78, 2482-79

[I-90 Rest Area Reconstruction](#)

I-90 Reconstruct And Expand Oakland Woods Rest Area Parking Lot

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

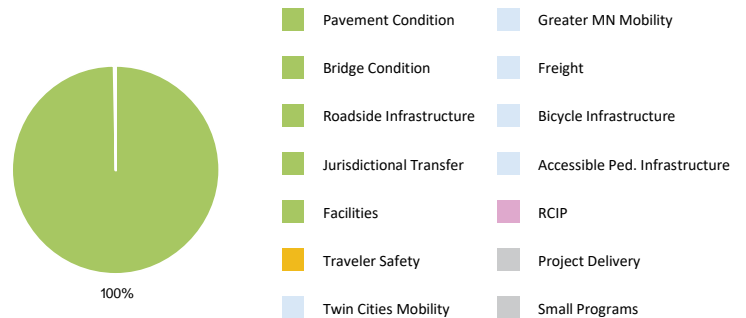
The rest area is located approximately 10 miles east of the I-90 and I-35 interchange, which is a major freight crossroads in the upper Midwest and southern Minnesota. I-90 is a rural four-lane interstate with a 2015 traffic count of 12,100 Average Annual Daily Traffic and 2016 heavy commercial vehicle traffic count of 1,850 Heavy Commercial Average Annual Daily Traffic near the rest area. The general setting of the project area is rural with scattered commercial and residential land uses, with most of the area undeveloped. The proposed project is a rest area reconstruction and expansion project at the Oakland Woods Area that includes expansion of the existing truck parking lot, reconstruction of the existing car parking lot, access ramp connections, sidewalks and the upgrade and expansion of the existing lighting system.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/27/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/27/2020
Original Letting Date:	2/22/2019
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.3	5.4

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices.

PROJECT SUMMARY



US 52

State Project Number 2506-83, 2506-84

Hwy 52 Southbound improvements: Hader

Reconstruct southbound lanes of Hwy 52 near Hwy 19 to near Hwy 60 and resurface northbound lanes from Hwy 60 to CR 7. Construct new interchange and bridge at Hwy 52 and Hwy 57 intersection at Hader.

RECENT CHANGES & UPDATES

Project was let and is under construction.

PROJECT HISTORY

An interchange was recommended at Hwy 52 and Hwy 57 in Hader during project development. The existing pavement consists of a 20-foot concrete pavement overlaid with variable depth bituminous surfacing. Significant longitudinal cracking and deterioration is evident along the project length, primarily caused by the underlying narrow concrete pavement structure originally placed in 1920s. The roadway section has been subsequently widened and overlaid with bituminous pavement. However, due to the asymmetric widening (resulting in centerline shift) and performance of the widened sections, the roadway continues to demonstrate significant cracking and deterioration in the wheel paths. Land acquisition through condemnation process is delayed, and possession of right of way needed for Hader interchange will not meet deadlines necessary to prevent delay claim from contractor. To avoid potential claim, a \$1000 right of entry agreement is offered to properties that right of way is being acquired from. Xcel Energy has a transmission line (not CAP-X) located in an easement in the proposed interchange area that requires relocation. A standard utility agreement is proposed to accelerate compensable relocation work, providing flexibility for the construction schedule. Right of way acquisition will not be complete at the time Xcel begins design work.

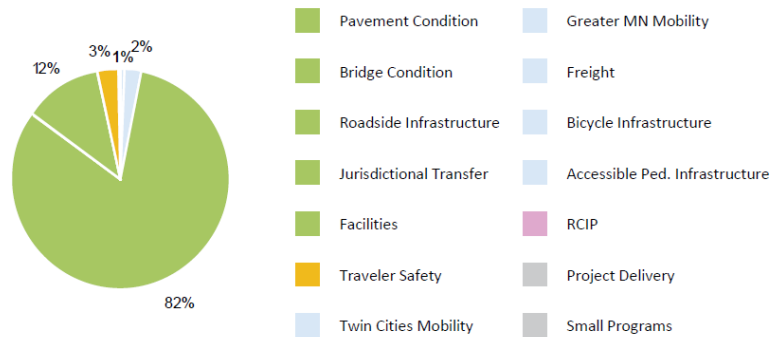
PROJECT RISKS

Right of way acquisition and availability schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/29/2021
Current Letting Date:	2/24/2021
Construction Season:	2021-2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.7	55.2
Post Letting Construction Costs:	0.4	3.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	8
Construction Engineering:	0.32	2.9
Right of Way:	0	2.9
Total:	6.9	72.2

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the awarded bid price for the design-build contract letting. There is a cooperative construction agreement with Goodhue County for their participation in the project. Baseline estimate is reflective of original pavement preservation project.

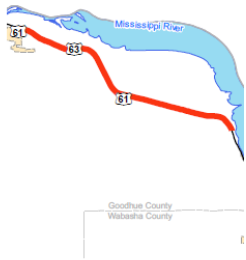
PROJECT SUMMARY

US 61

State Project Number 2513-97

[Hwy 61 Reconstruct : Lake City](#)

Resurface Hwy 61 from north of Lake City to Red Wing



RECENT CHANGES & UPDATES

Noise wall analysis was performed and concluded that a noise wall would not be cost effective. Pavement at intersection improvement areas will be replaced to reduce longitudinal cracking.

PROJECT HISTORY

Initially, this project was intended to only improve ride quality and extend the life of the pavement. for 10 miles of TH 61. During scoping, various intersection safety improvements were added including a one mile passing lane in each direction. The MnDOT pedestrian and bicycle staff requested to maintain a minimum bike lane width and add bicycle detection on the shoulders which act as part of the Mississippi River Trail to the project.

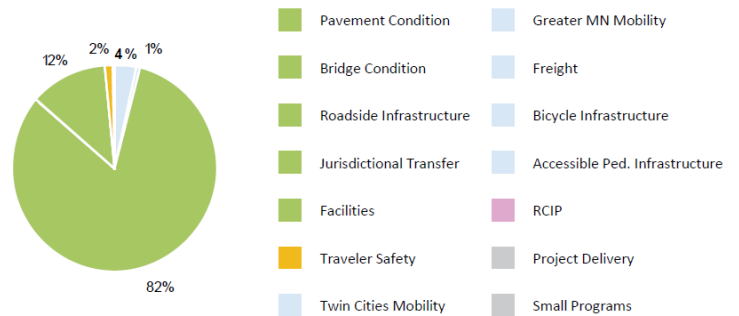
PROJECT RISKS

Additional work has been added to the original project scope for passing lanes and intersection improvements which could affect project delivery schedule.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/13/2021
Construction Limits Established Date:	8/5/2021
Original Letting Date:	11/19/2021
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.6	7.2
Post Letting Construction Costs:	0	0.7
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.7	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	7.2	9.4

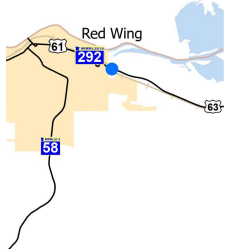
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2019 scoping report. Current estimate reflects additional work added to the project scope.

PROJECT SUMMARY

US 61
 Bridge 6776
 State Project Number 2513-98
 Replace Hwy 61 bridge over railroad east of Red Wing



RECENT CHANGES & UPDATES

Consultant contract is being initiated to complete design. New bridge will be reconstructed to the north, requiring a realignment of Hwy 61. This will allow traffic to be maintained during construction.

PROJECT HISTORY

The purpose of the project is to provide a structurally sound crossing on TH 61 over the CP Rail tracks with a structure that meets all current design standards for bridges, roadway geometrics, and railroad overpasses. Bridge 6776 on TH 61, built in 1955, is located over the Canadian Pacific Railroad on the south side of Red Wing, MN and is in need of replacement. The deck is beginning to deteriorate on both the top and bottoms sides. The substructure is also deteriorating and has section loss in the steel beams. The clearance over the railroad has an NBI rating of 4. The geometry of the deck also has an NBI rating of 4. It has a sufficiency rating of 81.5 and the current ARP Rail Rating does not meet standards. The current width of the bridge is 40 ft. The bridge also should be considered for realignment as it is located on curve. The AADT was 7300 as of 2015 with a HCAADT of 630.

PROJECT RISKS

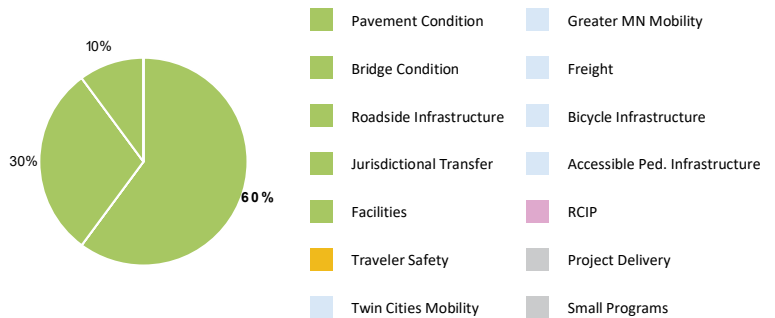
Competitive bids may be higher or lower than expected. Coordination with the CP Railroad will be needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Pending approval
Construction Limits Established Date:	Pending approval
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2024
Construction Season:	2024
Estimated Substantial Completion:	10/15/2024

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

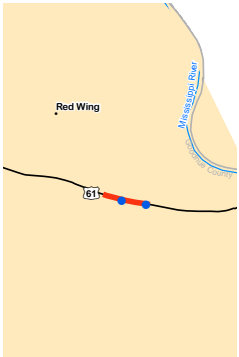
	Baseline Estimate	Current Estimate
Construction Letting:	7.2	7.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0.1
Total:	9.2	9.2

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate reflects the scoping estimate from 2019.

PROJECT SUMMARY



US 61

Bridge 6483; 6482

State Project Number 2514-121

Replace bridge on Hwy 61 in Red Wing over Withers Harbor Dr. Fill in abandoned railroad tunnel under Hwy 61.

RECENT CHANGES & UPDATES

Geometric layout and construction limits have been approved. Preliminary bridge plans are nearing completion -Public open house will be held in November 2021

PROJECT HISTORY

The project calls for the replacement of bridge 6483 because of its age and condition, along with reconstruction of the approaches to the bridge. It also removes bridge 6482 in Red Wing.

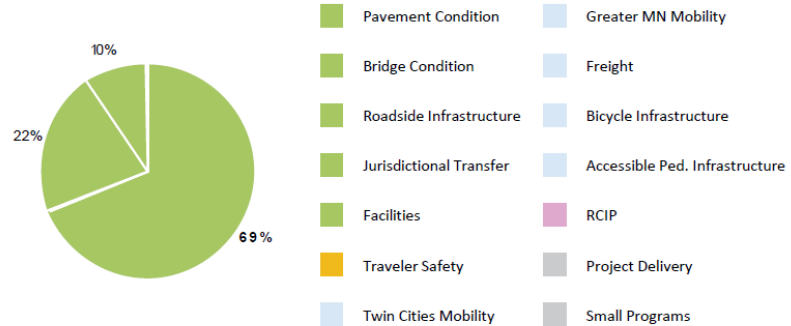
PROJECT RISKS

Competitive bids may be higher or lower than expected. Municipal consent will be needed.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	12/15/2020
Construction Limits Established Date:	7/12/2021
Original Letting Date:	
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

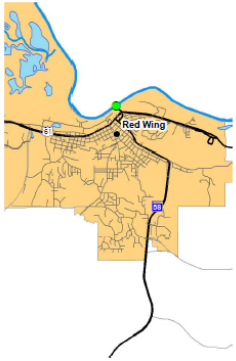
	Baseline Estimate	
Construction Letting:	8.3	11.8
Post Letting Construction Costs:	0	0.7
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.8	2
Construction Engineering:	0.6	0.9
Right of Way:	0	0
Total:	10.1	15.4

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate from 2013 scoping report with FY18 letting. Current estimate based upon today's dollars with FY23 letting.

PROJECT SUMMARY



US 63
 Bridge 9040; 9103
 State Project Number 2515-21
[Hwy 63 Bridge replacement: Redwing](#)
 Hwy 63 Red Wing Bridge replacement (carry-over)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was let on March 8, 2017. Bids were competitive and significantly lower than the engineer's estimate. Construction began in spring 2017.

PROJECT HISTORY

Bridge 9040 is fracture critical and was put on the Chapter 152 Bridge list in 2008. Bridge 9103 is on the National Register. The original primary needs were to provide structurally sound crossings of the Mississippi River and Hwy 61, but after a traffic analysis, it determined that mobility in Red Wing should also be addressed. The recommended approach in Red Wing is the buttonhook design creating a new signalized intersection with Hwy 61 and Hwy 63. A jughandle design will be constructed on the Wisconsin approach. A steel box girder structure over the Mississippi River was selected as the recommended bridge type. A two-lane structure will only be constructed to meet immediate needs of capacity while preserving the right of way for a future four-lane when it is warranted. The letting date was moved from Feb. 24, 2017 to March 8, 2017 to allow for a six-week advertise period due to the size of the project. High water and river flooding has impacted the project construction schedule.

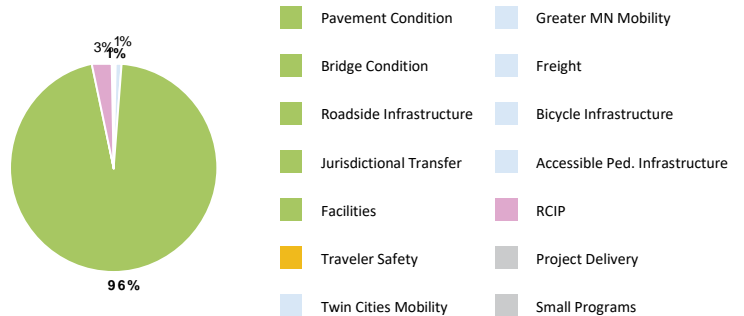
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/21/2016
Municipal Consent Approval Date:	11/23/2015
Geometric Layout Approval Date:	10/1/2015
Construction Limits Established Date:	4/7/2015
Original Letting Date:	
Current Letting Date:	3/8/2017
Construction Season:	2017
Estimated Substantial Completion:	August 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	80	63.9
Post Letting Construction Costs:	8	0.6
Other Construction Elements:	0	1.3
Preliminary Engineering:	6	11
Construction Engineering:	4	9.5
Right of Way:	2	2.2
Total:	100	88.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was the assumed project costs for all agencies (Minnesota and Wisconsin), but the current estimate is the letting cost and includes the Minnesota portion only.

PROJECT SUMMARY



MN 16

Bridge 50X04, 50X05, 50X06

State Project Number 5003-17

[Hwy 53 Resurfacing Dexter to Spring Valley](#)

Repave Hwy 16 and improve pedestrian accessibility from I-90 to Tracy Road In Spring Valley and replace Bridges 6045, 6046 and 6047

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed fall 2019.

PROJECT HISTORY

In 2017 this project had three box culvert bridges added to the scope. The scope baseline estimate was also updated to reflect lower bituminous unit prices than assumed when originally scoped. Therefore there was only a moderate increase in the current estimate from the baseline estimate. This segment of Hwy 16 is a rural 2-lane roadway. The pavement is beginning to deteriorate, which is expected to accelerate over the upcoming years. The project is needed to extend service life and improve ride quality. It includes safety and other improvements.

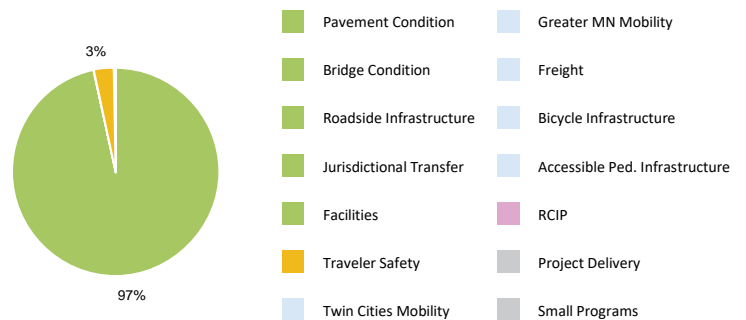
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	7/3/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	12/15/2017
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



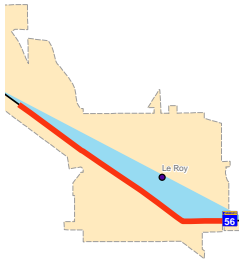
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7	5.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.4
Right of Way:	0	0
Total:	8.5	7

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2015 scoping report with a FY19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY


MN 56

State Project Number 5005-68

Reconstruct Hwy 56 from the eastern part of the city to north of 770th Ave.

RECENT CHANGES & UPDATES

Final geometric layout is to be approved Fall 2020. Project will require detours to complete construction.

PROJECT HISTORY

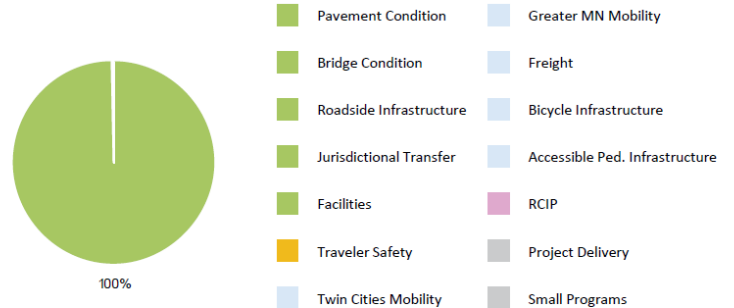
The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards.

PROJECT RISKS

Competitive bids may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	8/2/2021
Geometric Layout Approval Date:	1/19/2021
Construction Limits Established Date:	8/24/2021
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022 2023
Construction Season:	November 2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

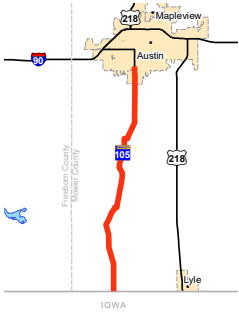
	<i>Baseline Estimate</i>	
Construction Letting:	4.9	13.1
Post Letting Construction Costs:	0	1
Other Construction Elements:	2.1	0
Preliminary Engineering:	0.7	1.5
Construction Engineering:	0.5	1
Right of Way:	0.05	0
Total:	8.25	16.6

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on an approved scoping report. Current estimate reflects estimate from approved scoping report.

PROJECT SUMMARY



MN 105
 State Project Number 5007-34
 Resurface Hwy 105 from the Iowa state line to Turtle Creek in Austin

RECENT CHANGES & UPDATES

Project was delayed to FY22 due to negotiations for turnback of Hwy 105.

PROJECT HISTORY

The purpose of this project is to extend pavement service life and provide a safer roadway. TH 105 is a 2-lane undivided, rural highway between Austin and the Minnesota-Iowa border. The roadway supports a higher than average daily traffic count that is expected on the rural portion. The urban segment has a higher than expected crash rate. The ride quality was fair but the rating has deteriorated quickly and is now rated at poor. Project was delayed to FY22 due to negotiations for turnback of Hwy 105.

PROJECT RISKS

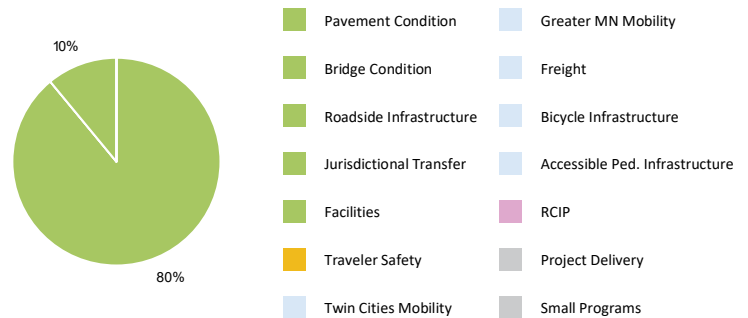
Hwy 105 is currently being considered as a turnback with Mower County. Negotiations are currently ongoing.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/15/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/20/2018
Original Letting Date:	12/20/2019
Current Letting Date:	12/18/2021
Construction Season:	2022
Estimated Substantial Completion:	10/2022

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.5	3.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.3
Right of Way:	0.1	0
Total:	5.8	5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based off of a June 2018 estimate from a final scoping document. The current estimate reflects an adjustment for an error in the scoping estimate and adjustment for revised inflation factors.

PROJECT SUMMARY



I-90
 Bridge 9504
 State Project Number 5080-166
[I-90 Bridge replacement: Austin](#)
 Replace 28th St bridge over I-90 in Austin

RECENT CHANGES & UPDATES

Project was let in March 2021 and is currently under construction. Project will be completed in 2021.

PROJECT HISTORY

Bridge 9008 over Mill Creek was constructed in 1956. The bridge is rated fair to poor with a substandard bridge railing. There are many signs of physical deterioration of the bridge structure outlined in the bridge inspection report where replacement of the bridge is recommended. Bridge 9009 over the North Branch of the Root River was constructed in 1956. It is in need of repair. The existing bridge has a rating of fair to poor, approach panels having noticeable settlement, substructure spalling and cracking and the bearings not functioning appropriately. The project is needed to address these deficiencies.

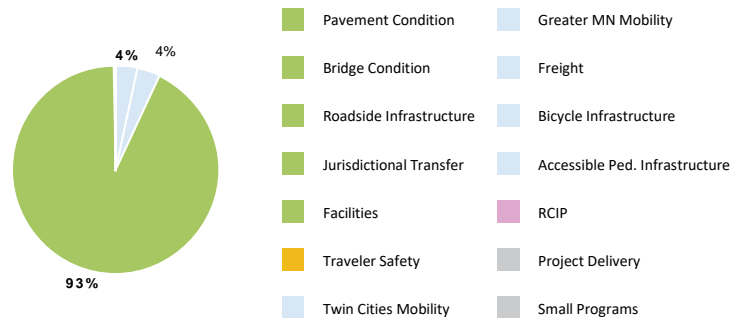
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	11/2/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/24/2020
Construction Limits Established Date:	12/7/2020
Original Letting Date:	1/29/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.9	3.9
Post Letting Construction Costs:	0	0
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.5	1.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	5.8	5.8

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

COST ESTIMATE ASSUMPTIONS

Baseline and current estimates are based off a signed scoping report.

PROJECT SUMMARY



I-90
 Bridge 6868; 6869; 9178; 9179; 9180; 9183; 9201
 State Project number 5080-170, 5009-34

[Austin I-90 Bridges Project](#)

Replace 5 bridges along I-90 (over Cedar River and at Mower County Road 45, Hwy 105 and Hwy 218) and repair I-90 bridges over 6th St in Austin

RECENT CHANGES & UPDATES

The US 218 N bridge replacement (SP 5009-34) is now included in this project. It has been determined that the project does not require a noise analysis.

PROJECT HISTORY

The need for this project was studied with a pre-scoping corridor study for the I-90 bridges in Austin. The existing bridges were built from 1958 to 1959. Bridge 9180 is functionally obsolete with poor deck condition and geometry and Bridge 9201 is structurally deficient. Both have insufficient vertical clearance over the Interstate. Bridges 6868 and 6869 both have significant scour conditions at the pier. Bridge 9183 has vertical clearance, deck geometry and structural condition issues. Operational and safety issues at ramp intersections were also identified for offset ramps at WB I-90 and 4th Street (Bridge 9180), at 21st Street (Bridge 9201), and WB I-90 4th Street. This project will address the bridge condition issues for the seven bridges identified. Of the seven bridges, five structures were recommended for replacement: 9180, 9183, 9201, 6868, and 6869. Bridges 9178 and 9179 are recommended for rehabilitation to extend the useful life of those structures. A pre-scoping corridor study for the I-90 bridges in Austin once included work on Bridges 9504, 50803, and 50804 which will be constructed in FY21.

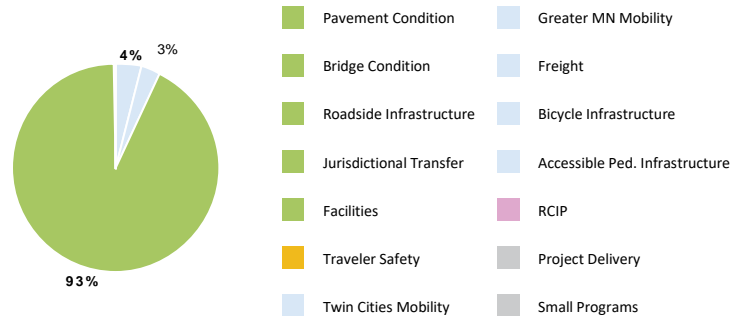
PROJECT RISKS

Preferred interchange types may increase project costs from interchange types reviewed during scoping. Previous staging assumptions are undergoing further review based on changes to preferred interchange types.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

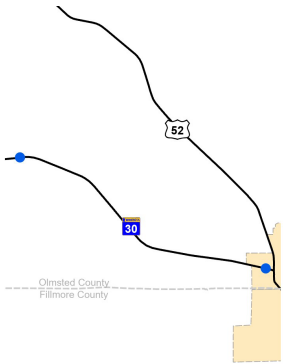
	Baseline Estimate	Current Estimate
Construction Letting:	30.4	36.6
Post Letting Construction Costs:	0	2.5
Other Construction Elements:	2.4	0
Preliminary Engineering:	2.2	8.8
Construction Engineering:	2.2	2.8
Right of Way:	0.1	0.1
Total:	37.3	50.8

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate does not include replacement of bridges 50803/50804, which were previously planned to be delivered under a separate SP. Those costs and funding are currently being folded into SP 5080-170. Cost estimate was developed based on conceptual bridge and interchange configuration layout. Cost estimate was based on traditional design-bid-build delivery and does not quantify potential city cost share for construction. It is likely the city will be required to cost share in aesthetic details for the corridor. Aesthetics will be developed based on the approved Visual Quality Manual, which was previously developed by MnDOT in conjunction with the city and other stakeholders. The preferred alternative for the 4th St. interchange has not been selected. Costs included in the scoping estimate assume a tight-diamond interchange at this location.

PROJECT SUMMARY



MN 30

Bridge 9008, 9009

State Project Number 5505-27

Replace Hwy 30 bridge over Mill Creek in Chatfield and bridge over North Branch Root River west of Chatfield

RECENT CHANGES & UPDATES

The project will include reconstruction of Hwy 30 from Hwy 52 to Mill Creek Road. This will be an urban section and include sidewalk.

PROJECT HISTORY

Bridge 9008 over Mill Creek was constructed in 1956. The bridge is rated fair to poor with a substandard bridge railing. There are many signs of physical deterioration of the bridge structure outlined in the bridge inspection report where replacement of the bridge is recommended. Bridge 9009 over the North Branch of the Root River was constructed in 1956. It is in need of repair. The existing bridge has a rating of fair to poor, approach panels having noticeable settlement, substructure spalling and cracking and the bearings not functioning appropriately. The project is needed to address these deficiencies. The project will include reconstruction of Hwy 30 from Hwy 52 to Mill Creek Road. This will be an urban section and include sidewalk.

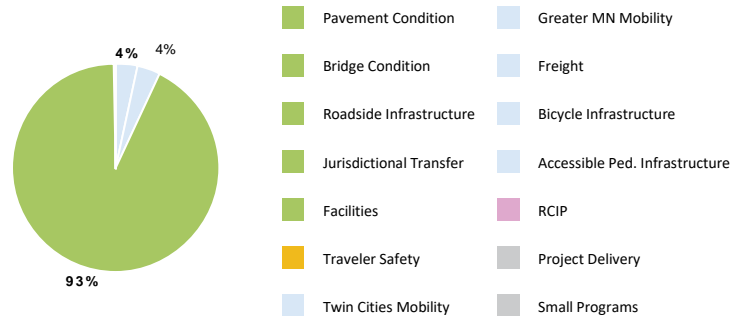
PROJECT RISKS

Coordination with the city for inclusion of additional features on the bridge is a risk.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/28/2022
Current Letting Date:	11/18/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

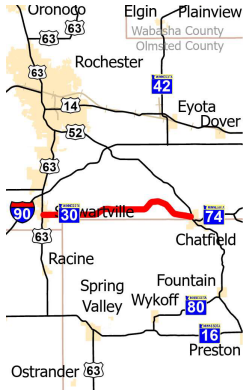
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	6.6
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0.14	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.3	0.6
Right of Way:		0
Total:	4.34	8.4

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate from 2016 scoping report with FY20 letting that involved replacement of Br. 9008 and re-decking Br. 9009. Current estimate reflects upslope to replacement of both bridges and a FY21 letting

PROJECT SUMMARY



MN 30

State Project Number 5505-30

Resurface Hwy 30 from Hwy 63 to Hwy 52 and replace traffic signal

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

The purpose of this project is to restore the RQI, extend pavement service life and provide a safer traveled way. Additionally, sidewalks and pedestrian ramps within the City of Stewartville do not meet current ADA standards. TH 30 is a 2-lane undivided, rural highway between the city of Stewartville and Chatfield. The majority of the roadway from the junction of US 63 to US 52 RQIs on this roadway are projected to be 1.2 to 1.4 in 2024, which is considered to be poor condition. A resurfacing will protect the remaining pavement and improve the ride quality. Additionally, traffic signal at US63 and Hwy 30 has reached the end of its useful life will be replaced. The city of Stewartville has requested extending a bike path along Hwy 30 within the project limits.

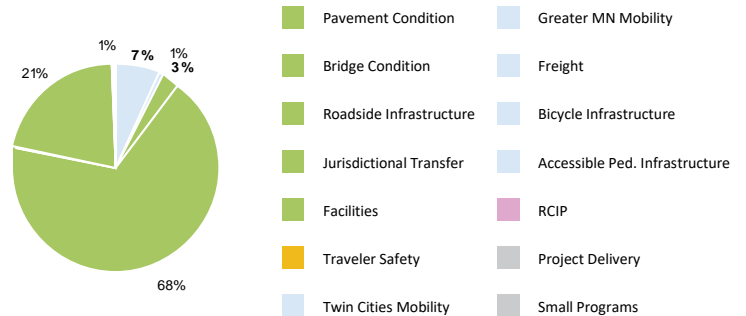
PROJECT RISKS

Competitive bid may be higher or lower than expected. Municipal consent may be needed if bike path is added as part of the project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.7	7.7
Post Letting Construction Costs:	0.1	0.6
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0.1	0.1
Total:	9.8	9.8

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

COST ESTIMATE ASSUMPTIONS

Baseline and current estimates are based off a signed scoping report.

PROJECT SUMMARY



US 52
 Bridge 55X23, 55X24, 55X25, 6124, 8182, 8183
 State Project Number 5507-64

[Hwy 52 Roadway improvements: Marion to Chatfield](#)

Repave Hwy 52 and make pedestrian improvements from Fillmore CR 5 in Chatfield to I-90 and replace Bridge Nos. 6124, 8182 and 8183

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed fall 2019.

PROJECT HISTORY

This project will preserve the existing roadway structure, extend pavement life and improve ride quality. The project changed from a regrade to a mill and overlay based on district priorities and funding issues. The project includes bridge replacements originally part of SP 5507-65. This project is also associated with SP 2311-31.

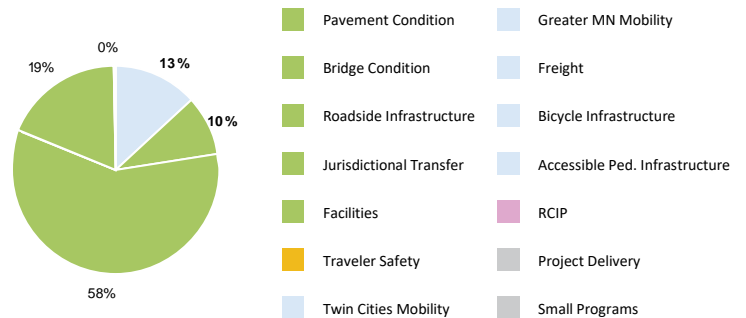
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/29/2017
Construction Limits Established Date:	6/7/2015
Original Letting Date:	10/26/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

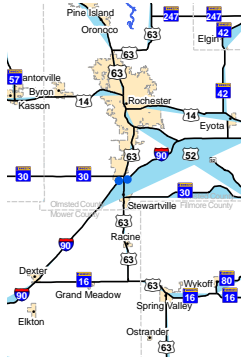
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	8.8
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.8
Right of Way:	0	0.2
Total:	5.8	11.3

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

COST ESTIMATE ASSUMPTIONS

Current estimate was updated to reflect current inflation factors. The additional items added to the project, plus right of way costs, increased the current estimate. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



US 63

Bridge 9889, 9890

State Project Number 5509-84

[Hwy 63 and I-90 Interchange improvements: North of Stewartville](#)

Replace the northbound and southbound Hwy 63 bridges over I-90. Construct and expand interchange ramps and install cable median barrier

RECENT CHANGES & UPDATES

Project is complete and open to traffic.

PROJECT HISTORY

The project had originally entered the scope as a bridge replacement project. Due to safety and operational concerns a pre-scoping study was initiated to study the interchange. Due to change in funding the project was moved from original letting into the CHIP in FY25. Due to costs savings and changing program needs, funding was available and the project advanced back into the STIP.

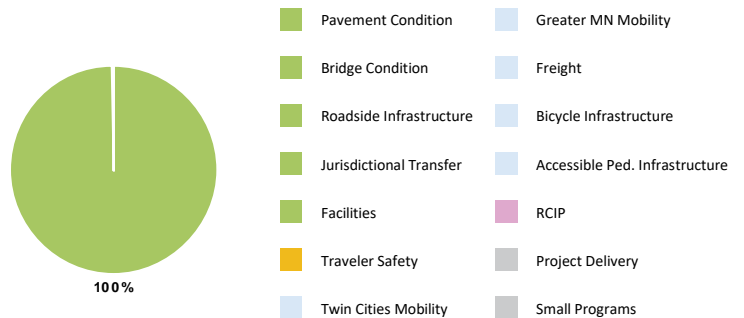
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	3/26/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	10/29/2018
Construction Limits Established Date:	1/2/2019
Original Letting Date:	1/31/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

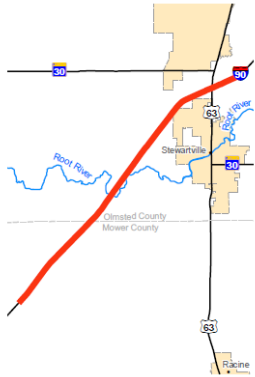
	Baseline Estimate	Current Estimate
Construction Letting:	14.9	15.4
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0.4
Preliminary Engineering:	1.56	1.7
Construction Engineering:	1.04	1.1
Right of Way:		2.4
Total:	18.6	21.5

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

COST ESTIMATE ASSUMPTIONS

The current estimate is based on the pre-letting engineer's estimate. Costs reflect current construction cost data and a reduced contingency factor. The baseline estimate is a pre-scoping level cost estimate only and was based on high-level assumptions for quantities based on the proposed work and high contingency factor for project risks.

PROJECT SUMMARY



I-90
 Bridges 9858, 9857, 9856, & 9706
 State Project Number 5580-94
 Resurface I-90 from east of Mower CR 1 to east of Hwy 63 and perform bridge work on 4 bridges

RECENT CHANGES & UPDATES

Additional scope has been identified and documented in project change requests 2 & 3. Work has been incorporated in the High Forest Rest Area with an overlay in the car parking area and ADA upgrades throughout the site. Shadow treatments (reconstructs) have been incorporated into scope to accommodate vertical clearance constraints at bridges 9706 and 9856. Current paving condition would not allow a mill and overlay option to meet current requirements.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. This segment of roadway received a bituminous mill and overlay in 2009. It is estimated that the RQI will deteriorate by 2023. There is also a bridge (9858) along the corridor that is being recommended for an overlay to maintain and extend the service life of the structure. Some safety improvements were identified as well including pier crash struts and updating guardrail to meet current standards. Bridge 9859 was to have pier struts constructed as part of the project, but this was removed because Bridge No. 9859 is being replaced under SP5580-97

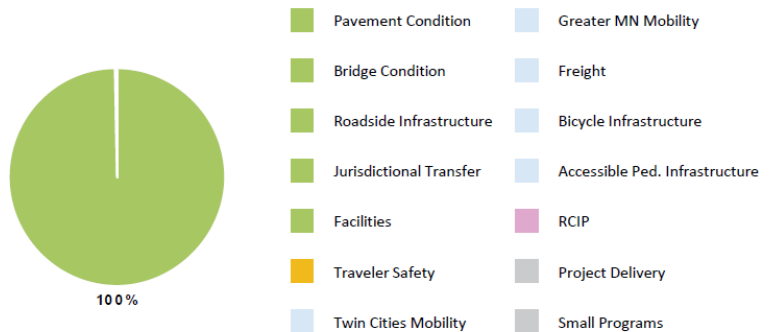
PROJECT RISKS

If Bridge Office does not allow the overlay to be staged half-at-a-time, crossovers could be required for traffic control staging.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	9/1/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/25/2021
Original Letting Date:	
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



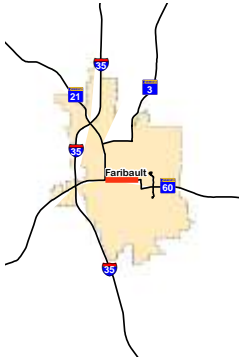
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.5	6.2
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.6	0.4
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	6.9	7.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report signed in 2019. The current estimate reflects additional scope documented in PCRs 1-3, including bridge work at Bridge 9857 (EB I-90), rest area work, and reconstructs underneath bridges 9706 and 9856.

PROJECT SUMMARY


MN 60

State Project Number 6607-50, 6607-49

[Hwy 60 Downtown Faribault Reconstruction](#)

Reconstruct and improve pedestrian accessibility Hwy 60 In Faribault from Hwy 21 to Central Ave

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project construction is complete.

PROJECT HISTORY

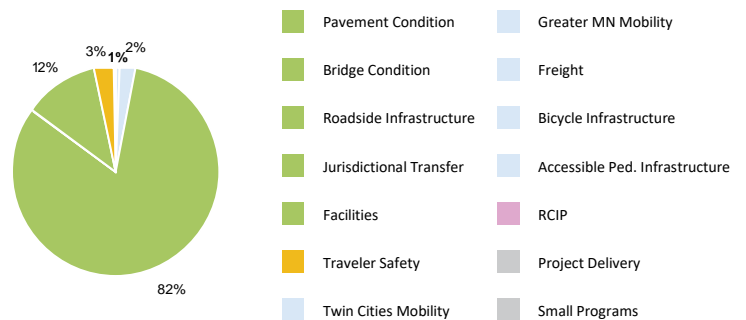
The city and MnDOT agreed to terms for the project in the letter of intent to upscope project to reconstruction with the city serving as the lead agency.

PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	12/06/2016
Municipal Consent Approval Date:	10/24/2017
Geometric Layout Approval Date:	8/29/2017
Construction Limits Established Date:	8/29/2017
Original Letting Date:	12/15/2018
Current Letting Date:	12/15/2018
Construction Season:	2017-2019
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

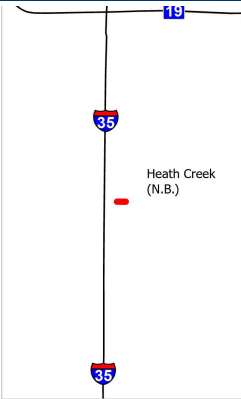
	Baseline Estimate	Current Estimate
Construction Letting:	3.9	9.5
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	0.2
Construction Engineering:	0.32	0.2
Right of Way:	0.1	0
Total:	5.2	10.5

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

COST ESTIMATE ASSUMPTIONS

The MnDOT share is capped at \$6.37 million for this locally led/let project. The city is responsible for costs above this amount. Current estimate reflects construction close out costs to date for MnDOT share of project.

PROJECT SUMMARY



I-35

State Project Number 6680-116, 7480-131

[I-35 Heath Creek Rest Area Reconstruction](#)

I-35 northbound reconstruct Heath Creek Rest Area parking lot

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

This project is the reconstruction of the Heath Creek Rest Area off I-35 northbound which includes the reconstruction of existing parking lots, portions of the access ramp connections and the sidewalks, and upgrading the parking area lighting system. The proposed project is a major freight route highway in the upper Midwest and eastern Minnesota. I-35 is a rural four-lane interstate with a 2016 traffic count of 39,500 Average Annual Daily Traffic and 2016 heavy commercial vehicle traffic count of 6,500 Heavy Commercial Average Annual Daily Traffic near the rest area. The general setting on the project area is rural with scattered commercial and residential land uses, with most of the area undeveloped. The Heath Creek rest area is a modern rest area with a small building, an outdoor play and pet exercise area, picnic shelters and tables and separate parking areas for cars and trucks. There are currently approximately 58 car parking stalls and 20 truck parking stalls. A paved sidewalk is located along both sides of the vehicle parking area and the north side of the truck parking lot that connects to the rest area building.

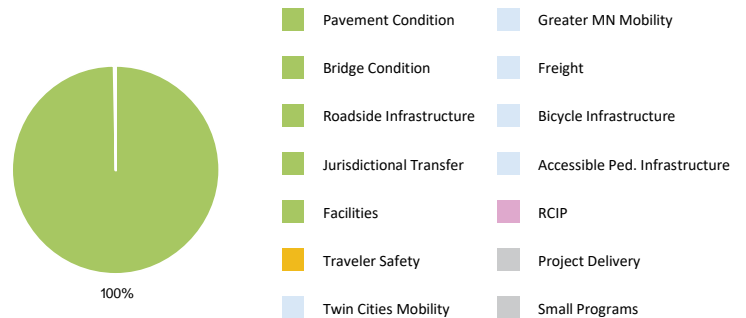
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Approved
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Approved
Construction Limits Established Date:	Approved
Original Letting Date:	2/22/2019
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



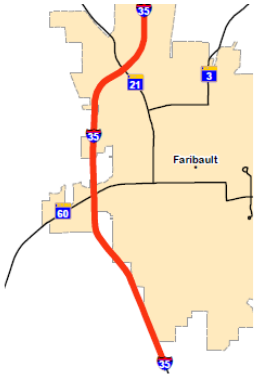
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.6	4.6
Post Letting Construction Costs:	0.4	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.4	0
Right of Way:	0	0
Total:	5.7	5

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices. Current estimate reflects construction close out costs.

PROJECT SUMMARY


I-35
 Bridges 66811, 66808
 State Project Number 6680-117, 6680-118
 Resurface all I-35 lanes from Rice CR 48 to Hwy 21

RECENT CHANGES & UPDATES

Construction limits and right-of-way impacts are being finalized and environmental document is being drafted. Northbound I-35 acceleration lane at the interchange with Hwy 21 will be extended to provide more acceleration length for semi trucks.

PROJECT HISTORY

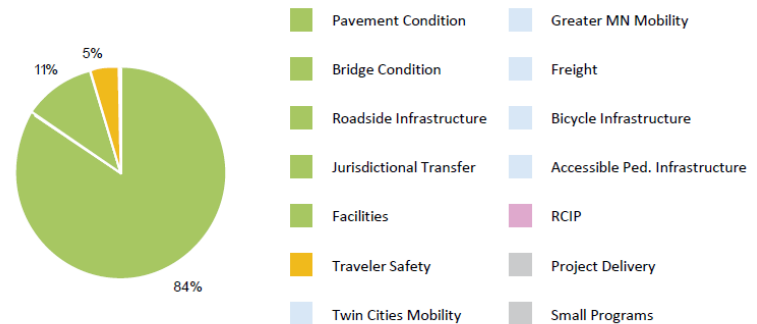
Initially this project was to improve ride quality and extend the service life of the pavement by applying an unbonded overlay on I-35 northbound and southbound including the ramps in the Faribault area. Ramps within the project will be reconstructed with shifting traffic to a single lane. Detours will be used when specific ramps are closed. Bridge #66811 will be improved to correct a deficiency in the exit lane from southbound I-35 to Hwy 60. Bridge 66808 will be upgraded per MnDOT Bridge office recommendations. The project construction is expected to two years.

PROJECT RISKS

Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/2/2021
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	12.9	17.5
Post Letting Construction Costs:	0.6	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	2
Construction Engineering:	1	1.4
Right of Way:	0	0
Total:	16	22.6

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

COST ESTIMATE ASSUMPTIONS

The baseline is based on a high level planning estimate from when the project entered the CHIP. The current estimate reflects additional work added to the original scope and updated inflation factors.

PROJECT SUMMARY



US 218
 State Project Number 7408-50
 Resurface Hwy 218 from Hwy 30 to Hwy 14

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

The purpose of this project is to restore the RQI, extend pavement service life and provide a safer roadway. TH 218 within the project limits is a 2-lane undivided, rural highway with an AADT between 5600 - 4600 (2015 counts) and a HCADT range of 335 – 380 (2013 counts). TH 218 became a NHS route in 2016. TH 218 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH218 has a ride quality index (RQI) of 3.3 which is considered good but the roadway pavement does have a moderate remaining service life of 8 years due to condition and age. Multiple intersection have been identified in the District Safety Plan for needing improvement as well.

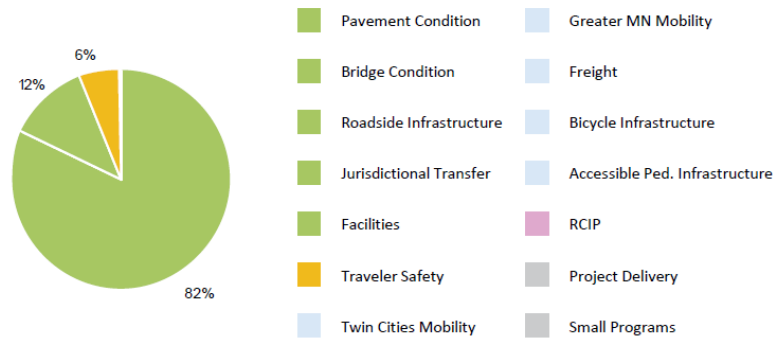
PROJECT RISKS

Competitive bid may be higher or lower than expected. Agreement with the railroad is needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

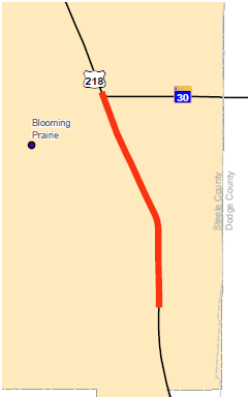
	Baseline Estimate	
Construction Letting:	6.9	6.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.8	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0
Total:	8.9	7.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimates is based on a scoping report finalized in 2020. The current estimate is the preliminary construction estimate based off of estimated quantities and average bid prices.

PROJECT SUMMARY



US 218
 State Project Number 7408-54
 Hwy 218 Reconstruct: Blooming Prairie
 Reconstruct Hwy 218 in Blooming Prairie from 3rd St NE to north junction of Hwy 30

RECENT CHANGES & UPDATES

The project limits are being reviewed to include additional geometric and traffic safety improvements.

PROJECT HISTORY

This segment of TH 218 is an urban 4-lane highway with undivided sections.

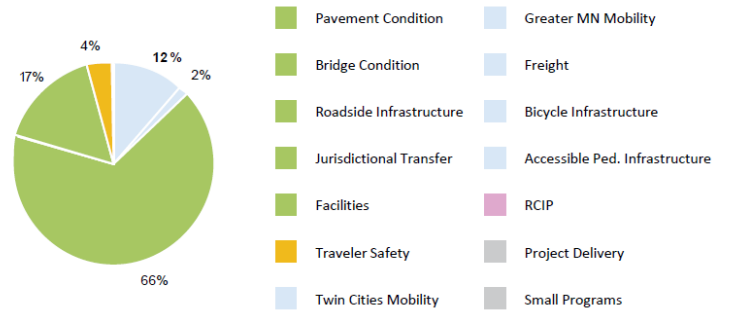
PROJECT RISKS

There is a high risk of contaminated materials needing mitigation as part of the construction. Also there has been additional geometric and traffic safety needs identified which may cause the project limits to be extended.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	6	10
Post Letting Construction Costs:	1.8	1.1
Other Construction Elements:	1.3	0
Preliminary Engineering:	0.9	2.2
Construction Engineering:	0.7	0.8
Right of Way:	0.2	0
Total:	10.9	14.1

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based off a signed scoping report. The current estimate is the preliminary construction estimate based off of estimated quantities and average bid prices. Service life has been exceeded within the Blooming Prairie city limits. The pavement is showing signs of deterioration, which is expected to accelerate over the upcoming years. There is an existing concrete pavement that was placed in 1954. The exposed concrete has excessive failed joints and cracking. The purpose of the project is to reconstruct the roadway providing for a safer travel way and to include bicycle and pedestrian needs within the corridor.

PROJECT SUMMARY



MN 42

State Project Number 7901-52, 7901-44

[Hwy 42 Resurfacing: Plainview](#)

Hwy 42 repave with asphalt from Hwy 247 in Plainview to Hwy 61 near Kellogg

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

Project was originally a FY2021 project. Within the project limits, TH 42 is a 2-lane undivided, rural highway. TH 42 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH 42 is considered fair but the roadway pavement does have a poor remaining service life of 0-3 years due to condition and age. The original project, as scoped, included dollars to improve the intersection of TH42/TH269/CR4/CR27, but was removed. Wabasha County will be constructing these improvements as part of a LPP project. Soil correction is being done with the project that is not part of the original scope. The project limits were adjusted due to construction of a reduced conflict intersection at Hwy 42 and Hwy 61. The RCI construction is part of 7904-44.

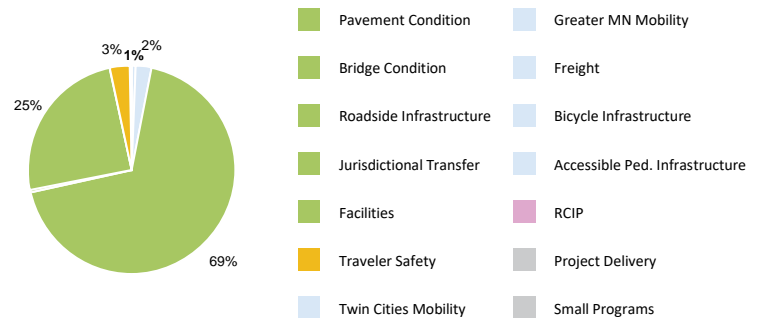
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	6/11/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	4/25/2018
Original Letting Date:	10/25/2019
Current Letting Date:	10/25/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

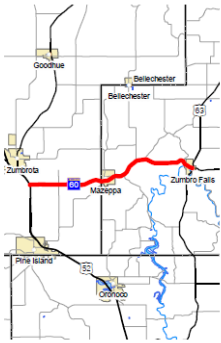
	Baseline Estimate	Current Estimate
Construction Letting:	5.7	4.3
Post Letting Construction Costs:	0.7	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.3
Construction Engineering:	0.44	0.4
Right of Way:	0.3	0
Total:	7.8	5.3

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

PROJECT SUMMARY



MN 60
 Bridges 8676, 8890, 8841
 State Project Number 7902-25
[Hwy 60 Improvements Zumbro Falls](#)
 Resurface Hwy 60 from Hwy 52 to Hwy 63 and make ADA improvements

RECENT CHANGES & UPDATES

Project was let on October 22nd, 2021.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement in the project limits is showing signs of deterioration. The ride quality is expected to be poor in 2022. TH 60 within Zumbro Falls has non-compliant ADA facilities and sanitary sewers from the 1920s that need replacement. Additionally the storm sewer is not designed to meet current standards. ADA facilities within Mazepa do not meet current ADA standards. Bridge 8841 and 8890 are concrete box culverts built in 1954. Both culverts are exhibiting deterioration and are considered poor requiring increase maintenance time and cost to maintain. Bridge 8676 is also exhibiting the same issues built in 1948 and is included in the bridge replacement work.

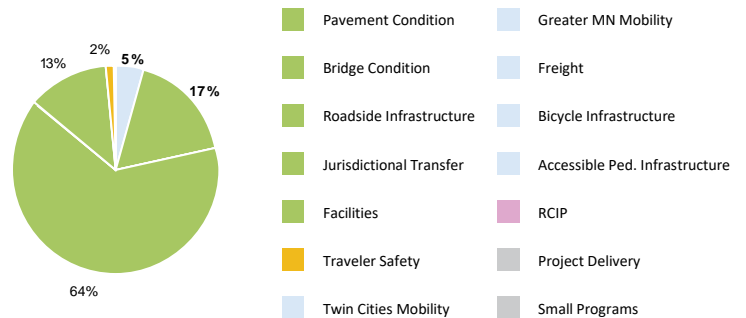
PROJECT RISKS

Competitive bid may be higher or lower than expected

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	11/18/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	2/7/2020
Construction Limits Established Date:	3/24/2020
Original Letting Date:	11/17/2017
Current Letting Date:	10/22/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.6	10.8
Post Letting Construction Costs:	0.7	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	1.8
Construction Engineering:	0.72	1
Right of Way:	0.2	0.1
Total:	12.3	14.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report finalized in June 2018. Competitive bid may be higher or lower than expected

PROJECT SUMMARY



MN 60

State Project Number 7903-54

[Hwy 60 Resurfacing : Zumbro Falls to Wabasha](#)

Repave Hwy 60 from Hwy 63 Zumbro Falls to Hwy 61 near Wabasha

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed fall 2019.

PROJECT HISTORY

In 2017 this project will extend pavement service life and provide a safer roadway. The project was advanced to Feb. 22, 2019 letting. Within the project limits, Hwy 60 is a 2-lane undivided, rural highway. The pavement along Hwy 60 is showing signs of deterioration. A majority of Hwy 60 has a ride quality index of fair but the roadway segment of this project has a remaining service life of 0-3 years due to condition and age. There are also sections of roadway that have safety concerns, especially within the areas of CSAH 2 and CSAH 4. These sections need safety improvements as indicated in the highway safety plan. The plan also noted 13 curves as high risk. The project letting was moved to March 2019. Hydraulics recommendations were updated and removed the need for right of way acquisition.

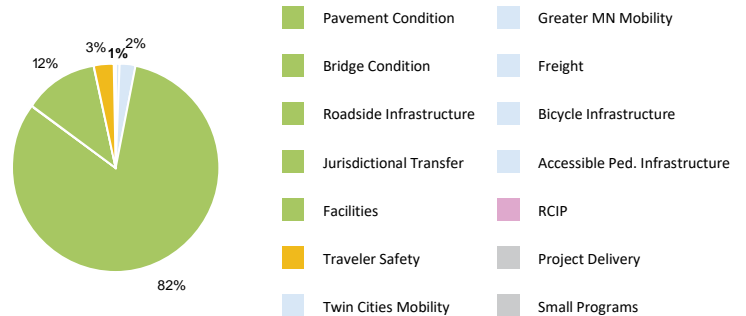
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/14/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	1/14/2019
Original Letting Date:	10/26/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.9	8
Post Letting Construction Costs:	0.9	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.3
Construction Engineering:	0.8	0.4
Right of Way:	0.1	0.3
Total:	13.9	9

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report with a FY20 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



US 61

State Project Number 7906-96

[Hwy 61 Resurfacing: Kellogg to Lake City](#)

Hwy 61: Repaving shoulder paving, RCI's, turn lanes and ADA improvements from Hwy 42 to North of Lake City.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

There is a need for improved pavement, shoulder, ride quality and extended pavement life. This includes rehabilitation and replacement of deficient storm sewers, culverts and other low cost safety improvements where reconstruction of curb ramps, sidewalks, crosswalks and median improvements are needed along the north segment of Lake City. Construction of a 3/4 intersection and two reduced conflict intersections near Wabasha were added to the project. Work within Lake City was eliminated until a city-led project in 2020. Almost 12-miles of guardrail replacement were added as it was not in the original scope. Letting date was adjusted from to Dec. 2018 to allow additional project development time resulting from project scope expansion.

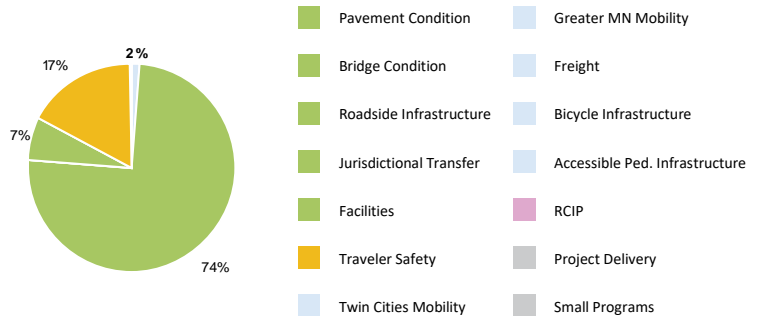
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Approved
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	7/24/2017
Construction Limits Established Date:	3/22/2017
Original Letting Date:	10/26/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11.5	11.7
Post Letting Construction Costs:	1.5	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.8
Construction Engineering:	0.48	0.7
Right of Way:	0	0.1
Total:	14.2	14.5

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on signed scoping report. New estimate reflects additional work added to the project. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY


US 61

State Project Number 7906-97

[Hwy 61 Reconstruct: Lake City](#)

On Hwy 61, reconstruct highway in Lake City from West Elm Street to Lakeshore Drive

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

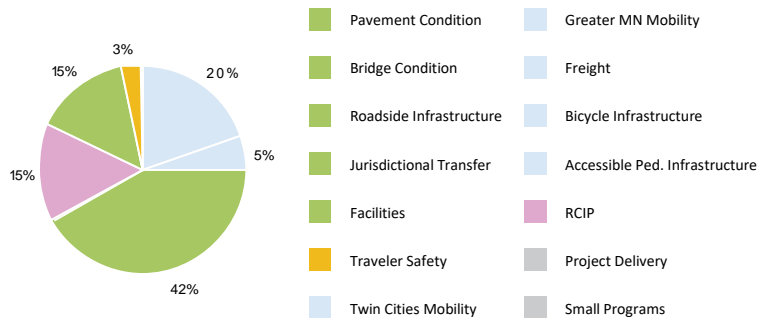
This section was originally planned to be part of the mill and overlay project from TH 42 to 1 mile north of Lake City. The city decided in the winter of 2016-2017 to convert this 4-lane undivided section to a 3-lane section, with one through lane in each direction and a continuous two-way left turn lane. It was decided to do a complete reconstruction to address all needs, including mobility, pavement condition and traffic/pedestrian/bicycle safety. An agreement was reached with the city that will have the city leading the design and project development process. MnDOT will let award and administer the contract.

PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/06/2019
Municipal Consent Approval Date:	10/1/2020
Geometric Layout Approval Date:	4/27/2018
Construction Limits Established Date:	8/10/2018
Original Letting Date:	11/22/2019
Current Letting Date:	11/22/2019
Construction Season:	2020
Estimated Substantial Completion:	November 2020

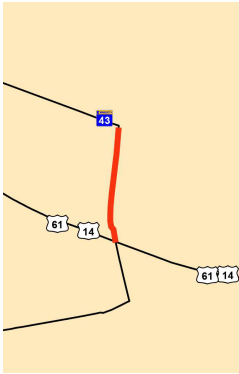
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.7	14.6
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	1.1
Construction Engineering:	0.28	0.7
Right of Way:	0	0
Total:	9.9	16.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate included MnDOT's portion only and was based on a conceptual pavement section. New estimate reflects additional work added to the project. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY


MN 43

State Project Number 8503-53

Reconstruct Hwy 43 from Hwy 61 to Mankato Ave/Sarnia Ave in Winona and replace box culvert 3937

RECENT CHANGES & UPDATES

Plans are complete and project is being prepared for advertisement. Right-of-way is still in process of acquiring the remaining parcels. Construction is planned to start in April 2022.

PROJECT HISTORY

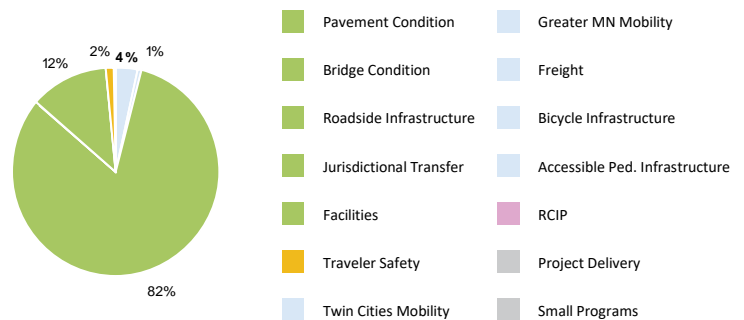
The roadway in this section of TH 43 will be reconstructed to improve pavement and striping, reconfigure the roadway, intersections and accesses to improve vehicular, bicycle and pedestrian mobility and safety. This stretch is in poor condition with heavy wear. The current configuration of the roadway and intersections hinders mobility at TH 43 through traffic. The corridor has a limited amount of access control and traffic entering TH 43/Mankato Ave. from businesses creates unsafe movements and impacts the flow of traffic. Additionally, bicycles and pedestrians need safer ways to navigate the corridor.

PROJECT RISKS

Bids come in higher than expected, resulting in inadequate funding for the project. Right-of-way is unable to acquire all of the parcels in time for construction, extending the project into a second construction season. Weather delays during construction extent timelines and require a second construction season in 2023

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/9/2021
Municipal Consent Approval Date:	12/21/2020
Geometric Layout Approval Date:	6/30/2020
Construction Limits Established Date:	11/19/2020
Original Letting Date:	
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.5	14.6
Post Letting Construction Costs:	0.1	1.1
Other Construction Elements:	0.6	0
Preliminary Engineering:	1.1	2.4
Construction Engineering:	0.7	1.3
Right of Way:	0.3	0.4
Total:	12.3	19.8

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on high-level planning estimation. Current estimate reflects HSIP funding awarded to the project for construction of roundabouts.

PROJECT SUMMARY


MN 43

Bridge 5900

State Project Number 8503-5900E, 8503-46

[Hwy 43 Bridge: Winona](#)

Hwy 43 Winona Bridge rehabilitation (CARRY-OVER)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

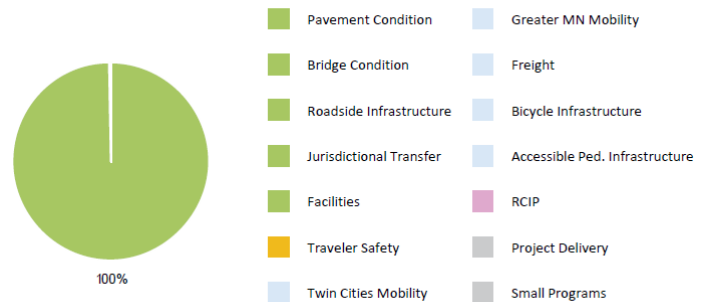
The Winona Bridge was built in 1941 and recent inspections indicate the need for rehabilitation/replacement. Bridge inspections revealed corrosion issues. The existing bridge was closed to all traffic for one week in 2008 for emergency repairs. It is also considered eligible for the National Register of Historic Places. Because of this, MnDOT recommended rehabilitation of the existing bridge, along with building a new bridge parallel to the old bridge. Recent cost projections indicate the need for about \$30 million in additional project funding to complete the project because the original project scope was for a new four-lane bridge, yet now there is a new bridge and a rehab; the old bridge has deteriorated more than expected and the current design will provide a structural design that meets current traffic requirements with no load postings. This project was delivered via CMGC method.

PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2010
Environmental Document Approval Date:	1/1/2014
Municipal Consent Approval Date:	8/19/2013
Geometric Layout Approval Date:	7/1/2013
Construction Limits Established Date:	
Original Letting Date:	1/24/2014
Current Letting Date:	8/3/2016
Construction Season:	2015-2016
Estimated Substantial Completion:	July 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

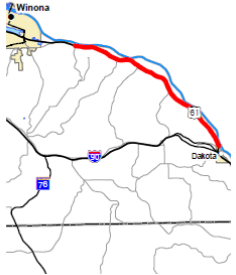
	<i>Baseline Estimate</i>	
Construction Letting:	140	144.2
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	25.2	19.9
Construction Engineering:	0	13.2
Right of Way:	16.2	15.8
Total:	181.4	194.5

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

COST ESTIMATE ASSUMPTIONS

The project cost for the new bridge and rehab of the old bridge had a maximum price cap of \$142 million from Chapter 152 funding for engineering and construction with an additional \$20 million for right of way acquisition. The current estimate reflects construction close out costs to date for rehab of bridge.

PROJECT SUMMARY



US 61

State Project Number 8504-79

[Hwy 61 Resurfacing Winona County: Homer to I-90](#)

Repave Hwy 61 N of I-90 to Winona CR 15 at Homer

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

This segment of Hwy 61 is a 4-lane divided highway, mostly rural with some small urban segments. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements.

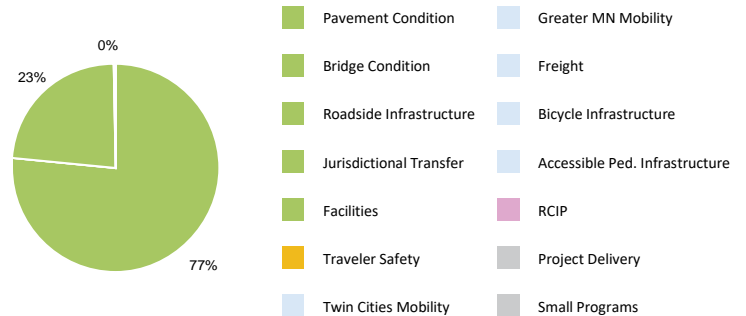
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	12/21/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

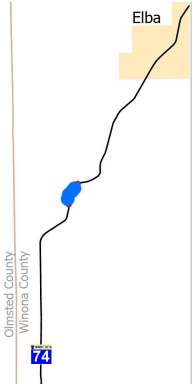
	Baseline Estimate	Current Estimate
Construction Letting:	12.4	11.6
Post Letting Construction Costs:	1	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.96	0.3
Construction Engineering:	0.64	0.5
Right of Way:	0	0
Total:	15	13.1

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2015 scoping report with a FY 19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY



MN 74

Bridges 8592, 8593, 8594, 8595

State Project Number 8508-42

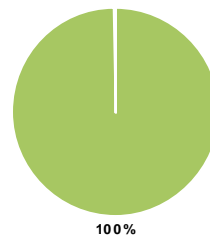
Rehabilitate four bridges on Highway 74 (Bridge No. 8592, 8593, 8594 and 8595) in Whitewater State Park

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

The purpose of the project is to improve the condition of four bridges carrying Trunk Highway 74 over a dry run through Whitewater State Park. Bridges 8592, 8593, 8594 and 8595 were constructed between 1936 and 1938 as part of an overall project to reconstruct TH 74 and to further protect it from ongoing erosion. The bridges lie within the Whitewater State Park Historic District, which is listed in the National Register of Historic Places and are contributing resources. They are also contributing resources for the National Register-eligible Trunk Highway Historic Corridor. The bridges are not individually eligible for the National Register.



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

PROJECT RISKS

No risks remain

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.5	4.7
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.5
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	9.4	6.9

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

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/16/2020
Construction Limits Established Date:	8/16/2020
Original Letting Date:	11/20/2020
Current Letting Date:	12/4/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2021

COST ESTIMATE ASSUMPTIONS

Baseline estimate reflects when the project did not consist of all four bridges. Current estimate reflects construction cost of all bridges under one S.P.

PROJECT SUMMARY


I-90

State Project Number 8580-167

[I-90 and Hwy 61 Repaving: Dresbach](#)

Repave westbound I-90 near Hwy 61/Dakota to the westbound entrance ramp from Hwy 61 northbound, eastbound I-90 near Hwy 61/Dakota to the southern limits of Dakota and Hwy 61 from north I-90 to just north of I-90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

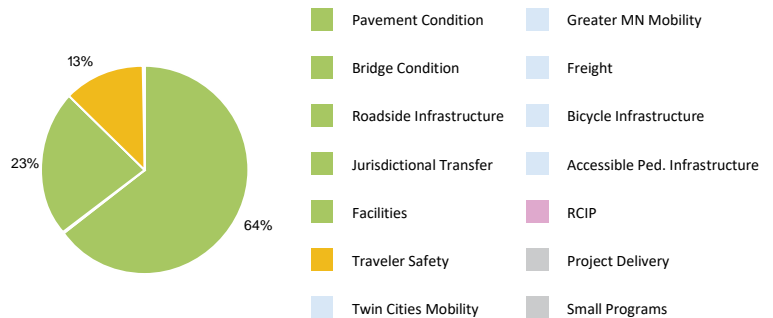
This is a 4-lane interstate highway with reasonably high traffic volumes and a 70 mph speed limit. The pavement is starting to show signs of deterioration, which is expected to accelerate in the upcoming years. The project is needed to address the deterioration and to extend service life. The project will also include safety and other improvements. High tension cable median barrier was added to the project.

PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	10/9/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/20/2018
Original Letting Date:	12/21/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	November 2019

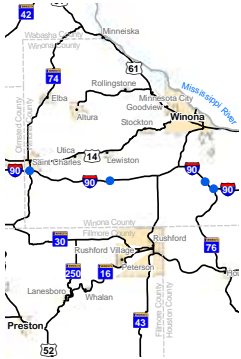
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.2	4.4
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.1
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	5	4.8

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report with a FY19 letting. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY


I-90

Bridge 85817, 85818, 85823, 85824, 85829, 85830, 85841, 85842, 85843, 85844, 85845, 85846

State Project Number 8580-172, 8580-173

[I-90 Bridge Repair: St Charles to Nodine](#)

Repair twelve bridges on I-90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

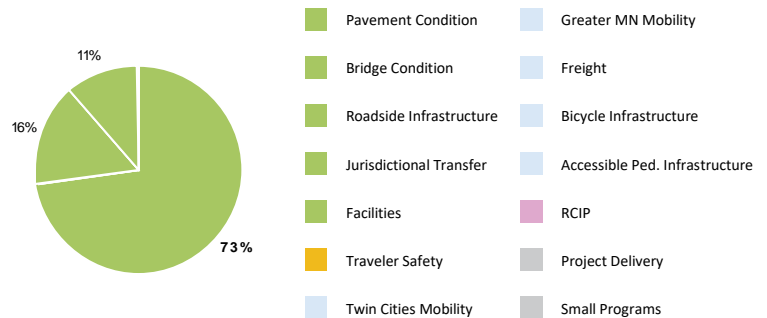
The project started as a district set-aside and is incorporating needs identified from the MnDOT Bridge Office. The purpose of this project is to preserve the structural integrity, repair the deterioration, prevent further deterioration and extend the service life of all identified bridges that will in turn, preserve MnDOT's investment in their bridges along this segment of the I-90 corridor. The primary need for this project is to address the deterioration of existing bridges located on I-90. These bridges have been inspected and reported by the MnDOT Bridge Maintenance Unit. The identified deficiencies include approach panels spalling, abutments cracking and spalling, failing neoprene compression joints, deck joint spalling, concrete girder chips and galvanized expansion bearing surfaces requiring repair. The bridges have positive sufficiency ratings requiring some minor repairs. The bridge decks have a satisfactory condition, but are in need of concrete wearing course removal and replacement. Cross-overs will be needed to direct traffic to bridge work.

PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	4/3/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	
Construction Limits Established Date:	
Original Letting Date:	12/18/2018
Current Letting Date:	2/22/2019
Construction Season:	2018-2019
Estimated Substantial Completion:	September 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	8.1
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.4
Construction Engineering:	0.44	0.6
Right of Way:	0	0
Total:	6.7	9.5

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

COST ESTIMATE ASSUMPTIONS

The Baseline estimate reflects the scoping estimate. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY

I-90

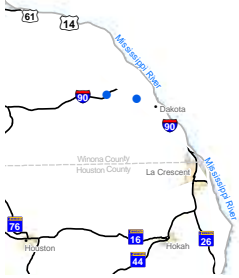
Bridge 85862, 85863

State Project Number 8580-174, 8580-177

[I-90 Bridge Repair: St Charles to Nodine](#)

On I-90, replace bridge at Winona CR 12 near Nodine (Bridge No. 85814) and eastbound I-90 bridge (Bridge No. 85816) over Dakota Valley Road west of Dakota

SUBSTANTIALLY COMPLETE



RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

These bridges were part of a list of bridges identified for preventative maintenance. As the bridges were being researched, it was determined rehabilitation costs were comparable to replacement. The bridges were then planned for replacement as part of the scoping process.

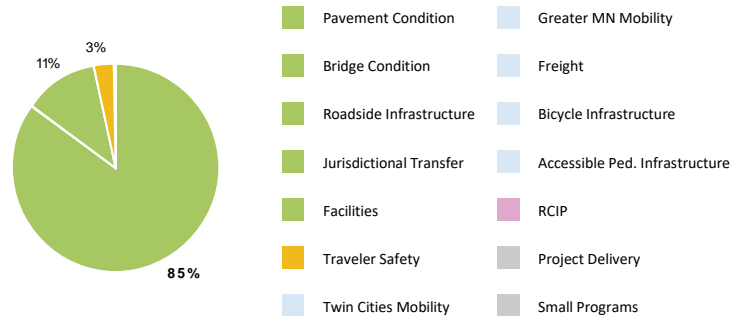
PROJECT RISKS

No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/26/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/19/2019
Construction Limits Established Date:	9/19/2019
Original Letting Date:	3/27/2020
Current Letting Date:	3/27/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	9
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	6.4	11

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate reflects the scoping estimate. Current estimate reflects construction close out costs to date.

PROJECT SUMMARY


I-90

State Project Number 8580-175

Resurface I-90 from Winona CR 12 to Hwy 61 near Dakota

RECENT CHANGES & UPDATES

When project scoping was completed, a sinkhole issue within the project limits was identified. Maintenance did an emergency repair at the location. There is an investigation to determine if a permanent repair can be done with the project.

PROJECT HISTORY

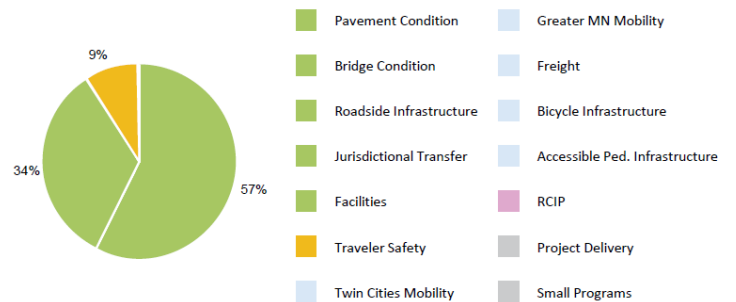
The purpose of this project is to restore the ride quality index, extend pavement service life and provide a safer roadway. When project scoping was completed, a sinkhole issue within the project limits was identified. Maintenance did an emergency repair at the location. There is an investigation to determine if a permanent repair can be done with the project.

PROJECT RISKS

Additional work maybe added for sinkhole correction.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	5.1	7
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	5.1	8.8

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

COST ESTIMATE ASSUMPTIONS

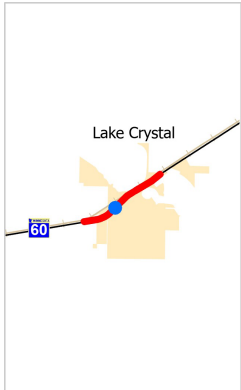
The baseline and current estimate reflects the scoping estimate from 2019. The estimate has been adjusted to reflect adjusted inflation factors.

District 7 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 60	0708-47	MN 60 through Lake Crystal			F4	273
MN 22	0714-35	Resurface Hwy 22 from Mankato to St. Peter			F5	274
MN 4	0801-35	On MN 4 from CSAH 18 to Ellsworth St. in Brown County			F6	275
US 14	0803-44	On US 14 from TH 71 to Springfield in Brown County			F7	276
US 14	0804-81, 0804-118, TZ91456	On US 14 from Broadway St to Hwy 14 in New Ulm	✓	2nd	F8	277
MN 30	1701-27	On MN 30 from CSAH 7 to TH 71 in Cottonwood County	✓	1st	F9	278
MN 60	1703-69	On MN 60 from Windom to west of Mountain Lake in Cottonwood County	✓	2nd	F10	279
MN 60	1703-73	On MN 60 from 6th St (TH 62) to 490th Ave in Windom	✓	2nd	F11	280
MN 22	2205-13	On MN 22 from CSAH 29 in Wells to TH 30 in Mapleton in Mapleton and Wells			F12	281
MN 60	3204-72	On MN 60 from CSAH 24 to CSAH 24 in Heron Lake	✓	2nd	F13	282
US 71	3206-20	On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson County	✓	1st	F14	283
MN 86	3208-19	Reconstruct Hwy 86 in Lakefield and improve sidewalks			F15	284
I-90	3280-129, 3280-130, 3280-136	Replace rest area on EB I-90 (Clear Lake) near Jackson			F16	285
I 90	3280-131	On I-90 from CSAH 5 to TH 86 in Jackson County			F17	286
MN 13	4002-49	On MN 13 from Milwaukee Ave to N Welco Dr in Montgomery			F18	287
MN 60	4006-35	On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville			F19	288
MN 99	4010-10	On MN 99 from MN River Bridge to CSAH 38 in Le Sueur County	✓	2nd	F20	289
MN 4	4601-32	On MN 4 from Iowa border to CSAH 26 in Martin County	✓	2nd	F21	290
MN 4	4602-27	On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James			F22	291
MN 263	4609-17	On MN 263 from CR 125 (Clark St) in Ceylon to I90			F23	292
I-90	4680-129	On I-90 from TH 15 to two miles west of TH 169	✓	1st	F24	293
I-90	4680-132	On I-90 from TH 4 to TH 15 in Martin County			F25	294
US 14	5202-58	Reconstruct Hwy 14 from 2-lane to 4-lane from Hwy 37 at New Ulm to east of Nicollet (481st Ave)			F26	295
MN 22	5205-115, 5205-113	Resurface Hwy 22 from St Peter to Hwy 111			F27	296
US 169, MN 99	5206-31, 5211-66	Nicollet to St. Peter			F28	297
MN 111	5208-22	On MN 111 from 1st St in Nicollet to MN 22 in Gaylord	✓	1st	F29	298
US 169	5209-74	On US 169 bridge(s) 52001;52002 & 8961 in Nicollet County	✓	2nd	F30	299
US 169	5209-81	Reconstruct from Broadway Ave to Union St in St Peter			F31	300
US 169	5212-35	Rehabilitate Veterans Bridge			F32	301
MN 91	5308-29	On MN 91 from Adrian to I-90 in Nobles County	✓	1st	F33	302
CSAH 15	5380-152	Repair I-90 bridges in Nobles County			F34	303
I-90	6780-117	On I-90 from Beaver Creek to Luverne in Rock County.			F35	304

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-90	6780-124	Resurface I-90 lanes from South Dakota State line to Beaver Creek to Hwy 11			F36	305
MN 93	7212-21, 4004-134	Reconstruct Hwy 93 from Hwy 169 to flood wall in Henderson; repair 1 bridge			F37	306
MN 30	8105-21	On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties.	✓	1st	F38	307
MN 4	8302-38	On MN 4 from 10th Ave S to 11th Ave N in Saint James.	✓	2nd	F39	308
MN 4	8302-48	On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.			F40	309
MN 15 & MN 60	8304-118, 8303-48	On TH 15/60 from the S interchange of TH 15/60 to the north interchange of TH 15/60 near Madelia			F41	310
MN 60	8309-52	On MN 60 from St. James TH 4 to Hwy 15 in Watonwan County.	✓	2nd	F42	311

PROJECT SUMMARY



MN 60
 Bridge 07003
 State Project Number 0708-47
[Hwy 60: Lake Crystal](#)

Reconstruct Hwy 60 in Lake Crystal from CR 20 to CR 112; improve pedestrian crossings; repair bridge

RECENT CHANGES & UPDATES

Project changed to a full reconstruction including city utilities.

PROJECT HISTORY

Project will reconstruct the road and rehabilitate Bridge No. 07003. Pavement condition is predicted to be poor by 2024. Transportation study to be completed Fall 2020. Project is needed to replace the pavement and improve the riding surface and extend the life of the roadway.

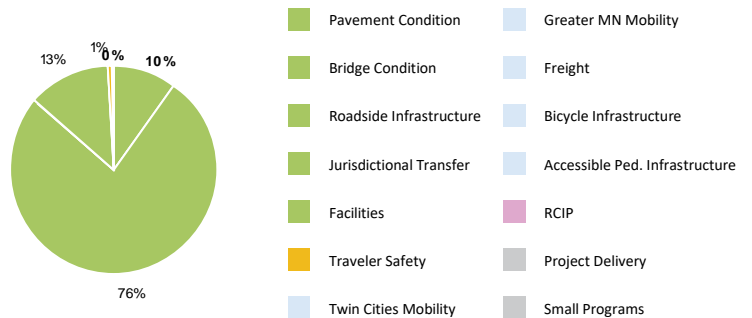
PROJECT RISKS

Project risks include managing traffic during construction (under traffic or detour). Right of way acquisitions will be needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	11/22/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.8	13.8
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8.7	15.7

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

COST ESTIMATE ASSUMPTIONS

The estimates are based on roadway reconstruction and rehabilitation of Bridge 07003, inflated to 2025. Cost estimate changed due to scope of work going from pavement replacement to a full reconstruct.

PROJECT SUMMARY



MN 22
 Bridge 07036, 40003, 8436
 State Project Number 0714-35
[Hwy 22: Mankato to St. Peter](#)

Resurface Hwy 22 from Mankato to St. Peter; replace 1 bridge and repair 3 bridges; construct roundabout at Hwy 22 and Augusta Drive in Mankato

RECENT CHANGES & UPDATES

The roundabout construction in the city of Mankato was combined with this project. Environmental document and geometric layouts are in process and intended to be completed by the end of the year.

PROJECT HISTORY

Two projects were combined and this project now includes the roundabout at Augusta Drive.

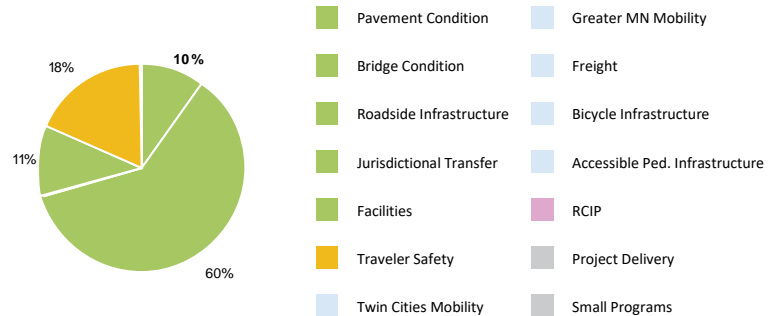
PROJECT RISKS

Risks include securing funding for the trail, completing construction in one year and possible property impacts.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/27/2023
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

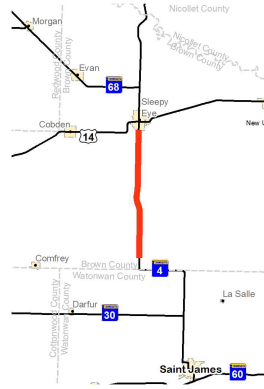
	Baseline Estimate	Current Estimate
Construction Letting:	22	31.3
Post Letting Construction Costs:	1.7	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	3.6
Construction Engineering:	1.7	2.4
Right of Way:	0	1.1
Total:	28	41

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is a scoping level estimate based off of estimated quantities and average bid prices. Cost increase is due to incomplete scoping estimate and the combination of two projects into one.

PROJECT SUMMARY



MN 4
 Bridge 6757, 8814, 8852
 State Project Number 0801-35
[Hwy 4 resurfacing: St. James to Sleepy Eye](#)

Resurface Hwy 4 from Brown Hwy 18 to Ellsworth St in the City of Sleepy Eye; replace 2 bridges and repair 1 bridge

RECENT CHANGES & UPDATES

Materials performed additional coring and boring investigations of the roadway structure on Highway 4 between St. James and Sleepy Eye. Based upon the condition and composition of the underlying soils and base materials, the District pavement office recommending a change to the scope of the pavement fix to a mill and overlay. This is being considered as a better alternative rather than invest significantly into a pavement reclamation that may not result in a 10-ton design.

PROJECT HISTORY

This project is needed to improve the pavement condition as the pavement is projected to be in poor condition by 2024. Bridge 6757 is currently in poor condition. The roadway is planned to be a full depth stabilized reclamation and will replace bridge 6757. Culvert 8852 will be replaced and bridge 8814 will have the guardrail improved. This will extend the life of the roadway.

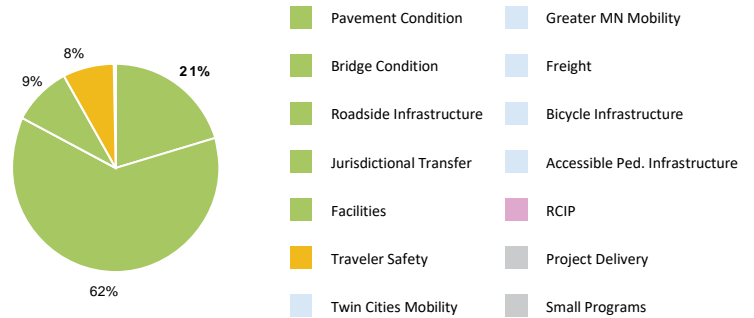
PROJECT RISKS

There are risks that the pavement condition continues to deteriorate resulting in a thicker and more costlier repair measure. With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages and supply chain issues associated with material and labor remain a cost risk.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	382/2021
Original Letting Date:	10/22/2021
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



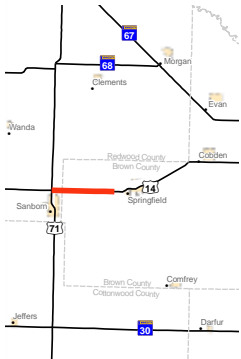
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10	11.3
Post Letting Construction Costs:	0.82	0
Other Construction Elements:	0	0.8
Preliminary Engineering:	1.14	1.1
Construction Engineering:	0.76	0.8
Right of Way:	0	0
Total:	12.7	14

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

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full-depth reclamation, and placement of a four-inch overlay. The project was moved from Fiscal Year 2022 to Fiscal Year 2023. Costs were updated to reflect inflationary cost factors, and was moved in order to manage district targets.

PROJECT SUMMARY


US 14

State Project Number 0803-44

[Hwy 14 resurfacing project: Springfield](#)

Resurface Hwy 14 from Hwy 71 to Springfield; improve pedestrian crossings, lighting and signal improvements

RECENT CHANGES & UPDATES

Project has passed 95% completion and has been turned in for letting.

PROJECT HISTORY

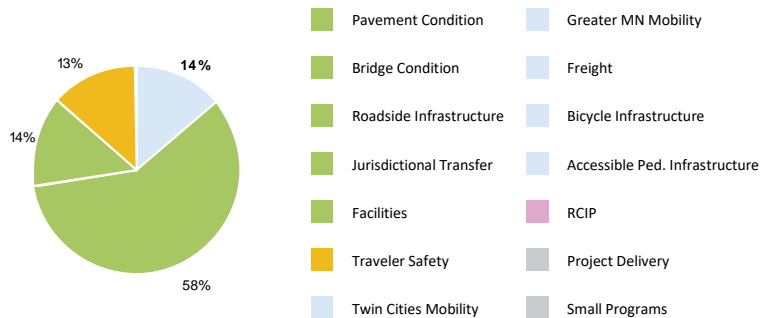
MnDOT met with the city council to verify if utility upgrades are needed in 2017. There will be a meeting with the ADA Office in fall 2018 to determine ADA needs. The project starts at where 0803-43 ended and at the west side of our district (to include part of District 8 Sanborn Four Corners). Design currently at 30% complete with consultant RANI Engineering.

PROJECT RISKS

Risks include right of way acquisitions and tree clearing prior to project letting.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/13/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/1/2020
Original Letting Date:	11/19/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	4.7
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0.3
Total:	6.9	6.4

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

COST ESTIMATE ASSUMPTIONS

The decrease in the current cost estimate is due to removal of city utilities and contingencies and updating the conversion factor table to the current year.

PROJECT SUMMARY



US 14

State Project Number 0804-81, 0804-118, TZ91456

[Hwy 14: New Ulm to Mankato](#)

Replace bridges over MN River and DME RR, improve pedestrian access in New Ulm, and construct a new interchange at intersection of Highway 15 / County Road 21.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

This project was originally scoped as a bridge replacement. A special task force was created to review priorities in the corridor and discussed how best to apply current funding. The task force issued a recommendation for the inclusion of Hwy 14/Hwy 15 interchange in the project, while revising the scope of the existing bridges to be 2-lane bridge structures. MnDOT reviewed the recommendation and concurred with the revised scope of work. The preliminary design and geometric layout for the project was finished in May 2016. The letting date was moved to Sept. 2017 because the agency believed a better bid would be obtained with a fall letting over an early summer letting. Project letting was moved to Oct. 27, 2017 and has been let, but the construction schedule has not changed.

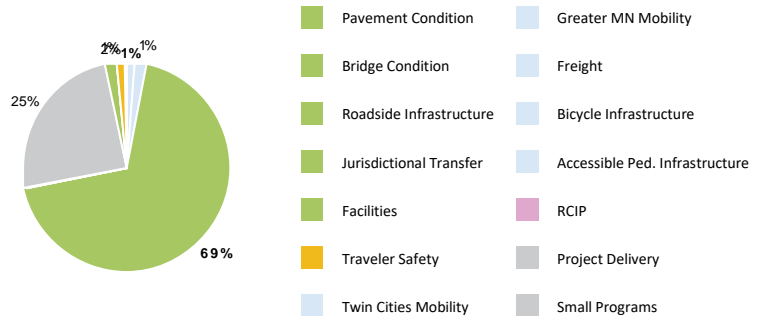
PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	3/20/2017
Municipal Consent Approval Date:	12/16/2016
Geometric Layout Approval Date:	5/11/2016
Construction Limits Established Date:	5/11/2016
Original Letting Date:	5/1/2017
Current Letting Date:	10/27/2017
Construction Season:	2018-2020
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

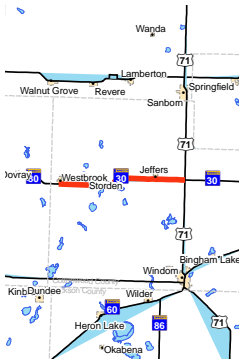
	Baseline Estimate	Current Estimate
Construction Letting:	42.7	31.8
Post Letting Construction Costs:	7	1.4
Other Construction Elements:	0	0.4
Preliminary Engineering:	4.2	4.4
Construction Engineering:	2.8	6.8
Right of Way:	0.1	0.7
Total:	56.8	45.5

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

COST ESTIMATE ASSUMPTIONS

The current estimate is based on actual letting cost. The poor soils were mitigated with surcharging and wick drain installation. Other items were included to reduce project cost including removal of the free right for eastbound Hwy 14, removal of retaining wall, and limiting grading in areas not required. Project is substantially complete and actual costs are being realized.

PROJECT SUMMARY



MN 30
 State Project Number 1701-27
 Resurface Hwy 30 from Cottonwood CR 7 to Hwy 71

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

The project was identified as a resurfacing candidate. The pavement condition is fair and projected to be poor before the project is constructed. A scoping review was completed by district staff during 2016. The box culvert bridges do not require work under this project. If money becomes available this would be a candidate for an up scope to a bituminous reclamation. It was selected to enter the STIP as a project for FY 2021. Scoping for this project has been completed. Lighting was removed from this project and included in a county-wide lighting project.

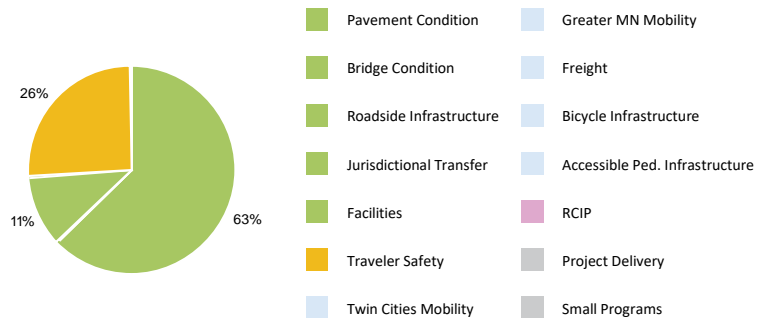
PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/17/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	12/18/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

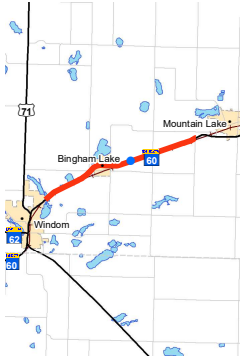
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	3.8
Post Letting Construction Costs:	0.45	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0.2
Right of Way:	0	0
Total:	7.1	4.5

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the actual construction letting. Reasons that the cost was lower include:- lighting was removed from the project and put in a county let project. - the project had been inflated to 2021, but was let in 2020.

PROJECT SUMMARY



MN 60

State Project Number 1703-69

[Hwy 60 Four-Lane Expansion: Windom to St. James](#)

On MN 60 from Windom to west of Mountain Lake in Cottonwood County, construct two lanes to complete the four lane expansion from Windom to Mountain Lake

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was substantially complete in 2018.

PROJECT HISTORY

The project received municipal consent on the layout from Bingham Lake. The consultant that will do the final design was procured. The cost estimate was lowered because contingencies for poor soils and retaining walls were reduced. The final scoping report was completed in 2013. The development of the formal geometric layout is underway. The work proposed under this project was originally addressed in an environmental impact statement approved in 1983. Initial phases of the work identified in the 1983 EIS were completed. A supplemental final EIS was completed in 2012. Project was let and is nearing completion first of the year of two years of construction. No major issues were found during construction.

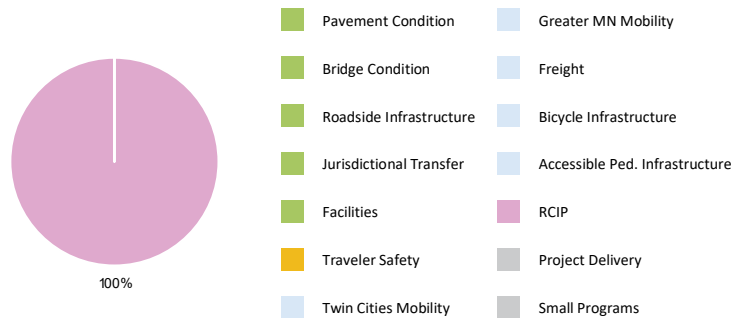
PROJECT RISKS

All major project design risks were retired.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	11/23/2012
Municipal Consent Approval Date:	5/4/2015
Geometric Layout Approval Date:	7/27/2015
Construction Limits Established Date:	4/22/2015
Original Letting Date:	2/24/2017
Current Letting Date:	2/8/2017
Construction Season:	2017 & 2018
Estimated Substantial Completion:	12/2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

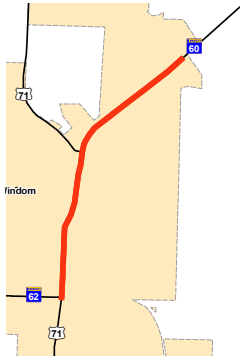
	Baseline Estimate	Current Estimate
Construction Letting:	27.1	19.7
Post Letting Construction Costs:	3	1.7
Other Construction Elements:	0	0.4
Preliminary Engineering:	2.94	2.5
Construction Engineering:	1.96	1
Right of Way:	1.5	2.7
Total:	36.5	28

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the cost estimates for this project. The actual amount is 19.7 million and reflects good bid savings.

PROJECT SUMMARY



MN 60
 State Project Number 1703-73
[Hwy 60: Windom](#)
 Resurface Hwy 60 to 490th Ave in Windom

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The need for this project was to address pavement ride quality. To satisfy pavement condition targets, resurfacing the pavement on Highway 60 was in order. Restriping was done for the 11' lanes, which prolongs the life of the pavement in the bituminous widening section. Part of this project included investigating the condition of the bituminous widening and proposed a fix that will enabled the widening to hold up as long as the mainline pavement, and without extra maintenance.

PROJECT RISKS

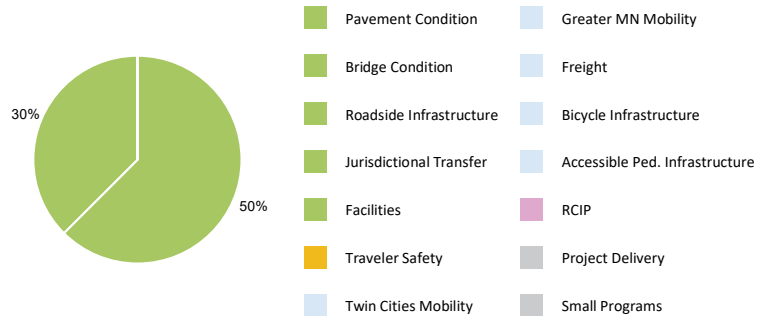
There are no outstanding project risks for this project.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/29/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Need unknown
Original Letting Date:	9/28/2018
Current Letting Date:	9/28/2018
Construction Season:	2019
Estimated Substantial Completion:	8/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.7	3.1
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0.1	0.4
Total:	4.7	4.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the construction programmed amount based off of estimated quantities and average bid prices. The current estimate is the construction letting low bid amount. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



MN 22

Bridge 07X03, 07X04, 22X01, 22X02, 22X03

State Project Number 2205-13

[Hwy 22: Mapleton to Wells](#)

Resurface Hwy 22 from Hwy 29 in Wells to Hwy 30 in Mapleton; repair 5 bridges

RECENT CHANGES & UPDATES

Project design has started.

PROJECT HISTORY

Project was originally scoped as a cold in-place recycle (CIR) fix in the spring of 2020 and included repair work at five bridge locations. The pavement rating from 2018 indicated a fair condition; however, it is anticipated to continue to deteriorate to a poor condition by the time of this project in 2023. Project will achieve a smooth riding surface through pavement preservation efforts along the entire project length while addressing Americans with Disabilities Act (ADA) deficiencies along Hwy 22 in Minnesota Lake.

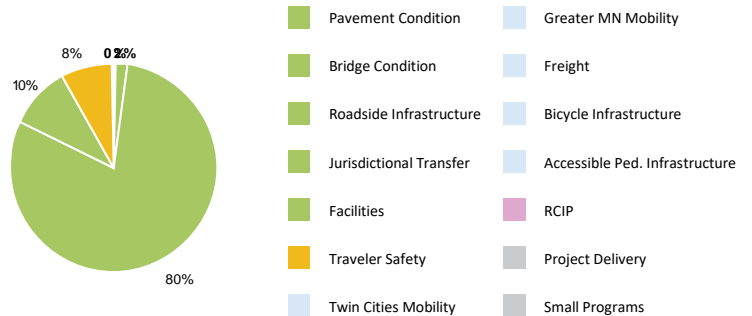
PROJECT RISKS

Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/9/2021
Original Letting Date:	
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

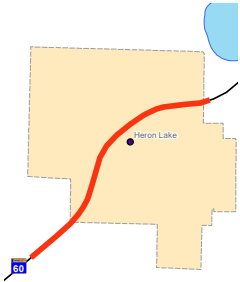
	Baseline Estimate	Current Estimate
Construction Letting:	9.2	7.7
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1
Construction Engineering:	0.7	0.6
Right of Way:	0	0.3
Total:	11.4	10.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on a rough cost estimate as scoping had not been completed at the time. The project limits have been reduced removing work through the City of Mapleton. The current estimate is based on CIR and bituminous overlay. Some contingency was included based on additional pavement items, surveying, and traffic safety needs. This estimate was based on 2020 dollars, then inflated to 2023 dollars.

PROJECT SUMMARY



MN 60

State Project Number 3204-72

[Hwy 60 Heron Lake: Intersection Safety Project](#)

Install reduced conflict intersection (J-turn) on Hwy 60 at Jackson CR 24

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

The 10th Street intersection has an above average number of crashes; most of which are right-angle/t-bone crashes. These crashes carry a higher likelihood of serious injury or death. Two of the right-angle crashes that have occurred recently have resulted in three fatalities. Only addressing the problem at 10th Street could result in the problem being relocated to the other intersections that serve Heron Lake, which is why three intersections are being treated.

PROJECT RISKS

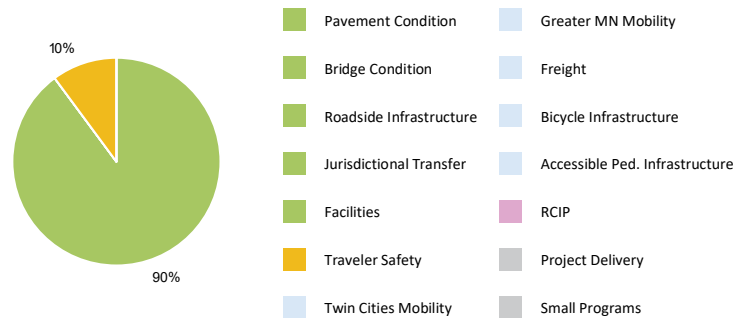
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	09/28/2018
Environmental Document Approval Date:	6/29/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	5/4/2018
Construction Limits Established Date:	Need unknown
Original Letting Date:	12/18/2018
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	10/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.4	3.4
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	4.4	4.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is a scoping level estimate based off of estimated quantities and average bid prices. The current estimate is the construction let low bid amount. Project is substantially complete and actual costs have been realized.

PROJECT SUMMARY



US 71
 Bridge 8325
 State Project Number 3206-20
 Resurface Hwy 71 from Jackson to to Hwy 60 in Windom; replace box culvert at Jackson CR 38

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

The project will resurface the roadway to provide a smooth ride and extend the life of the road, using newer cold in-place recycling technique. It will also replace bridge 8325. Scoping was completed in 2016.

PROJECT RISKS

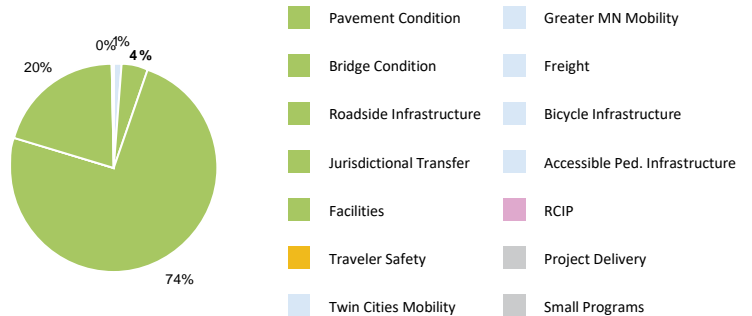
Project is complete so all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/24/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/17/2018
Original Letting Date:	12/20/2019
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Resurface the roadway to provide a smooth ride and extend the life of the road.



TOTAL PROJECT COST ESTIMATE (MILLIONS)

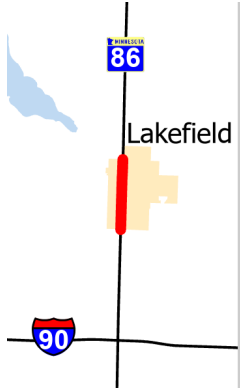
	Baseline Estimate	Current Estimate
Construction Letting:	9.3	8.1
Post Letting Construction Costs:	0.75	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	0.5
Construction Engineering:	0.76	0.3
Right of Way:	0	0.1
Total:	12	9

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

COST ESTIMATE ASSUMPTIONS

The 2017 baseline estimate uses cost calculations for cold in-place recycling form of resurfacing, along with bridge replacement and culvert removals and repairs. This was estimated in 2015 dollars then inflated to 2020 dollars. The current estimate is based on the actual letting cost.

PROJECT SUMMARY



MN 86

State Project Number 3208-19

[Hwy 86 reconstruction: Lakefield](#)

Reconstruct Hwy 86 in Lakefield from 9th Ave S to Funk Ave; improve sidewalks

RECENT CHANGES & UPDATES

Plan development is at 90% and is on schedule for meeting the February letting.

PROJECT HISTORY

MNDOT and city of Lakefield are planning to reconstruct Hwy 86 through Lakefield. Includes storm sewer and ADA.

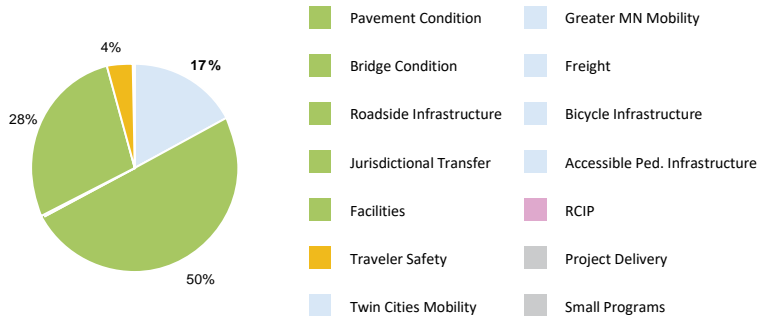
PROJECT RISKS

Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	6/1/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2021
Original Letting Date:	3/1/2022
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



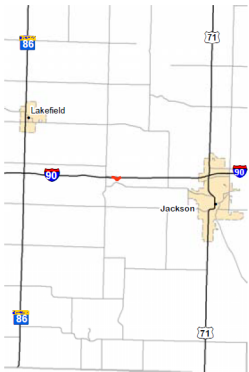
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6	6.8
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0.7
Total:	7.8	9.5

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

COST ESTIMATE ASSUMPTIONS

Estimate is based on a roadway reconstruct with prices inflated to 2022. Cost increase was due to scope changes including lighting and other minor items.

PROJECT SUMMARY


I-90

State Project Number 3280-129, 3280-130, 3280-136

Replace rest area on eastbound I-90 (Clear Lake) near Jackson

RECENT CHANGES & UPDATES

Project was combined with SP 3280-130 (Des Moines Rest Area) and built as one plan. Supply change issues and staff shortages resulting from the COVID-19 pandemic has caused significant delays in completion of the work. The extended construction period has resulted in additional construction engineering.

PROJECT HISTORY

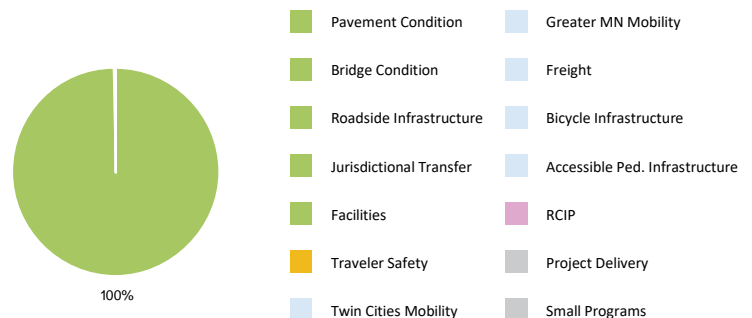
The project need was identified in 2015 following completion of a facility condition assessment of the rest area buildings. The assessment identified deteriorating physical condition of the existing building and site, inadequate traveler services and amenities and ADA deficiencies. Similarly, the site and site furnishings are worn out and outdated. Play areas and play equipment no longer meet safety standards nor comply with the American with Disabilities Act (ADA). The project was programmed to be let in 2020. The project will reconstruct the rest area building and site to meet capacity needs, ADA and State Building Code.

PROJECT RISKS

- 1) Coordination with SP3280-136, -137 vehicular pavement project at the rest area.
- 2) Coordination with adjacent mainline project on eastbound I-90.
- 3) Bidding when many contractors have their work aligned for the current construction season.
- 4) Few architectural construction contractors in the region.
- 5) Increasing architectural building construction costs.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/3/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/1/2019
Current Letting Date:	2/19/2020
Construction Season:	2020-2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.7	9.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	1.9
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0
Right of Way:	0	0
Total:	5.8	11.87

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is for just the one rest area. Current estimate is based on realized costs for both rest areas as project was let.

PROJECT SUMMARY



I-90
 State Project Number 3280-131
 Resurface eastbound I-90 from Jackson Hwy 5 to Hwy 86

RECENT CHANGES & UPDATES

Project was let and is under construction in 2021.

PROJECT HISTORY

This project was initially programmed for a bituminous mill and overlay and changed to a unbonded concrete overlay due to the condition of the roadway. This project was chosen as a fiscal year 2022 project due to poor pavement condition.

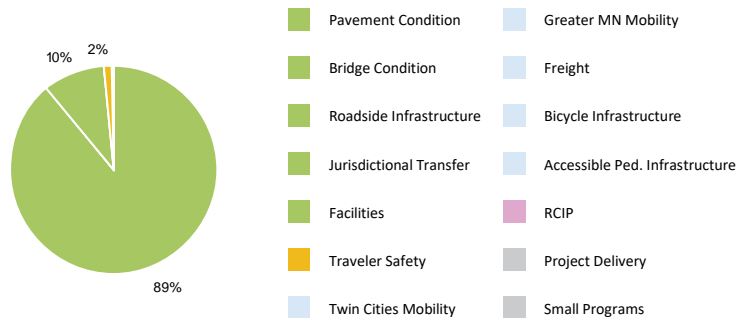
PROJECT RISKS

Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/5/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/30/2020
Original Letting Date:	1/29/2021
Current Letting Date:	2/26/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



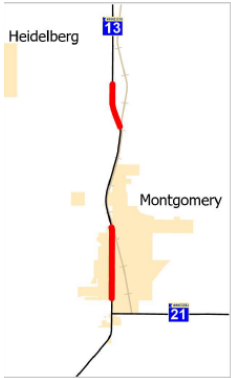
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.5	9.9
Post Letting Construction Costs:	0.36	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	1.4
Construction Engineering:	0.32	1
Right of Way:	0	0
Total:	5.7	13.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on mill and overlay prices inflated to 2022. The current estimate is based on a concrete overlay increasing costs.

PROJECT SUMMARY


MN 13

State Project Number 4002-49

[Hwy 13 Reconstruction: Montgomery](#)

Reconstruct Hwy 13 in Montgomery from Milwaukee Ave to N Welco Dr with improvements to sidewalk, lighting and drainage; construct roundabout at Hwy 13 and Le Sueur Hwy 28 intersection north of Montgomery

RECENT CHANGES & UPDATES

Level 1 layout was approved at the roundabout and level 2 layout was approved within city limits. Currently at scope verification layout phase. (30% plans complete)

PROJECT HISTORY

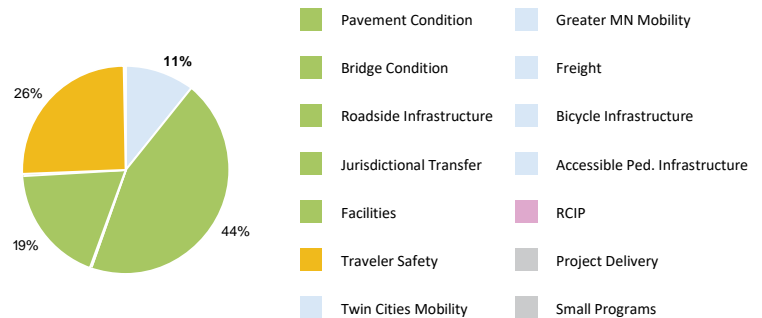
Single lane roundabout at the intersection of CSAH 28 and TH 13 was joined with the current in town urban reconstruct in Montgomery. These two projects were scoped together in 2020 and are currently being designed together in 2021. All ADA work will be upgraded in the urban section of Montgomery. Level 1 layout of the roundabout and level 2 layout of the urban section will be completed.

PROJECT RISKS

Narrowing roadway due to elimination of parking.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	6/18/2021
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/27/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.9	5.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.2
Total:	7.7	7.7

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

COST ESTIMATE ASSUMPTIONS

Cost estimate was inflated to 2023 and includes the roundabout and in town work in Montgomery.

PROJECT SUMMARY



MN 60

State Project Number 4006-35

[Hwy 60: Madison Lake, Elysian, Waterville](#)

Resurface Hwy 60 from Hwy 14 to Hwy 13 in Waterville; reconstruct in Madison Lake with improved sidewalks and crossings and improve approach slopes for safety; lighting intersections

RECENT CHANGES & UPDATES

Most of the construction is complete and has been opened to traffic.

PROJECT HISTORY

This project is was upscoped to become a reclaim rather than a mill and overlay. This is a better fix and will last longer. It will also include resurfacing in Madison Lake. A bridge was identified for removal due to not being needed any longer. It was over an old rail road that is no longer in use. This project was upscoped to include the reconstruction of Madison Lake. This will improve pedestrian sidewalks, safety, and drainage. Adding passing lanes along the corridor was also explored. Bridge 5467 by Waterville will not be removed; this was considered since the bridge is over an old railroad track that is no longer being used.

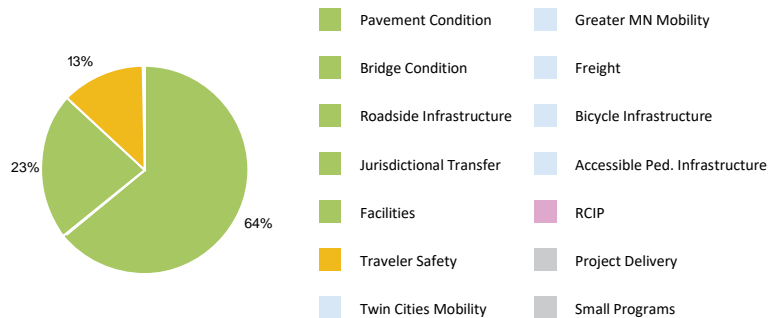
PROJECT RISKS

Current risks would include: Phase one completion schedule. Phase one is very aggressive Geofoam availability. The factories that make the foam are significantly behind.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/7/2020
Municipal Consent Approval Date:	12/2/2019
Geometric Layout Approval Date:	2/31/2019
Construction Limits Established Date:	7/12/2019
Original Letting Date:	12/20/2019
Current Letting Date:	1/8/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

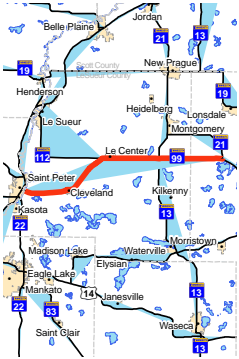
	Baseline Estimate	Current Estimate
Construction Letting:	11	20.2
Post Letting Construction Costs:	0.9	2.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.2	2.1
Construction Engineering:	0.8	1.4
Right of Way:	0	0.6
Total:	13.9	26.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is a scoping level estimate based on estimated quantities and average bid prices. Project cost increase was due to upscoping of the project from a mill and overlay to a reclaim.

PROJECT SUMMARY



MN 99

Bridge 8893

State Project Number 4010-10

[Hwy 99: Nicollet to St Peter](#)

Resurface, widen and replace a bridge, Minnesota River bridge in St Peter to CR 38 and from Hwy 13 to Hwy 21 in Le Sueur County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

Due to deteriorating pavement, the district decided to split 4008-28 in to two projects. The first project was strictly a paving project in 2017 that encompassed Hwy 99 from the Minnesota River Bridge to Le Center. The second project was added into SP 4010-10 due to proximity. This work includes minor milling and overlay, culvert repair, turn lane modifications, bridge replacement, guardrail, and lighting. This letting date changed due to right-of-way acquisition. The pavement treatment changed from a mill and overlay to a cold in-place recycle.

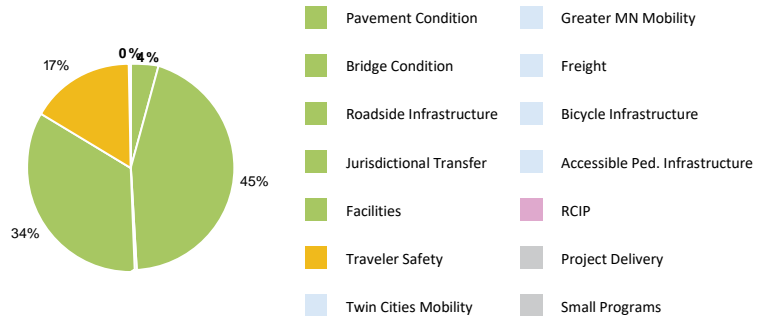
PROJECT RISKS

All risks retired

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	4/18/2018
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	6/17/2018
Construction Limits Established Date:	2/21/2018
Original Letting Date:	12/21/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	September 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.9	8.2
Post Letting Construction Costs:	0.31	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.51	1.1
Construction Engineering:	0.34	0.6
Right of Way:	0	0.2
Total:	5.1	10.9

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

COST ESTIMATE ASSUMPTIONS

The project estimate is based on bituminous pavement, lighting, bridge replacement, culvert repair/replacement, and guardrail work. The project estimate was inflated to 2019 dollars. This project increased in cost due to the addition of items left over from SP4008-28. SP 4008-28 was slated for 2019. The pavement was deteriorating faster than expected and therefore paved in 2017. All items that were not improved (e.g.: culverts, bridge, lighting, shoulders, guardrail, and turn lanes) were added to this project due to proximity. Cost estimate is based on actual let amount.

PROJECT SUMMARY


MN 4

Bridge 3572, 3878

State Project Number 4601-32

[Hwy 4 Resurfacing: Sherburn to Iowa](#)

Resurface from Iowa State line to Martin CR 26 and replace 2 bridges

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Roadway and bridge construction began in the summer of 2019. Construction was substantially completed and the roadway fully reopened to traffic in the fall of 2019.

PROJECT HISTORY

Repairs to the highway crossing culverts and bridges was further investigated to determine right-of-way needs. In 2013, the pavement was near the end of its service life, the ride quality was poor, and both bridges needed replacing. The project was shifted from fiscal year 2018 to 2019 as a ripple effect of projects coming in over estimate in 2016. This project resurfaced the pavement to achieve a smooth riding surface and improve the ride quality index. The project also included replacing bridges 3572 and 3878 with new box culverts.

PROJECT RISKS

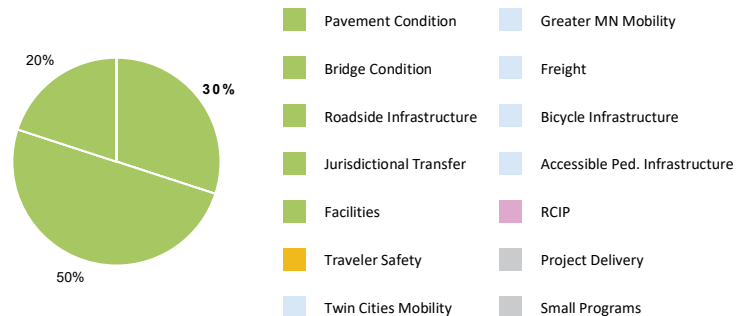
A more substantial or long-term fix would require raising the road grade or regrading, which would increase costs significantly. The project contingency does not include a change for this type of major risk.

SCHEDULE

Date in which project entered the STIP:	11/09/2017
Environmental Document Approval Date:	9/25/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/12/2017
Original Letting Date:	01/26/2018
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	9/2019

PRIMARY INVESTMENT CATEGORY

Performance-based Need: Pavement Condition


TOTAL PROJECT COST ESTIMATE (MILLIONS)

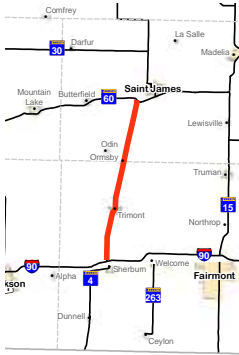
	Baseline Estimate	Current Estimate
Construction Letting:	6.1	3.8
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0.2
Right of Way:	0	0.1
Total:	7.7	4.8

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

COST ESTIMATE ASSUMPTIONS

Project costs were updated based on pavement repair recommendations received as a mill and overlay. The baseline estimate is in 2017 dollars inflated to 2019 dollars. The current estimate removed scope items, compared to the base estimate that included an underseal and other minor pavement recommendations that weren't completely known at the time of baseline development. The current estimate for the construction letting is based on the actual letting cost. Project is substantially complete and actual costs are being realized.

PROJECT SUMMARY



MN 4

Bridge 46003, 5965, 6504, 8567

State Project Number 4602-27

[Hwy 4 Resurfacing from Martin to St. James](#)

Resurface Hwy 4 from Martin Hwy 26 to Hwy 60; replace one bridge and repair three bridges

RECENT CHANGES & UPDATES

Bridge 8567 was reviewed for guardrail alternatives, but due to condition of the existing bridge and limited width, it was determined the bridge would be replaced with box culverts of sufficient length to no longer require guardrail.

PROJECT HISTORY

The road service is in poor condition or predicted to be by 2022. Due to budgetary constraints within the program, the project was shifted to fiscal year 2024 but identified to be a project with a flexible letting for fiscal year 2023. Bridge 8567 will be replaced under the project with a new box culvert. Pavement condition is projected to be in poor condition in 2022..

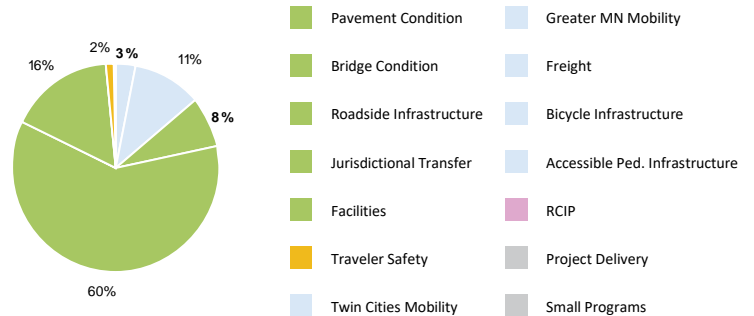
PROJECT RISKS

Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	8/25/2021
Original Letting Date:	10/22/2021
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

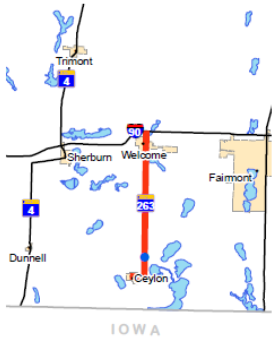
	Baseline Estimate	Current Estimate
Construction Letting:	16	17.8
Post Letting Construction Costs:	1.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.74	2
Construction Engineering:	1.16	1.4
Right of Way:	0	0.4
Total:	20.7	23.1

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

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the pavement surface, cold in-place recycle, and then placement of a bituminous overlay for the final driving surface. The project was moved from Fiscal Year 2022 to Fiscal Year 2024. Costs were updated to reflect inflationary cost factors and was moved in order to manage district targets. The estimated costs were updated to include the replacement of Bridge 8567.

PROJECT SUMMARY



MN 263

State Project Number 4609-17

[Hwy 263 resurfacing: Ceylon](#)

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

RECENT CHANGES & UPDATES

Plan development is at 90% and is on schedule for meeting the March letting.

PROJECT HISTORY

This is currently planned to be a turnback project. This section of roadway will be turned back to the county upon completion of the project in 2022. Letting moved one year due to funding. Due to pavement condition being very poor, and in coordinating with the county a reclaim was the preferred fix. Since this is a turnback project, it has been upscooped using turnback dollars to a reclaim overlay rather than a thin mill and overlay.

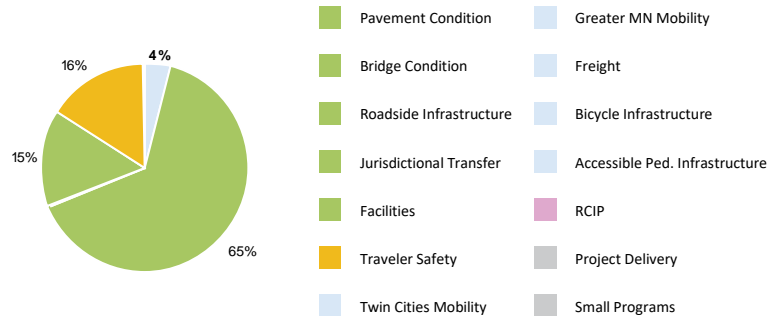
PROJECT RISKS

Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/30/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/6/2019
Original Letting Date:	11/20/2020
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

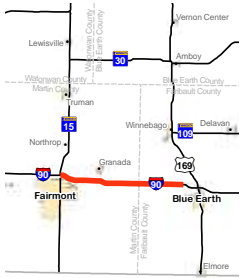
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	8.8
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	0.9
Construction Engineering:	0.48	0.5
Right of Way:	0	0.3
Total:	7.3	11.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a mill and overlay. The current estimate is based on the upscooped reclaim and ADA work, which increased the costs. This is estimated in 2021 dollars.

PROJECT SUMMARY



I-90
 Bridge 22801, 22802, 46824, 46831, 46835, 46836

State Project Number 4680-129

[I-90: Fairmount to Blue Earth](#)

Resurface I-90, Hwy 15 to 2 miles west of Hwy 169 and repair multiple bridges

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

This project was advanced to construction in 2019 as a result of the new legislative funding provided in 2017. Project construction started in the spring of 2019 with through traffic routed to the eastbound lanes. Resurfacing of the westbound lanes and repairs to several of the bridges was completed in 2019. Normal traffic configuration was restored in the fall of 2019, and construction was suspended over the winter. Construction resumed in the spring of 2020 with traffic diverted to the westbound lanes while resurfacing the eastbound lanes and final bridge repair work was completed.

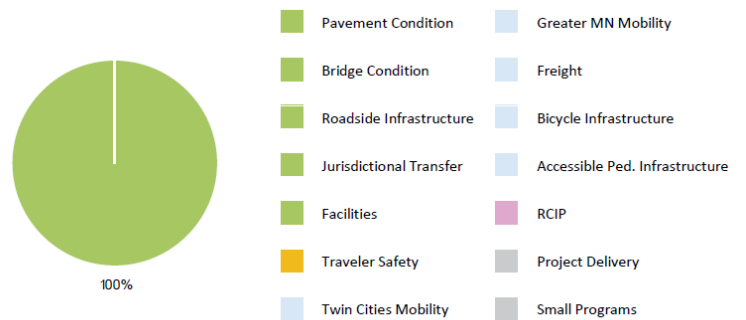
PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/20/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	11/16/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	40	38.5
Post Letting Construction Costs:	3.3	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	3.12	1.6
Construction Engineering:	2.08	1.4
Right of Way:	0	0
Total:	48.5	43.1

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

COST ESTIMATE ASSUMPTIONS

The project includes milling off a portion of the existing bituminous pavement and placing a concrete overlay on both the mainline pavement and shoulders. The current estimate is based on the construction letting and the awarded construction contract.

PROJECT SUMMARY



I-90

State Project Number 4680-132

[I-90 Resurfacing from Sherburn to Fairmont](#)

Resurface I-90 from Hwy 4 to Hwy 15; upgrade lighting

RECENT CHANGES & UPDATES

Plan has been turned in for final review and preparation for letting in December 2021.

PROJECT HISTORY

Pavement condition is predicted to be below terminal serviceability by 2022. Project is needed to repair the pavement and improve the riding surface and extend the life of the roadway.

PROJECT RISKS

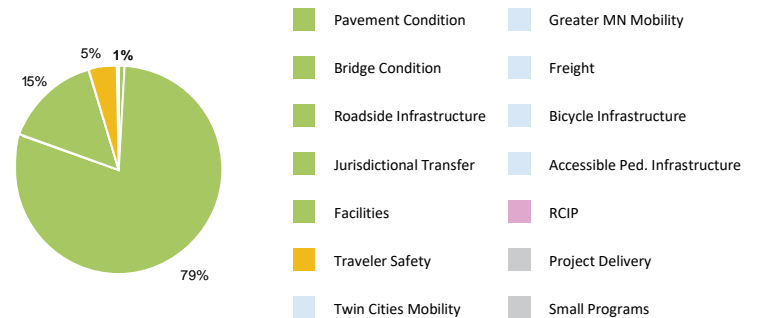
All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	6/15/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2021
Original Letting Date:	12/17/2021
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Project is needed to repair the pavement and improve the riding surface and extend



TOTAL PROJECT COST ESTIMATE (MILLIONS)

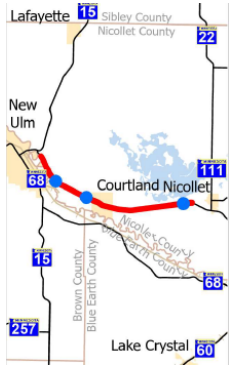
	Baseline Estimate	Current Estimate
Construction Letting:	11.5	6.5
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	0.8
Construction Engineering:	0.72	0.6
Right of Way:	0	0
Total:	13.3	8.4

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on mill & overlay prices inflated to 2022. Cost is reduced due to scope change from CIR to mill & overlay.

PROJECT SUMMARY



US 14

Bridge 96916, 97036, 97101

State Project Number 5202-58

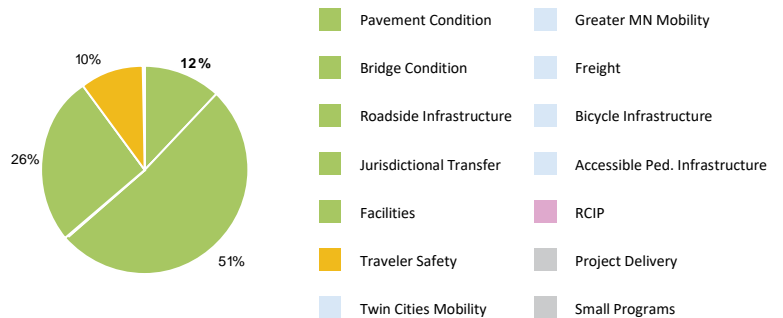
[Hwy 14: New Ulm, Courtland, Nicollet, North Mankato](#)

Reconstruct Hwy 14 from 2-lane to 4-lane from Hwy 37 at New Ulm to east of Nicollet (481st Ave); construct 3 new interchange bridges, replace 5 bridges; lighting, install camera and vehicle counting equipment and improve pedestrian crossings

RECENT CHANGES & UPDATES

Project has passed 95% completion and has been turned in for letting.

PRIMARY INVESTMENT CATEGORY



PROJECT HISTORY

Right of way need identification was completed in September 2020. Plan production work began in September 2020. A Re-evaluation of the Environmental Impact Statement is underway. In 2019 MnDOT announced it would move forward with developing the project up to the point of getting right of way despite the lack of funding. This segment of Hwy 14 is the last between New Ulm and Rochester to receive funding to be expanded to four lanes. It was included in an Environmental Impact Statement that was completed in 2011 for the corridor between New Ulm and North Mankato. Expanding this segment to four lanes has long been a priority. Fatal and serious injury crashes, as well as traffic mobility impediments through Courtland drive the need for the project.

PROJECT RISKS

1.A TIFIA loan is not awarded for the project. 2. Inflation. If prices of steel and oil rise faster than anticipated, the budget could be insufficient. 3. Construction Schedule. Rain and wet conditions limit the contractor's ability to work on the road resulting in delays to schedule. MnDOT is also doing independent contract time verification with a consultant to verify reasonable 1806 requirements that still provide schedule float for differing site conditions or abnormal weather delays.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	6/15/2021
Municipal Consent Approval Date:	5/6/2021
Geometric Layout Approval Date:	3/4/2021
Construction Limits Established Date:	9/10/2020
Original Letting Date:	1/22/2022
Current Letting Date:	12/1/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2023

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	74	73
Post Letting Construction Costs:	3.5	3.3
Other Construction Elements:	2.2	0
Preliminary Engineering:	2.5	4.7
Construction Engineering:	1.5	2
Right of Way:	9	5.5
Total:	92.7	88.5

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

COST ESTIMATE ASSUMPTIONS

Cost estimates are based on early preliminary design work prior to having quantities available. The current estimate for all remaining work is \$92.7M. The construction cost shown on the left does not include \$2M in contingencies. Costs are in 2022 dollars. Funding for the project will be as follows:TIFIA Loan \$45.BUILD Grant \$22M Other Federal \$6.8M Nicollet County \$3.5M State \$15M Baseline estimate was a rough estimate at the time, the current estimate is based on more items and clearly defined costs.

PROJECT SUMMARY



MN 22
 State Project Number 5205-115, 5205-113
[Hwy 22: Mankato to St. Peter](#)
 Resurface Hwy 22 from St Peter to Hwy 111

RECENT CHANGES & UPDATES

Split project into rural and urban sections, this project will encompass the rural section only from Co Rd 20 to Hwy 111 and currently at the construction limit phase.

PROJECT HISTORY

Originally scoped from St Peter to Hwy 111 to include the in town portion of St Peter. The urban section of St Peter will now be a separate project SP 5205-115. This rural section project will start at Co Rd 20 to Hwy 11 on Hwy 22.

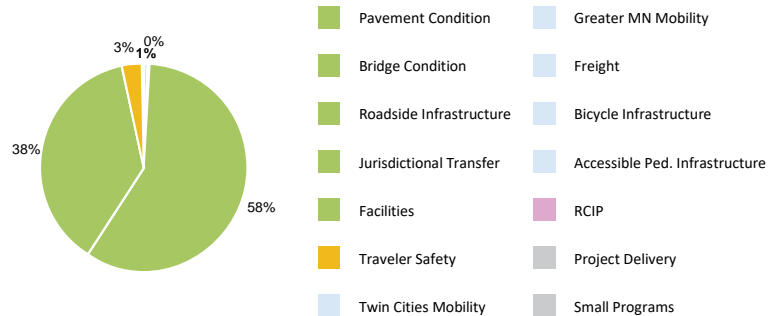
PROJECT RISKS

Increased scope of work due to hydraulic issues.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/28/2022
Current Letting Date:	1/26/2024
Construction Season:	2024-2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

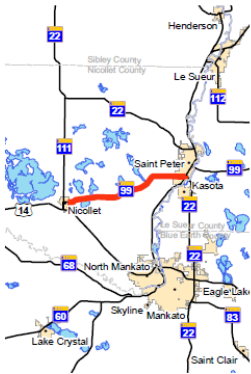
	Baseline Estimate	Current Estimate
Construction Letting:	6.6	5.5
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8.2	7.1

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

COST ESTIMATE ASSUMPTIONS

Cost were higher in baseline due to extensive culvert and utility work. Cost was reduced due to scope of work being reduced on the project limits. The in-town portion in St Peter will be a separate project now.

PROJECT SUMMARY



MN 99
 Bridge 4596
 State Project Number 5206-31, 5211-66
[Hwy 99: Nicollet to St. Peter](#)

Resurface Hwy 99 from Birch St in Nicollet to Hwy 169 in St Peter; replace 1 bridge and 1 culvert, and lighting

RECENT CHANGES & UPDATES

Project was let earlier this year and constructed during the summer of 2021.

PROJECT HISTORY

Pavement is in poor condition and expected to worsen by 2021. Resurface the roadway to provide a smooth ride and extend the life of the road. Current roadway fix started out as a cold in-place recycle and was downscoped to a thin mill & overlay prior to letting.

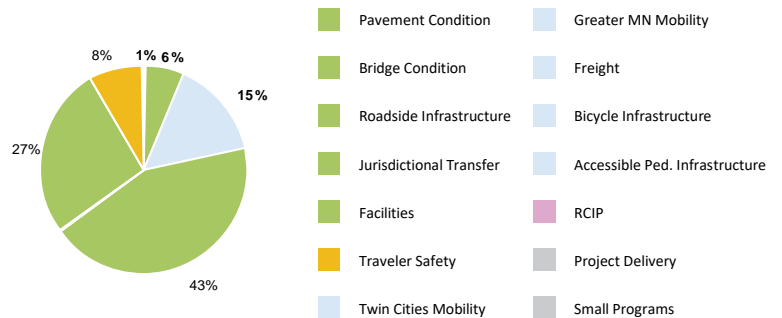
PROJECT RISKS

Project was constructed this year and all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/1/2020
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/1/2018
Original Letting Date:	10/23/2020
Current Letting Date:	10/23/2020
Construction Season:	2021-2023
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

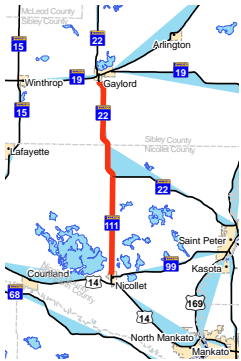
	Baseline Estimate	Current Estimate
Construction Letting:	8.1	4.9
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.4
Right of Way:	0	0.2
Total:	10.4	6.6

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

COST ESTIMATE ASSUMPTIONS

Used current 2020 construction costs for design engineer's estimate at project turn-in. The recent downscoping of the roadway and shoulder fixes to mill & overlay contributed to a much lower cost estimate for 2021 construction.

PROJECT SUMMARY



MN 111

State Project Number 5208-22

Resurface 19 miles of Hwy 111/22 from Hwy 99 in Nicollet to 280th St in Gaylord; add turn lanes, new snow fence, rural intersection lighting; improve underground pipes and utilities

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

The scope was updated to focus on pavement needs. The following items were eliminated from the scope because they did not meet performance based needs: adding turn lanes at County Roads 4, 5 and 15, and replacing bridge 8721. Work has begun with landowners about possible snow drifting mitigation. Nicollet is investigating possible reconstruction north of Hwy 99. This project was identified as a resurfacing candidate. The pavement condition is fair, but projected to be fair to poor before the project is constructed. A scoping review was completed by district staff in 2015. In this review, a bituminous reclamation was recommended. An additional scope was added to take care of problems while the surface was off the road.

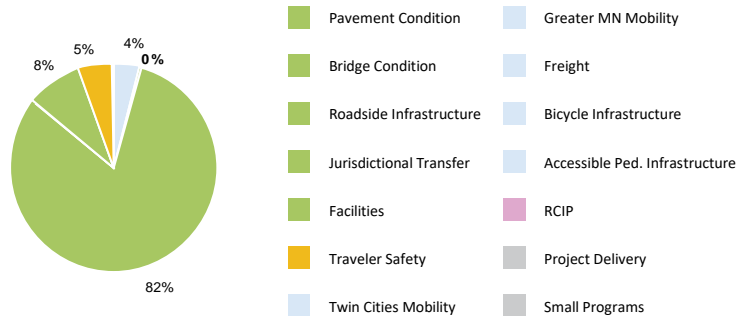
PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	11/01/2017
Original Letting Date:	11/15/2019
Current Letting Date:	11/22/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



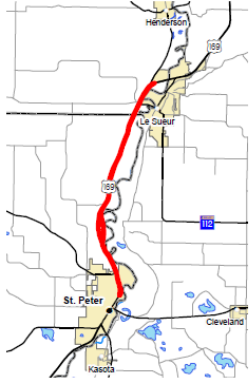
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	13.4	13.5
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.44	0.6
Construction Engineering:	0.96	0.6
Right of Way:	0.12	0.2
Total:	17.2	15.3

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

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate included all the original scoped work. The current estimate assumes a 3-inch mill, reclamation, and a 4.5-inch overlay. The current estimate is reduced due to the following removals from the scope: bridge 8721 replacement, edge drains, super elevation correction, and turn lanes at three locations. The current estimate matches the actual realized costs.

PROJECT SUMMARY


US 169

Bridge 52001, 52002, 8961

State Project Number 5209-74

[Hwy 169: St.Peter, Le Sueur](#)

Resurface northbound lanes from Union St in St. Peter to Hwy 93 at LeSueur

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

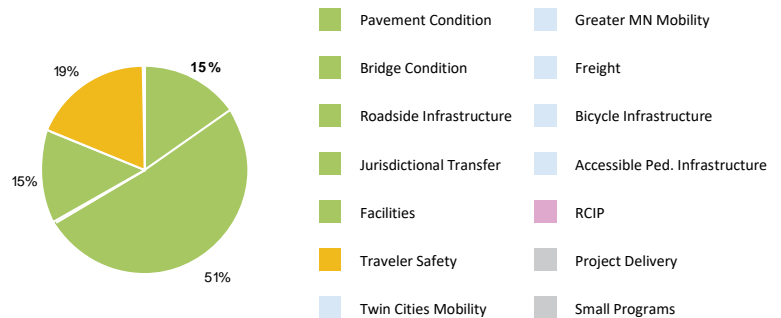
Project is planned for one construction season now, but originally it was scheduled for two seasons. Project was upscaled to include guardrail and bridge rail modifications to Bridge 52001 over Robarts Creek southbound. Project was downscoped to remove rehabilitation of bridges 52004 and 8649. Experimental intelligent work zone features were added to include driver warning systems for slowing or stopped traffic ahead in the work zones. This project will provide a smooth riding surface on the northbound lanes of Hwy 169, which is a high priority interregional corridor.

PROJECT RISKS

Project is complete so all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	2/2/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/14/2016
Original Letting Date:	11/17/2017
Current Letting Date:	12/1/2017
Construction Season:	2018
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.3	14.3
Post Letting Construction Costs:	0.4	0.8
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.66	1.8
Construction Engineering:	0.44	0.6
Right of Way:	0	0.2
Total:	7.8	17.9

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

COST ESTIMATE ASSUMPTIONS

The cost estimate assumed construction in 2018. Current Estimate included a pavement recommendation change from a mill and overlay project to a concrete overlay project to extend the service life. Other scope items were then added to coincide with a longer service life.

PROJECT SUMMARY

US 169

State Project Number 5209-81

[Hwy 169: St. Peter](#)

Reconstruct from Broadway Ave to Union St in St Peter

RECENT CHANGES & UPDATES

Project was originally from the south junction of Hwy 99 to Union St and has changed to be from the north junction of Hwy 99 (N Broadway St). Project was split into two separate projects, this project is from N Broadway St to Union St as a reconstruct.

PROJECT HISTORY

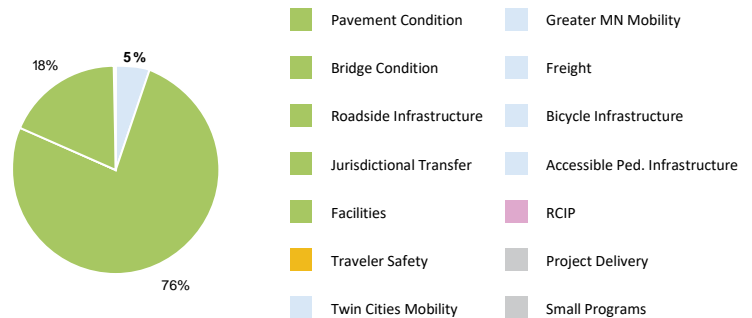
Project was originally from the south junction of Hwy 99 to Union St and has changed to be from the north junction of Hwy 99 (N Broadway St).

PROJECT RISKS

Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	2/25/2022
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.5	3.9
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	4.3	5

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

COST ESTIMATE ASSUMPTIONS

Estimate is based on an urban reconstruct and storm sewer improvements. Cost increase is due to borings that identified additional work needed on a segment of the roadway as the roadway condition is poor.

PROJECT SUMMARY

US 169
 Bridge 07042, 52009
 State Project Number 5212-35
 Rehabilitate Veterans Bridge

RECENT CHANGES & UPDATES

An Intersection Control Evaluation (ICE) is being completed at the Highway 169 interchange ramps at Belgrade Ave. The results of this study and the Highway 169 Corridor Studies, that are currently underway but not yet complete as of Fall 2021, may impact the ultimate scope of work in and around the bridges being repaired.

PROJECT HISTORY

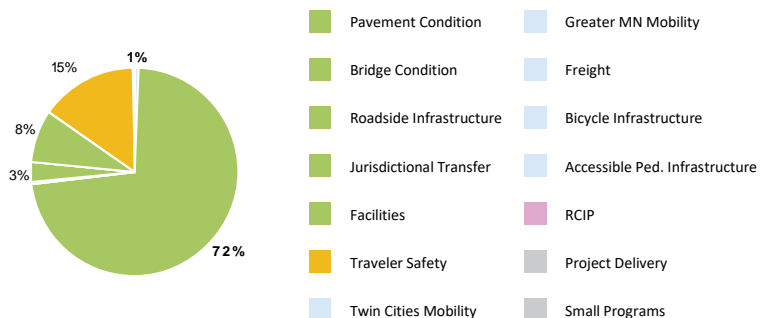
Bridge 07042, Veterans Memorial Bridge, is a six-span steel beam bridge built in 1985-1986 that crosses the Minnesota River. There has been extensive delamination, spalling, and exposed rebar on the concrete deck. Bridge 52009 was built in 1986 and crosses over Highway 169. The bridge is generally in good condition, other than the leaking joints and approach panel settlement, delamination, and spalling. The project purpose is to correct deteriorating bridge components and to provide a safe and durable crossings of Highway 169, the Minnesota River, Riverfront Drive, and the railroad. Performing necessary maintenance of these bridges is critical in providing an integral connection on one of three river crossings located in the Mankato & North Mankato city limits.

PROJECT RISKS

This is a major bridge rehabilitation project spanning the MN River, railroad, and Riverfront Drive. There are risks to construction costs due to unforeseen or unknowns due to the specialty type of work involved. The results of the Belgrade/Hwy 169 interchange and Hwy 169 corridor study may impact the scope of work. There are risks and opportunities to combine bridge work and interchange work at Hwy 169 and Belgrade Ave to reduce traffic impacts to the region while the bridge is closed.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	15.3	15.3
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	2.1
Construction Engineering:	1.4	1.4
Right of Way:	0	0
Total:	20.3	20.3

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

COST ESTIMATE ASSUMPTIONS

Cost estimate is based on a preliminary bridge scoping cost estimate. Once more structural analysis and reviews are completed, the cost will need to be refined.

PROJECT SUMMARY



MN 91
 Bridge 1503, 8793
 State Project Number 5308-29
[Hwy 91 Adrian to Nobles/Murray County Line](#)

Resurface 15 miles of Hwy 91 from the south Adrian city limits to the Nobles/Murray County line; improve pedestrian crossings in Adrian, add turn lanes, new rural intersection lighting; improve underground pipes and utilities

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete as of August 1, 2020.

PROJECT HISTORY

The project was moved to FY 2020 to free up funding for other projects in FY 2018. The replacement of bridges #1503 and #8793 was added to the scope. The scope was also revised to include sidewalk repairs to improve ADA compliance. The project was identified for inclusion in the 2018 program and scoped.

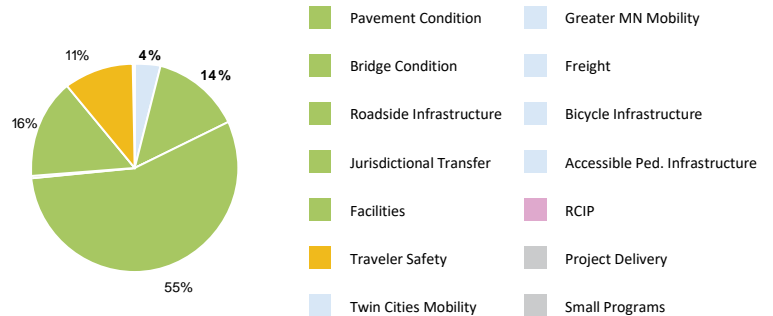
PROJECT RISKS

Risks have been retired.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	6/27/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/1/2017
Original Letting Date:	12/15/2017
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.9	8.9
Post Letting Construction Costs:	4.7	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.1
Construction Engineering:	0.52	0.8
Right of Way:	0	0.3
Total:	12.9	11.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumes a medium mill and overlay, extensive ADA work, and the replacement of two box culverts. There is no work at other box culverts. The current estimate is based on the construction letting and the awarded construction contract.

PROJECT SUMMARY

CSAH 15

Bridge 53809, 53810, 53811, 53812, 53815, 53816, 53817, 53818, 53824

State Project Number 5380-152

Repair I-90 bridges in Nobles County

RECENT CHANGES & UPDATES

Scoping report has been signed during the summer of 2021.

PROJECT HISTORY

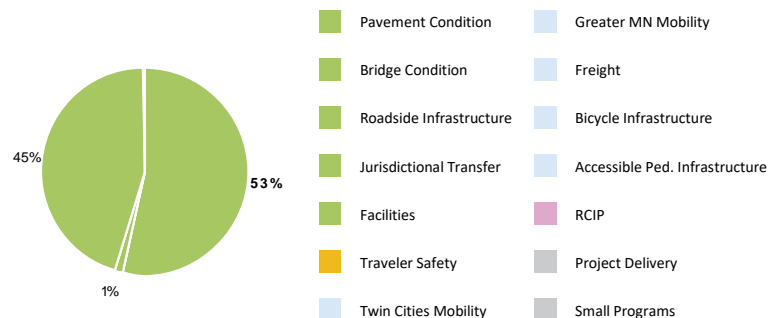
Project scoped as a bridge rehabilitation project.

PROJECT RISKS

Additional bridges may be added or removed from the scope of work.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	4/26/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.3	8.3
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	10.4	10.4

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

COST ESTIMATE ASSUMPTIONS

Estimate is based on a bridge rehabilitation with prices inflated to 2025.

PROJECT SUMMARY



I-90
 Bridge 67801
 State Project Number 6780-117
[I-90 Resurfacing: Luverne](#)
 Resurface I-90 from just east of South Dakota to Luverne on westbound lanes; repair 1 bridge

RECENT CHANGES & UPDATES

Project has been let and is under construction.

PROJECT HISTORY

Pavement condition is predicted to be below terminal serviceability by 2022. Work will include pavement rehabilitation, guardrail improvements, bridge deck overlay and culvert repairs. This will extend the life of the roadway. Eliminated west four miles; will be done as a separate project (time frame unknown).

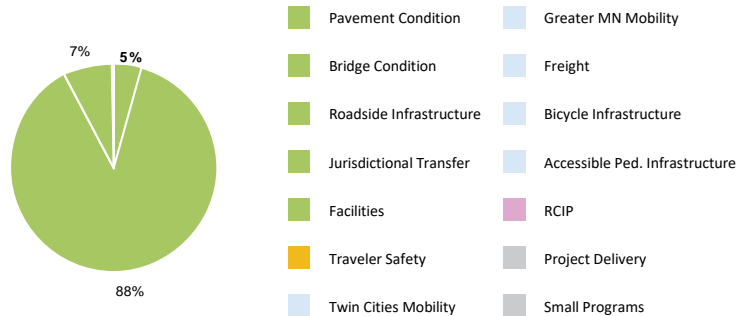
PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/26/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	6/25/2021
Current Letting Date:	3/26/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	13.6	4.8
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.38	0.2
Construction Engineering:	0.92	0.4
Right of Way:	0	0
Total:	17	5.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumed eastbound and westbound lanes. The current estimate has been reduced to westbound lanes only.

PROJECT SUMMARY



I-90

State Project Number 6780-124

Resurface I-90 EB lanes from South Dakota State line to Beaver Creek and WB lanes from South Dakota State line to Hwy 11

RECENT CHANGES & UPDATES

Project was changed from a five inch bituminous overlay to a seven and a half inch unbonded concrete overlay.

PROJECT HISTORY

The project was originally planned to be a bituminous resurfacing. After receiving an additional \$7M in CRRSAA funds, we were able to revise the project to an unbonded concrete overlay and include additional west bound lane miles that were more deteriorated than previously thought.

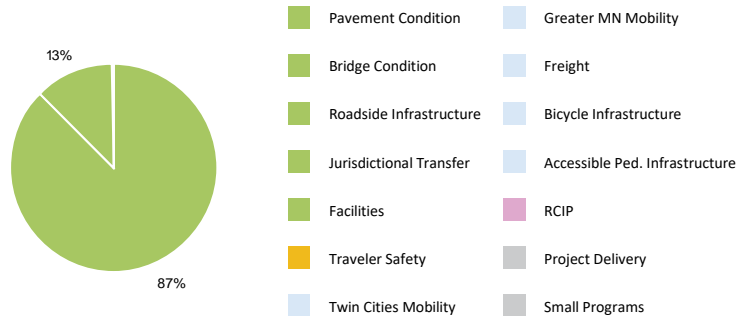
PROJECT RISKS

Accelerated project schedule which could cause a delay to the letting.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	1/1/2028
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.9	16.4
Post Letting Construction Costs:	0.7	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	2
Construction Engineering:	0.6	1.4
Right of Way:	0	0
Total:	11.1	21.2

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

COST ESTIMATE ASSUMPTIONS

Estimate is based on average unbonded overlay pricing for district 7 and inflated to 2022 construction. Cost increase is due to adding additional work on the westbound lanes from South Dakota to CSAH 11.

PROJECT SUMMARY

MN 93

Bridge 72005

State Project Number 7212-21, 4004-134

[Hwy 93: Reconstruction in Henderson](#)

Reconstruct Hwy 93 from Hwy 169 to flood wall in Henderson; repair 1 bridge

RECENT CHANGES & UPDATES

The geotechnical review identified a large amount of surcharge may be necessary.

PROJECT HISTORY

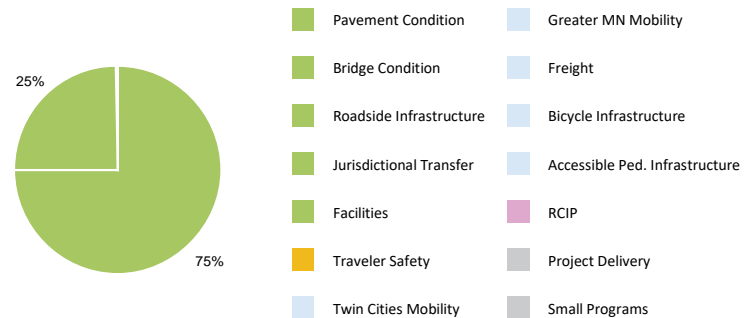
Grade raise to raise the highway out of the 100 year flood elevation. Replace one span bridge and construct a new span bridge.

PROJECT RISKS

Geotechnical analysis may identify some poor soils. Coordination with the city of Henderson's levy reconstruction.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/20/2020
Current Letting Date:	11/18/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

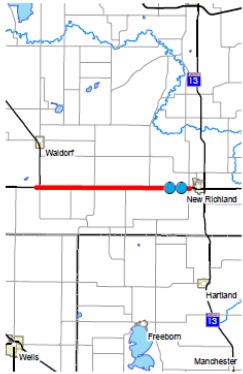
	Baseline Estimate	Current Estimate
Construction Letting:	3.2	20.4
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1.6
Construction Engineering:	0.2	1
Right of Way:	1	1
Total:	4.2	24.4

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on trunk highway bonds allocated on October 2020. Project was originally a mill and overlay and due to trunk highway bond legislation in 2020 allocated additional funds to raise the roadway an additional eight feet to raise it above the flood plain. Cost increase is due to adding additional work.

PROJECT SUMMARY



MN 30
 Bridge 6789, 8131
 State Project Number 8105-21
 Resurface Hwy 30 from Hwy 22 to New Richland; replace 2 bridges
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in October 2020.

PROJECT HISTORY

Pavement conditions are fair but will continue to deteriorate; the road does not ride smoothly. Bridge 6789 is scour critical and bridge 8131 has a deck overlay indicating that the underlying deck is likely in very poor condition. Started construction in May 2020, will be complete in October 2020.

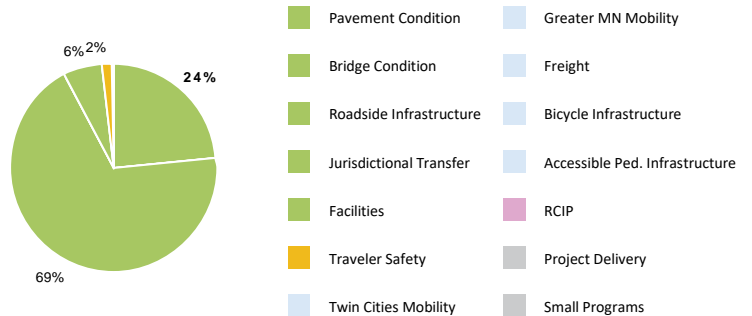
PROJECT RISKS

Risks retired.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	10/1/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	2/1/2018
Original Letting Date:	1/1/2023
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

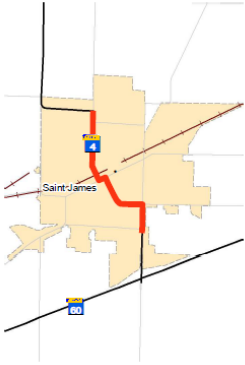
	Baseline Estimate	Current Estimate
Construction Letting:	9	9
Post Letting Construction Costs:	0.9	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.6
Construction Engineering:	0.9	0.5
Right of Way:	0	0.4
Total:	12.2	10.7

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

COST ESTIMATE ASSUMPTIONS

Estimate assumes inflation to mid-point of construction year 2020. A 1.21 inflation factor was used (from baseline FY 2017). Let on 12/18/2019, current estimates shown. The current estimate is based on the construction letting and the awarded construction contract.

PROJECT SUMMARY



MN 4
State Project Number 8302-38

[Hwy 4 Reconstruction: St James](#)

This is a roadway reconstruction project in St James from south of 10th Ave S. to 11th Ave N. The sidewalk will be replaced and constructed to meet ADA standards, and the storm sewer, sanitary sewer and water main will be replaced. Mini-roundabouts will be built to replace the existing signals in town to optimize the flow of traffic.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

The city approved the geometric layout. A consultant was procured for the final design work. The letting date changed to align with a scheduled letting date after the project was programmed. Some temporary easements will be needed in the process of making the sidewalks ADA compliant. The existing 1951 concrete throughout the corridor is in very poor condition. Multiple city utility breaks occur each winter due to poor utilities below the roadway. The project was first let in Feb. 2016 and all bids were rejected with the lowest being \$18.8 million. The reasons for the bids being well over the estimate include tight staging requirements, specifications for contaminated soil handling, and a less competitive bidding environment. Staging was revised and the project was re-bid in May 2016 giving contractors an additional year for construction work. The low bid was at \$15.7 million.

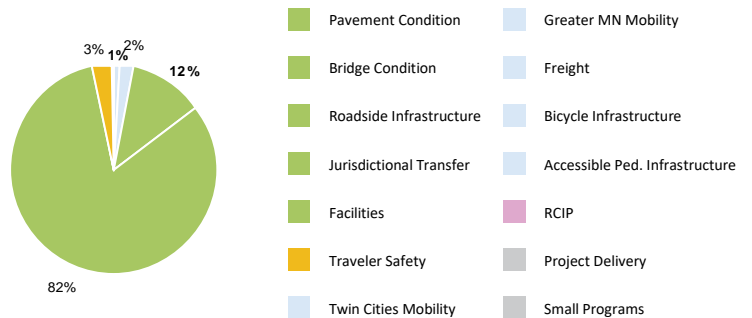
PROJECT RISKS

Project is complete so all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2012
Environmental Document Approval Date:	11/23/2015
Municipal Consent Approval Date:	12/2/2014
Geometric Layout Approval Date:	4/10/2015
Construction Limits Established Date:	6/1/2015
Original Letting Date:	6/30/2016
Current Letting Date:	5/20/2016
Construction Season:	2016
Estimated Substantial Completion:	June 2018

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

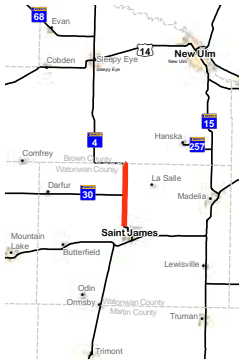
	Baseline Estimate	Current Estimate
Construction Letting:	5.3	15.7
Post Letting Construction Costs:	0.4	1.2
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.6	1.5
Construction Engineering:	0.4	1.9
Right of Way:	0.2	0.8
Total:	6.9	20.5

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

COST ESTIMATE ASSUMPTIONS

The construction cost breakdown is: MnDOT's share - \$8.1 million; city share - \$6.9 million; and county share - \$0.6 million. The current estimate is based on the awarded contract from the May 2016 letting. Baseline cost did not include the local share.

PROJECT SUMMARY



MN 4

Bridge 5076

State Project Number 8302-48

[Hwy 4 Resurfacing: St. James](#)

Resurface Hwy 4 from Armstrong Blvd in St James to Brown Hwy 18; replace 1 bridge

RECENT CHANGES & UPDATES

Materials performed additional coring and boring investigations of the roadway structure on Highway 4 between St. James and Sleepy Eye. Based upon the condition and composition of the underlying soils and base materials, the District pavement office recommending a change to the scope of the pavement fix to a mill and overlay. This is being considered as a better alternative rather than invest significantly into a pavement reclamation that may not result in a 10-ton design.

PROJECT HISTORY

This project is needed to improve the pavement condition as the pavement is projected to be in poor condition by 2023. Bridge 5076 is currently in poor condition. The roadway is planned to be a full depth stabilized reclamation and will replace bridge 5076. This will extend the life of the roadway.

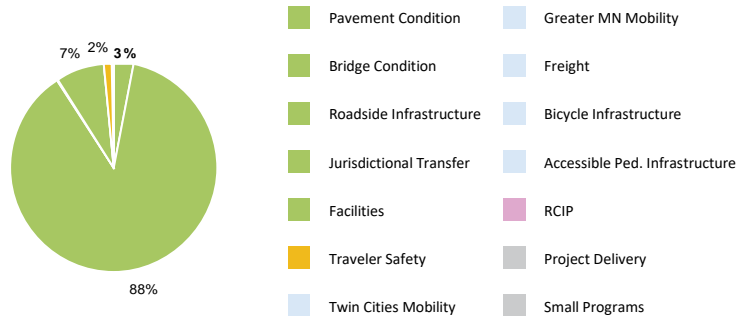
PROJECT RISKS

There are risks that the pavement condition continues to deteriorate resulting in a thicker and more costlier repair measure. Additional environmental investigations may result in potential construction schedule impacts or other mitigation measures. Due to material shortages and supply chain issues, increased costs associated with material and labor remain a cost risk.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	3/2/2021
Original Letting Date:	10/22/2021
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

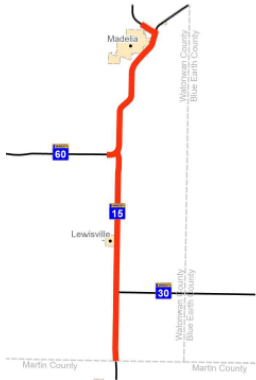
	Baseline Estimate	Current Estimate
Construction Letting:	11	9.9
Post Letting Construction Costs:	0.87	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.2
Construction Engineering:	0.76	0.8
Right of Way:	0	0
Total:	14	12.7

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

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the existing roadway, performing a stabilized full-depth reclamation, and placement of a four-inch overlay. Bridge 5076 would be replaced with a box culvert instead of a span bridge. The project was moved from Fiscal Year 2022 to Fiscal Year 2023. Costs were updated to reflect inflationary cost factors and was moved in order to manage district targets.

PROJECT SUMMARY



MN 60

Bridge 83012, 83015, 83016, 83017, 83018, 91277, 91775, 95845

State Project Number 8304-118, 8303-48

[Hwy 60 Resurfacing and interchange: Madelia](#)

Resurface Hwy 60 W interchange to Hwy 60 E interchange near Madelia; lighting and repair 5 bridges

RECENT CHANGES & UPDATES

Plan has been turned in for final review and preparation for letting in January 2022. Estimated completion was updated to reflect the project is being constructed over two years.

PROJECT HISTORY

Pavement condition is considered to be poor by 2022. Project is needed to resurface the roadway and improve the riding surface and extend the life of the roadway.

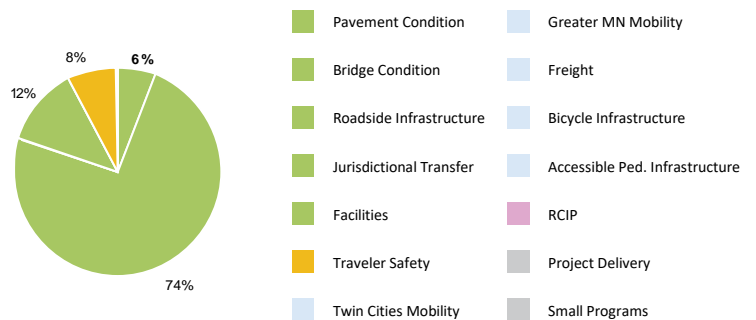
PROJECT RISKS

Coordination needed with City of Madelia and Watonwan County on detours and local traffic control.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/6/2021
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	6/1/2021
Original Letting Date:	
Current Letting Date:	1/28/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY



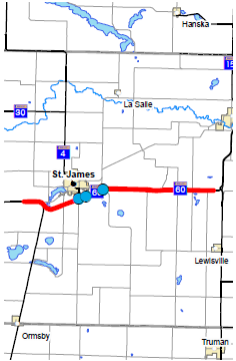
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	18.1	25.4
Post Letting Construction Costs:	1.5	2.1
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	3.2
Construction Engineering:	1.5	2
Right of Way:	0	0
Total:	23.4	32.7

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on pavement resurfacing prices inflated to 2022. Cost increase due to reconstruction of sections of roadway.

PROJECT SUMMARY


MN 60

State Project Number 8309-52

[Hwy 60 Wagonwan County Resurfacing](#)

Repair and resurface, 1 mile west of Hwy 4 to Hwy 15

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete. Construction engineering costs have been updated to reflect additional costs due to working on closing out the project.

PROJECT HISTORY

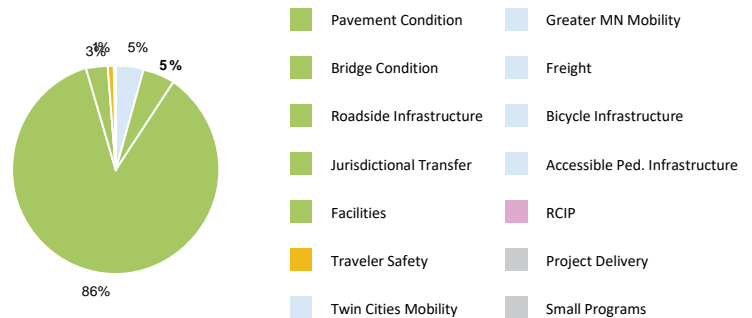
Project was upscaled to an unbonded concrete overlay to be constructed in 2018 and 2019. Pipe repair work is expected to be completed ahead of time (under SP 8827-271) in the 2017 construction season. The project will resurface the pavement to provide an improved ride quality index rating, a smooth riding surface, and to preserve pavement life. The pavement is in poor condition and will be at the end of its service life by 2019. The scope of the project includes preservation work on the interchange ramps and bridge rehabilitation work in St. James.

PROJECT RISKS

All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	2/1/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	10/01/2017
Original Letting Date:	10/26/2018
Current Letting Date:	4/27/2018
Construction Season:	2018
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.4	27.5
Post Letting Construction Costs:	1.2	3
Other Construction Elements:	0	0
Preliminary Engineering:	1.44	1
Construction Engineering:	0.96	1.6
Right of Way:	0	0
Total:	16	33.1

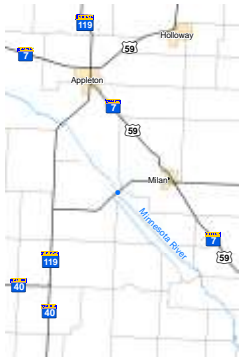
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The baseline estimate of cost was created using an itemized cost for each section of repair with average bid prices for projects in the area. Scope and timeframe was changed significantly due to new funding. Project was upscaled to a long-term fix from concrete pavement rehabilitation to unbonded concrete overlay. Actual construction let amount was \$27.5 million. Project is substantially complete and actual costs are being realized.

District 8 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 40	1209-22	On MN 40, bridge replaced in Chippewa and Lac Qui Parle Counties.	✓	1st	G1	314
MN 277	1213-90	On MN 277 from MN 40 to MN 7 in Chippewa County.	✓	2nd	G2	315
US 12	3403-74	On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.			G3	316
MN 23	3408-18	On MN 23, from New London to Paynesville in Kandiyohi County.			G4	317
MN 23	3413-92, 3408-90	On MN 23, construct reduced conflict intersection in New London			G5	318
US 75	3703-25	On US 75 from Township 127 to MN 7 in Bellingham.	✓	1st	G6	319
MN 23	4203-50	On MN 23 from Cottonwood to Hwy 212 in Granite Falls.	✓	1st	G7	320
MN 19	4204-40	Reconstruct Hwy 19			G8	321
MN 68	4210-49	On MN 68 from Minneota to Marshall in Lyon County.			G9	322
MN 15	4304-53	On MN 15 from 5th Avenue SW to 2nd Avenue NE in Mcleod County.	✓	1st	G10	323
US 212	4310-95	Construct roundabout on Hwy 212 in Glencoe			G11	324
MN 4	4701-32	On MN 4 from Cosmos to CSAH 23 in Meeker County.			G12	325
US 12	4704-89	On US 12 from 4th Street to Holcombe Avenue in Meeker County.	✓	1st	G13	326
US 12	4705-49	Resurface (concrete) Hwy 12 from CR 14 in Darwin			G14	327
MN 15	4707-26	On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.			G15	328
MN 30	5103-91	On MN 30 from US 59 to Murray/Cottonwood County line.			G16	329
MN 91	5108-12	On MN 91 from MN 30 to MN 23 in Murray County.	✓	2nd	G17	330
MN 23	5902-25	Resurface Hwy 23 from Hwy 75			G18	331
US 14	6401-37	On US 14 from 4th Street in Tracy to CSAH 7 in Revere.	✓	2nd	G19	332
US 71	6405-68	.5 miles south of Sanborn			G20	333
US 212	6510-67	On US 212 from MN 23 to CSAH 6 in Sacred Heart.			G21	334
MN 23	7305-124	On MN 23 from Paynesville to Richmond in Stearns County.			G22	335
MN 67	8706-89, 8706-91	On MN 67 from US 59 to 6th St. in Clarkfield in Yellow Medicine County			G23	336

PROJECT SUMMARY


MN 40

Bridge 12017

State Project Number 1209-22

[Hwy 40: Bridge; 3 miles west of Milan](#)

Replace bridge on Hwy 40 (known as Milan bridge) over Lac qui parle Lake west of Milan.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Completed summer of 2021.

PROJECT HISTORY

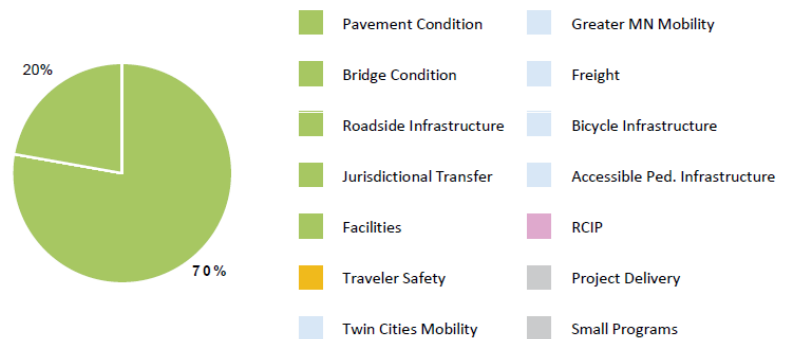
The project was let on schedule. Completion was threatened due to extreme weather conditions and contractor delays. Geometric layout approved. Preliminary bridge and roadway plans are complete. On schedule for letting date. This project continued through the project development process, including public outreach. The decision to replace the bridge rather than rehabilitate the existing structure was determined through extensive public outreach. This project was previously a bridge rehabilitation until late 2015, when it changed to a bridge replacement through outreach. The 2017-2020 state transportation improvement program is the first year it is shown as a bridge replacement. High water levels and contractor issues have delayed completion of the project. Highway 40 was opened to traffic on July 2, 2020. Work on the historic rip-rap is still underway. May 2021 is a potential completion date.

PROJECT RISKS

This project will need an Army Corps of Engineer's permit and review through the environmental process, including Minnesota State Historic Preservation Office concurrence.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	5/7/2018
Construction Limits Established Date:	5/7/2018
Original Letting Date:	3/22/2019
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	July 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

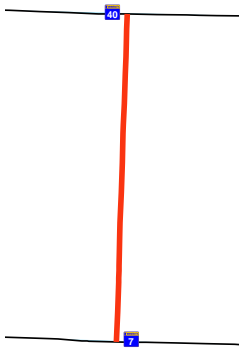
	Baseline Estimate	Current Estimate
Construction Letting:	5.3	7.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.3	0.2
Total:	6.8	9.2

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

COST ESTIMATE ASSUMPTIONS

Engineering cost is assumed to be 20 percent of construction total. The cost estimates went down when the project shifted from rehab to replacement due to the historic nature of the bridge. It is more costly to rehab when following historic guidelines. High water levels and contractor issues delayed completion of the project.

PROJECT SUMMARY



MN 277
 State Project Number 1213-90
 Turn back ownership of Hwy 277 to Chippewa County.
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

Due to lower traffic volumes, the lack of a population center and type of traffic (not the long haul, interregional nature) this road was considered for reassignment to the county system. Chippewa County was approached with a proposal and they were open to the transfer of control. After several discussions with MnDOT, the county agreed to accept the road into their system. Some additional funds were needed due to culvert needs.

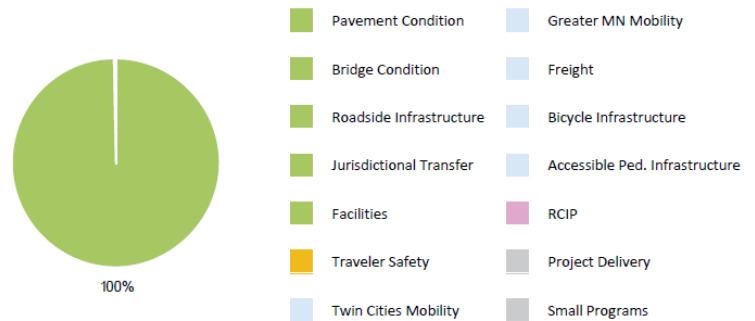
PROJECT RISKS

No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not needed
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Not needed
Original Letting Date:	6/1/2018
Current Letting Date:	8/1/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	8.9	0
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	9.6
Preliminary Engineering:	1	0
Construction Engineering:	0.6	0
Right of Way:	0	0
Total:	10.5	9.6

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

COST ESTIMATE ASSUMPTIONS

The Total Project Cost Estimate was prepared assuming full reconstruction costs including culverts, surfacing, grading, and shoulder widening. This was the total project cost estimate that was used to determine how much MnDOT should pay the county to accept the road into their system.

PROJECT SUMMARY


US 12

State Project Number 3403-74

[Willmar Rail Connector & Industrial Access Project: Willmar Wye](#)

Realign Hwy 12 and reconstruct Hwy 40 to facilitate a new railroad line on the west side of Willmar

RECENT CHANGES & UPDATES

The roadway construction portion of the project was complete in July of 2021. The railway construction portion of the project began in August of 2021 and is expected to be complete in the Fall of 2022.

PROJECT HISTORY

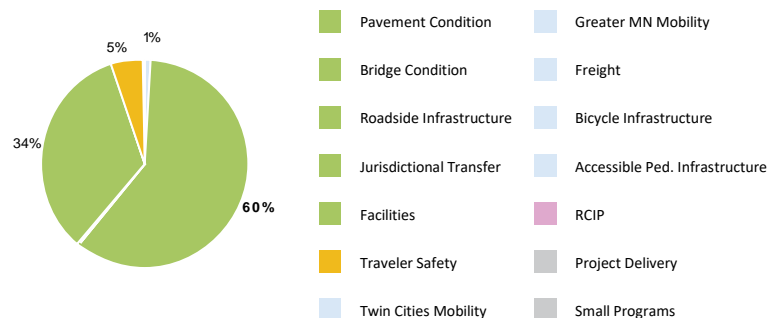
The project was let August 2018, but the project wasn't awarded until January 25, 2019. Substantial progress was made in negotiation of the master cooperative agreement. The complexity of the agreement resulted in significant delays to the project schedule, but the delays did not threaten the project. Master Cooperative Agreement was signed January 19, 2019 (City, County, State, BNSF). Several key permits and agreements were attained. Extra geotechnical monitoring will be used in the construction process to minimize risk of instability. Construction is expected to take place from 2019 through 2021 for the highway portion of the project. Currently under construction, and 58% complete. Construction started in July of 2019. The project is a design build project.

PROJECT RISKS

Given that this project is a public/private partnership, there are risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway. One example would be the master cooperative agreement between public and private entities and complexity of the agreement affecting project schedule.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	2/8/2018
Current Letting Date:	9/26/2018
Construction Season:	2019
Estimated Substantial Completion:	September 2021

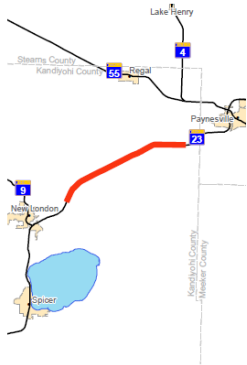
PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	36.2	36.2
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0
Construction Engineering:	1.2	0
Right of Way:	2.5	0
Total:	41.7	36.2

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

COST ESTIMATE ASSUMPTIONS

Assumptions for the construction letting include: 1) Alternative 2B will be chosen 2) \$20.2 million railroad costs and \$16 million roadway costs 3) Includes 15 percent of the roadway costs for design-build assumptions for engineering/consultant costs include: 1) 8 percent of the total letting cost to cover preliminary design of the roadway and preliminary and final design of the railroad. The cost estimates were fairly fluid as the Tiger Grant cost shares with the various entities shifted as did the project development costs. The current cost estimates is under the baseline estimate as it was a design build process.

PROJECT SUMMARY

MN 23

State Project Number 3408-18

[Hwy 23 South Gap: New London to Paynesville](#)

Expand Hwy 23 from 2 lanes to a four-lane roadway from New London to Paynesville (South Gap).

RECENT CHANGES & UPDATES

The pavement fix on the existing Highway 23 was changed from a reclamation to a medium mill and overlay in late 2020 as a cost savings measure. The 30% and 60% construction plans were submitted this year (2021) with the 90% plans scheduled for submittal in early January 2022.

PROJECT HISTORY

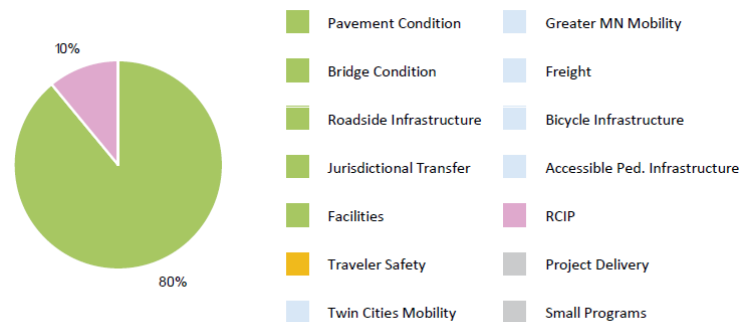
Layout was finalized and approved in early 2020. May of 2018 received \$105 Million in Corridors of Commerce funding for north and south Gaps. November 2015-June 2016 environmental review and public hearings held. 2015 preferred alternative finalized. Environmental review begun in August 2014. The final layout was approved earlier this year. Construction limits are expected to be completed in September of 2020. The 30% plans are expected to be submitted in November of 2020.

PROJECT RISKS

There are several project risks including utility impacts, wetland coordination, potential contaminated materials, hydraulics, and permits for DNR/NPDES.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	6/30/2016
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	January 2020
Construction Limits Established Date:	Pending
Original Letting Date:	12/16/2022
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

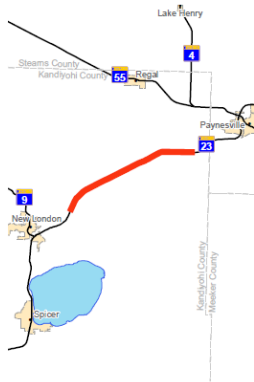
	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	30.7	35.4
Post Letting Construction Costs:	3.8	3.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	4
Construction Engineering:	1.8	1.9
Right of Way:	5.7	6.4
Total:	44.6	51.4

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

COST ESTIMATE ASSUMPTIONS

Engineering cost is assumed to be 20% of construction total. The estimate increased because we have a better design estimate at this time.

PROJECT SUMMARY



MN 23

State Project Number 3413-92, 3408-90

[Hwy 23 and Hwy 9: New London](#)

Construct reduced conflict intersection at Hwy 23 and Hwy 9 in New London; add pedestrian safety improvements along Hwy 9; replace sidewalk between 1st Ave SW and 2nd Ave SW to meet ADA standards; replace portion of retaining wall along the Mill Pond bridge. Construct pedestrian underpass under Hwy 23.

RECENT CHANGES & UPDATES

Anticipating on adjusting the letting from January 28, 2021 to February 25, 2021 to accommodate some recent plan and funding adjustments. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

This is an HSIP project to construct a reduced conflict intersection (or j-turn) at the intersection of TH9 and TH23. The District later received additional HSIP funds to construct pedestrian accommodation improvements adjacent to the New London Spicer School. The County also approached the State about helping fund a pedestrian underpass of the 4-lane TH23, which will also be a part of this project.

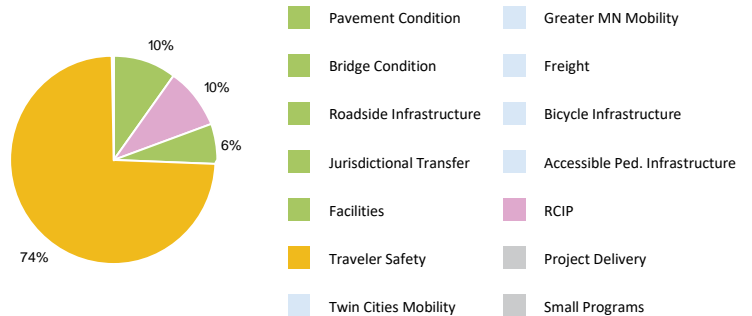
PROJECT RISKS

There are still some agreements that are required for this project which include the Cooperative agreement, Detour Agreement, and LUP with the County for the pedestrian underpass and trail, which we are working on and hoping to have wrapped up by mid-December.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	1/28/2022
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	4.8
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.8	5.8

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



US 75

State Project Number 3703-25

[Hwy 75: Madison to Bellingham](#)

Resurface 22 miles of Hwy 75 from Twp Rd 127 to Hwy 7; upgrade sidewalks and ramps; replace culvert liners and guardrails; pave shoulders.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete

PROJECT HISTORY

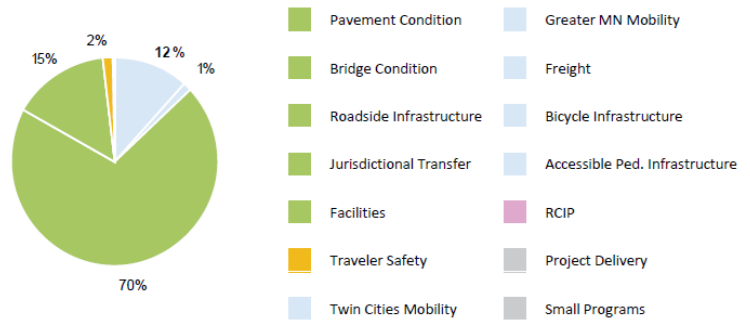
The purpose of this project is to improve the ride quality and prolong the service life of the existing pavement and meet the ADA requirements in the City of Bellingham. This project is progressing through the project development process. Paved shoulders have been added to the project to meet the districts bicycle route plan.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	12/18/2020
Current Letting Date:	4/24/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6	15.8
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7	7.2

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates for FY 2020 reflect 20 percent of construction letting. This project has minimal right of way costs. The current cost estimate has increased from the baseline estimate due to the addition of paved shoulders.

PROJECT SUMMARY



MN 23

Bridge 87X03, 87X04, 87X05, 91419, 91420, 91459

State Project Number 4203-50

[Hwy 23: Cottonwood to Granite Falls](#)

Resurface Hwy 23 from Cottonwood to Hwy 212/Hwy 23 in Granite Falls and construct left-turn lanes at the intersection of Hwy 23/Lyon CR 9 and Hwy 23/Lyon CR 10.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete

PROJECT HISTORY

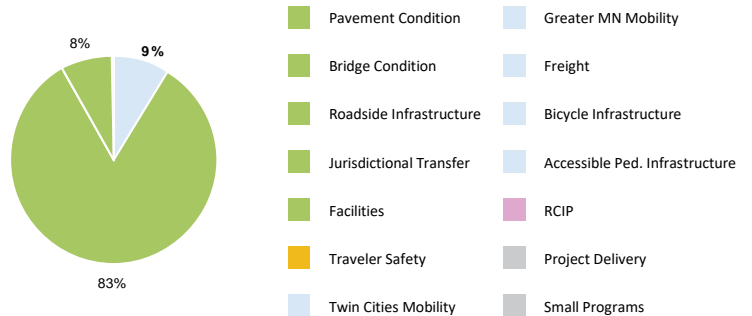
Bridge replacements added via recommendation by the MnDOT Bridge Office in 2018. The Geometric layout was completed in late 2018 along with final plans and special provisions in late 2019.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	1/31/2020
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	26.2	37.2
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	3.3
Construction Engineering:	1.8	2.1
Right of Way:	0.4	0.4
Total:	31.9	43.9

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The current estimate cost for construction letting is the awarded construction cost of the project from the project's letting.

PROJECT SUMMARY



MN 19

State Project Number 4204-40

[Hwy 19/College Drive Reconstruction](#)

Reconstruct Hwy 19 from 4th St to Bruce St in Marshall. Replace sidewalks and pedestrian crossings to meet ADA standards from Marlene St to 4th St.

RECENT CHANGES & UPDATES

The summer of 2021 the district obtained a signed level one layout and municipal consent. This project changed from last year as additional work packages were added to this project.

PROJECT HISTORY

Starting in the Fall of 2019 the District with the assistance from a consultant conducted public engagement with the community of Marshall to develop a vision and priorities for the project.

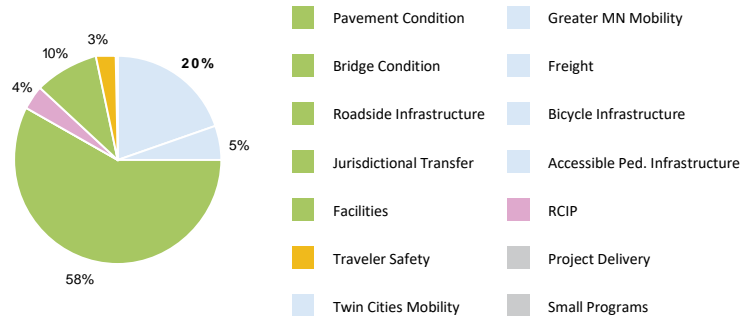
PROJECT RISKS

Utility impacts, potential contaminated materials, de-watering

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	8/24/2021
Geometric Layout Approval Date:	7/13/2021
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	17.6	17.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.7
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	21	21

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



MN 68

Bridge 5324, 5324, 5629, 8323, 6222, 5629, 6220, 6222, 8323

State Project Number 4210-49

[Hwy 68: Minneota to Marshall](#)

Widen shoulders on Hwy 68 from Minneota to Marshall; replace bridges and culverts along project area; update sidewalks in Marshall and Ghent to meet ADA standards.

RECENT CHANGES & UPDATES

Final construction plans were submitted in June 2021. Project was let on 10/22/2021. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

January 2019 scope amendment approved. Letting date moved to August 2021. Since the initial scoping of this project in 2016, the letting date has changed and a box culvert has been added. The need for this project are narrow shoulders that are inadequate for safe operation. The average daily traffic is 4,100 (2014) with an estimate of 6,500 project in year 2030. The current shoulders are only 4 feet wide with non-recoverable steep in-slopes. There were 186 accidents reported from 2005-2015 including two fatal accidents and 35 confirmed injury accidents. In the district safety plan, deep ditch slopes that are considered unrecoverable and present a significantly higher risk of rollovers and significant injury crashes. Increasing roadway safety is the primary need of this project. 90% plans expected by fall of 2020. Environmental documents have been completed.

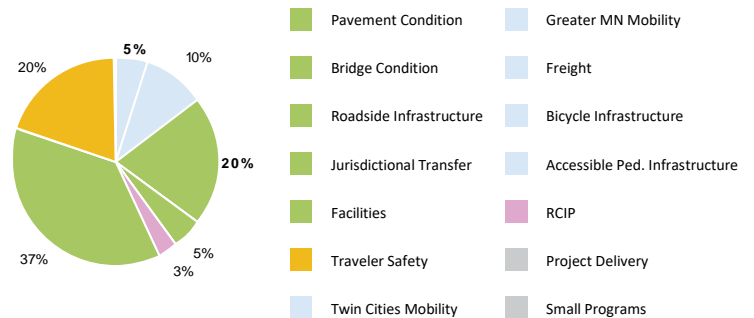
PROJECT RISKS

This project has some risks in hydraulics as well as contaminated materials management.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/12/2019
Construction Limits Established Date:	7/30/2019
Original Letting Date:	12/18/2020
Current Letting Date:	10/22/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7	9.6
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	1	1
Total:	9.7	12.1

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

COST ESTIMATE ASSUMPTIONS

Engineering is assumed to be 20% of the construction cost. The increase in the cost seen in the current estimate compared to the baseline estimate is due to an increased need for excavation and material than previously anticipated. This is due to the new special ditch grades coming in after original estimates and the discovery of more hydraulic work needed during the design phase.

PROJECT SUMMARY



MN 15

State Project Number 4304-53

[Hwy 15: Downtown Hutchinson](#)

Reconstruct Hwy 15 through downtown Hutchinson.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete

PROJECT HISTORY

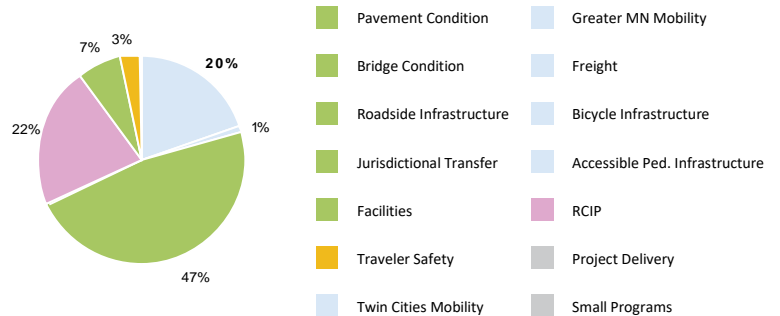
The letting was delayed to February 2020 due to late design taking longer than planned. Pre-letting public engagement is complete. Agreement discussions with city progressed smoothly. The layout, construction limits and right of way acquisition process is complete. MnDOT had continued to conduct public engagement activities as the project progressed through design. This reconstruction project was selected due to poor pavement condition and local utility improvement needs. The community has done extensive study and outreach for their downtown/main street area. Cost sharing is anticipated for parking lanes, sidewalk, traffic signals and aesthetics. Tied to SP # 4304-96.

PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/22/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

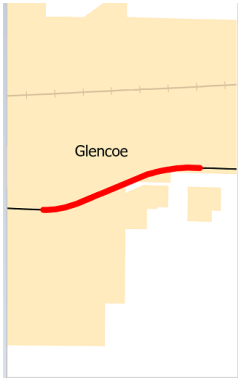
	Baseline Estimate	Current Estimate
Construction Letting:	6.3	9.5
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.6
Construction Engineering:	0.4	0.9
Right of Way:	0.2	0
Total:	7.7	12.2

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

COST ESTIMATE ASSUMPTIONS

Low bid was \$11,585.181 which included SP 4303-96 and all State and City costs for both SP's. Cost overruns and supplemental work costs are expected to be less than \$100,000.

PROJECT SUMMARY



US 212
 State Project Number 4310-95
[Hwy 212 roundabout](#)
 Construct roundabout on Hwy 212 at Morningside Dr. in Glencoe.

RECENT CHANGES & UPDATES

Given the current geometry of the intersection an elliptical shaped roundabout will be utilized. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

The Scoping Report was complete November 2020. Concept Layout 1 Submittal was January 2021. Concept Layout 2 Submittal was March 2021.

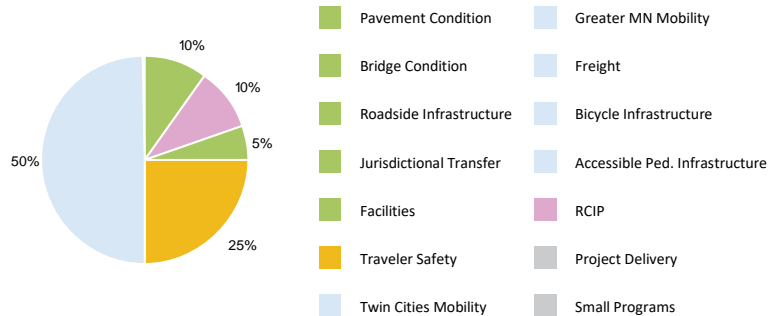
PROJECT RISKS

Some potential risks include right of way acquisition, trail adjustments, watershed permit requirements, and determining route for detour during construction.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	10/27/2023
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

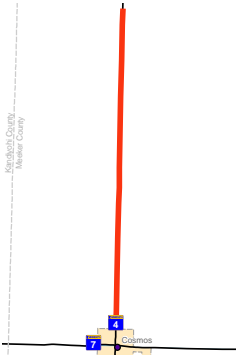
	Baseline Estimate	Current Estimate
Construction Letting:	4.4	4.4
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	5.2	5.2

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

COST ESTIMATE ASSUMPTIONS

Assume approximate 2/3 MnDOT 1/3 County split on roundabout cost.

PROJECT SUMMARY



MN 4
 State Project Number 4701-32
 Resurface Hwy 4 from Cosmos to Meeker CR 23.

RECENT CHANGES & UPDATES

Detour route along Kandiyohi CSAH2 was chosen. Project letting date was moved up one month to January 2022. Project was completed and turned into CO in September 2021.

PROJECT HISTORY

Scoping is complete along with total project cost estimate. It was determined that pipe lining and ditch cleaning were not needed with project, previously done with District Wide culvert project. Project detail design has begun and 60% plans were completed in July of 2020.

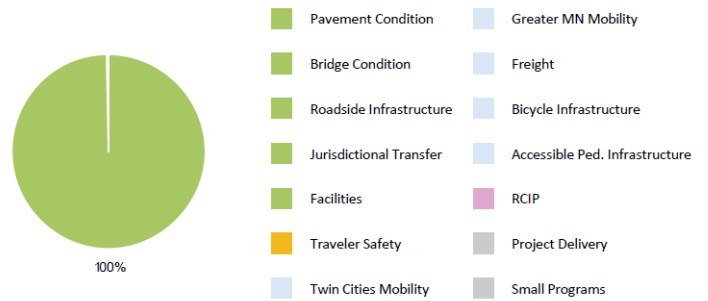
PROJECT RISKS

No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/19/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY



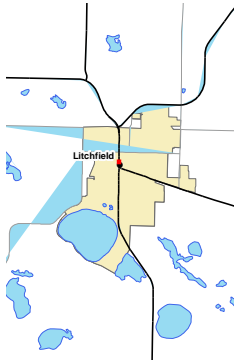
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.3	5.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	6.4	6.4

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

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost.

PROJECT SUMMARY


US 12

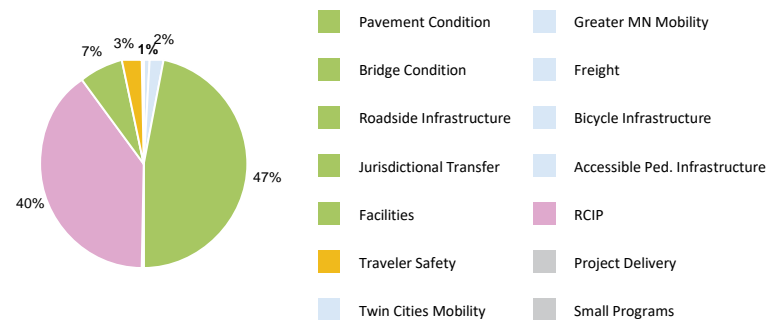
State Project Number 4704-89

[Hwy 12 Reconstruction: Litchfield](#)

Reconstruct 4th St in Litchfield from Hwy 12 to N Donnelly Ave

SUBSTANTIALLY COMPLETE
RECENT CHANGES & UPDATES
PRIMARY INVESTMENT CATEGORY
PROJECT HISTORY

Scope amended. TH 12 will be detoured spring 2020, project completed fall 2020. The district hired a consultant to assist with the development of this project. The project progressed through the project development process, while continuing to work with the city and continuing public outreach. Costs were updated to reflect the current estimate. From October 2015 to April 2016, the district, with the assistance of a consultant, conducted a robust public engagement process to determine what the Litchfield community wanted out of a downtown reconstruction project. The project progressed through the project development phases and there was continued public involvement from design through construction. The letting for this project was moved up several months to provide more time in construction for this large and complex project.


PROJECT RISKS
TOTAL PROJECT COST ESTIMATE (MILLIONS)

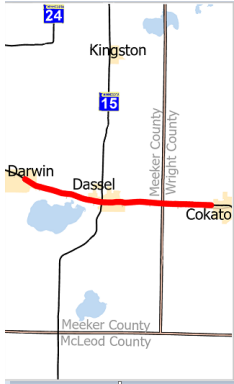
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	11
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0.7
Preliminary Engineering:	0.36	2.3
Construction Engineering:	0.24	0.8
Right of Way:	0	0.3
Total:	4.5	15.9

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

SCHEDULE
COST ESTIMATE ASSUMPTIONS

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	11/16/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

The cost estimate includes many of the risks described in the project risks section. Several factors caused the cost estimates to increase as follows: the project limits were extended two blocks on TH 12 to the east, five city blocks had to be added to the project in order to accommodate storm sewer needs, and finally a water quality pond was added that was not in the original scope.

PROJECT SUMMARY


US 12

State Project Number 4705-49

Resurface (concrete) Hwy 12 from CR 14 in Darwin to Pittman Ave in Cokato; upgrade sidewalks in Darwin to meet ADA standards.

RECENT CHANGES & UPDATES

June 2021 ADA field walk added all pedestrian ramps to scope. September 2021 Program Delivery Meeting determine to add ADA at Darwin Winter Recreation Area to project. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

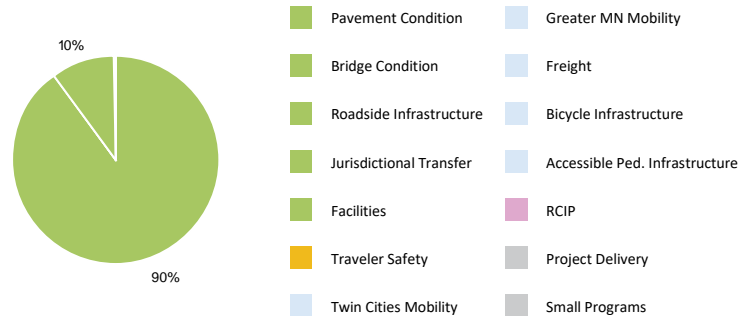
August 2020 ADA Field Walk. January 2021 Scoping Report Approved. April 2021 15% Plan Submittal. June 2021 ADA Field Walk. August 2021 30% Plan Submittal. October 2021 Construction Limits Submittal.

PROJECT RISKS

City 2022 TA Fund Project Coordination, Right of Way Acquisition, CMMT Impacts, RRFB / Pedestrian Crossing Coordination, and determining route for detour during construction. All ADA sidewalk, ramps, and driveways replaced in Dassel. The bituminous shoulder to be replaced all entire project.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Status not entered
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

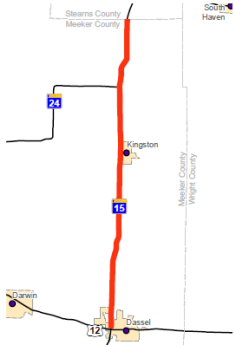
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	4.6
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.6	5.6

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



MN 15

Bridge 8671, 8672, 6429, 5939, 6359

State Project Number 4707-26

Resurface Hwy 15 from Hwy 12 in Dassel to Meeker/Stearns county line.

RECENT CHANGES & UPDATES

In an effort to receive funding from a potential bonding bill for MnDOT, D8 has decided to advance this project to be let 5/20/2022 and constructed in the summer of 2023. No major changes in project scope are anticipated. The detour route for TH 15 has been finalized. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

Preliminary schedule developed summer of 2019. This project is continuing through the project development process. The scoping report was approved in 2017. The asphalt pavement has structural deficiencies that need to be addressed, primarily deteriorating pavement indicated by excessive cracking and rutting in the wheel paths. The purpose of this project is to repair deteriorated pavement. By repairing the deteriorating pavement, this will improve the ride quality and increase the life expectancy of the road/pavement. A scoping amendment is in progress to remove the Rural Intersection Conflict Warning System (RICWS) in Kingston and install Light-Emitting Diode (LED) stop signs in its place. The Early Notification Memorandum (ENM) process has been completed, and the Material Design Report (MDR) and surveys are nearly finished. The letting was originally scheduled for 3/25/2022, and has been changed to 3/24/2023 moving construction to summer of 2023.

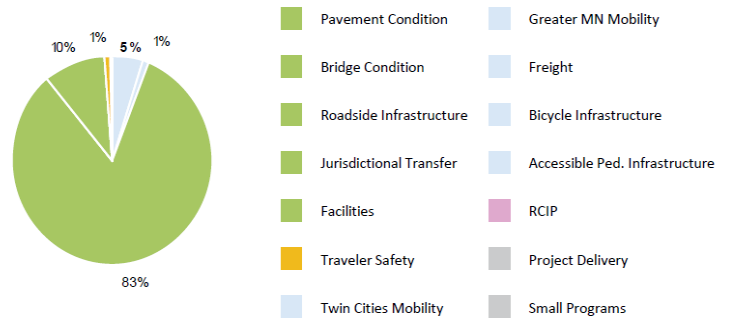
PROJECT RISKS

No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	3/25/2022
Current Letting Date:	5/20/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.4	9.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	11.3	11.3

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The project has no right of way costs.

PROJECT SUMMARY



MN 30

Bridge 6782

State Project Number 5103-91

Resurface Hwy 30 from Hwy 59 to the Murray/Cottonwood county line; replace bridge over Des Moines River.

RECENT CHANGES & UPDATES

In 2020, the project was re-scheduled to be constructed in 2026 with a more extensive scope including a full depth reclamation and the full replacement of bridge 6782.

PROJECT HISTORY

Project was initially scoped in fall 2016 as a pavement rehabilitation project due to anticipated pavement deterioration over the next decade. Over the next several months, the initial scope of the project was modified to include guardrail replacement, end post repairs, and deck repairs of Bridge #6782, east of Currie. The installation of culvert liners were also added to the scope to facilitate drainage improvements along the corridor. The final scope was approved in summer of 2017. In 2020, it was decided that the project was to be rescoped with a larger pavement fix and a complete replacement of bridge # 6782. Project is being re-scoped to include a larger pavement fix and a bridge replacement. Scope expected to be finalized by the end of September 2020.

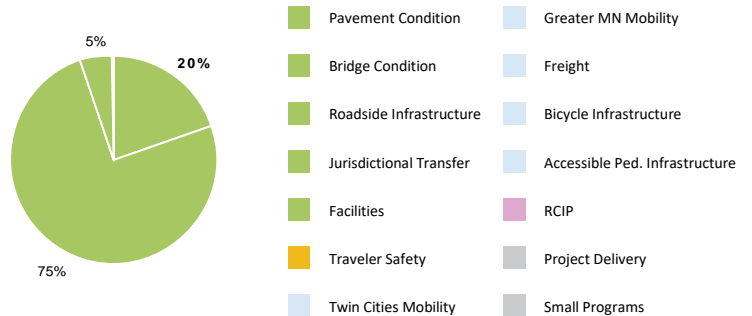
PROJECT RISKS

No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	9/25/2020
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

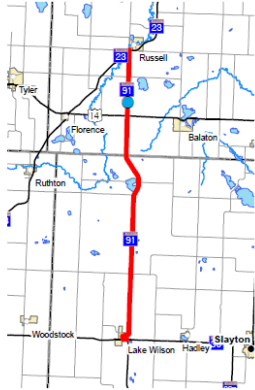
	Baseline Estimate	Current Estimate
Construction Letting:	4.2	10
Post Letting Construction Costs:	0.1	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	0.5
Construction Engineering:	0.28	0.5
Right of Way:	0	0
Total:	5	11.7

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting.

PROJECT SUMMARY



MN 91

Bridge 42X07, 9094

State Project Number 5108-12

[Hwy 91: Nobles/Murray County line to Russell](#)

Resurface Hwy 91 from Lake Wilson to Hwy 23. Replace bridge over ditch and upgrade sidewalks in Lake Wilson.

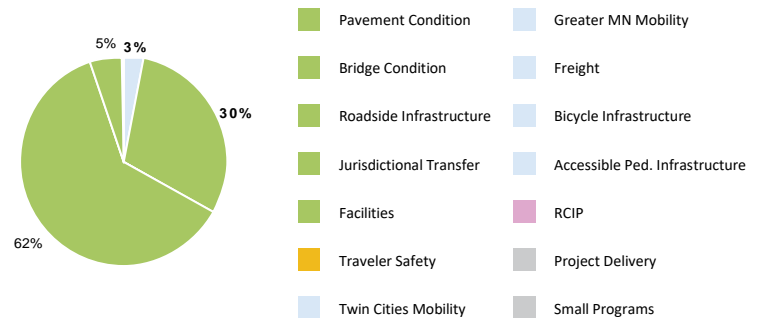
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

Under construction 2019/2020. Final design phase and plan preparation completed. Let on schedule. This project progressed through the project development process. The geometric layout and construction limits were approved. The total project cost estimate was reduced due to updated inflation factors. 2015 was the first year this project was in the report. This project is tied with two other 2019 projects on Hwy 91, one of which is in District 7.



PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/17/2019
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/4/2017
Construction Limits Established Date:	8/4/2017
Original Letting Date:	2/22/2019
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

TOTAL PROJECT COST ESTIMATE (MILLIONS)

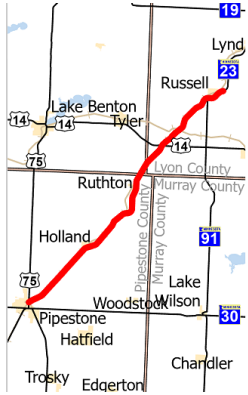
	Baseline Estimate	Current Estimate
Construction Letting:	7.1	5.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.6
Construction Engineering:	0.44	0
Right of Way:	0	0
Total:	8.4	6.7

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. This project has no right of way costs.

PROJECT SUMMARY



MN 23
 Bridge 59002
 State Project Number 5902-25
 Resurface Hwy 23 from Hwy 75 to 2 miles north of Hwy 91; resurface bridge deck in Pipestone.

RECENT CHANGES & UPDATES

Construction limits being determined. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

The project team is currently working on construction limits for the new profile for the bridge rehab in order to better drain water off the bridge deck and approach panels. There are no right-of-way impacts anticipated with the bridge work or other project elements, but finalizing the construction limits will verify that.

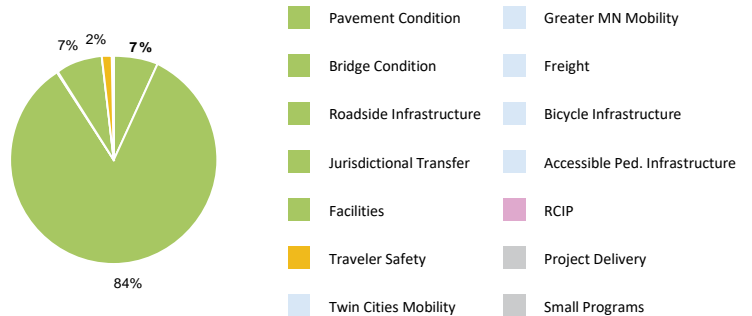
PROJECT RISKS

Right of way and drainage needs being determined.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.7	10.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	12.6	12.6

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

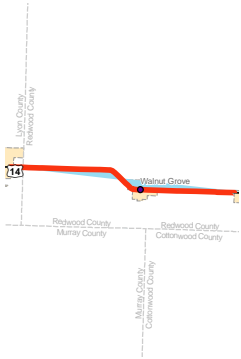
PROJECT SUMMARY

US 14

State Project Number 6401-37

Resurface pavement and chip seal Hwy 14 from 4th St in Tracy

SUBSTANTIALLY COMPLETE



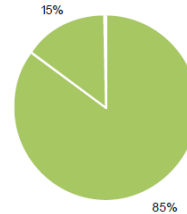
RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

Let on Schedule. Fully scoped. The project need was due to pavement surface deterioration. The ride quality index of the highway was a 2.9 in 2016, and if not fixed would be a 1.7 by 2023. By milling 3 inches of surface off and putting 3" back along with a chip seal the structure can be saved. With the pavement fix it's natural to also include the ADA updates to current standards. The bridge approach panels were also improved west of town.

Resurface pavement and chip seal Hwy 14 from 4th St in Tracy to CR 7 near Revere, repair culverts and guardrails along project route, extend right-turn lane at CR 80, extend right-run lane at CR 80, upgrade sidewalks, ramps and adjacent driveways in Walnut Grove, addendum to contract to add ER (permanent repairs) for slope stabilization - after project was Let, it was discovered that several areas of embankment were washed out due to the recent floods (MN18-1), in order to properly install the guardrail, the slopes need to be repaired



- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Jurisdictional Transfer
- Facilities
- Traveler Safety
- Twin Cities Mobility
- Greater MN Mobility
- Freight
- Bicycle Infrastructure
- Accessible Ped. Infrastructure
- RCIP
- Project Delivery
- Small Programs

PROJECT RISKS

Risks retired

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.3	5.1
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	4	6

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

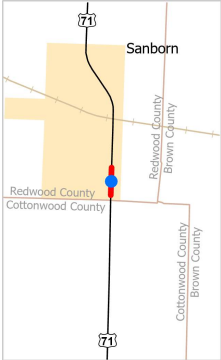
SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/14/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	5/15/2018
Original Letting Date:	12/21/2018
Current Letting Date:	12/18/2018
Construction Season:	2019
Estimated Substantial Completion:	October 2019

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. This project has no right of way costs. Slope stabilization was added to the project to ensure guardrail repairs could be made increasing the current estimate. This was discovered after letting when the embankments were washed out.

PROJECT SUMMARY



US 71
 Bridge 5543
 State Project Number 6405-68
 Replace bridge on Hwy 71 over the Cottonwood River three miles south of Hwy 14

RECENT CHANGES & UPDATES

Bridge construction and road approach work is complete. With that the detour has been removed and highway 71 back open to traffic as of October 22, 2021. There is minor work remaining which includes permanent striping, rumble strips, and seeding.

PROJECT HISTORY

The project has maintained its November of 2020 letting since it was placed in the STIP. Through the hydraulic modeling and input from bridge maintenance scour has been an issue at this location, as such additional riprap has been placed around the bridge over the years. The bridge design has been lengthened to reduce velocity, scour, and long term maintenance. Environmental documentation has begun.

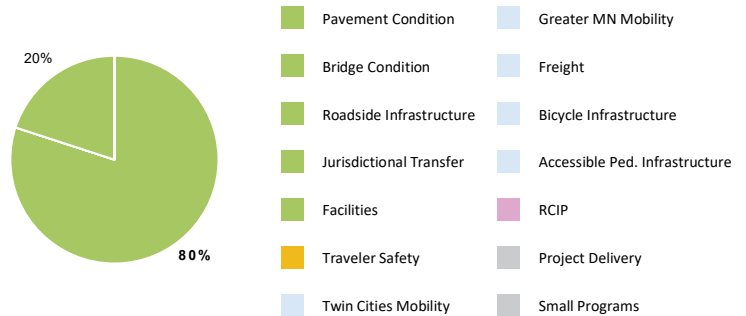
PROJECT RISKS

Market conditions at time of letting could inflate costs. Once in construction there is a risk of high water in the river, which could reduce the amount of working days and push construction into the late fall or early winter.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/31/2019
Municipal Consent Approval Date:	3/5/2019
Geometric Layout Approval Date:	11/25/2019
Construction Limits Established Date:	3/1/2019
Original Letting Date:	11/20/2020
Current Letting Date:	11/20/2020
Construction Season:	2021
Estimated Substantial Completion:	Fall 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	5	5

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

COST ESTIMATE ASSUMPTIONS

Cost assumptions are based on the contractor utilizing the work in water staging plan that was provided, but the contractor could find a more innovative way to accomplish the work that fits better with their typical mode of operation. The bridge office supplied the cost of the new bridge and removal of the old and the District supplied the approach work. It is also assumed that the contractor will work six days a week and complete the bridge replacement in one construction season.

PROJECT SUMMARY


US 212

State Project Number 6510-67



Resurface Hwy 212 from 2 miles east of Hwy 23 to Renville CR 6; add passing lane; reconstruct Hwy 212 through Sacred Heart.


RECENT CHANGES & UPDATES

MnDOT's requirements for storm water in the City of Sacred Heart reconstruction, now requires new right of way for storm water ponds.

PROJECT HISTORY

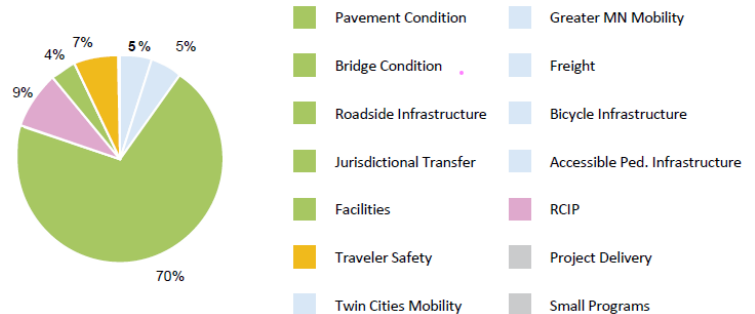
The scope has been amended to include a passing lane. The project will be done by alternate bid with both concrete or bituminous surfacing. Municipal consent is required. The project has been moved from Fiscal Year 2021 to 2022. The letting has been changed from 12/28/2020 to 12/17/2031. The layout and construction limits are complete. The 30% plan has been submitted and reviewed. Right of way acquisition has begun.

PROJECT RISKS

Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/10/2021
Municipal Consent Approval Date:	9/14/2021
Geometric Layout Approval Date:	3/17/2021
Construction Limits Established Date:	8/25/2021
Original Letting Date:	3/26/2021
Current Letting Date:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	17.3	19.5
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	2.2
Construction Engineering:	1	1.4
Right of Way:	0	0
Total:	20.5	23.7

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

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The change in the baseline estimate to the current estimate is due to a passing lane being added to the scope as well as the project being done by alternate bid (both of which adds to engineering costs).

PROJECT SUMMARY



MN 23

State Project Number 7305-124

[Hwy 23 expansion](#)

Expand Hwy 23 from 2 lanes to a 4-lane roadway from Paynesville to Richmond (North Gap).

RECENT CHANGES & UPDATES

Project advertised for bidding on October 6th, 2021. Project's final design substantially complete in summer 2021. Construction schedule to begin spring 2022. Utility relocations started and ongoing. This project change from last year, additional work packages have now been added to this project.

PROJECT HISTORY

In summer 2019, final construction limits were set and final design commenced. Right of way acquisitions and relocations began summer of 2019. The geometric layout was finalized and municipal consent was obtained in fall 2018. In May 2018, the project received \$105 million in Corridors of Commerce funding for the north and south gap projects. The environmental review was finalized and public hearings were held in 2017. The alignment alternatives were prepared and analyzed in 2015 as the environmental review progress began. Final design activities are ongoing such as final design work, utility coordination, and public engagement. Right of way acquisitions and relocations are in progress and ongoing. Coordination and communication with project partners such as DNR, ACOE, SFWS, Townships, cities, county, on multiple items such as DNR trail design, environmental permitting, construction staging, and detour routes is ongoing.

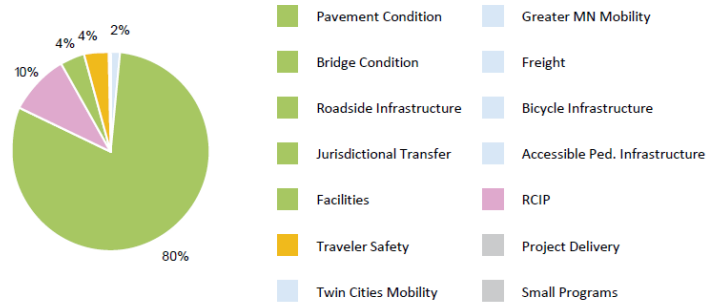
PROJECT RISKS

Construction staging, Wetland mitigation, Box culvert foundations, Permitting (Watershed, DNR, Army Corps of Engineers, etc.)

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	9/29/2017
Municipal Consent Approval Date:	12/5/2018
Geometric Layout Approval Date:	9/7/2018
Construction Limits Established Date:	Spring 2019
Original Letting Date:	11/19/2021
Current Letting Date:	11/10/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



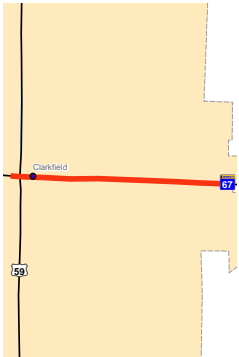
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	44.4	48.5
Post Letting Construction Costs:	1.9	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	4	6
Construction Engineering:	3	3.6
Right of Way:	6.4	8.3
Total:	59.7	69.1

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates include utility relocation costs, right of way cost, project risks, and inflation. Preliminary and construction engineering are estimated at a combined total of 20% of construction letting cost.

PROJECT SUMMARY


MN 67

State Project Number 8706-89, 8706-91

[Hwy 67 Reconstruction: Clarkfield](#)

Reconstruct Hwy 67 from Hwy 59 to 6th St in Clarkfield.

RECENT CHANGES & UPDATES

The geometric layout has been signed and the construction limits completed. It is anticipated that the layout and cost estimate will be submitted to the city for municipal approval in January of 2022. There has been an ongoing public involvement program including a Virtual Open House Public Information Meeting.

PROJECT HISTORY

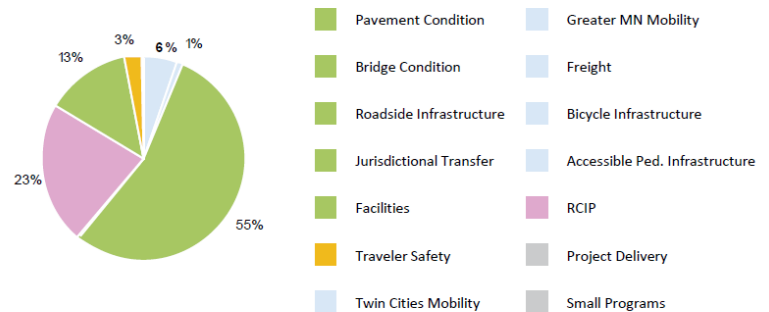
Project scope complete. The project need is deteriorating pavement, which will continue to do so at an increased rate. The City will also have an opportunity to work on City utilities under the road with this project. Project pushed back from 2023 to 2024 due to budget constraint. Outreach to the Community in progress, two open houses held in fall of 2019.

PROJECT RISKS

This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	
Current Letting Date:	11/17/2023
Construction Season:	2021-2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.4	5.1
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0.2	0.2
Total:	5.4	6.4

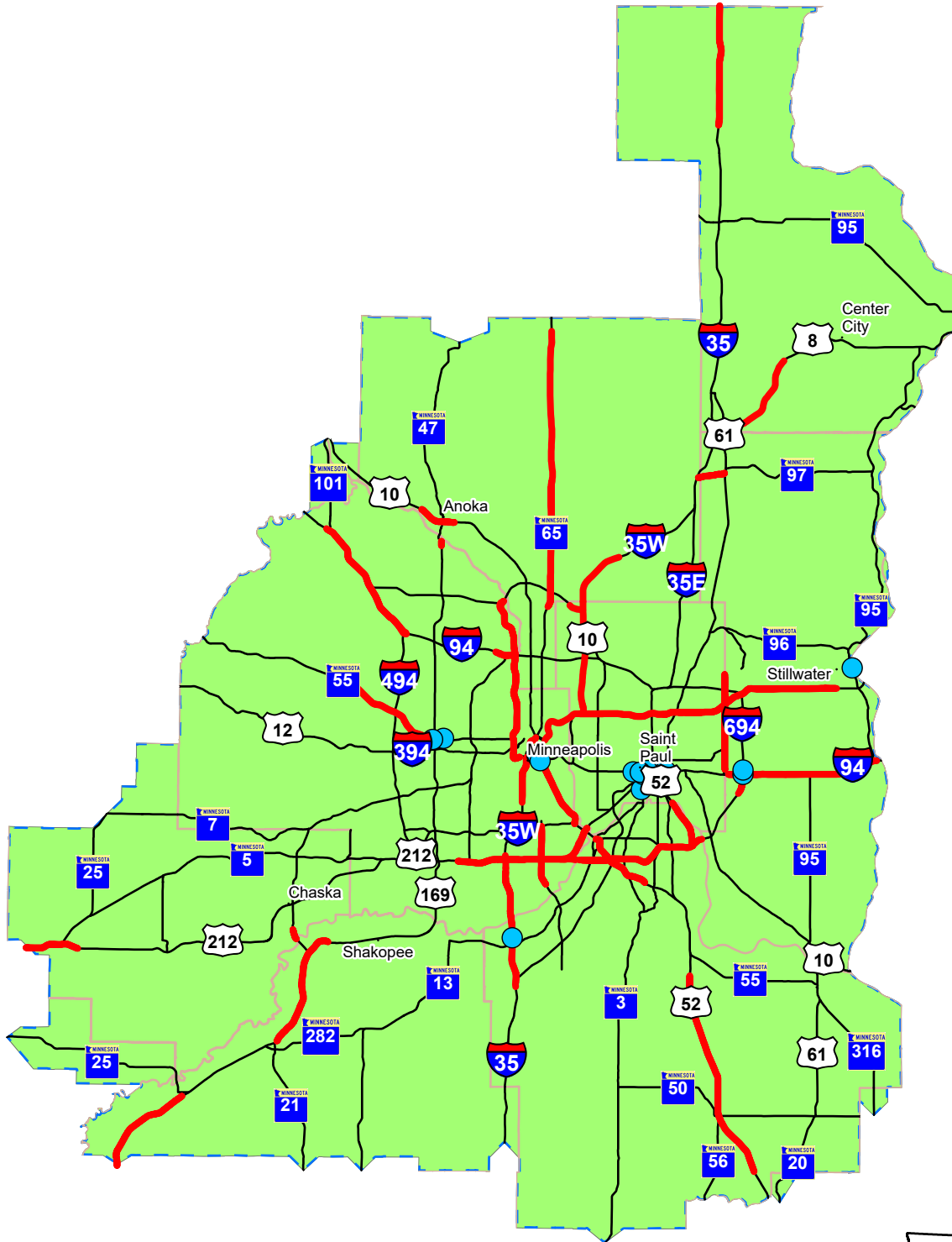
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS





12 percent engineering and 8 percent for construction administration. It is also assumed there will be some right of way costs. The estimate increased because we have a better design estimate at this time.

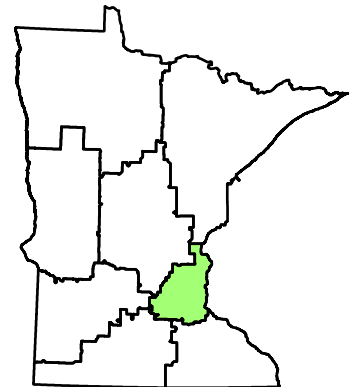
Major Highway Projects 2021

D- METRO



Major Highway Projects

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



Metro District Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 10	0202-108	On US 10 from Thurston Ave to W Main St in Anoka			H1	340
US 10	0206-86, 0215-92, 0215-76, 0202-120, 0209-36	Replace and rehabilitate bridges on Hwy 10 from Ferry St to bridge over BNSF in Anoka			H2	341
MN 65	0207-110	On MN 65 from CSAH10 to Coon Creek in Ham Lake, Blaine and Spring Lake Park			H3	342
MN 65	0208-165	Repair pavement and replace bridges			H4	343
MN 41	1008-87	On MN 41 from south of MN River to the junction with Walnut St in Chaska			H5	344
US 212	1012-24	On US 212 from MN 5 to Carver CSAH 34 in Norwood Young America	✓	1st	H6	345
US 8	1308-27	Resurface, drainage repair, construct pond, construct left turn lane on Hwy 8			H7	346
I-35	1380-84	On I-35 from south of Chisago CSAH 9 to Chisago/Pine County line in Chisago County			H8	347
US 52	1906-71, 1906-74	On US 52 from north of CR 86 to north of CSAH 42 in Rosemount			H9	348
MN 55	1909-99	Resurface, drainage, ADA, rehab bridges on MN 55			H10	349
MN 55	1909-100	Over the Mississippi River			H11	350
MN 156	1912-59	On MN 156 from I-494 to Annapolis Street in South Saint Paul			H12	351
US 52	1928-71	Resurface, concrete repair, weight enforcement facility improvements, pedestrian crossing and signing on US 52			H13	352
I-35W	1981-124	On I-35W bridge(s) 5983, 5983;9043;9044 in Bloomington and Burnsville			H14	353
I-35W	1981-140	Resurface road, replace bridge 6583 and ADA improvements from I-35W/I-35E split in Burnsville			H15	354
I-494	1985-148, 1985-150	On I-494 from 3rd Ave S in S St. Paul to east end of MN River Bridge in Eagan and South Saint Paul	✓	2nd	H16	355
I-494	1985-149	On I-494 from east of Hardman Ave S in S St. Paul to Blaine Ave E in Inver Grove Heights and S St. Paul	✓	1st	H17	356
MN 65	2710-47, 2710-52	On MN 65 bridge 2440 in Minneapolis			H18	357
MN 55	2723-144	Repair pavement, bridge culverts and other improvements on Hwy 55			H19	358
MN 55	2724-124	Redeck bridges, pavement repair, replace sign structures, ADA, lighting, drainage repair on Hwy 55 in Mpls			H20	359
MN 5	2732-105	On MN 5 bridges in Dakota and Hennepin Co.	✓	1st	H21	360
MN 252 & I94	2748-65	Hwy 252 between Hwy 610 in Brooklyn Park and I-94/I-694 in Brooklyn Center & I-94 between I-94/I-694 in Brooklyn Center and the 4th St. exit to downtown Mpls.			H22	361
US 169	2750-88	On US 169 bridges 27W37, 27W36 in Champlin	✓	2nd	H23	362

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 77	2758-77	On MN 77 from north end of MN River Bridge to Edgewater Blvd in Bloomington and Mpls			H24	363
I-94	2780-97, 2780-99, 2780-101	On I-94 from MN610 to MN101 in Maple Grove and Rogers			H25	364
I-35W	2782-327, 2782-347, 2782-354	On I-35W from 43rd St to 11th Ave in Minneapolis			H26	365
I-35W	2782-352	On I-35W from W 106th St. to south of W 82nd St in Bloomington			H27	366
I-494	2785-424	On I-494, from East Bush Lake Rd to I-35W in both directions			H28	367
I-494	2785-433, 2732-111	Rehab bridges, pavement, shoulders and other work in Eagan			H29	368
MN 36	6212-192	Resurface pavement on Hwy 36 from Roseville to Maplewood/Little Canada			H30	369
MN 120	6227-86	Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake			H31	370
I-94	6280-391	Repair 9 bridges and replace 2 bridge superstructures on I-94 in St. Paul			H32	371
I-94	6283-247	On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in St Paul			H33	372
I-35W	6284-180, 6284-185	On I-35W from County Road B-2 in Roseville to north of Sunset Ave in Lino Lakes and Roseville			H34	373
US 169	7007-34, 7008-111	On US 169 bridge(s) 8829 in Belle Plaine	✓	2nd	H35	374
US 169	7009-85	Repair pavement on Hwy 169			H36	375
MN 36	8204-77	On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater			H37	376
MN 36	8214-114, 8214-172, 8214-174, 8274-114AN, 8214-176, 8314,144, 8214-184	Replace St Croix bridge over the St. Croix near Stillwater	✓	1st	H38	377
I-35, CSAH 54	8280-47, 0283-32	On CSAH 54, bridges in Anoka and Washington Counties	✓	1st	H39	378
I-94	8282-132, 8282-145	On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale			H40	379
I-694	8286-81	On I-694 bridge(s) 82832, 82831, 82817, 82831 in Oakdale	✓	2nd	H41	380

PROJECT SUMMARY



US 10

On US 10 from Thurston Ave to W Main St in Anoka

State Project Number 0202-108

New interchange with bridges on US Hwy 10 at Thurston Avenue, grade separation at Fair oak with bridge and supporting roadways on north and south side of US 10 from west of the city of Anoka border to the eastbound entrance ramp from West Main Street

RECENT CHANGES & UPDATES

2019 is the first year the project is in the major highway projects report.

PROJECT HISTORY

This is the first year the project is in the major highway projects report. This is MnDOT's contribution to a local project that includes the construction of two interchanges.

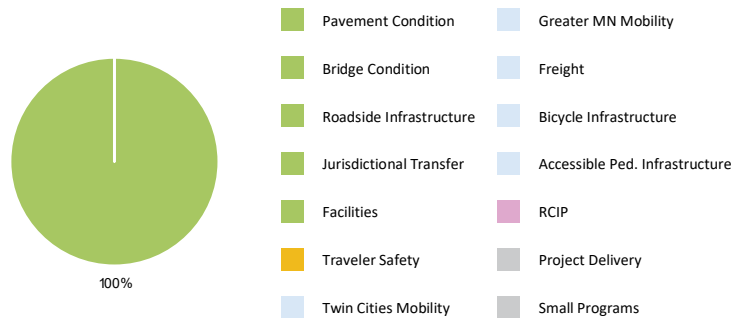
PROJECT RISKS

No project risks have been identified.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	
Construction Season:	2020
Estimated Substantial Completion:	10/26/2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	19	19
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.1	0.1
Construction Engineering:	0	0.1
Right of Way:	0	0
Total:	19.1	19.2

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



US 10

Bridge 9700, 9713, 9714, 9715, 9716, 9717

State Project Number 0206-86, 0215-92, 0215-76, 0202-120, 0209-36

[Hwy 10 Rum River Bridge replacement, intersection improvements: Anoka](#)

Replace 4 bridges and rehabilitate 2 bridges on Hwy 10 from east of Ferry St to bridge over BNSF in Anoka and reconstruct Hwy 47/169 interchange, noisewalls, construct auxiliary lanes and ADA improvements

RECENT CHANGES & UPDATES

There are no recent changes to this project since last year

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

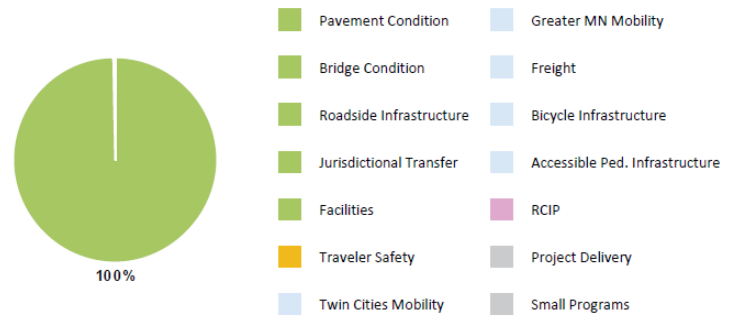
PROJECT RISKS

Project risks include: work over water (Rum River) contaminated groundwater, and coordination with regional projects

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/25/2021
Municipal Consent Approval Date:	1/16/2020
Geometric Layout Approval Date:	4/7/2020
Construction Limits Established Date:	3/20/2020
Original Letting Date:	9/24/2021
Current Letting Date:	2/9/2022
Construction Season:	2021-2022
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

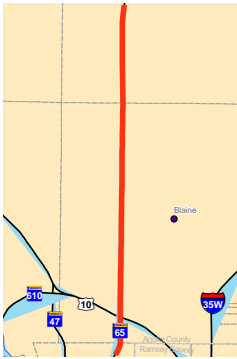
	Baseline Estimate	
Construction Letting:	54.2	48.3
Post Letting Construction Costs:	2.7	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	8.2	5.8
Construction Engineering:	5.5	3.8
Right of Way:	5.2	0.6
Total:	75.8	60.4

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 65
 Bridge No. 9700
 State Project Number 0207-110

Mill and overlay, drainage repairs, ADA improvements on MN Hwy 65 from bridge under CSAH 10 in Spring Lake Park to 153rd Avenue in Ham Lake.

RECENT CHANGES & UPDATES

FY2021 Annual Cost Update only. There's no change in scope or schedule. We are only adjusting the inflation and construction cost index. This is for the FY2022-2025 STIP submittal (12/31/2020)

PROJECT HISTORY

Project limits were updated in 2020 to avoid overlapping an adjacent project on TH 65. The primary need for the project is to provide a structurally sound bridge crossing over the Rum River within the Highway 10 corridor. The existing TH 10 bridge over the Rum River (MnDOT Bridge No. 9700) was constructed in 1962 and currently carries approximately 66,000 vehicles per day.

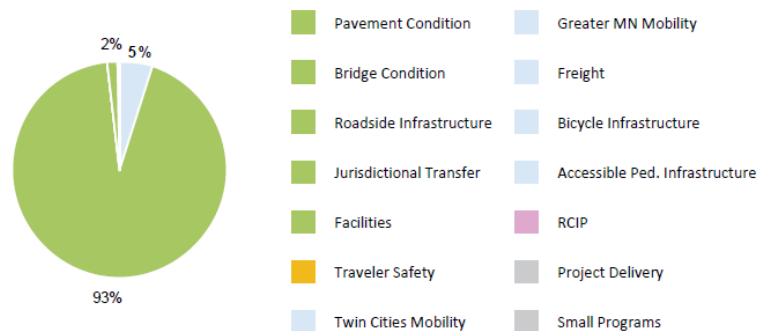
PROJECT RISKS

This corridor includes a lot of non-compliant ADA facilities, which could lead to right-of-way impacts. Ongoing water resource needs investigation.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	4/1/2020
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/28/2022
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

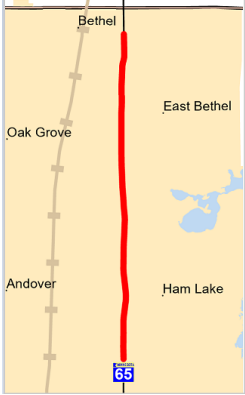
	Baseline Estimate	Current Estimate
Construction Letting:	36	15.1
Post Letting Construction Costs:	1.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	4.3	1.8
Construction Engineering:	2.8	1.2
Right of Way:	0	0
Total:	44.5	18.7

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

COST ESTIMATE ASSUMPTIONS

Project received a \$15M BUILD grant to fill gap in project budget. Project limits were updated in 2020 to avoid overlapping an adjacent project on TH 65 reducing the cost.

PROJECT SUMMARY



MN 65

Bridge 6817, 9417

State Project Number 0208-165

Repair pavement and replace bridges 6817 and 9417 over Coon Creek and ADA on Hwy 65 from Coon Creek in Ham Lake to 217th Ave in East Bethel, cable median barrier from Bunker Lake Blvd to 237th

RECENT CHANGES & UPDATES

Rescoping pavement work to a 2.5" mill & overlay and full reconstruction in areas where settlement has occurred.

PROJECT HISTORY

The primary need for this project is to improve the pavement, to improve its structure and smoothness. Scope includes replacement of the bridges over Coon Creek with box culverts. The project will improve existing drainage and pedestrian infrastructure, making better pedestrian connections in some locations. The scope also includes addition of cable median barrier from Bunker Lake Blvd to 237th to improve safety.

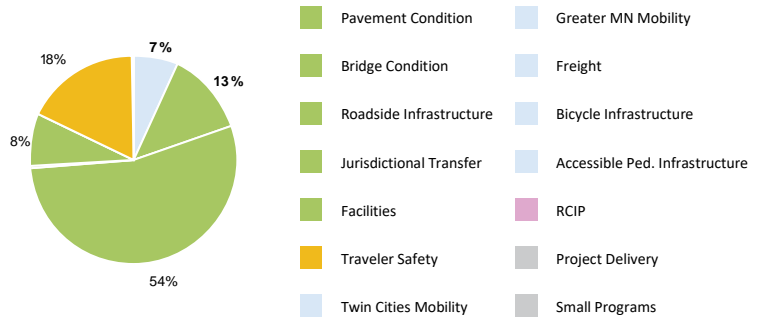
PROJECT RISKS

Coordination with the adjacent project to the south (SP 0207-110). Right of way needs for sidewalk connections to adjacent property are not known yet.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	2/23/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

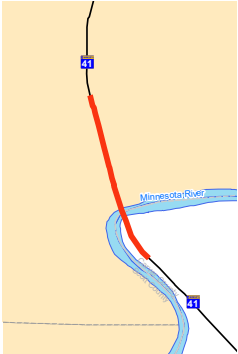
	Baseline Estimate	Current Estimate
Construction Letting:	12.1	12.1
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	15.1	15.1

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project.

PROJECT SUMMARY



MN 41

On MN 41 from south of the Minnesota River to the junction at Walnut St. in Chaska

State Project Number 1008-87

Reconstruct roadway, install medians and turn lanes, modify signal, add ADA improvements and rehabilitate a bridge on Hwy 41 just south of the Minnesota River in Louisville Township to Walnut St. in Chaska.

RECENT CHANGES & UPDATES

This is a locally let project. No new updates for this project in 2021.

PROJECT HISTORY

Project runs through downtown Chaska and is associated with a local project. 2019 was the first year the project was in the major highway projects report. This is a locally let project.

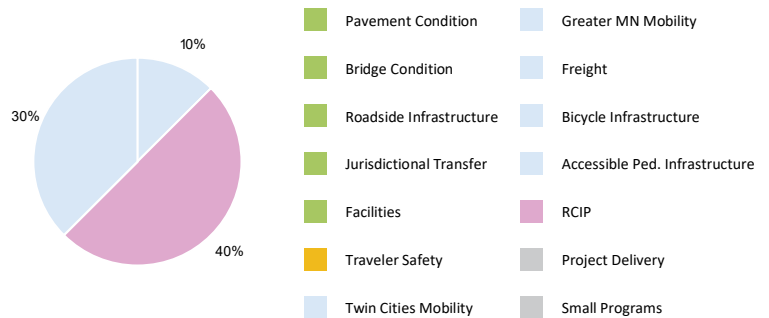
PROJECT RISKS

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	14.3	13.5
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	17.7	16.8

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. This project received \$3.5M in TED funding. The current estimate is the let bid amount.

PROJECT SUMMARY

US 212

State Project Number 1012-24

Resurface, replace signals and improve pedestrian ramps, extend turn lanes and close accesses in Norwood Young America


RECENT CHANGES & UPDATES

Project has been let. There are no recent changes.

PROJECT HISTORY

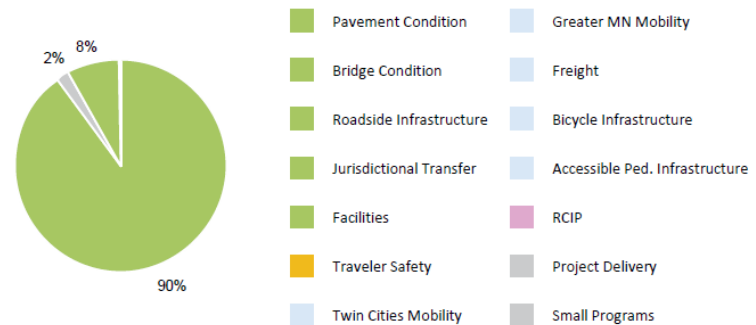
The locals included a grade separation, pedestrian underpass, access control and signal work.

PROJECT RISKS

Risks retired.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	2/28/2020
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	13.9	15.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2.5
Construction Engineering:	1.1	1.1
Right of Way:	0	0.2
Total:	17.5	19.9

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. The current estimate is the let bid amount.

PROJECT SUMMARY



US 8

State Project Number 1308-27

Resurface, repair drainage, construct a pond, construct left turn lane on Hwy 8 from I-35 junction in Forest Lake to just west of Wyoming Ave in Chisago City ; and, construct a left turn lane on Hwy 8 at Hazel Ave and close 250th St at MN 8 in Wyoming Township.

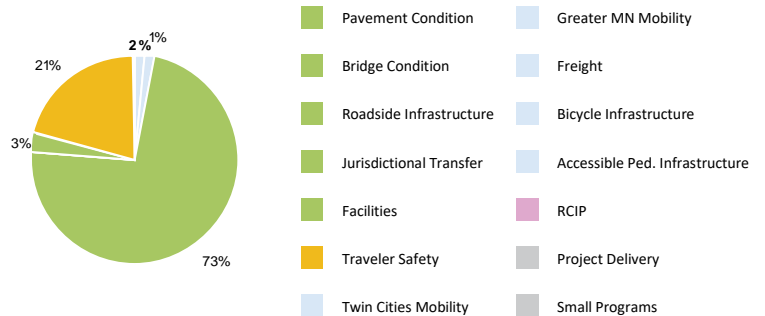
RECENT CHANGES & UPDATES

Project change discussions are underway to either 1) reduce some mill & overlay work on the east end, and 2) add either raised median or median barrier in the four lane segment.

PROJECT HISTORY

The primary project needs are pavement preservation and traveler safety.

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.9	12.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	15.9	15.9

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

PROJECT RISKS

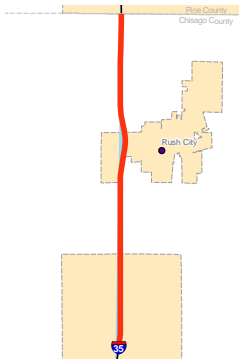
Chisago County is planning a parallel 2025 project to reconstruct TH 8 to a four lane section. If locals receive funding, MnDOT would contribute funding from this pavement preservation project to the County's project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	3/28/2025
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-35

State Project Number 1380-84

I-35 road resurfacing project in Harris and Rush City including concrete pavement, stormwater drainage repair from Chisago CR 9 to Chisago/Pine county line

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

The present ride quality index (smoothness) of this section ranges from 2.2 to 3.6 (2015), placing it in the low end of the poor category. There are many issues with this difficult section of concrete, first paved in 1969 and an 8.75 portland cement concrete overlay in 1987, then a medium concrete pavement rehab in 2008. The concrete pavement rehab did not address the badly deteriorated longitudinal joint which has been heavily patched with bituminous for safety. Pavement issues include moderate mid-panel wide cracking, especially around Rush City, multiple spalling & pop-outs being patched with bituminous. Due to the rapidly decreasing ride quality index condition of the current in-place concrete (a 5/8" bituminous overlay maintenance project was completed in 2015 in the northbound direction in the worst area around Rush City exit) and low projected remaining service life, a longer term fix is recommended like an unbonded concrete overlay

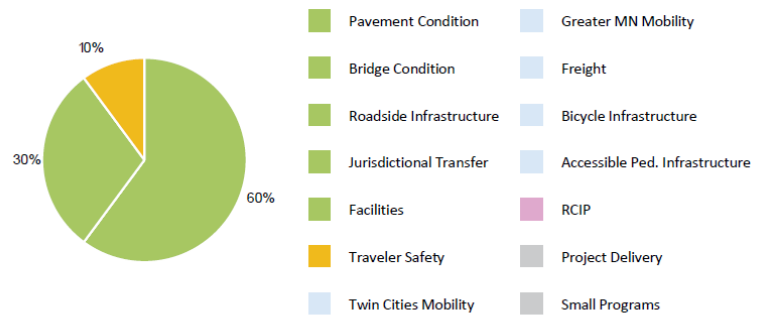
PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

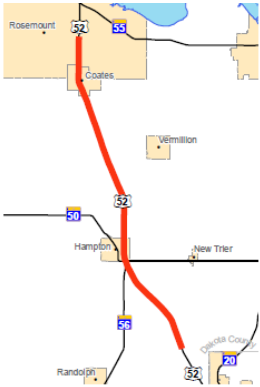
	Baseline Estimate	
Construction Letting:	26.7	22.5
Post Letting Construction Costs:	1	0
Other Construction Elements:	0	0
Preliminary Engineering:	3.2	5.1
Construction Engineering:	2.1	0
Right of Way:	0	0
Total:	33.1	27.6

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

COST ESTIMATE ASSUMPTIONS

Project received good bids below the baseline and engineer estimate.

PROJECT SUMMARY



US 52

Bridge 19033, 9675

State Project Number 1906-71, 1906-74

Resurface road, install cable median guardrail and repair 2 bridges on Hwy 52 from just north of CR 86 in Hampton Township to just north of CR 42 in Rosemount.

RECENT CHANGES & UPDATES

The temporary work for this project (crossovers, median crossings and temporary shoulder widening) will be pulled into a separate FY22 project. On MSD project #1880, need #6482 will be removed. The SP for the new project is 1906-74 (1/17/2021)

PROJECT HISTORY

2019 was the first year the project is in the major highway projects report.

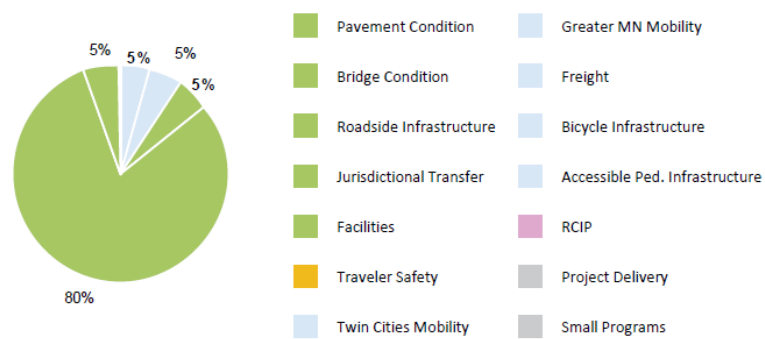
PROJECT RISKS

Floodplain mitigation at Pine Creek. Originally intended to hold the profile elevation, moved to carrying the unbonded overlay through and constructing a mitigation pond. Will increase ROW needs and change environmental documents. The pond will cost less than rebuilding the section, however there are some schedule concerns within project delivery particularly within the ROW package. It is essential that this project and the other TH 52 projects remain consistent, as the traveling public will consider it one corridor. Effort continues to maintain this consistency in items such as: temporary speed limits, access management through construction and work zone traffic control practices. Hampton frontage roads are partially out of MnDOT ROW and in turnback process. Not clear what the impacts will be at this time.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	8/28/2020
Original Letting Date:	
Current Letting Date:	11/9/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

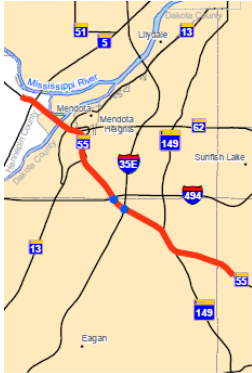
	Baseline Estimate	
Construction Letting:	61.9	70.7
Post Letting Construction Costs:	2.5	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	8.4
Construction Engineering:	5	5.6
Right of Way:	0	0
Total:	76.8	87.5

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

COST ESTIMATE ASSUMPTIONS

8.5" concrete unbonded overlay mainline, 7" concrete unbonded overlay, TH 50 ramps 2" bituminous mill and overlay, CSAH 47 and CSAH 47 ramps 1.5" bituminous mill and overlay, frontage roads in Hampton and Coates; full depth reconstructions at key locations including approach panels, Vermillion River floodplain/RCI staging (corridor split at TH 50: stage 1 is north portion, stage 2 is the south portion), (crossovers at all interchanges, except TH 50)

PROJECT SUMMARY



MN 55

Bridge 19819; 19827

State Project Number 1909-99

Resurface, drainage, ADA, rehab bridges on MN 55 from east end of bridge over Bloomington Road in Mpls to junction US 52 in Inver Grove Heights; and, on I-35E at MN 55 lighting and construct restricted crossing intersection at Hwy 55 and Louis Lane in Eagan and extend turn lane at south junction Hwy 149

RECENT CHANGES & UPDATES

There are no recent changes or updates since last year.

PROJECT HISTORY

2019 was the first year the project is in the major highway projects report.

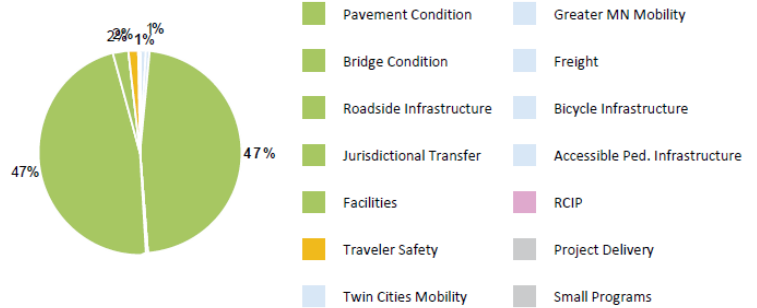
PROJECT RISKS

Project has been turned in.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/25/2020
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	9/25/2020
Construction Limits Established Date:	9/25/2020
Original Letting Date:	
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

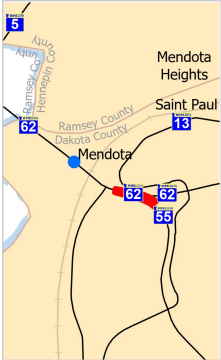
	Baseline Estimate	Current Estimate
Construction Letting:	27	29
Post Letting Construction Costs:	1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.5
Construction Engineering:	2	2.3
Right of Way:	0	0
Total:	33	36

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

COST ESTIMATE ASSUMPTIONS

This project needs an updated cost estimate to include the value engineering recommendations and the added the scope of work from SP 1907-122.

PROJECT SUMMARY



MN 55
 Over the Mississippi River
 Bridge 4190
 State Project Number 1909-100
 Rehab bridge deck over the Mississippi River in Mendota Heights

RECENT CHANGES & UPDATES

Since this is a historic bridge that plays an important part of the cultural landscape and a link to Minnesota's transportation and engineering history, there is a need to identify the best way to execute this repair work without diminishing the bridge's historic character. This project will not include the removal of the railing and will be planned as a separate project in a later year. That way there is more time to evaluate alternatives with Cultural Resources.

PROJECT HISTORY

The original project was to perform a deck repair and replace the railings.

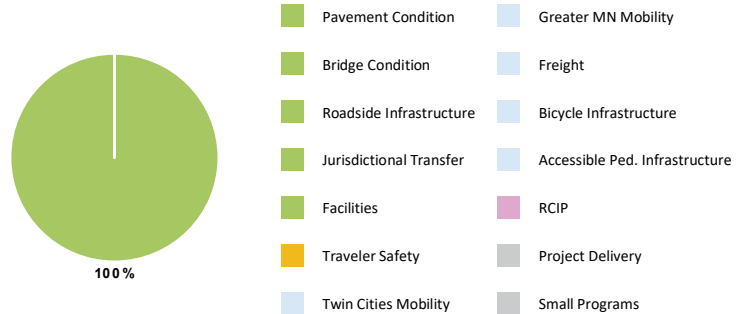
PROJECT RISKS

There are no current project risks identified.

SCHEDULE

Date in which project entered the STIP:
 Environmental Document Approval Date: 1/25/2021
 Municipal Consent Approval Date: Need unknown
 Geometric Layout Approval Date: Need unknown
 Construction Limits Established Date: Need unknown
 Original Letting Date:
 Current Letting Date:
 Construction Season: 2022
 Estimated Substantial Completion: 11/1/2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

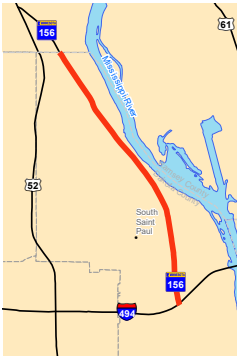
	Baseline Estimate	Current Estimate
Construction Letting:	12	3
Post Letting Construction Costs:	0.5	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.4
Construction Engineering:	1	0.3
Right of Way:	0	0
Total:	15.5	4

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

COST ESTIMATE ASSUMPTIONS

Since this project only includes deck work where the replacement of the railing has been moved to another project, the current estimate went down. Traffic control is part of SP 1909-99.

PROJECT SUMMARY



MN 156

On MN 156 from I-494 to Annapolis Street in South Saint Paul

State Project Number 1912-59

Reconstruct, repair concrete and improve sidewalk access from I-494 to Annapolis Street in South St Paul.

RECENT CHANGES & UPDATES

No new updates for 2020.

PROJECT HISTORY

2019 is the first year this project is in the major highway projects report. The pavement fix was upscaled from a repair to a full rebuild of the roadway. This project is in coordination with a local project being led by the city of South St. Paul.

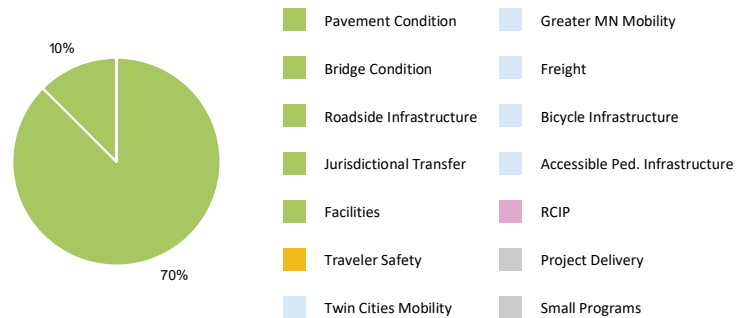
PROJECT RISKS

This corridor includes a lot of non-compliant ADA facilities which could lead to right-of-way impacts. Ongoing water resource needs investigation.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	6/4/2021
Construction Season:	2020
Estimated Substantial Completion:	11/1/2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.4	12.4
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	0.2	0.2
Right of Way:	0.3	0.3
Total:	14.4	14.4

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. This project will be delivered using a design-build method.

PROJECT SUMMARY

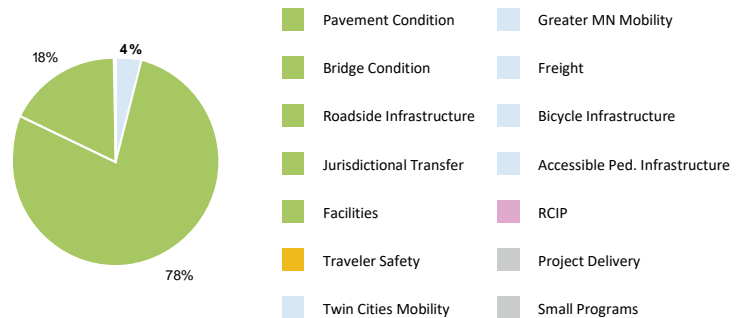

US 52

State Project Number 1928-71

Resurface, repair concrete, improvement to the weight enforcement facility, pedestrian crossing and signing on US Hwy 52 from MN Highway 52/I-494 interchange in Inver Grove Heights to Plato Ave. in St. Paul

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY
PRIMARY INVESTMENT CATEGORY

PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	12/18/2020
Current Letting Date:	12/4/2020
Construction Season:	2021
Estimated Substantial Completion:	

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.6	12.6
Post Letting Construction Costs:	0	0
Other Construction Elements:	0.6	0.6
Preliminary Engineering:	1.8	1.8
Construction Engineering:	0	0
Right of Way:	0	0
Total:	15	15

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



I-35W
 Bridge 5983, 5983, 9043, 9044
 State Project Number 1981-124

[I-35W Minnesota River Bridge: Bloomington, Burnsville](#)

Replace bridge on I-35W over Minnesota River from Black Dog Road in Burnsville to 106th Street in Bloomington and Design-Build Activities

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates.

PROJECT HISTORY

In 2017, this project was advanced from 2020 to 2018. In 2017, scope and costs increased from the baseline estimate due to the inclusion of the 106th St bridges (mainline) and profile correction to bring the approaches out of the floor plain and. It will be delivered with the design-build delivery method. In 2009, lane re-configuration allowed for High Occupancy Toll lanes but reduced the existing shoulders on the bridge. This project will widen the bridge to allow for shoulder lanes and add auxiliary lanes in each direction to manage traffic weaving between the 106th Street and the Cliff Road interchanges. An off-road trail will also be added for pedestrian and bicycle crossing of the Minnesota River.

In 2018, a design build contract letting resulted in lower current estimate from the baseline estimate. Favorable bids came in lower than the project cost estimate. Construction began in August 2018.

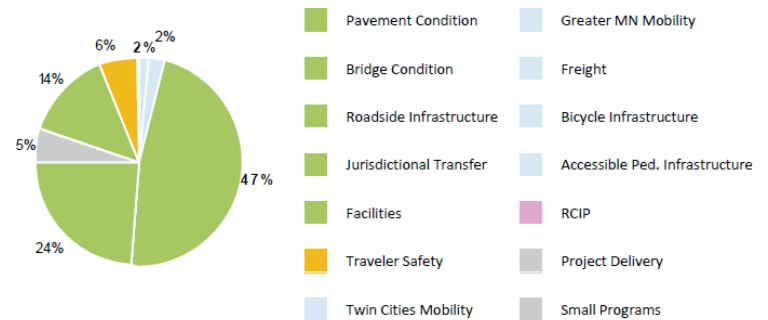
PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	4/11/2018
Municipal Consent Approval Date:	11/6/2017
Geometric Layout Approval Date:	8/31/2016
Construction Limits Established Date:	4/11/2018
Original Letting Date:	5/9/2018
Current Letting Date:	5/9/2018
Construction Season:	2018
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	134	112.6
Post Letting Construction Costs:	0	2.6
Other Construction Elements:	0	4.5
Preliminary Engineering:	13.44	19.8
Construction Engineering:	8.96	8.1
Right of Way:	0	0
Total:	156.4	147.6

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project. The current is let amount.

PROJECT SUMMARY



I-35W

Bridge 6583

State Project Number 1981-140

Resurface road, replace bridge 6583 and ADA improvements from I-35W/I-35E split to just north of Cliff Rd in Burnsville

RECENT CHANGES & UPDATES

No recent changes.

PROJECT HISTORY

The present RQI (ride quality) of this very high AADT section ranges from 3.3 to 3.6 (2017) placing this section in the lower end of the good category. The last major rehab was completed in 2012. The current pavement condition is projected to fall out of the good category after another 8 years but previous history has shown to expect rapid deterioration after that. This project will coincide with two bridge projects along 35W at the junction of Cliff and MN 13. BR#6583 was built in 1959. The current structure has extensive deterioration of the steel beams and bearings, as well as the presence of fatigue-prone details within the superstructure. Drainage system has deteriorated. Many pedestrian ramps do not meet current ADA standards, and signals in the project area do not have APS.

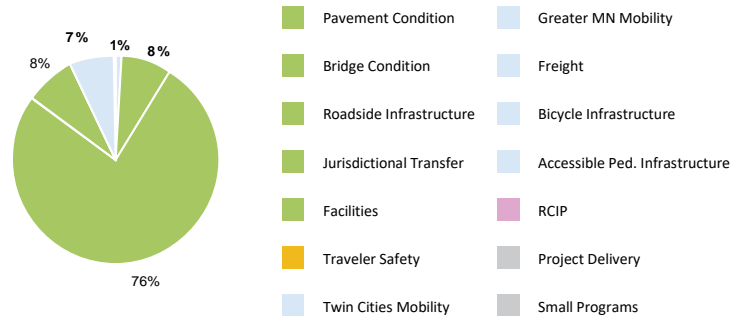
PROJECT RISKS

The pier for Bridge No. 6583 over Cliff Rd. sits in the Union Pacific Railroad right-of-way, 15 feet from the track centerline. The current plan is to increase the clearance to 25 feet, but there is a risk the UP will require MnDOT to move the pier outside it's right-of-way. A study identified cost effective mobility improvements that would likely be eligible for Congestion Management and Safety Plan (CMSP) funds. There is a risk identified improvements could come in higher than available funding, or additional requests by the City of Burnsville or Dakota County could compete for funding or impact the schedule. Replacement of Bridge No. 19863 carrying Burnsville Parkway over I-35W is an unfunded need. If funding is allocated, this would present an opportunity to construct this bridge at the same time as the I-35W pavement but could add risk to the schedule if allocated too late in the process. FHWA could require more lanes kept open than can be accommodated by existing bridge widths.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	1/24/2025
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	82.2	82.2
Post Letting Construction Costs:	3.3	3.3
Other Construction Elements:	0	0
Preliminary Engineering:	9.9	9.9
Construction Engineering:	6.6	6.6
Right of Way:	0	0
Total:	102	102

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

COST ESTIMATE ASSUMPTIONS

10% of project cost above normal 3.5% will be assumed for complex staging. Bridge No. 6583 over Cliff Road and the UP Railroad was estimated assuming increasing horizontal clearance by 10 feet. Assumes 9.5-inch concrete overlay of mainline and 7.5 inches on ramps. Reconstruct areas assume 10 inches of concrete on mainline and 8 inches on ramps.

PROJECT SUMMARY



I-494

Bridge 19823, 19824, 19878, 19897, 19898, 19899, 19900

State Project Number 1985-148, 1985-150

On I-494 in Inver Grove Heights and South Saint Paul to resurface, repair drainage, add and upgrade guardrail from just east of 5th Avenue in St. Paul to I-35E in Mendota Heights

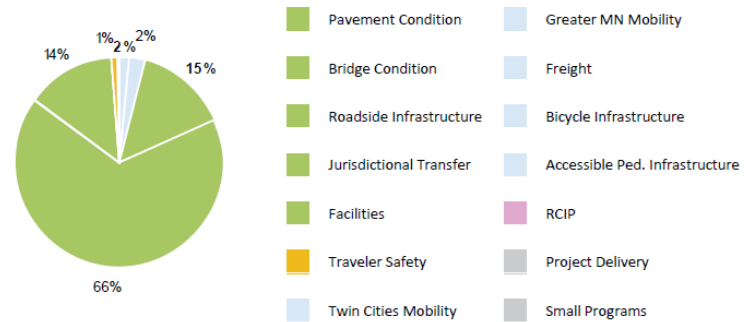
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

In 2017, the letting date was moved to Dec. 2019. There was a cost increase of \$0.9 million due to moving the project from 2019 to 2020. In 2016, eight bridges were added to the project and the TPCE increased to \$32 million. The condition of the pavement in this road section requires regular, heavy maintenance patching in areas, and the proposed work to the pavement should reduce this type of ongoing maintenance. The current pedestrian access routes are largely substandard and will be improved. Existing drainage infrastructure deficiencies identified include pipes, culverts, aprons, catch basins, or manholes in unacceptable conditions. Several in-place median guardrail installations did not meet current standards.



PROJECT RISKS

Risks retired

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	17.5	16.2
Post Letting Construction Costs:	0	3.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.74	1.7
Construction Engineering:	1.16	1.3
Right of Way:	0	0
Total:	20.4	22.4

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

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/10/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	9/10/2018
Original Letting Date:	12/20/2019
Current Letting Date:	
Construction Season:	2019
Estimated Substantial Completion:	October 2020

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. The current cost is the letting amount.

PROJECT SUMMARY



I-494

Bridge 19865

State Project Number 1985-149

On I-494 in Inver Grove Heights and South Saint Paul resurface, construct auxiliary lane, repair bridge and construct retaining wall and noise wall, install lighting, signs and traffic management system, rebuild storm sewer and improve drainage on I-494 from Hardman Ave. in South St. Paul to Blaine Ave. East in Inver Grove Heights

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

In 2018, this project was let on June 2018, for \$16.1 million, which is more than the baseline estimate's construction letting. The let amount is a result of retiring risks associated with storm water infrastructure and favorable bids. Construction was underway through fall 2019. In 2017, the construction letting estimate increased due to the inclusion of additional sanitary and storm water drainage (\$4.3 million). The 2017 funding allowed for advancing the letting from July to February 2019. The auxiliary lane will provide drivers an opportunity to speed up and slow down in a space not used by high-speed through traffic. Built in 1980, bridge 19865 has the original overlay and joints and the bridge overlay and joints have reached the expected useful life. The project will also improve the pavement condition. Due to high impacts to traffic, construction to complete the roadway and bridge work will occur at the same time.

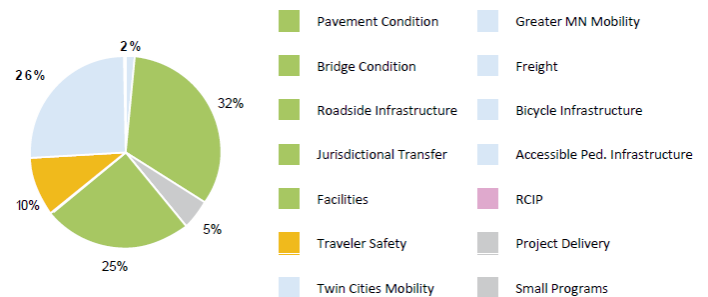
PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/23/2018
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	9/14/2016
Construction Limits Established Date:	3/8/2018
Original Letting Date:	6/8/2018
Current Letting Date:	6/8/2018
Construction Season:	2018
Estimated Substantial Completion:	June 2020

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	15.8	18.4
Post Letting Construction Costs:	0	0.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.74	2.2
Construction Engineering:	1.16	1.5
Right of Way:	0	0
Total:	18.7	23.1

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop the baseline estimate for this project. The current estimate is the post letting amount.

PROJECT SUMMARY



MN 65

Bridge: 2240

State Project Number 2710-47, 2710-52

[Historic Bridges: Third Avenue Bridge](#)

Rehabilitate bridge on Hwy 65 at 3rd Ave S over Mississippi River in Minneapolis

RECENT CHANGES & UPDATES

The project is in it's 2nd construction season, and remains on schedule. Significant repairs have been made to piers below the waterline, and in the horseshoe dam. Several spans have had the deck removed, columns replaced, and new deck poured back this season. Utility repairs and modifications are ongoing. Portions of the pier repairs above the waterline are complete, and others will begin as the construction staging shifts in the coming months. In the coming year, the remaining spans will have the deck and columns removed and replaced, and surface repairs to the arches and piers will advance.

PROJECT HISTORY

The estimated cost in the 2017 MHPR is preliminary and is expected to increase. This project was once planned to be let in 2018, but was pushed back due to the needs of other bridges and lack of funding. The project will be delivered by the Construction Manager/General Contractor method, which is used on complex projects to help save time, reduce risk and foster innovation. The 3rd Avenue Bridge was constructed between 1914 and 1917, and is an example of Melan arch construction. The alignment and spacing of arches was designed to avoid dangerous limestone breaks in the falls which produced an overall image as a gateway to downtown Minneapolis. This is a historic bridge and is a contributing element to the St. Anthony Falls Industrial Historic District, and is listed on the National Register of Historic Places.

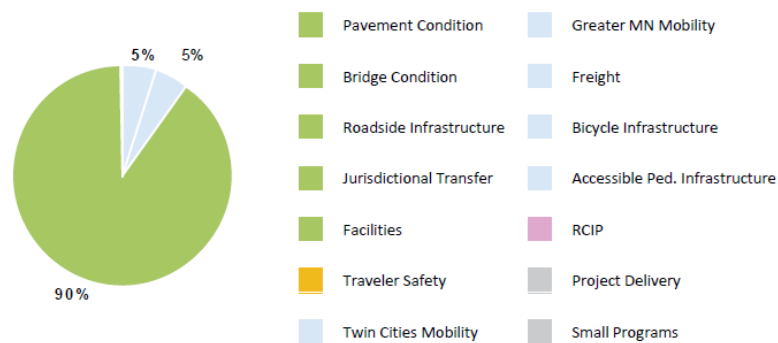
PROJECT RISKS

Primary risks as of October 26, 2021 are as follows: 1) Concrete repair overruns, stemming from the age and unknown depth associated with deteriorated areas. 2) Due to the bridge's Historical designation, unforeseen conditions carry additional risk of schedule delay or cost increase because unanticipated repairs to character defining features may require additional review or specialized repair techniques.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	12/10/2019
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	8/23/2019
Current Letting Date:	3/25/2020
Construction Season:	2020
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

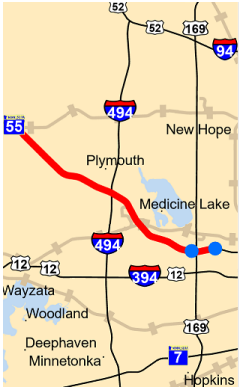
	Baseline Estimate	
Construction Letting:	50	129.3
Post Letting Construction Costs:	0	5
Other Construction Elements:	0	0
Preliminary Engineering:	4.38	15.1
Construction Engineering:	2.92	10.1
Right of Way:	0	0.3
Total:	67.3	159.8

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project. The project will use the Construction Manager/General Contractor delivery method and possibly have multiple work packages.

PROJECT SUMMARY



MN 55

Bridges 6732,6745

State Project Number 2723-144

Repair pavement and bridge culverts 6732 and 6745 and add turn lane on Hwy 55, improve intersection safety and replace traffic signals in various locations from Old Rockford Rd in Plymouth to just east General Mills Blvd in Golden Valley

RECENT CHANGES & UPDATES

There are no changes to this project since last year

PROJECT HISTORY

Projects 2722-93 and 2723-139 were associated with this project.

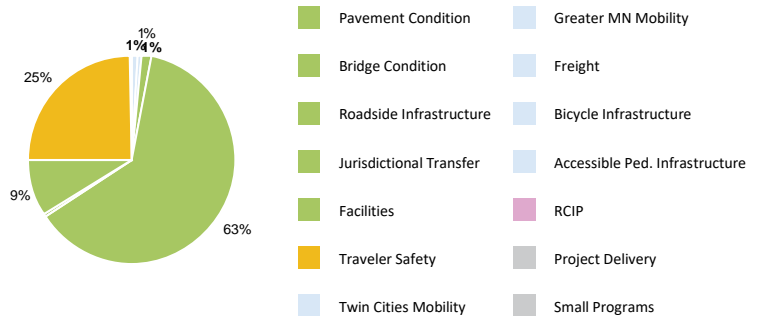
PROJECT RISKS

No major risks have been identified with this project

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	7/28/2023
Construction Season:	2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	14.2	14.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.7
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	17.6	17.6

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 55

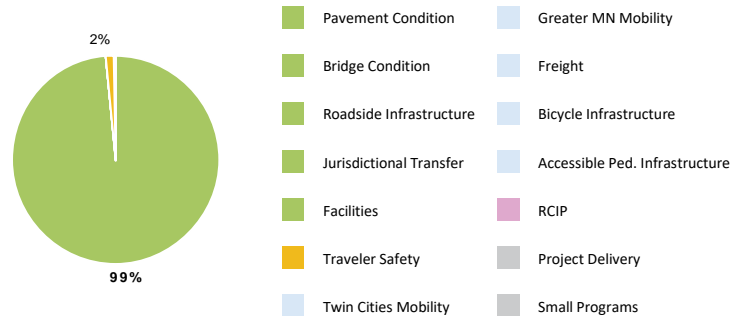
State Project Number 2724-124

On Hwy 55 in Minneapolis, redeck of bridges, pavement repair, replace sign structures, ADA, lighting, drainage repair on Hwy 55 from east of 13th Ave to north of 32nd St, at 7th St, 8th St, and over Franklin Ave in Mpls.

RECENT CHANGES & UPDATES

There are no updates or changes on this project since last year.

PRIMARY INVESTMENT CATEGORY



PROJECT HISTORY

2019 was the first year the project entered the major projects report.

PROJECT RISKS

No major risks have been identified yet for this project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	7/23/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	

TOTAL PROJECT COST ESTIMATE (MILLIONS)

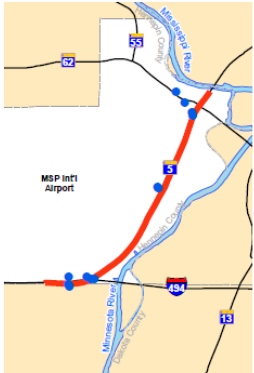
	Baseline Estimate	Current Estimate
Construction Letting:	15.9	15.9
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	19.7	19.7

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY



MN 5

Bridge 27161, 27107, 27118, 27763, 27764, 2776, 27983, 27984, 9153, 9154, 9306

State Project Number 2732-105

Resurface, grade, install cable median barrier, and repair 12 bridges on MN Hwy 5 between I-494 and the south end of the Hwy 5 Minnesota River Bridge

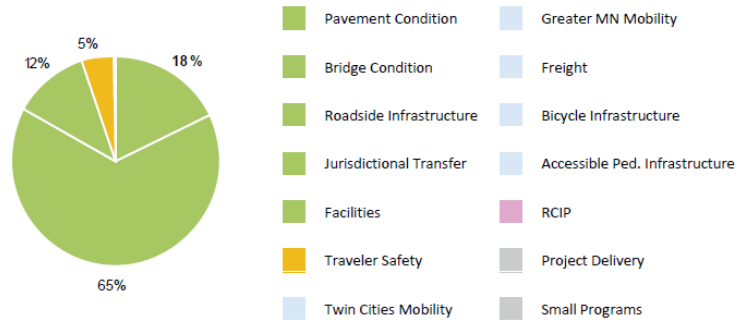
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

The project was let in 2019 for \$26M. Cost increase from baseline due to extending project limits to I-494 (CPR), bridge repair scope increased, including 3 additional bridge redecks. Roadway construction is substantially complete, but waiting for striping of westbound TH 5 to open to traffic. Cold weather is adding delay. Construction confident permanent striping will be done this year. Contingency plan is to use temporary striping and install permanent in spring of 2021. temporary striping and install permanent in spring of 2021.



PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

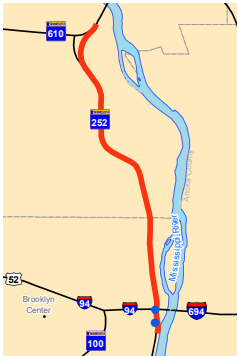
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	18.3	26
Post Letting Construction Costs:		3.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.8	2.9
Construction Engineering:	1.2	1.6
Right of Way:		0
Total:	21.3	34.5

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. The current estimate increased from the baseline estimate due to extending project limits to I-494 (CPR), increasing bridge repair scope and including three additional bridge redecks.

PROJECT SUMMARY


MN 252 & I-94

State Project Number 2748-65

[Highway 252/I-94 Environmental Review: Brooklyn Center, Brooklyn Park and Minneapolis](#)

The purpose of the Highway 252/I-94 project is to improve the safe and reliable movement of people and goods across multiple modes on and across Highway 252 and I-94 between Highway 610 and downtown Minneapolis.

RECENT CHANGES & UPDATES

In May 2020, the project was switched from an Environmental Assessment to an Environmental Impact Statement in recognition of its complexity and risk, and the construction year was changed from 2023 to 2025.

PROJECT HISTORY

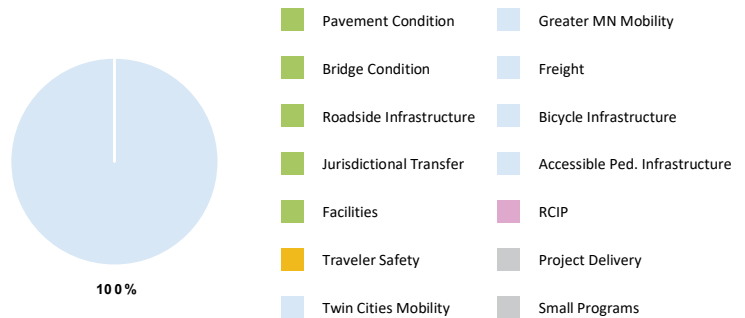
In 2017, legislation directed MnDOT to score projects submitted to the Corridors of Commerce Program based on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects. This project scored high and was selected for CoC funding. MnDOT is working with Hennepin County and the cities of Brooklyn Center, Brooklyn Park and Minneapolis to develop proposals to address the future of Hwy 252 and I-94 in Brooklyn Park, Brooklyn Center and western Minneapolis. An environmental review is underway to develop solutions to reduce congestion, improve safety and address reliability on the two highways.

PROJECT RISKS

There are significant risks to the project including, transit alternatives, # of lanes, interchange locations, & bike ability and walkability alternatives.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	2/26/2024
Municipal Consent Approval Date:	2/26/2024
Geometric Layout Approval Date:	3/4/2024
Construction Limits Established Date:	6/9/2022
Original Letting Date:	6/29/2022
Current Letting Date:	11/21/2024
Construction Season:	2025 to 2027
Estimated Substantial Completion:	11/1/2027

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	96	96
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	5	5
Construction Engineering:	8	8
Right of Way:	10	10
Total:	119	119

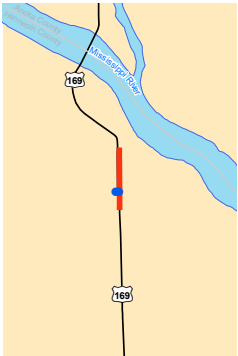
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under-developed at the time of solicitation. The current estimate includes the Corridors of Commerce scope. However, MnDOT cannot predetermine the scope of the project before the NEPA process is complete. Therefore, both the scope and cost could significantly change.

****Local funds have been pursued and secured prior to the CoC award for safety improvements within the corridor, and it is assumed that these improvements and funds will be included in the final project that is developed.**

PROJECT SUMMARY



US 169
 Bridge 27W37, 27W36
 State Project Number 2750-88
 Reconstruct and replace 2 bridges and extend turn lane from Hayden Lake Rd to Dean Ave in Champlin.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is constructed and open to traffic.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report. The locals included grade separation, pedestrian underpass, access control, and signal work.

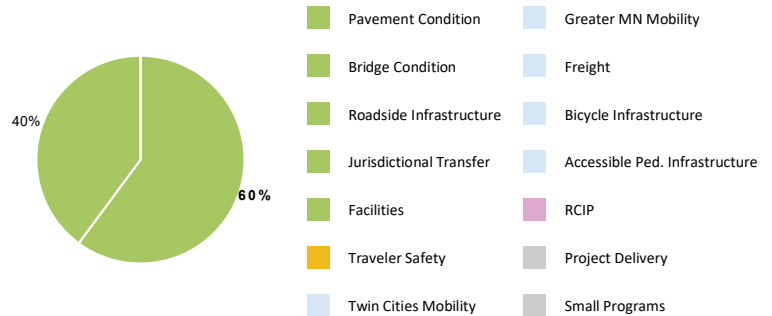
PROJECT RISKS

There may be pending right-of-way agreements to resolve. No other project risks remain.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	7/28/2017
Construction Season:	2018 - 2019
Estimated Substantial Completion:	2/15/2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	13.2	13.2
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	14.3	14.6

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project.

PROJECT SUMMARY


MN 77

Bridge 27060

State Project Number 2758-77

Resurface, extend right turn lane on Hwy77 from north end MN River Bridge in Bloomington to Hwy 62 in Mpls and install cable median barrier on Hwy 77 between MN River Bridge and Old Shakopee Rd in Bloomington to Hwy 62 in Mpls

RECENT CHANGES & UPDATES

There are no recent changes or updates for this project since last year

PROJECT HISTORY

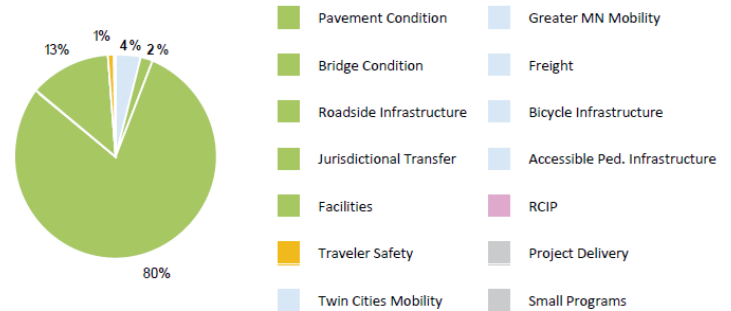
2019 is the first year the project is in the major highway projects report. The need of this project is to improve the pavement quality, drainage infrastructure, ADA accessibility, sidewalk/trail connections and install guardrail. The condition of the pavement smoothness and select drainage structure are in the low category. In addition to sidewalk/trails that require connections, pavement improvement and accessibility. Cable median barrier will be installed.

PROJECT RISKS

No major risks have been identified yet for this project

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	4/2/2019
Construction Limits Established Date:	6/16/2020
Original Letting Date:	11/22/2019
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	13.1	14.4
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.7
Construction Engineering:	1	1.2
Right of Way:	0	0
Total:	16	17.9

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices. A future cost estimate will account for the reconstruction under the 66th Avenue bridge and bituminous overlay of TH62 loops.

PROJECT SUMMARY


I-94

I-94 Maple Grove to Clearwater

State Project Number 2780-97, 2780-99, 2780-101

Reconstruction of the lanes between MN 610 and MN 101, TMS, rest area parking lot improvements, weigh-in-motion, ADA and lighting from MN 101 in Rogers to I-494 junction in Maple Grove

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

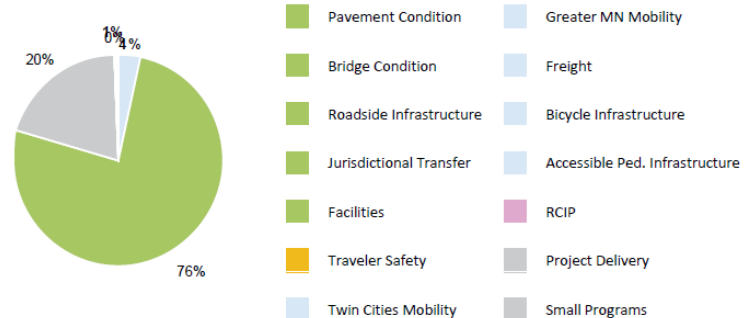
2019 is the first year this project is in the STIP. This project is for a long term concrete pavement repair.

PROJECT RISKS

Project has let. There are no additional risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/14/2019
Municipal Consent Approval Date:	3/6/2019
Geometric Layout Approval Date:	4/9/2019
Construction Limits Established Date:	12/21/2018
Original Letting Date:	10/11/2019
Current Letting Date:	10/9/2019
Construction Season:	2019-2020
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	139.9	157.6
Post Letting Construction Costs:	1.8	2.1
Other Construction Elements:	0.1	0
Preliminary Engineering:	7	16.2
Construction Engineering:	14.8	10.9
Right of Way:	1	0.5
Total:	165.6	187.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on standard practices using estimated quantities and average bid prices. Since the project is let the current estimate is the post letting cost with favorable bids.

PROJECT SUMMARY



I-35W

Bridge 9618, 9731, 9733, 9733, 27867, 27869, 27870, 27872, 27843, 27851, 27838, 9619

State Project Number 2782-327, 2782-347, 2782-354

[I-35W at I-94: Downtown to Crosstown, Minneapolis](#)

Construct MnPASS lane, reconstruct road, construct transit station, noise walls, retaining walls and build 6 bridges; replace 13 bridges and repair 3 bridges on I-35W in Minneapolis from 43rd St to 11th Ave; on I-94 from 1st Ave to Park Ave; and on MN Hwy 65 from 24th St to 15th St

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

Minneapolis, Hennepin County, Metro Transit, and MnDOT have worked since 2010 to develop a project on I-35W from 43rd Street into Downtown Minneapolis. The goals of this project was to extend the MnPASS lanes from 46th Street into Downtown Minneapolis, construct a grade separated transit station at Lake Street, provide additional local access at 28th Street and Lake Street, and upgrade the pavement and bridges throughout the corridor. A need to construct a Storm Water Storage Facility was identified to mitigate flooding on I-35W. This will be delivered in two phases and let as separate contracts and coordinated with the re-construction of I-35W. This project is divided in three phases. The first phase is to reconstruct I-35W from 43rd Street to I-94. The second phase involves construction of a retaining wall on the excavation of the embankment to facilitate the construction of Storm Water Storage Facility. The third phase constructs the Storm Water Storage Facility.

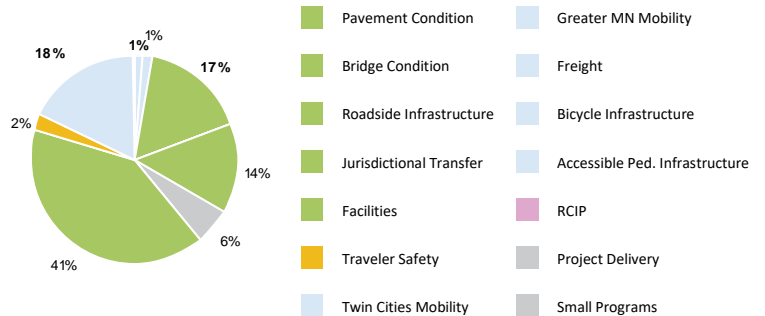
PROJECT RISKS

The inclusion of the projects for the construction of the Storm Water Storage Facility add risk to the project based upon the need to coordinate that construction with the contractor for the project to reconstruct Interstate 35W from 43rd Street to downtown. This is mitigated to some extent by having the same people administer both contracts.

SCHEDULE

Date in which project entered the STIP:	2013
Environmental Document Approval Date:	4/15/2016
Municipal Consent Approval Date:	4/15/2016
Geometric Layout Approval Date:	10/19/2015
Construction Limits Established Date:	11/28/2015
Original Letting Date:	6/28/2017
Current Letting Date:	6/28/2017
Construction Season:	2017-2019
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	265.5	318.5
Post Letting Construction Costs:	0	10.6
Other Construction Elements:	0	4.5
Preliminary Engineering:	26.7	38.5
Construction Engineering:	17.8	22.2
Right of Way:	3.6	0.2
Total:	313.6	394.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate includes the MnDOT portion (\$183 million). This large project is done in partnership with Minneapolis, Hennepin County and the Metropolitan Council. The current estimate includes funding from all project partners.

PROJECT SUMMARY



I-35W

State Project Number 2782-352

Resurface road, auxiliary lanes, drainage and ADA improvements on I-35W from W 106th St to just south of W 82nd St in Bloomington

RECENT CHANGES & UPDATES

There are no recent changes or updates on this project since last year.

PROJECT HISTORY

2019 was the first year the project was in the major highway projects report. As part of the project, the storm sewer structures will be repaired on this stretch of highway. The drainage pond is planned to be constructed with the repairs on the on & off ramps from 106th St, and the frontage road pavement repairs will be done by the City of Bloomington, paid by MnDOT.

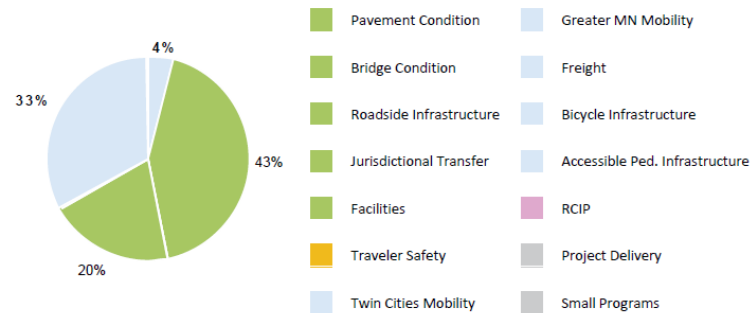
PROJECT RISKS

No major risks have been identified yet for this project

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY



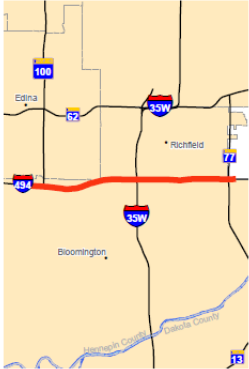
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	16.2	15.6
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.2
Right of Way:	0	0
Total:	20	19.3

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

PROJECT SUMMARY


I-494

State Project Number 2785-424

Improve mobility, reconstruct I-35W/I-494 interchange, replace 5 bridges on I-494 eastbound from East Bush Lake Rd to HWY 77, westbound from Hwy 77 to I-35W and northbound I-35W to westbound I-494 in Bloomington, Richfield and Edina

RECENT CHANGES & UPDATES

There are no recent changes or updates on this project since last year.

PROJECT HISTORY

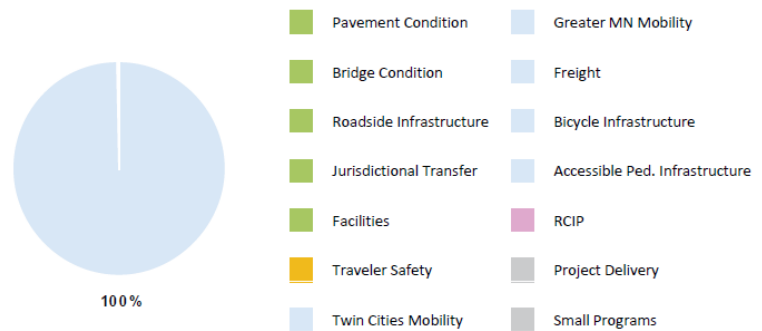
In 2017, legislation directed MnDOT to score projects submitted to the Corridors of Commerce Program based on return on investment, economic impact, freight efficiency, safety improvements, regional connections, policy objectives, community consensus and regional balance to select the highest scoring projects. This project scored high and was selected for CoC funding. The I-494/35W interchange was constructed in the 1960s. Fifty three years later the interchange supports more than 290,000 motorists daily and serves as a key access point between the western and eastern Twin Cities. High traffic volumes, economic growth along the corridors and harsh weather conditions have led to longstanding congestion, safety and flooding issues at the interchange. In 2013, after reviewing the results of numerous types of studies, MnDOT has initiated an I-494/35W Interchange Improvement Study that will study alternatives to improve safety, reduce congestion, allow for future development and improve access to transit alternatives in adjacent communities.

PROJECT RISKS

Fixing existing drainage capacity constraints east of 35W. Urbanized corridor with high potential of contamination of soil and groundwater that needs to be handled during construction. Management of traffic/staging during construction and impacts from traffic diverting to local streets and adjacent corridors. R/W acquisition in a fully urbanized corridor.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	4/19/2023
Construction Season:	2023
Estimated Substantial Completion:	September 2025

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

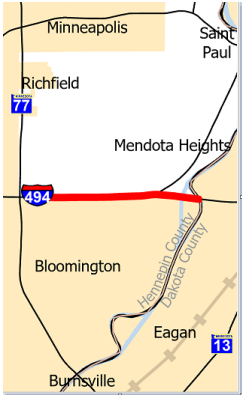
	Baseline Estimate	Current Estimate
Construction Letting:	173	320
Post Letting Construction Costs:	0	7
Other Construction Elements:	0	27
Preliminary Engineering:	13	18
Construction Engineering:	13	9
Right of Way:	5	36
Total:	204	417

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

COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under-developed at the time of solicitation. The scope and estimate for this project falls within the original proposed scope and estimate submitted to the CoC program with certain risks. The risks include preservation elements that have a direct impact on the projects overall estimate. The baseline and current estimate of \$204 million combines two projects that were submitted to the CoC program: the first project involving the construction of the MnPASS lane on I-494 from France Ave. to Hwy 77 and a second project involving the construction of the turbine interchange at I-494 and I-35W. A TPCE will be forthcoming.

PROJECT SUMMARY



I-494
 Bridge 9217E, 9217W
 State Project Number 2785-433, 2732-111

Rehab five bridges, rehab pavement and shoulders, replace lighting, reconstruct pedestrian trail and drainage work on I-494 between Pilot Knob Rd in Eagan and 24th Ave in Bloomington

RECENT CHANGES & UPDATES

Additional corridor needs have been added to the S.P. for Pavement Preservation, Bridge Preservation and drainage repairs(2/8/21)and Metro Bridge is adding scope on bridge #s 19825 & 27767, CPR work from bridge 9217 to Hwy 5 & replace highway(11/20/20)

PROJECT HISTORY

Perpetuate the structural integrity of the deck, super and sub structure. Existing trail was constructed in 1981 and regularly needs surface repairs. MndOT is responsible for the resurfacing and major maintenance of the trail. Corridor lighting has reached its useful life and therefore needs to be replaced. Some of the drain structures conveying highway storm sewer are leaking and/or collapsed and therefore need repairs and/or be replaced.

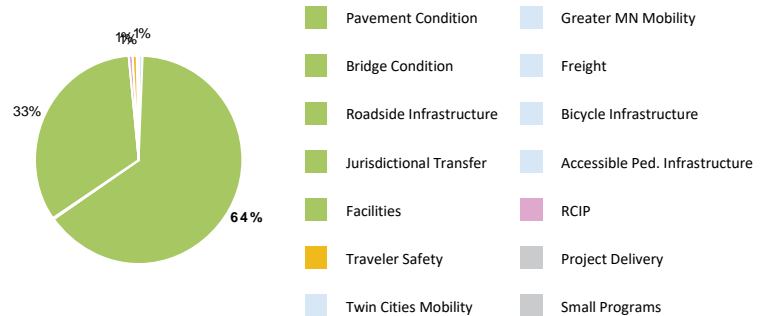
PROJECT RISKS

Limited R/W in area for drainage pond and MN Valley trail reconstruction. Environmental impact to local wildlife, Additional Traffic management

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

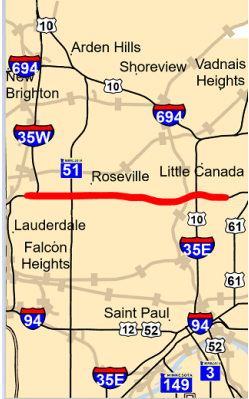
	Baseline Estimate	Current Estimate
Construction Letting:	85.6	85.6
Post Letting Construction Costs:	3.5	3.5
Other Construction Elements:	0	0
Preliminary Engineering:	10.5	10.5
Construction Engineering:	7	7
Right of Way:	0	0
Total:	106.6	106.6

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

COST ESTIMATE ASSUMPTIONS

Since the project is a combination of 8 different asset preservation needs on the corridor, to minimize duplication of risks and contingencies, Monte Carlo cost analysis was done on each of the needs, than estimate budget set as a summation of those items. Inflation % was added to the summation of scope items.

PROJECT SUMMARY



MN 36

State Project Number 6212-192

Resurface pavement on Hwy 36 from Jct I-35W in Roseville to just east Edgerton in Maplewood/Little Canada

RECENT CHANGES & UPDATES

2021 is the first year in the project is in the major projects report

PROJECT HISTORY

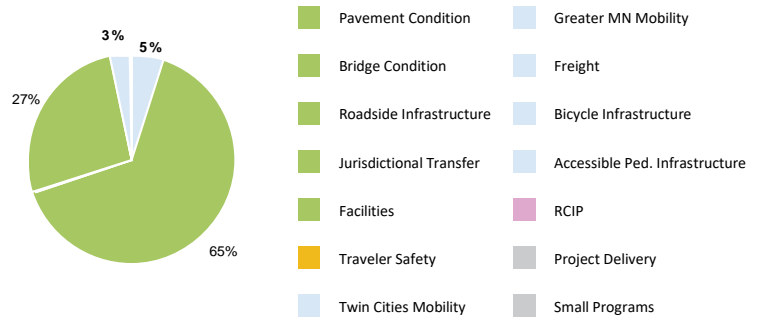
PROJECT RISKS

Project risks include: Additional drainage infrastructure repairs, impacts on scope

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.2	12.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	15.2	15.2

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project

PROJECT SUMMARY



MN 120

State Project Number 6227-86

Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake

RECENT CHANGES & UPDATES

There are no recent changes or updates on this project since last year.

PROJECT HISTORY

This project reconstructs the roadway with a full-depth reclamation using the existing deteriorated asphalt surface and recycling it to be used as a new layer to address poor pavement conditions on this corridor. This corridor currently has little to no pedestrian and bicycle infrastructure. Pedestrians and bicyclists are forced to use the existing substandard shoulders to navigate the roadway. Several severe crashes have occurred. This project will have extensive public involvement to determine what the ultimate footprint and what pedestrian facilities are needed on this roadway. Currently in the scope this includes multiple signal system upgrades and a 10 foot wide dedicated pedestrian trail along the length of the corridor on one side and a 6 foot bike able shoulder on the other.

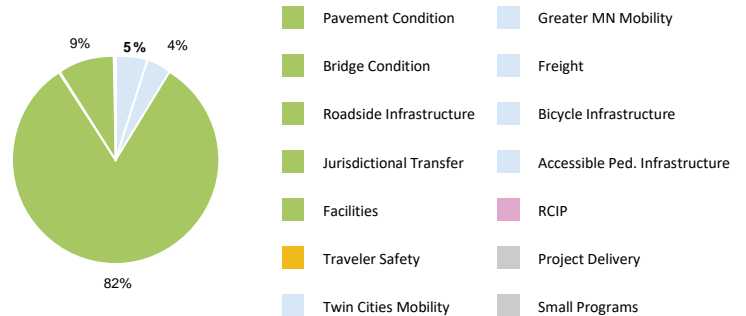
PROJECT RISKS

Utility impacts, adjacent studies and projects in progress.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	4/15/2024
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

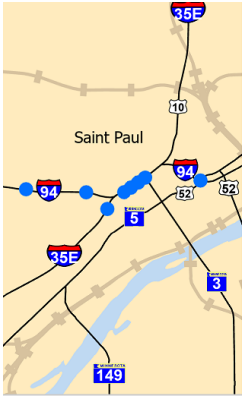
	Baseline Estimate	Current Estimate
Construction Letting:	15	15
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	18.6	18.6

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on standard practices using estimated quantities and average bid prices.

PROJECT SUMMARY



I-94

Bridge 62703, 62706, 62889, 62877, 62898, 62888, 62891, 628, 9631

State Project Number 6280-391

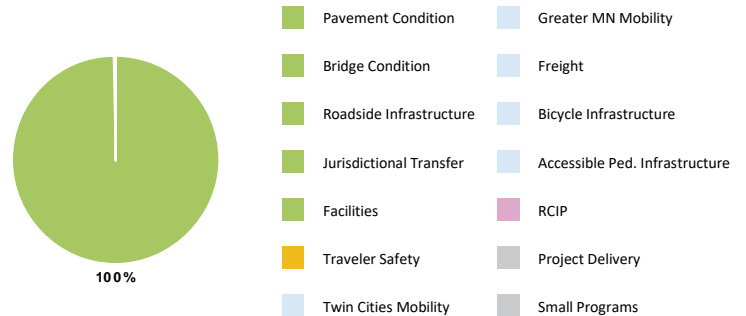
Repair 9 bridges and replace bridge superstructure on 2 bridges on I-94 from Western Ave to Mounds Blvd and I-35E from 10th St to Jackson St in St Paul

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

This was originally planned as a bridge painting maintenance project, but replacement of the John Ireland bridges was added after those bridges were load posted in 2020.



PROJECT RISKS

Stakeholder approval of a bridge typical section and adjacent improvements at the 12th & John Ireland intersection.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	16.1	16.1
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	19.9	19.9

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

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	3/23/2024
Construction Season:	2024
Estimated Substantial Completion:	

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-94
 Bridge 9805, 9805A, 62875, 6875A, 62882, 62894

State Project Number 6283-247

[I-94/I-35E Concrete Rehabilitation Project: Saint Paul](#)

Repair road and bridges on I-94 from west of Western Ave to east of Mounds Blvd and on I-35E from north of 10th St bridge to University in St Paul

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

2019 was the first time this project entered the major highway projects report. This project repairs concrete roadway including several bridge repairs, install seepage mitigation, and repair drainage infrastructure. A primary need for the project is deteriorated pavement on I-94 and I-35E. The ride quality index (RQI) of this section of I-94 is in the poor to fair category. A minor CPR was completed on I-94 in 2006 and bituminous patching done in 2016. The RQI of this section of I-35E places it in the fair category. Pavement on both highways has deteriorated with scattered blow ups, shallow pop outs, some failed joints, and increasing panel cracks. For bridge work, recent inspections of bridges identified issues with decks, superstructures, substructures and approach panels. The purpose of the project is to restore the pavement condition in anticipation of a more extensive reconstruction project in 12-15 years and to repair select bridges to extend their serviceable life.

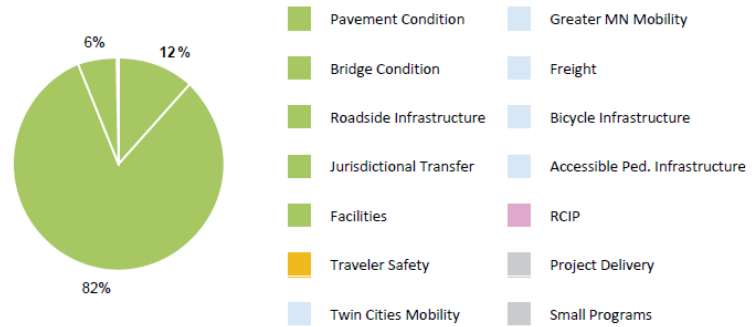
PROJECT RISKS

There are no remaining risks. Project has been let.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/28/2020
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	10/3/2019
Original Letting Date:	4/23/2021
Current Letting Date:	5/7/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	27.3	23.9
Post Letting Construction Costs:	1.1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3.3	2.9
Construction Engineering:	2.2	1.9
Right of Way:	0	0
Total:	33.9	29.7

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. The project is let and the current estimate is the post letting cost.

PROJECT SUMMARY



I-35W

Bridges 9353, 9603, 9351, 9355, 9492, 9357, 62873, 62890, 9601, 9602, 62911, 9578, 62732, 9605, 02571, 9607, 02566, 02

State Project Number 6284-180, 6284-185

[I-35W North MnPASS: Roseville and Lino Lakes](#)

Construct MnPass lane, resurface and repair 17 bridges, and replace 5 bridges. Project on I-35W is from CR B-2 in Roseville to north of Sunset Ave in Lino Lakes; on Hwy 10, project is from the junction with I-35W to just east of CR C to CR 53

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates.

PROJECT HISTORY

Construction was identified to stretch into four seasons, but early traffic control work, including traffic cross-overs and shoulder work will start in fall 2018 so major work can begin quickly during the 2019 construction season. MnPASS lanes on I-35W between Hwy 36 and Lexington Ave are being added to improve mobility and travel time in the corridor. In addition to MnPASS, a long-term pavement fix will eliminate the need to do short term pavement fixes every 7-8 years in the corridor, and 16 bridges will be improved to meet current height clearance for freight vehicles.

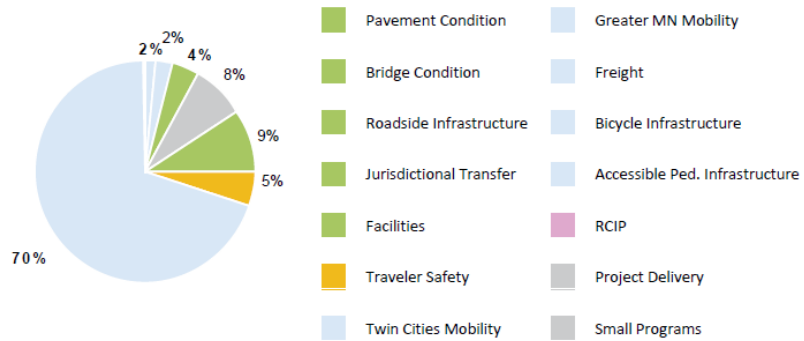
PROJECT RISKS

Project has let. There are no additional risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	8/15/2016
Municipal Consent Approval Date:	12/15/2016
Geometric Layout Approval Date:	4/1/2016
Construction Limits Established Date:	4/1/2016
Original Letting Date:	9/12/2018
Current Letting Date:	8/22/2018
Construction Season:	2018-2019
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	
Construction Letting:	208	198.3
Post Letting Construction Costs:	6.1	6.8
Other Construction Elements:	0	2.5
Preliminary Engineering:	2.2	23.8
Construction Engineering:	1.4	12.2
Right of Way:	0	0.2
Total:	217.7	243.8

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

COST ESTIMATE ASSUMPTIONS

Key assumptions to baseline estimate costs were for a unbonded overlay for a 9 mile long project while maintaining 4 lanes of traffic in year 1 and 5 lanes in year 2. The project is let and the current estimate is the post letting cost.

PROJECT SUMMARY


US 169

Bridge 8829

State Project Number 7007-34, 7008-111

Resurface and repair concrete and repair drainage from north of Hwy 19 to just north of Ash Street in Belle Plaine

SUBSTANTIALLY COMPLETE
RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

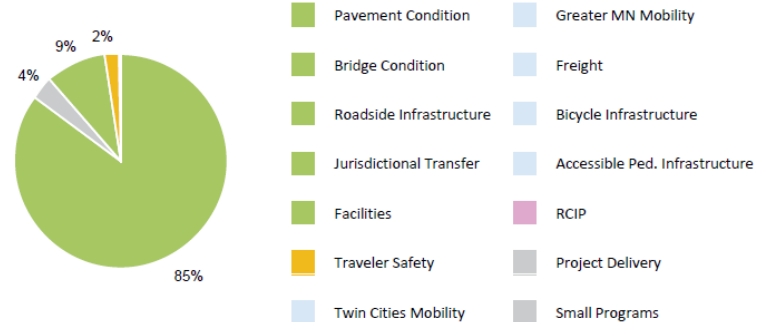
In 2017, the project was tied to another pavement project on US Hwy 169, 7008-111, the letting date was moved to SFY2018, and the current construction letting estimate was lowered from \$21.5 million to \$18.7 million due to project coordination. Coordination resulted in savings due to shared traffic cross overs, median work, traffic control, and other construction elements. This project was first included in the Major Highway Projects Report in 2016. This project will provide a long-term pavement improvement to this road segment along a heavily traveled corridor with significant freight volumes.

PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	2/27/2017
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	3/7/2018
Current Letting Date:	3/7/2018
Construction Season:	2018
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY

TOTAL PROJECT COST ESTIMATE (MILLIONS)

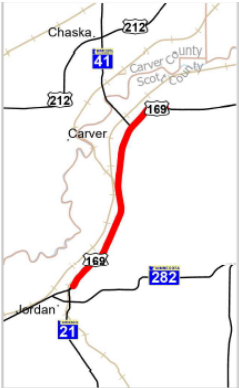
	<i>Baseline Estimate</i>	
Construction Letting:	21.5	25.6
Post Letting Construction Costs:	0	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	2.16	1.6
Construction Engineering:	1.44	1.1
Right of Way:	0	0
Total:	25.1	29.7

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

COST ESTIMATE ASSUMPTIONS

Cost savings occurred because of project coordination with another project on US 169 near Jordan, 7008-111. These savings included shared costs for traffic cross overs, median work, traffic control, and other construction elements. The current construction letting estimate decreased from \$21.5 million in 2016 to \$18.7 million due to coordination with 7008-111. Other costs that increased include \$0.1 million to engineering and an additional \$0.7 million to other construction elements for risk. In 2016 a scoping change reduced the construction letting costs resulting in a lower total project cost estimate.

PROJECT SUMMARY



US 169

State Project Number 7009-85

Repair pavement on Hwy 169 from Hwy 21 to half mile west of CR 15 in Shakopee and construct reduced conflict intersection on Hwy 169 at 166th, Bluff Dr and Hwy 21

RECENT CHANGES & UPDATES

The County is leading an overpass project at Bluff Drive (7009-89) for construction in 2023 which has modified the proposed safety improvements in this project.

PROJECT HISTORY

The goal of this project is to improve the ride (smoothness) and restore the pavement structure of this segment, so that the Ride Quality Index (RQI) of this section of roadway remains above 3.1- a pavement condition considered to be in the "Good" category for a projected period of 11-13 years. The segment was first paved over bituminous over concrete in 1990 and the last mill and overlay was in 2001. Traffic has continually increased along this corridor to a 2018 AADT of 26,000 to 31,000. This project will include median access closures and modifications to improve the safety of this corridor. Local agreement on access modifications and cost updates to traffic needs will be identified.

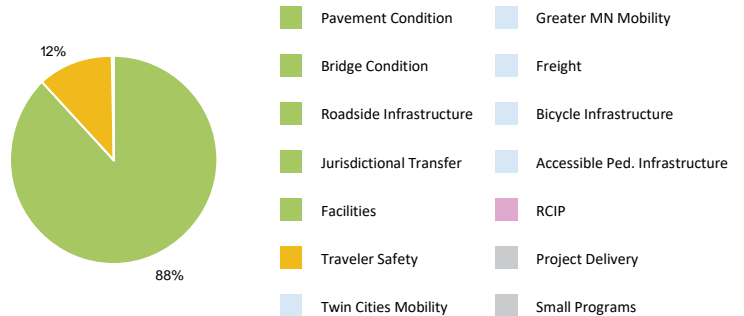
PROJECT RISKS

There are 3 projects 7009-85, -87 and -89 all occurring along the same corridor which will need to coordinate improvements and timing.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status not entered
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	4/13/2022
Construction Limits Established Date:	2/22/2022
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

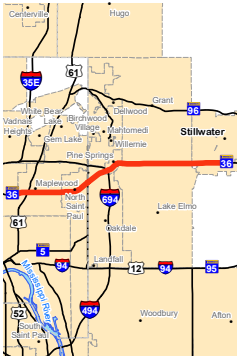
	Baseline Estimate	Current Estimate
Construction Letting:	12.9	12.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0.3	0
Total:	16.2	15.6

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on estimated quantities and average bid prices.

PROJECT SUMMARY



MN 36

On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater

State Project Number 8204-77

Bituminous mill and overlay, signal, drainage and ADA on Hwy 36 from east of Edgerton in Maplewood to just west of Greeley Avenue in Stillwater

RECENT CHANGES & UPDATES

There are no new updates for this project in 2020.

PROJECT HISTORY

This project was first introduced in 2019 in the major highway projects report. In addition, this section of TH36 from I-35W to 0.23 miles east of Edgerton was removed from this project and added to SP6216-192 in 2019. The need of this project is to improve the pavement quality, drainage infrastructure, ADA accessibility, sidewalk/trail connections and install a permanent signal. The condition of the pavement smoothness and select drainage structure are the low category. In addition to sidewalk/trails that require connections, pavement improvement and accessibility. A temporary signal is being replaced with a permanent signal.

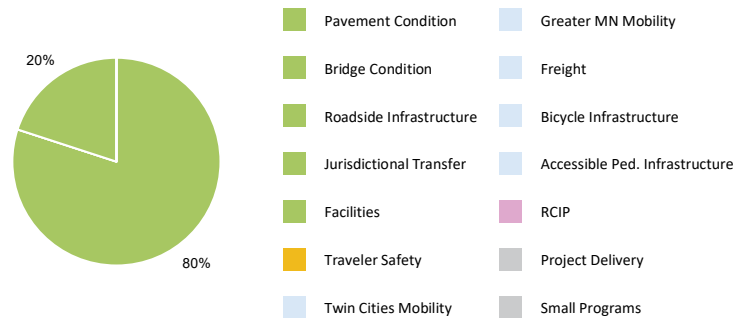
PROJECT RISKS

Risks include traffic staging/detour management which requires coordination with numerous adjacent local projects.

SCHEDULE

Date in which project entered the STIP:	
Environmental Document Approval Date:	Pending Future Date
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	7/8/2020
Original Letting Date:	
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	11/1/2022

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

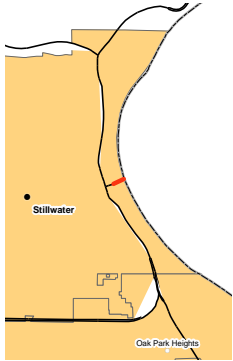
	Baseline Estimate	Current Estimate
Construction Letting:	17.2	14.9
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	1.8
Construction Engineering:	1.4	1.2
Right of Way:	0	0
Total:	21.4	18.5

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices. A segment of the project was removed from the scope reducing cost estimate.

PROJECT SUMMARY



MN 36

Bridge 4654

State Project Number 8214-114, 8214-172, 8214-174, 8214-114AN, 8214-161, 8214-176, 8214-144, 8214-184

Replace St Croix bridge over the St. Croix near Stillwater

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

No changes or updates. Project has been let and constructed.

PROJECT HISTORY

The new river crossing opened to traffic in August 2017. Roadway approaches, loop trails, state entry/exit signs and landscaping continue to be worked on in 2017. Bridge opening was delayed from 2016 to 2017 due to several factors. An early cold season in fall 2014 and rebar complexity slowed construction. Design-build contract for the Minnesota approach work began in 2013 and was complete in 2015. Bridge pier foundations began construction in 2013 and completed in 2014. Work on the bridge superstructure contract began in 2014 and was open in 2017. The St. Croix Crossing Bridge replaces the Stillwater Lift Bridge. Congressional approval was granted in March 2012 to allow the project to proceed. In 2013 permits were requested and the project began construction.

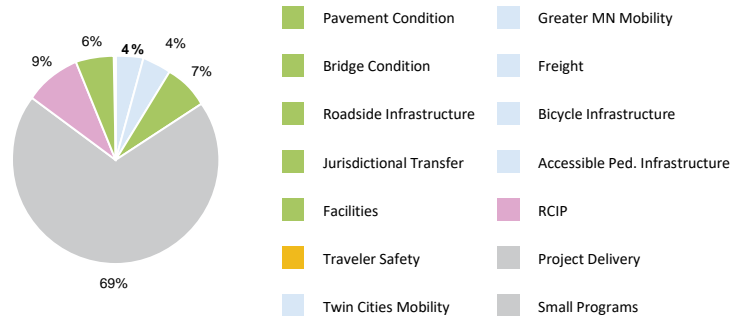
PROJECT RISKS

Risks retired

SCHEDULE

Date in which project entered the STIP:	2010
Environmental Document Approval Date:	9/5/2012
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	Status not entered
Construction Limits Established Date:	Status not entered
Original Letting Date:	
Current Letting Date:	
Construction Season:	2017-2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
River Bridge:	325	434
Minnesota Approach:	52	72.7
Wisconsin Approach:	32.9	25.1
Mitigation:	41.1	23
Stillwater Lift Bridge:	21.4	27.4
Right of Way:	12.5	15.3
Engineering Management:	61	91.8
Wisconsin's Remaining Obligation:	0	4.3
Contingency:	130.9	0
Total	676.8	693.6

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

COST ESTIMATE ASSUMPTIONS

Commitments made in the 2006 supplemental final environmental impacts study and it's 2012 Re-Evaluation are being implemented, including the roadways, bridges and environmental mitigation. Total project costs shown above are split with Wisconsin DOT and include design, construction, environmental mitigation and risks. Each state paid for their own right of way. Baseline estimate assumed only the MN portion of the contingency costs and was a planning level estimate. Current estimates include design, construction, right of way, and environmental mitigation and are found in the SFY 2020 Financial Plan Update dated June 30, 2020. Substantial completion has been reached for all of the major construction and financial components of the overall St. Croix Crossing Project, including the opening of the Lift Bridge to bicycle/pedestrians in June of 2020.

PROJECT SUMMARY



I-35, CSAH 54
 Bridge 82815, 02804, 02806
 State Project Number 8280-47, 0283-32

On I-35 North at the metro split, near Lino Lakes, Columbus, and Forest Lake, resurface road, replace 3 bridges -- on I-35E north of 80th St. East to I-35E/I-13W/I-15 merge and on I-35W north of Main Street in Lino Lakes to I-35E/I-35W/I-35 merger; and at Forest Lake weigh station replace enforcement system and improve entrance and exit ramps

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

This project was let in June 2017 for close to the \$61.1 million estimate in the 2017 major highway projects report. Engineering costs increased to \$9.5 million as project design needs increased. In 2016, the TPCE was \$58.6 million, with construction letting increasing to \$50.1 million and engineering to \$6.9 million. The \$10 million increase to the construction letting cost was due to discovery of damage to the substructure of the roadway and refining the cost estimate for project components as the project moved into final design. The current condition of this road section is anticipated to decline quickly due to failing road base that hasn't been improved since 1969. Currently this section has a mill and overlay every seven years and the concrete overlay project is a longer term fix to correct base failures.

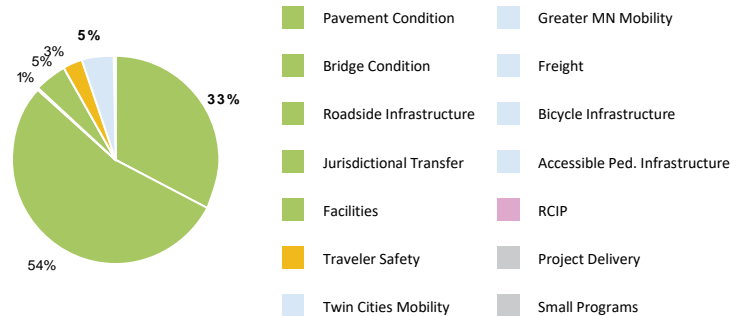
PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	10/7/2015
Municipal Consent Approval Date:	10/7/2015
Geometric Layout Approval Date:	1/16/2015
Construction Limits Established Date:	1/16/2015
Original Letting Date:	6/2/2017
Current Letting Date:	6/2/2017
Construction Season:	2017-2019
Estimated Substantial Completion:	October 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

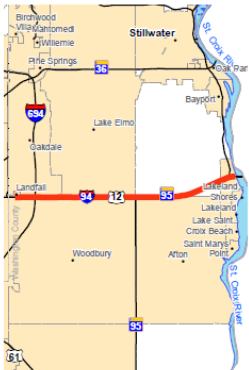
	Baseline Estimate	Current Estimate
Construction Letting:	39.6	55.2
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	3.84	5.7
Construction Engineering:	2.56	3.8
Right of Way:	0	0
Total:	46	64.7

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

COST ESTIMATE ASSUMPTIONS

Costs increased from \$56.6 million to \$64.7 million due to higher bids for this design-build project. The project also received \$4 million from Anoka County to expand the Hwy 97 Bridge, and an additional \$1.4 million in federal freight funding was used to complete a project at the Forest Lake weigh station within the larger project.

PROJECT SUMMARY



I-94

State Project Number 8282-132, 8282-145

[I-94 Resurfacing: Woodbury, Oakdale, Lakeland](#)

Resurface road, traffic management system, drainage, signing, lighting, Hudson frontage Rd resurfacing, median barrier and ADA improvements on I-94 from Hwy 120 in Oakdale to St Croix River in Lakeland

RECENT CHANGES & UPDATES

There are no recent changes or updates on this project since last year.

PROJECT HISTORY

This project is for a long term concrete pavement repair. Project received Freight funding to add an EB 94 lane from 494/694 to Woodbury Drive.

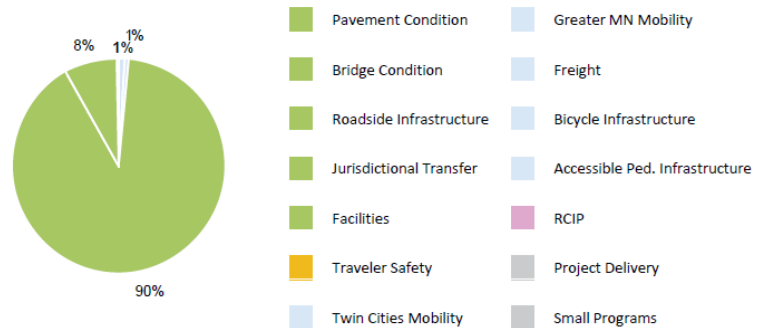
PROJECT RISKS

Management of traffic including crossover work and keeping traffic open. Lane addition could necessitate a noise wall to be constructed. Water and hydraulic resource needs could grow as a result of the lane addition.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need unknown
Municipal Consent Approval Date:	Need unknown
Geometric Layout Approval Date:	Need unknown
Construction Limits Established Date:	Need unknown
Original Letting Date:	
Current Letting Date:	12/2/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

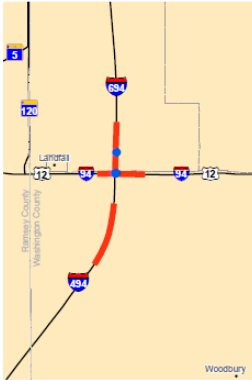
	Baseline Estimate	Current Estimate
Construction Letting:	103.7	125.4
Post Letting Construction Costs:	4.1	5
Other Construction Elements:	0	0
Preliminary Engineering:	12.5	15.1
Construction Engineering:	8.4	10
Right of Way:	0	0
Total:	128.7	155.5

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce both the baseline and current estimates for this project.

PROJECT SUMMARY



I-694
 Bridge 82832, 82831, 82817, 82831
 State Project Number 8286-81

Resurface, repair 4 bridges on I-694, reconstruct ramp from south of 10th Street in Oakdale to south of Tamarack Road in Woodbury

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has let. There are no additional changes or updates

PROJECT HISTORY

In 2018, the project's letting date was moved to October 2018. The project had once been planned to be let in 2017, but was moved into calendar year 2018 due to the scope changes and additional freight funding. In 2017, the project was up scoped from an \$8.7 million bridge project to \$30.2 million (construction costs only) after receiving \$19.5 million in federal freight funding to correct ramps and loops, improve the bridge deck and apply a long-term pavement fix.

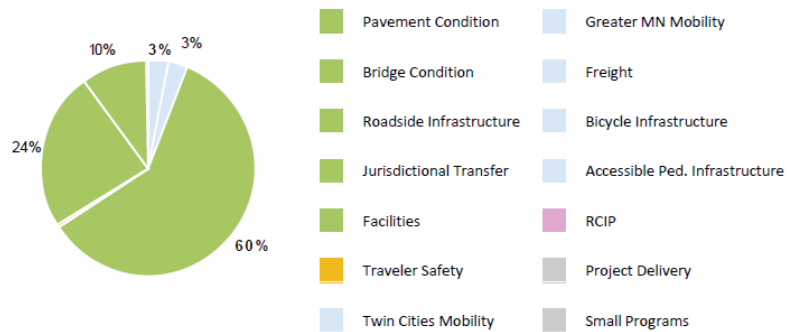
PROJECT RISKS

There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	10/7/2015
Municipal Consent Approval Date:	Status not entered
Geometric Layout Approval Date:	10/7/2015
Construction Limits Established Date:	10/7/2015
Original Letting Date:	9/28/2018
Current Letting Date:	10/26/2018
Construction Season:	2018
Estimated Substantial Completion:	November 2019

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	30.2	30.4
Post Letting Construction Costs:	1.4	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	3.36	3.6
Construction Engineering:	2.24	1.9
Right of Way:	0	0
Total:	37.2	37.8

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. This project will be delivered with the design build method. The project was up scoped increasing current cost estimate.

Appendix D: Future Major Highway Projects (planned 2024-2034)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
1	MN 61	1603-54	Kerfeld, Douglas	2024 - 2025	COOK	Resurface Hwy 61 from just south of CR 14 to Reservation Bay Rd	Need unknown	Need unknown	Need unknown	Need unknown	13.3	16.5
1	MN 73	6930-41	Not assigned	2025 - 2026	ST LOUIS	Resurface Hwy 73 from Johnson Rd to Hwy 1 and replace bridges over the Sturgeon River and Little Fork River	Need unknown	Need unknown	Need unknown	Need unknown	19.2	23.8
1	US 53	6918-1038773	Not assigned	2026 - 2027	ST LOUIS	Resurface Hwy 53 from 2nd Ave NW to just north of the wayside rest in Virginia and resurface 3 ramps at the Hwy 169/Hwy 53 intersection	Need unknown	Need unknown	Need unknown	Need unknown	7.2	9
1	I-535	6981-1037965	Not assigned	Not Entered	ST LOUIS	Repair or replace the Blatnik Bridge on I-535 between Duluth and Superior	Need unknown	Need unknown	Need unknown	Need unknown	200	248
1	MN 135	6913-1039090	Not assigned	Not Entered	ST LOUIS	Resurface Hwy 135 from just north of the Embarrass River to Hwy 1	Need unknown	Need unknown	Need unknown	Need unknown	4.9	6.1
1	MN 23	0901-81	Larson, Brian	2029 - 2030	CARLTON	Resurface Hwy 23 from 0.4 miles east of Pine/Carlton County line to St. Louis River	Need unknown	Need unknown	Need unknown	Need unknown	8.3	10.3
1	I-35	0980-1038133	Not assigned	2023 - 2024	CARLTON	Resurface NB and SB I-35 from the north end of the Hwy 210 bridge to the north end of the St Louis River bridge	Need unknown	Need unknown	Need unknown	Need unknown	5.6	6.9
1	US 53	6916-116	Not assigned	2029 - 2030	ST LOUIS	Resurface NB Hwy 53 from CR 13 to 1.6 miles north of Hwy 33	Need unknown	Need unknown	Need unknown	Need unknown	20	24.8
1	I-35	5880-1072943	Not assigned	2024 - 2025	PINE	Resurface I-35 from 1 mile south of Hwy 48 to 2 miles north of Hwy 48; replace bridges over Grindstone River and BNSF railroad	Need unknown	Need unknown	Need unknown	Need unknown	15	18.6
1	MN 73	6930-42	Not assigned	2025 - 2026	ST LOUIS	Resurface NB and SB Hwy 73 from just north of Hwy 169 to 4th St in Chisholm	Need unknown	Need unknown	Need unknown	Need unknown	4.4	5.4
1	US 2	6908-68	Gagnon, Max	2025 - 2026	ST LOUIS	Resurface Hwy 2 from Hwy 194 to just east of Boundary Ave in Proctor	Need unknown	Need unknown	Need unknown	Need unknown	10.8	13.3
1	I-35	6982-1072803	Not assigned	2027 - 2029	ST LOUIS	Reconstruct I-35 from .5 miles south of Boundary Ave to bridge over Hwy 23	Need unknown	Need unknown	Need unknown	Need unknown	2.6	8.8
1	MN 61	1601-66	Baehurst, Sarah	Not Entered	COOK, LAKE	Resurface Hwy 61 from 2.6 miles north CR 6 to 1.4 Miles south of CR 79	Need unknown	Need unknown	Need unknown	Need unknown	8.2	10.3
1	MN 194	6933-99	Not assigned	2025 - 2027	ST LOUIS	Reconstruct NB and SB Hwy 194 from Hwy 53 (Trinity Rd) to 200 feet north of Mesaba Ave in Duluth	Need unknown	Need unknown	Need unknown	Need unknown	12.6	15.6
1	MN 61	6926-56	Not assigned	2027 - 2028	ST LOUIS	Resurface NB Hwy 61 from CR 33 (McQuade Rd) to CR 42 (Homestead Rd) and SB Hwy 61 from CR 33 (McQuade Rd) to Knife River	Need unknown	Need unknown	Need unknown	Need unknown	6.1	7.6
1	US 53	6915-1038826	Not assigned	Not Entered	ST LOUIS	Resurface Hwy 53 from just north of Piedmont Ave to just south of Mall Dr	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
1	MN 1	6902-1038565	Not assigned	Not Entered	ST LOUIS	Resurface Hwy 1 from Hwy 53 to Hwy 169	Need unknown	Need unknown	Need unknown	Need unknown	6.9	8.6
1	US 169	3115-1037792	Not assigned	Not Entered	ITASCA	Resurface Hwy 169 from 10th Ave NE in Grand Rapids to Morrison Ave in Coleraine	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.6
1	US 169	3115-1037793	Not assigned	2026 - 2027	ITASCA	Resurface Hwy 169 from just south of the Aitkin/Itasca County line to CR 437	Need unknown	Need unknown	Need unknown	Need unknown	9.5	11.8
1	MN 23	5801-1039097	Not assigned	2027 - 2028	PINE	Resurface Hwy 23 from Hwy 107 to I-35	Need unknown	Need unknown	Need unknown	Need unknown	4.4	5.4
2	US 59	6009-1073503	Hopkins, Patrick	2031	POLK, RED LAKE	Resurface Hwy 59 between Hwy 2 and Brooks and replace a box culvert near Brooks	Need unknown	Need unknown	Need unknown	Need unknown	6.8	8.4
2	US 75	3508-29	Hopkins, Patrick	2029	KITSON	Resurface Hwy 75 and replace 3 culverts between Donaldson and Hallock	Need unknown	Need unknown	Need unknown	Need unknown	12	14.9
2	US 75	5406-1038581	Hopkins, Patrick	Not Entered	NORMAN	Resurface Hwy 75 between Hendrum and Perley	Need unknown	Need unknown	Need unknown	Need unknown	4.9	6.1
2	US 2	6001-1038994	Hopkins, Patrick	2030	POLK	Resurface the eastbound lanes of Hwy 2 between East Grand Forks and Fisher	Need unknown	Need unknown	Need unknown	Need unknown	7.3	9
2	US 71	0410-51	Hopkins, Patrick	2026	BELTRAMI	Resurface Hwy 71 between Beltrami CR 22 and Blackduck	Need unknown	Need unknown	Need unknown	Need unknown	6.3	7.8
2	MN 200	1505-25	Frisco, Stephen	2025	CLEARWATER	Resurface Hwy 200 between Hwy 71 and Clearwater CR 2/north entrance to Itasca State Park	Need unknown	Need unknown	Need unknown	Need unknown	4.6	5.5
2	MN 72	0413-1055100	Hopkins, Patrick	2032	BELTRAMI	Resurface Hwy 72 between Shooks and Waskish	Need unknown	Need unknown	Need unknown	Need unknown	5.2	6.4
2	MN 92	1507-68	Hopkins, Patrick	2027	CLEARWATER	Resurface Hwy 92 between Gonvick and Bagley	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
2	MN 89	4508-35	Hopkins, Patrick	2025	MARSHALL	Resurface Hwy 89 between Hwy 219 and Roseau County line	Need unknown	Need unknown	Need unknown	Need unknown	7	8.6

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
2	US 59	5705-1038697	Hopkins, Patrick	2029	PENNINGTON	Resurface 2 miles of Hwy 59 in Thief River Falls	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
2	US 2	1502-1039094	Hopkins, Patrick	2030	CLEARWATER, POLK	Resurface westbound lanes of Hwy 2 between Fosston and Bagley	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.6
2	MN 1	0403-1038986	Hopkins, Patrick	2032	BELTRAMI	Resurface Hwy 1 between Clearwater County line and the south junction of Hwy 89	Need unknown	Need unknown	Need unknown	Need unknown	6.8	8.4
2	MN 197	0416-55	Hopkins, Patrick	2028	BELTRAMI	Resurface Hwy 197 between Bemidji Ave and Gillett Drive in Bemidji	Need unknown	Need unknown	Need unknown	Need unknown	5.1	6.3
2	US 71	2904-1038222	Hopkins, Patrick	Not Entered	HUBBARD	Reconstruct 1-mile of Hwy 71 in Park Rapids	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
2	MN 89	6806-33	Hopkins, Patrick	2028	ROSEAU	Reconstruct Hwy 89 between 7th Street and Hwy 11 in Roseau	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
2	MN 89	6806-32	Hopkins, Patrick	2030	ROSEAU	Resurface Hwy 89 between Wannaska and Roseau	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
2	MN 1	0402-1038399	Hopkins, Patrick	2029	BELTRAMI, CLEARWATER	Resurface Hwy1/Hwy 89 between the north junction of Hwy 89 and eastern Clearwater County line	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
2	MN 220	6017-45	Hopkins, Patrick	2028	POLK	Recondition Hwy 220 between East Grand Forks and Polk CR 22	Need unknown	Need unknown	Need unknown	Need unknown	6.4	7.9
2	MN 200	2908-31	Hopkins, Patrick	2026	CASS, HUBBARD	Resurface Hwy 200 between Laporte and Hwy 371	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2
2	MN 1	0404-39	Hopkins, Patrick	2031	BELTRAMI	Reconstruct 1-mile of Hwy 1 in Redby	Need unknown	Need unknown	Need unknown	Need unknown	5.3	6.6
2	MN 46	3109-47	Hopkins, Patrick	2028	ITASCA	Resurface Hwy 46 from just north of CR 13 to Hwy 1/CR 40	Need unknown	Need unknown	Need unknown	Need unknown	7.2	8.9
2	MN 1	4501-1054960	Hopkins, Patrick	2030	MARSHALL	Resurface Hwy 1 between Marshall CR 17 Warren	Need unknown	Need unknown	Need unknown	Need unknown	8	9.9
2	MN 11	3604-1038038	Hopkins, Patrick	2030	KOOCHICHING	Resurface Hwy 11 between Clementson and Frontier	Need unknown	Need unknown	Need unknown	Need unknown	7	8.7
2	US 2	6005-1038233	Hopkins, Patrick	Not Entered	CLEARWATER, POLK	Resurface eastbound lanes of Hwy 2 between Fosston and Bagley	Need unknown	Need unknown	Need unknown	Need unknown	5	6.2
2	MN 11	6803-43	Hopkins, Patrick	2027	ROSEAU	Reconstruct Hwy 11 between Roseau and Warroad	Need unknown	Need unknown	Need unknown	Need unknown	18.1	22.1
2	US 2	6019-1038658	Hopkins, Patrick	Not Entered	POLK	Replace Hwy 2 bridge over River Rd NW in East Grand Forks	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
2	MN 34	2902-1037840	Hopkins, Patrick	Not Entered	HUBBARD	Resurface Hwy 34 in Park Rapids	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
2	MN 11	6804-1038988	Hopkins, Patrick	Not Entered	ROSEAU	Resurface Hwy 11 between Warroad and Roosevelt	Need unknown	Need unknown	Need unknown	Need unknown	5.2	6.4
2	MN 371	1119-42	Hopkins, Patrick	2029	CASS	Reconstruct Hwy 371 and Hwy 34 in Walker	Need unknown	Need unknown	Need unknown	Need unknown	9.7	12
2	MN 32	6007-1038990	Hopkins, Patrick	Not Entered	POLK	Resurface Hwy 32 between Fertile and Hwy 2	Need unknown	Need unknown	Need unknown	Need unknown	9.5	11.8
2	US 2	6005-1038567	Hopkins, Patrick	Not Entered	POLK	Resurface westbound lanes of Hwy 2 between Hwy 59 and Fosston	Need unknown	Need unknown	Need unknown	Need unknown	4.2	5.2
2	MN 32	6301-1055060	Hopkins, Patrick	2031	RED LAKE	Resurface and sidewalk improvements on Hwy 32 in Red Lake Falls	Need unknown	Need unknown	Need unknown	Need unknown	5.8	7.2
2	MN 1	0405-1038227	Hopkins, Patrick	2032	MULTICOUNTY, BELTRAMI, KOOCHICHING	Resurface Hwy 1 between Hwy 72 and Hwy 71	Need unknown	Need unknown	Need unknown	Need unknown	4.5	5.6
2	MN 371	1120-1073343	Hopkins, Patrick	2032	CASS	Resurface Hwy 371 between Walker and Cass Lake	Need unknown	Need unknown	Need unknown	Need unknown	14.2	17.5
2	US 59	4506-1073463	Hopkins, Patrick	2031	KITTSOON, MARSHALL	Resurface Hwy 59 between Newfolden and Karlstad	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
3	MN 210	0118-1038391	Wehseler, Luke	2030	AITKIN	Reconstruct Hwy 210 from 0.8 miles west of Hwy 169 to the Ripple River Bridge	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.7
3	US 71	8004-1038705	Schiller, Eric	Not Entered	WADENA	Recondition US 71 from 0.4 Mi N of Alfred St in Wadena to Red Eye River in Sebeka	Need unknown	Need unknown	Need unknown	Need unknown	9.9	12.3
3	MN 210	7701-41	Schiller, Eric	Not Entered	TODD	Resurface MN 210, from Jct US 71 in Hewitt to US 10 in Staples, includes ADA work	Need unknown	Need unknown	Need unknown	Need unknown	11.2	13.9
3	MN 95	4809-1038594	Not assigned	Not Entered	ISANTI, MILLE LACS	Resurface MN 95 from Benton/Mille Lacs County line to RP 29	Need unknown	Need unknown	Need unknown	Need unknown	6.4	7.9
3	I-94	7380-1038395	Not assigned	Not Entered	STEARNS	I 94, Resurface from Sauk Centre to E of Melrose EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	9.8	12.2
3	I-94	7380-260	Odegaard, Terri	2025	STEARNS	I-94, Redeck bridges # 73805 & 73809 between Sauk Centre and Melrose and overlay bridges 6896 & 6897 between Sauk Centre and Melrose	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
3	I-94	8680-189	Nelson, Darren	2024	WRIGHT	Resurface I-94, from east Monticello to CSAH 19 in Albertville.	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
3	US 169	4811-1038948	Not assigned	Not Entered	MILLE LACS	Resurface US 169 from Milaca bypass to Mille Lacs County CSAH 11 northbound and southbound	Need unknown	Need unknown	Need unknown	Need unknown	7.5	9.3
3	US 10	4901-1038539	Scegura, Kelly	Not Entered	BENTON, MORRISON	Resurface US 10, from Little Falls to the Halfway crossing EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	15.2	18.8
3	MN 15	7303-1073903	Not assigned	Not Entered	BENTON, STEARNS	Resurface MN 15 from Stearns CSAH 47 to Benton CSAH 33 Entrance Ramp	Need unknown	Need unknown	Need unknown	Need unknown	12.5	15.5
3	US 10	4902-1038134	Not assigned	2028 - 2029	MORRISON	Resurface US 10 from 2 miles south of Cushing to North of Little Falls EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	12.4	15.4
3	US 71	7319-1038406	Not assigned	Not Entered	STEARNS, TODD	US 71, Recondition from North Sauk Centre to South Long Prairie	Need unknown	Need unknown	Need unknown	Need unknown	13.6	16.9
3	MN 24	8611-29	Nixon, Thomas	Not Entered	WRIGHT	Replace BR NO 86807 on MN 24 over I-94 in Clearwater	Need unknown	Need unknown	Need unknown	Need unknown	5	6.2
3	US 169	0116-52	Saifu, Tadesse	2027	AITKIN	Resurface Hwy 169 from Mississippi River Br to Hwy 200 in Hill City	Need unknown	Need unknown	Need unknown	Need unknown	10.3	12.8
3	I-94	7380-1038941	Not assigned	Not Entered	STEARNS	Recondition I-94 from East limits of Albany East to Stearns CR 159 at Collegeville EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	14.4	17.9
3	MN 23	7305-1038942	Not assigned	Not Entered	STEARNS	MN 23, Resurface from West of Richmond to 0.5 miles East of 93rd Ave EB & WB, Mill and Overlay	Need unknown	Need unknown	Need unknown	Need unknown	15	18.6
3	MN 371	4912-1073783	Not assigned	Not Entered	MORRISON	Resurface MN 371, from US 10 to 0.7 Mi N of Morrison CR 48, NB & SB	Need unknown	Need unknown	Need unknown	Need unknown	9.4	11.7
3	MN 371	1120-1073803	Not assigned	Not Entered	CASS	Resurface MN 371 from 0.3 Mi S of Steamboat River to Jct US 2 in Cass Lake	Need unknown	Need unknown	Need unknown	Need unknown	14.2	17.5
3	US 10	7102-1038835	Not assigned	Not Entered	SHERBURNE	Resurface us 10 from Big Lake to Joplin Ave in Elk River eastbound and westbound, includes ADA work (Rural Only)	Need unknown	Need unknown	Need unknown	Need unknown	23.9	29.6
3	US 71	8005-1038058	Schiller, Eric	Not Entered	WADENA	Resurface US 71 from Sebeka to Wadena/Hubbard County line & MN 87 from Becker/Wadena Co line to Jct US 71	Need unknown	Need unknown	Need unknown	Need unknown	7.7	9.5
3	MN 95	3007-1038063	Fellbaum, Russell	Not Entered	ISANTI	Resurface MN 95 from East of Cambridge to 0.1 Mile E of Isanti Trail	Need unknown	Need unknown	Need unknown	Need unknown	5.2	6.4
3	MN 65	3004-65	Saifu, Tadesse	2025	MULTICOUNTY, ISANTI, KANABEC	Recondition MN 65, from end of four lane in Cambridge to north of MN 107	Need unknown	Need unknown	Need unknown	Need unknown	10.8	13.5
3	MN 95	0505-1038593	Scegura, Kelly	2028	BENTON	Resurface MN 95 from Junction MN 23 East of St. Cloud to Benton/Mille Lacs Co line	Need unknown	Need unknown	Need unknown	Need unknown	7.6	9.4
3	MN 27	4905-36	Scegura, Kelly	Not Entered	MORRISON	Resurface MN 27 from 0.2 MI E of US 10 in Little Falls to Jct MN 25 in Genola	Need unknown	Need unknown	Need unknown	Need unknown	4.4	5.5
3	US 10	4903-1037849	Not assigned	Not Entered	MORRISON	US 10, Resurface from Motley to 2 miles south of Cushing, EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	19	23.6
3	MN 210	1807-33	Nixon, Thomas	Not Entered	CROW WING	Resurface MN 210 from Crosby to Deerwood + ADA work in Deerwood	Need unknown	Need unknown	Need unknown	Need unknown	4.1	5.1
3	I-94	7380-1038339	Saifu, Tadesse	Not Entered	STEARNS	Resurface I-94 from 2.5 Mi E of Freeport to 0.5 Mi E of Albany, EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.7
3	US 10	8001-1038779	Not assigned	Not Entered	TODD, WADENA	Resurface US 10 from Oink Joint Road to West limits of Staples EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	15.9	19.7
3	MN 55	8607-64	Fellbaum, Russell	2027	WRIGHT	MN 55, from junction MN 25 to end of 4 lane in Buffalo, mill and overlay	Need unknown	Need unknown	Need unknown	Need unknown	4.4	5.4

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
3	MN 23	7306-98	Not assigned	Not Entered	STEARNS	MN 23, Resurface from TH 15 to RR bridge near TH 10 + ADA in St. Cloud, EB & WB	Need unknown	Need unknown	Need unknown	Need unknown	7.2	8.9
3	I-94	7380-1038876	Not assigned	Not Entered	STEARNS	I 94, Resurface from Melrose to E 2.5 Mi E of Freeport (EB & WB)	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
3	US 10	0502-1090803	Fellbaum, Russell	2031	BENTON	Resurface US 10 from Halfway Crossing to Watab Rd.	Need unknown	Need unknown	Need unknown	Need unknown	12.7	15.7
3	US 10	7103-1090823	Not assigned	Not Entered	SHERBURNE	Resurface US 10 from 1.2 Mi East of MN 23 in St Cloud to 0.15 Mi W of MN 24 in Clear Lake (EB only)	Need unknown	Need unknown	Need unknown	Need unknown	6.5	8
3	US 169	4812-1090843	Not assigned	Not Entered	MILLE LACS	Resurface US 169 from 1 Mi N of CR 103 to 0.7 Mi N of Ojibwe Drive	Need unknown	Need unknown	Need unknown	Need unknown	12.9	16
3	MN 28	7307-1090863	Not assigned	Not Entered	STEARNS	Resurface MN 28 from Pope/Stearns Co Line to S Jct US 71 near Sauk Centre	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.8
3	MN 27	4904-1090883	Not assigned	Not Entered	MORRISON	Replace Br 5907 on MN 27 over Mississippi River in Little Falls	Need unknown	Need unknown	Need unknown	Need unknown	11.5	14.3
3	MN 25	7107-1090884	Not assigned	Not Entered	SHERBURNE	Resurface MN 25 from Jct US 10 to MN 95	Need unknown	Need unknown	Need unknown	Need unknown	7.5	9.3
3	MN 27	4804-1090903	Not assigned	Not Entered	KANABEC, MILLE LACS	Resurface MN 27 from N Jct US 169 to MN 65	Need unknown	Need unknown	Need unknown	Need unknown	9.6	12
3	US 71	7319-42	Odegaard, Terri	Not Entered	STEARNS	US 71, from I-94 to north Sauk Centre with bridge #5428 over Sauk River, urban reconstruction	Need unknown	Need unknown	Need unknown	Need unknown	18	22.3
3	MN 27	4904-1038998	Not assigned	Not Entered	MORRISON	Resurface MN 27 from 9th St NE Long Prairie to West Little Falls Mill and Overlay	Need unknown	Need unknown	Need unknown	Need unknown	12.7	15.7
3	MN 25	1808-26	Not assigned	Not Entered	CROW WING	Resurface from Morrison/Crow Wing County line to Jct MN 210 in Brainerd	Need unknown	Need unknown	Need unknown	Need unknown	9.2	11.4
3	MN 371	1810-1039068	Not assigned	Not Entered	CROW WING	Recondition MN 371 from Junction MN 210 in Baxter to South of Nisswa, NB & SB	Need unknown	Need unknown	Need unknown	Need unknown	16.4	20.3
3	MN 210	1115-1038411	Not assigned	Not Entered	CASS, CROW WING	Resurface, Crack & seat MN 210, from Pillager to Baxter	Need unknown	Need unknown	Need unknown	Need unknown	6.7	8.3
3	MN 28	7308-1038061	Not assigned	Not Entered	MULTICOUNTY, MORRISON, STEARNS, TODD	Resurface MN 28 North Junction US 71 to junction MN 27	Need unknown	Need unknown	Need unknown	Need unknown	10.5	13
3	MN 6	1103-27	Wehseler, Luke	2026	CASS	Resurface MN 6, from bridge #11005 over Roosevelt Lake in Outing to JCT MN 200 in Remer.	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
3	MN 371	1116-29	Lenz, Jeffrey	2027	CASS, CROW WING	Resurface MN 371 from 0.3 Mi North of Crow Wing CSAH 16 to 0.1 Mi North of Cass CSAH 2	Need unknown	Need unknown	Need unknown	Need unknown	4.3	5.4
3	MN 25	7104-1038235	Not assigned	Not Entered	SHERBURNE	Resurface MN 25 from north Monticello to US 10 in Big Lake, & I-94 to end of 4 lane north of Monticello includes ADA work	Need unknown	Need unknown	Need unknown	Need unknown	4.7	5.9
3	MN 23	7305-131	Dumont, Claudia	Not Entered	STEARNS	Resurface MN 23, from 0.455 Mi E of 93rd Ave to MN 15 in Waite Park eastbound and westbound	Need unknown	Need unknown	Need unknown	Need unknown	9.9	12.3
3	US 71	7707-1073723	Not assigned	Not Entered	TODD	Reconstruct US 71 (Urban) from 0.1 Mi N of 230th Ave to 0.4 Mi N of CR 56 in Long Prairie	Need unknown	Need unknown	Need unknown	Need unknown	8.1	10
3	MN 25	8605-XX	Nixon, Thomas	2026	WRIGHT	Resurface MN 25, from north Buffalo to south Monticello	Need unknown	Need unknown	Need unknown	Need unknown	10.1	12.5
3	MN 210	1805-1090623	Wehseler, Luke	Not Entered	CROW WING	Resurface and upgrade urban section of MN 210 from Baxter Drive to end of 4-lane east of Brainerd.	Need unknown	Need unknown	Need unknown	Need unknown	7	8.7
3	US 10	7102-1090663	Not assigned	Not Entered	SHERBURNE	Resurface US 10 from Big Lake to Joplin Ave in Elk River (EB & WB) + ADA work (URBAN AREAS)	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
3	MN 210	1115-28	Scegur, Kelly	Not Entered	CASS	Resurface MN 210, from junction US 10 in Motley to Cass CSAH 1 in Pillager	Need unknown	Need unknown	Need unknown	Need unknown	5	6.3
3	MN 23	4801-26	Fellbaum, Russell	2026	MILLE LACS	MN 23 in Milaca, urban reconstruction	Need unknown	Need unknown	Need unknown	Need unknown	19.8	24.6
3	MN 65	3307-1037873	Not assigned	Not Entered	KANABEC	Reconstruction MN 65, thru Mora	Need unknown	Need unknown	Need unknown	Need unknown	10.8	13.4
3	MN 64	1109-1038709	Not assigned	Not Entered	CASS	Resurface MN 64 from Jct MN 210 east of Motley to Jct MN 87	Need unknown	Need unknown	Need unknown	Need unknown	12.5	15.5
4	I-94	1480-182	Knopf, Justin	2030	CLAY	Reconstruct both directions from MN/ND border to Hwy 336	Need unknown	Need unknown	Need unknown	Need unknown	30	37.2
4	MN 27	7803-13	Pace, Thomas	2026 - 2027	GRANT, TRAVERSE	Resurface from Wheaton to Herman	Need unknown	Need unknown	Need unknown	Need unknown	10.8	13.4

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4	US 10	1401-180	Oyster, Kalob	Not Entered	CLAY	Resurface and bridge replacement from Dilworth to Glyndon	Need unknown	Need unknown	Need unknown	Need unknown	14.1	14.1
4	US 10	1401-182	Knopf, Justin	2027	CLAY	Reconstruct from 34th Street to east SE 7th Street in Dilworth on highway 10	Need unknown	Need unknown	Need unknown	Need unknown	14	17.4
4	MN 210	5601-35	Vanderhider, Lori	2027	OTTER TAIL	Reconstruct and replace bridges from Hwy 210 from west of Hwy 94 to Jct. Hwy 94	Need unknown	Need unknown	Need unknown	Need unknown	11	13.6
4	US 10	0302-89	Oyster, Kalob	2025 - 2020	BECKER	Resurface from CR 54 in Detroit Lakes to Acorn Lake	Need unknown	Need unknown	Need unknown	Need unknown	10	12.4
4	US 10	1401-190	Knopf, Justin	2026	CLAY	Reconstruct from 13th Street to 34th Street, both directions	Need unknown	Need unknown	Need unknown	Need unknown	13	16.1
4	US 75	1406-76	Bausman, Brian	2025 - 2026	CLAY	Reconstruct Hwy 75 from north of 24th Ave S to Hwy 10/Main Ave, and Hwy 10 from the Red River to east of Hwy 75	Need unknown	Need unknown	Need unknown	Need unknown	27.3	33.9
4	US 10	5605-23	Vanderhider, Lori	2024 - 2025	OTTER TAIL	Resurface eastbound lane from north of Hwy 106 to east of Bluffton	Need unknown	Need unknown	Need unknown	Need unknown	4.3	5.4
4	MN 9	8409-26	Vanderhider, Lori	2022	WILKIN	Resurface from Hwy210 to Breckenridge; replace 3 box culverts	Need unknown	Need unknown	Need unknown	Need unknown	12	14.9
4	MN 29	2102-69	Oyster, Kalob	2028	DOUGLAS	Reconstruction from north of 18th Ave. to Jct. 8th Ave in Alexandria	Need unknown	Need unknown	Need unknown	Need unknown	10	10
4	MN 210	4904-1038410	Not assigned	2025 - 2026	MORRISON	MN 210, from junction US 10 in Motley to Cass CSAH 1 in Pillager, mill and overlay	Need unknown	Need unknown	Need unknown	Need unknown	4.3	6.9
4	US 10	1401-193	Oyster, Kalob	2026	CLAY	Resurface from CR 31 to Hwy 32	Need unknown	Need unknown	Need unknown	Need unknown	14	17.4
4	MN 29	2103-43	Oyster, Kalob	Not Entered	DOUGLAS	Reconstruction from 2nd Ave. to north of McKay Ave. in Alexandria	Need unknown	Need unknown	Need unknown	Need unknown	12.7	12.7
4	US 75	0608-40	Bausman, Brian	Not Entered	BIG STONE	Resurface from Hwy 12 to Hwy 28 in Graceville	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.7
4	MN 113	0307-100	Vanderhider, Lori	2027	BECKER	Resurface on Hwy 113 from county road 4 to highway 71	Need unknown	Need unknown	Need unknown	Need unknown	8.1	8.1
4	MN 108	5623-38	Pace, Thomas	2026	OTTER TAIL	Resurface from east of Pelican Rapids to Hwy 78	Need unknown	Need unknown	Need unknown	Need unknown	10	12.4
4	US 59	5617-31	Girodat, Makala	2023 - 2024	OTTER TAIL	Resurface from I-94 to south of 5th Ave in Pelican Rapids	Need unknown	Need unknown	Need unknown	Need unknown	9.1	11.3
4	I-94	2680-44	Knopf, Justin	2023	GRANT	Rehabilitate concrete on westbound lanes from Grant/Otter Tail County line to Hwy 79	Need unknown	Need unknown	Need unknown	Need unknown	18.5	22.9
6	I-90	8580-181	Zager, Paul	2024 - 2025	WINONA	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need unknown	Need unknown	Need unknown	Need unknown	12.9	16
6	I-90	5580-101	Not assigned	2027 - 2028	OLMSTED	Resurface I-90 from Highway 63 to east of Olmsted County Road 19	Need unknown	Need unknown	Need unknown	Need unknown	6.7	8.3
6	I-90	5080-1038059	Not assigned	2026 - 2027	MOWER	Resurface eastbound lanes of I-90 from Mower County Road 46 to Highway 16	Need unknown	Need unknown	Need unknown	Need unknown	21.1	26.2
6	MN 16	2301-15	Hanson, Chad	2024 - 2025	FILLMORE	Reconstruct Highway 16 from Tracey Road to Griswald Street in Spring Valley	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
6	I-90	8580-179	Zager, Paul	Not Entered	WINONA	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need unknown	Need unknown	Need unknown	Need unknown	12.9	16
6	MN 60	2511-1038177	Not assigned	2025 - 2026	GOODHUE	Resurface Highway 60 from Kenyon to Highway 52	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.5
6	MN 44	2803-35	Gasper, Jacob	2026 - 2027	HOUSTON	Resurface Highway 44 from Spring Grove to Caledonia	Need unknown	Need unknown	Need unknown	Need unknown	4.7	5.8
6	MN 19	6602-30	Trogstad-Isaacson, Mark	2022 - 2023	RICE	Resurface Highway 19 from Highway 13 to I 35	Need unknown	Need unknown	Need unknown	Need unknown	10.2	12.6
6	MN 76	2807-29	Gasper, Jacob	2027 - 2028	HOUSTON	Resurface Highway 76 from Caledonia to Houston	Need unknown	Need unknown	Need unknown	Need unknown	5.6	6.9
6	I-90	5080-1037804	Not assigned	2025 - 2026	MOWER	Resurface I-90 from Highway 105 to Mower County Road 46	Need unknown	Need unknown	Need unknown	Need unknown	11.1	13.8
6	I-90	5080-175	Not assigned	2025 - 2026	MOWER	Resurface westbound lanes of I-90 from Mower County Road 46 to Highway 16	Need unknown	Need unknown	Need unknown	Need unknown	7.8	9.7
6	I-90	8580-178	Gasper, Jacob	2025 - 2026	WINONA	Resurface westbound lanes of I-90 from Highway 74 to Highway 43	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2
6	MN 30	7403-1037844	Not assigned	2027 - 2028	MULTICOUNTY, STEELE, WASECA	Resurface Highway 30 from Highway 13 to Ellendale	Need unknown	Need unknown	Need unknown	Need unknown	4.5	5.5
6	US 61	2513-98	Hanson, Chad	2024	GOODHUE	Replace Hwy 61 bridge over railroad east of Red Wing	Need unknown	Need unknown	Need unknown	Need unknown	7.2	9.1

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6	US 14	5501-1038206	Not assigned	2027 - 2028	OLMSTED	Resurface WB Highway 14 from Byron to Rochester	Need unknown	Need unknown	Need unknown	Need unknown	8.2	10.1
7	MN 19	7205-1070404	Tess, Zachary	Not Entered	SIBLEY	Resurface from Winthrop to Gaylord	Need unknown	Need unknown	Need unknown	Need unknown	8.8	10.9
7	MN 60	0708-1071483	Tess, Zachary	Not Entered	BLUE EARTH	Resurface from Lake Crystal to Cray Corner/528th Avenue	Need unknown	Need unknown	Need unknown	Need unknown	6.9	8.6
7	I-90	6780-1052540	Not assigned	Not Entered	NOBLES, ROCK	Resurface EB lanes from Rock River to CR 35	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.5
7	I-90	3280-1052560	Tess, Zachary	Not Entered	JACKSON, NOBLES	Resurface WB lanes from CR 5 in Jackson to CR 12 near Rushmore	Need unknown	Need unknown	Need unknown	Need unknown	5.3	6.6
7	MN 22	2203-115	Thibert, Mathew	Not Entered	FARIBAULT	Resurface from Iowa border to west Jct of CR 16	Need unknown	Need unknown	Need unknown	Need unknown	8.4	10.4
7	MN 22	2204-26	Thibert, Mathew	Not Entered	FARIBAULT	Reconstruct Hwy 22 in Wells	Need unknown	Need unknown	Need unknown	Need unknown	8	9.9
7	#Error	0714-1071543	Hasty, Forrest	Not Entered	BLUE EARTH, LE SUEUR	AC Payback for 0714-35 (MN 22) - 2026	Need unknown	Need unknown	Need unknown	Need unknown	10	10
7	I-90	5380-154	Jones, Robert	2027	NOBLES	Resurface WB lanes from Adrian to Rushmore	Need unknown	Need unknown	Need unknown	Need unknown	6.5	8.1
7	MN 30	0705-26	Thibert, Mathew	Not Entered	MULTICOUNTY, BLUE EARTH, WATONWAN	Resurface from Hwy 15 to Hwy 169	Need unknown	Need unknown	Need unknown	Need unknown	9.1	11.3
7	MN 15	4603-52	Coudron, Glen	Not Entered	MARTIN	Resurface from Iowa to Fairmont	Need unknown	Need unknown	Need unknown	Need unknown	5.2	6.4
7	US 59	5304-44	Coudron, Glen	Not Entered	MURRAY, NOBLES	Resurface and replace multiple bridges from Worthington to Fulda	Need unknown	Need unknown	Need unknown	Need unknown	16.9	21
7	US 75	6705-47	Jones, Robert	Not Entered	PIPESTONE, ROCK	Resurface from Luverne to Trosky	Need unknown	Need unknown	Need unknown	Need unknown	12.1	15
7	MN 68	0710-1038895	Tess, Zachary	Not Entered	BLUE EARTH, BROWN	Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169	Need unknown	Need unknown	Need unknown	Need unknown	20.6	25.5
7	US 14	0702-128	Coudron, Glen	Not Entered	BLUE EARTH	Repair from CR 3 to 2 miles east of Eagle Lake	Need unknown	Need unknown	Need unknown	Need unknown	5.8	7.2
7	MN 22	0704-1069603	Tess, Zachary	Not Entered	BLUE EARTH	Reconstruct from Hwy 83 to Bassett Dr	Need unknown	Need unknown	Need unknown	Need unknown	10.4	12.9
7	I-90	6780-1069623	Not assigned	Not Entered	ROCK	Resurface EB lanes from Beaver Creek to Rock River	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
7	I-90	3280-1069643	Tess, Zachary	Not Entered	JACKSON, MARTIN	Resurface WB lanes from Hwy 4 to Hwy 86	Need unknown	Need unknown	Need unknown	Need unknown	10	12.4
7	US 59	5304-41	Hasty, Forrest L	Not Entered	NOBLES	Reconstruct in Worthington	Need unknown	Need unknown	Need unknown	Need unknown	13.6	16.9
7	MN 19	4004-126	Tess, Zachary	Not Entered	LE SUEUR, SIBLEY	Resurface from Hwy 169 to east Jct of Hwy 13	Need unknown	Need unknown	Need unknown	Need unknown	12.9	16
7	MN 13	8102-30	Tess, Zachary	Not Entered	LE SUEUR, WASECA	Resurface from Waseca to Waterville	Need unknown	Need unknown	Need unknown	Need unknown	5.7	7.1
7	US 169	0713-81	Hasty, Forrest L	Not Entered	BLUE EARTH, NICOLLET	Resurface and repair bridges from Riverfront Drive to Lake Street	Need unknown	Need unknown	Need unknown	Need unknown	37.3	46.3
7	MN 19	7206-117	Young, Matthew	Not Entered	LE SUEUR, SIBLEY	Resurface from Gaylord to Hwy 169	Need unknown	Need unknown	Need unknown	Need unknown	13.1	16.2
7	MN 13	4001-48	Tess, Zachary	Not Entered	LE SUEUR	Resurface from Waterville to Montgomery	Need unknown	Need unknown	Need unknown	Need unknown	15	29.4
7	US 71	3205-36	Engelmeyer, Peter	Not Entered	JACKSON	Resurface from Iowa border to CR 38 in Jackson	Need unknown	Need unknown	Need unknown	Need unknown	6.5	8.1
7	MN 99	4009-114	Tess, Zachary	2026 - 2027	LE SUEUR	Resurface from Le Center to Hwy 13	Need unknown	Need unknown	Need unknown	Need unknown	7	8.7
7	US 75	6704-116	Tess, Zachary	Not Entered	ROCK	Resurface from Iowa border to Luverne	Need unknown	Need unknown	Need unknown	Need unknown	8.8	10.9

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8	MN 7	4302-97	Not assigned	Not Entered	MCLEOD	Resurface (concrete) Hwy 7 from Hwy 22 to Silver Lake; resurface Hwy 22 from CR 115 to Shady Ridge Rd.	Need unknown	Need unknown	Need unknown	Need unknown	6.6	8.2
8	MN 40	1210-93	Not assigned	Not Entered	CHIPPEWA	Resurface Hwy 40 from CR 4 to Willmar.	Need unknown	Need unknown	Need unknown	Need unknown	13.2	16.2
8	US 75	5906-43	Vlaminck, Jesse	Not Entered	LINCOLN, PIPESTONE	Resurface Hwy 75 from Pipestone Creek to S Valley St in Lake Benton.	Need unknown	Need unknown	Need unknown	Need unknown	4.8	6
8	US 14	4102-27	Vlaminck, Jesse	Not Entered	LINCOLN	Resurface Hwy 14 from Lake Benton to the Lincoln/Lyon County line; upgrade sidewalks in Tyler to meet ADA standards.	Need unknown	Need unknown	Need unknown	Need unknown	6	7.4
8	US 75	4107-19	Vlaminck, Jesse	2022 - 2023	LINCOLN	Reconstruct Hwy 75 from S Valley St in Lake Benton to south jct of Hwy 14; resurface Hwy 14 from south jct of Hwy 75 to Jesse St in Lake Benton.	Need unknown	Need unknown	Need unknown	Need unknown	5.5	5.6
8	MN 23	4207-58	Pfau, Tony	Not Entered	LYON	Resurface (concrete) Hwy 23 from 2 miles north of Hwy 91 to Tiger Drive in Marshall.	Need unknown	Need unknown	Need unknown	Need unknown	6.2	7.2
8	US 71	6405-72	Miller, Jacob	Not Entered	REDWOOD	Resurface Hwy 71 from CR 115 in Sanborn to the south jct of Hwy 68.	Need unknown	Need unknown	Need unknown	Need unknown	8.5	10.5
8	US 14	4201-91	DeSchepper, Phillip	Not Entered	LYON	Resurface Hwy 14 from Lincoln/Lyon County line to 4th St E in Tracy; upgrade sidewalks in Tracy to meet ADA standards.	Need unknown	Need unknown	Need unknown	Need unknown	9.1	11.3
8	US 59	4208-66	Pfau, Tony	Not Entered	LYON	Resurface Hwy 59 from Hwy 14 to CR 6 in Marshall.	Need unknown	Need unknown	Need unknown	Need unknown	5.8	7.2
8	US 71	3412-76	Not assigned	Not Entered	KANDIYOHI	Resurface SB lane of Hwy 71 from south end of Hwy 23 bypass to the Business 71 split; resurface NB lane of Hwy 23 from Business 71 split to north jct of Hwy 23 (Belgrade/Spicer split); resurface Hwy 23 from CR 5 to start of Hwy 23 bypass.	Need unknown	Need unknown	Need unknown	Need unknown	25	31
8	MN 30	5103-91	Nienaber, Christopher	2026	MURRAY	Resurface Hwy 30 from Hwy 59 to the Murray/Cottonwood County line; replace bridge over Des Moines River.	Need unknown	Need unknown	Need unknown	Need unknown	10	11.7
8	MN 68	8709-1053160	Pfau, Tony	Not Entered	YELLOW MEDICINE	Resurface Hwy 68 from Porter to Minneota; upgrade sidewalks to meet ADA standards in Porter, Taunton and Minneota; replace box culverts and bridges along project area.	Need unknown	Need unknown	Need unknown	Need unknown	13	16.1
8	MN 19	4204-1053221	Pfau, Tony	Not Entered	LYON	Resurface Hwy 19 from Ivanhoe to CR 5.	Need unknown	Need unknown	Need unknown	Need unknown	14.3	17
8	US 71	6405-1053240	Pfau, Tony	Not Entered	REDWOOD	Resurface Hwy 71 from Hwy 68 to CR 101 in Redwood Falls.	Need unknown	Need unknown	Need unknown	Need unknown	6.8	8.4
M	MN 95	8210-1038360	Rabban, Shaker	2025 - 2026	WASHINGTON	Resurface road from US 8 to MN 36	Need unknown	Need unknown	Need unknown	Need unknown	26	28.2
M	US 212	2701-1038172	Rabban, Shaker	2025 - 2026	HENNEPIN	Resurface road from County Rd 4 to I-494	Need unknown	Need unknown	Need unknown	Need unknown	10.3	16.3
M	US 52	1906-1038033	Rabban, Shaker	2026 - 2027	DAKOTA	Resurface US 52 from Clayton to MN 55 and Resurface MN 55 from County Rd 63 to US 52	Need unknown	Need unknown	Need unknown	Need unknown	36	44.6
M	I-94	6282-1037808	Rabban, Shaker	2027 - 2028	RAMSEY	Resurface road from Nicollet Ave to Western Ave	Need unknown	Need unknown	Need unknown	Need unknown	30.8	38.2
M	US 8	1301-1074043	Rabban, Shaker	Not Entered	CHISAGO	Resurface road from W Wyoming Ave to Tern Ave	Need unknown	Need unknown	Need unknown	Need unknown	22.3	22.3
M	I-35E	1982-207	Rabban, Shaker	2025 - 2026	DAKOTA	Repair road from I-35W/I-35E split to Lone Oak Rd	Need unknown	Need unknown	Need unknown	Need unknown	25	31
M	I-394	2789-1038550	Rabban, Shaker	2026 - 2027	HENNEPIN	Resurface road from I-494/US 212 to MN 100	Need unknown	Need unknown	Need unknown	Need unknown	19.4	23.7
M	MN 55	2722-1039085	Rabban, Shaker	2027 - 2028	HENNEPIN	Resurface road from the Wright-Hennepin County line to Fernbrook	Need unknown	Need unknown	Need unknown	Need unknown	16.8	20.7
M	MN 5	6201-91	Rabban, Shaker	2023 - 2024	RAMSEY	Resurface road from Munster Ave to ST. Claire Ave	Need unknown	Need unknown	Need unknown	Need unknown	14	17.4
M	I-494	2785-1073983	Rabban, Shaker	Not Entered	HENNEPIN	Repair road from France Ave to US 12	Need unknown	Need unknown	Need unknown	Need unknown	18	18
M	I-694	0285-1038780	Rabban, Shaker	2025 - 2026	ANOKA, HENNEPIN	Resurface road from E Dupont to I-35W	Need unknown	Need unknown	Need unknown	Need unknown	69.1	85.6
M	US 61	6220-1037826	Rabban, Shaker	2025 - 2026	WASHINGTON	Resurface road from Carver Ave to I94	Need unknown	Need unknown	Need unknown	Need unknown	16	17.7

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M	US 12	2713-129	Rabban, Shaker	2026 - 2027	HENNEPIN	Resurface road from Wayzata exit to I-494	Need unknown	Need unknown	Need unknown	Need unknown	22.5	25
M	MN 100	2734-1038353	Rabban, Shaker	2024 - 2025	HENNEPIN	Resurface road from the Cedar Lake Rd to I-694	Need unknown	Need unknown	Need unknown	Need unknown	19.2	19.2
M	MN 610	2771-110	Rabban, Shaker	2022 - 2023	HENNEPIN	Repair road from US 169 to Mississippi River	Need unknown	Need unknown	Need unknown	Need unknown	14.2	17.9
M	MN 120	6227-86	Coddington, Ryan	2024	RAMSEY	Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake	Need unknown	Need unknown	Need unknown	Need unknown	15	18.6
M	MN 252	2748-65	Adams, Jerome	2026 - 2027	HENNEPIN	Convert MN252 to a freeway and improve mobility in both directions from MN610 to Dowling Ave on I94 in cities of Mpls, Brooklyn Center and Brooklyn Park	Need unknown	Need unknown	Need unknown	Need unknown	96	129
M	I-394	2789-1038013	Rabban, Shaker	2025 - 2026	HENNEPIN	Redeck and rehab of 9 bridges that go over Dunwoody Ave (Year 1 of 2)	Need unknown	Need unknown	Need unknown	Need unknown	64	73.4
M	I-494	2785-1038014	Not assigned	2024 - 2025	HENNEPIN	Resurface road from 24th Ave to France Ave	Need unknown	Need unknown	Need unknown	Need unknown	19	23.8
M	MN 55	1910-1074345	Rabban, Shaker	Not Entered	DAKOTA	Resurface Road from Highway 52 to US 61	Need unknown	Need unknown	Need unknown	Need unknown	19.5	19.5
M	I-35E	6280-1038135	Rabban, Shaker	2026 - 2025	MULTICOUNTY, DAKOTA, RAMSEY	Repair and replace road surface from Lone Oak Rd to 10th St bridge	Need unknown	Need unknown	Need unknown	Need unknown	20.3	25.2
M	MN 95	1306-1038136	Rabban, Shaker	2025 - 2026	CHISAGO	Resurface MN 95 from the Isanti county line to the bridge over Sunrise River	Need unknown	Need unknown	Need unknown	Need unknown	14.1	17.4

Appendix E: Efficiency Pages

Trunk Highway 27 Pavement Resurfacing from Moose Lake to Carlton County Road 12 and from Trunk Highway 65 to Aitkin County Line

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
MN 27	0104-06	1	17 Miles	Aitkin and Carlton Counties	\$20M	Josie Olson	May 7, 2021

Project Description:

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

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$400,000
Value Engineering	\$400,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues.	
Best Practices Summary	
The project is a straightforward pavement rehabilitation project with limited deviations from the existing section. The traffic was able to be simply detoured providing the most efficient construction schedule for the contractor.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US Highway 2 From Prairie River to Highway 65 in Itasca County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 2	3104-60	1	18 Miles	Itasca County	\$16M	Randy Costley	Apr 23, 2021

Project Description:

This project resurfaces US 2 from Prairie River to the east of Highway 65. The project used a mill and overlay and full depth reclamation to improve the pavement condition.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$250,000
Value Engineering	\$250,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	
Best Practices Summary	
The project is a straightforward pavement rehabilitation project with limited deviations from the existing section. The traffic was able to be detoured providing the most efficient construction schedule.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 61 South of Two Harbors

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
MN 61	3804-61	1	6.6 Miles	Two Harbors	\$7.5M	Tom Lamb	Mar 26, 2021

Project Description:

The project is a pavement resurfacing on Highway 61 from the Knife River to just south of Scenic Road. It includes the construction of a Reduced Conflict Intersection at Hwy 61 and County Road 9.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$1,025,000
Performance Based Practical Design	\$600,000
The use of MnDOT's direct right reduced conflict intersection allowed the installation of the RCI at CR 9 without reconstructing the existing alignment. This allowed the RCI to be installed within the existing intersection footprint.	\$350,000
The project team evaluated the existing shoulder and determined the existing shoulder was of sufficient condition to partially remain in place without compromising long term function. Two feet of the shoulder was milled and overlaid along with the mainline. The remaining two feet was only fog sealed.	\$250,000
Value Engineering	\$200,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	\$175,000
District staff conducted a sign survey due to the recent signing improvements within the corridor. It was determined that most of the signs were sufficient and did not need to be replaced with the pavement rehab project.	\$25,000
Alternative Technical Concepts	\$225,000
Used inverted grassy medians to reduce the amount of impervious area on the project and provide infiltration areas for roadway runoff.	\$225,000
Best Practices Summary	
It was determined during design that four existing turn lanes were not included in the scope of work. The district evaluated the future projects in the area and determined it would be more cost effective to include these turn lanes with the upcoming adjacent project.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 123 Pavement Resurfacing and ADA in Sandstone

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
MN 123	5802-24	1	4 Miles	Sandstone	\$5	Doug Kerfeld	Apr 23, 2021

Project Description:

The need for this project is driven by deteriorating pavement resulting in a rough ride, high maintenance costs, an unsafe intersection at Hwy 23/Hwy 123 and compliant ADA needs. The project will resurface the highway, improve drainage and make pedestrian access improvements in Sandstone.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$620,000
Performance Based Practical Design	\$620,000
The through lanes were narrowed to 11 feet wide for 2.8 miles of the project. This narrowing minimized the impacts outside of the existing roadway and reduced overall pavement construction costs. This narrowing also eliminated the need to grade the inslope, which further reduced costs.	\$325,000
Within the urban area of Sandstone, approximately 1,200' of Hwy 123 was narrowed from 40 feet to 34' in order to accommodate a new sidewalk with boulevards. Without the road narrowing, the construction of the sidewalks would have required additional right of way and increased the property impacts.	\$295,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Interstate 35, Interstate 535, Highway 53 Twin Ports Interchange

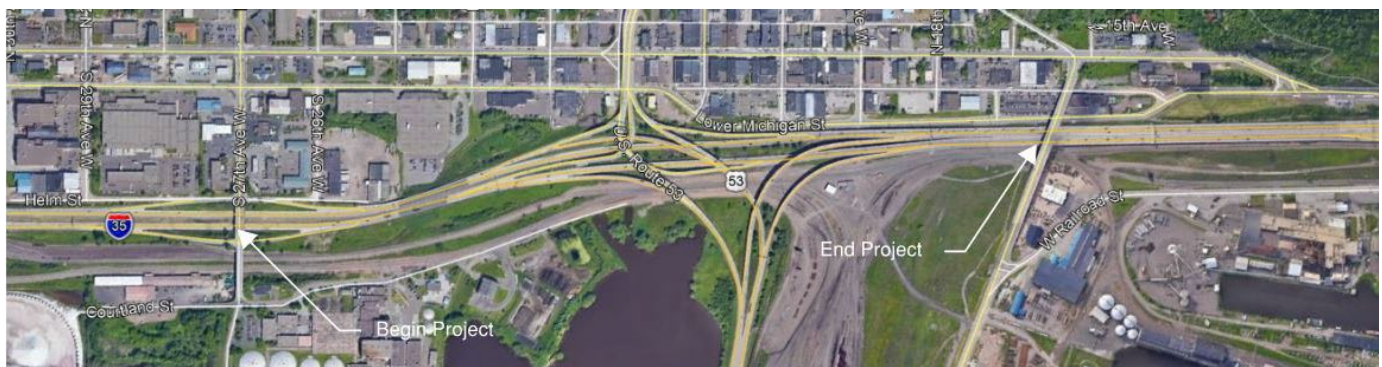
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
I-35	6982-322	1	1 Mile	Duluth	\$375M	Pat Huston	Apr 23, 2021

Project Description:

Once completed, this project will enhance safety by eliminating blind merges and left exits, replace aging infrastructure, and better accommodate freight movements through the interchanges next to the Clure Public Terminal. Reconstructing the I-35/I-535/Hwy 53 interchange improves safety by: providing a new conventional design, relocating all exits and entrances to the right side of the roadway, improving merging sight distance, eliminating merge conflicts, eliminating weaving problems near the interchange and providing lane continuity for through I-35 traffic.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$62,538,000
Innovative Construction Staging	\$15,010,000
Multiple staging options were considered through an evaluation and costing process by the CMGC. The option selected used existing Lower Michigan Ave as the southbound bypass. This eliminated the need for a movable barrier on the mainline and resulted in 6 months of schedule savings.	\$6,600,000
The project required review and approval of certain elements by the railroad. MnDOT engaged the railroad early and developed plans for the railroad to review and approve prior to the final bid package, saving cost and schedule.	\$2,000,000
MnDOT conducted a retaining wall type analysis to determine the most efficient retaining wall type at each location.	\$1,660,000
General CGMC savings. In addition to the major efficiencies listed above, there were numerous other efficiencies due to collaboration with the CMGC. The savings in this line item is the sum of these smaller efficiencies.	\$4,750,000
Value Engineering	\$31,439,000
Ground improvements were used instead of bridges within the areas of poor soils. This reduced the overall cost of the project and significantly reduced long term maintenance costs.	\$22,281,000

Total Project Efficiencies Savings		\$62,538,000
MnDOT studied MnDOT-owned locations within the Duluth area for use as stockpiling locations for the project. Providing a location for the contractor to stockpile contaminated material, resulted in project savings.		\$486,000
Additional testing was completed within the ground improvement areas to determine the if lateral displacement would occur. By conducting these tests, the designers could proceed with a more efficient design.		\$5,394,000
MnDOT completed pile load testing during design to confirm the ability to develop loading capacity in the shallow layer compared to driving pile to bedrock. The test allowed the designers to use the shallow layer which saved cost and time off the schedule.		\$991,000
MnDOT conducted proactive hydraulic conductivity testing on the existing soils to determine the pumping capacity during dewatering operations. This proactive testing resulted in significant cost and schedule savings.		\$2,287,000
Alternative Technical Concepts		\$16,089,000
The project team and the Minnesota Pollution Control Agency developed a plan to reuse the contaminated soils onsite. This efficiency eliminated the need to handle the material twice and haul it to a landfill.		\$16,089,000
Best Practices Summary		
This project was delivered using the Construction Manager/General Contractor delivery method. The savings identified were primarily attributed to the delivery method and the efficiencies realized by having the contractor involved in the design process.		
Reinvestment Category		
1. Savings were reinvested into the project to help keep the cost within budget.		

US 2 from Highway 89 to County State Aid Highway 9 in Beltrami County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 2	0406-67	2	3.2 Miles	Bemidji	\$4.7M	Joseph McKinnon	Feb 26, 2021

Project Description:

The project provides access and intersection improvements on Highway 2 between Highway 89 and Beltrami County Road 9 west of Bemidji. The project includes the installation of five reduced conflict intersections to address the high crash rate within the corridor that exceeds 30% of the statewide average.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$750,000
Performance Based Practical Design	\$750,000
The installation of five successive reduced conflict intersections addresses the access control issues along this corridor. The design and placement of the RCI's was studied to develop the most efficient configuration that minimized property impacts. The result was a configuration the didn't require a frontage road to address the private driveways.	\$750,000
Best Practices Summary	
The implementation of RCI's on this project is an example of how a low-cost solution can address a complex and potentially expensive problem.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 2 from Highway 220 to County State Aid Highway 15 near East Grand Forks

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 2	6001-61	2	15 Miles	East Grand Forks	\$10.5M	Jeff Erickson	Apr 23, 2021

Project Description:

The pavement ride quality within the project limits was projected to drop below an acceptable level by 2020. The proposed project resurfaces the westbound lanes of US 2 from East Grand Forks to Fisher. The project also includes the installation of a road weather information system and a weigh in motion scale.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$725,000
Performance Based Practical Design	\$450,000
The existing inside shoulder is only 3' wide in the corridor. After analyzing the cost-benefit and safety rating of the existing shoulder width, it was determined to leave the shoulder width at 3' throughout the corridor. The standard shoulder width is 4' for this type of roadway.	
Value Engineering	\$275,000
Hydraulic analysis was completed on the existing culverts, and only the ones in need were replaced or repaired. This reduced pavement reconstruction cost and future differential settlement issues.	
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 2 Pavement Reconstruction from Highway 32 to US 59 in Polk County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 2	6004-26	2	15 Miles	Marcoux to Erskine	\$30M	Laura Hadrava	Sep 25, 2020

Project Description:

This project replaces the concrete roadway on Hwy 2, eastbound lane from Hwy 32 (Marcoux) to west of Hwy 59 in Erskine. It also replaces a short section in front of the weigh station and includes repairs to Bridge 91262 over a stream west of Erskine.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$1,025,000
Performance Based Practical Design	\$325,000
The existing inside shoulder is 5.5 feet wide and unpaved. The current standard calls for a 4 foot paved shoulder and 5.5 feet of usable width. The project team evaluated the safety performance of the existing shoulder and similar shoulders in the Highway 2 corridor. It was determined a 3 foot paved shoulder with a 2.5 foot aggregate outside would perform well in this corridor. This 3 foot width also added efficiencies to the concrete paving operations.	\$325,000
Value Engineering	\$700,000
The existing outside shoulder is 10 feet wide. The shoulder was narrowed to 9' to allow for the slight grade differences in the profile. This reduced the amount of grading needed for the inslopes and ditch reconfiguration.	\$475,000
Hydraulic analysis was conducted on existing culverts, and only the ones in need were replaced or repaired. This reduced pavement reconstruction cost and future differential settlement issues	\$225,000
Best Practices Summary	
The primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 210 In Crosby and Ironton

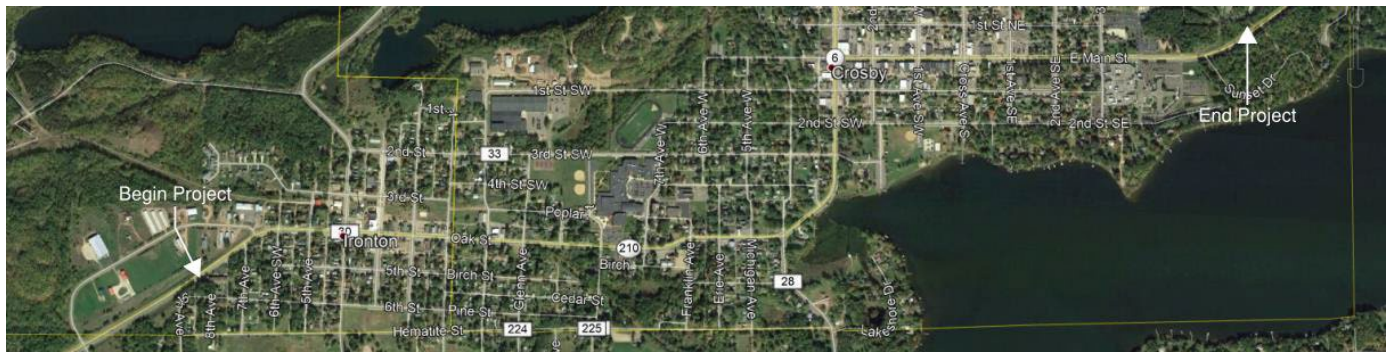
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 210	1807-29	3	2.5 Miles	Crosby and Ironton	\$7M	Eric Schiller	Oct 23, 2020

Project Description:

The project is an urban reconstruction through downtown Crosby. It resurfaces the roadway from west of 7th Ave in Ironton to 2nd St SW in Crosby. This project reconstructs the pavement, improves pedestrian accessibility, completes drainage improvements and city utility replacements.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$350,000
Performance Based Practical Design	\$350,000
The overall pavement widths were reduced by 2 to 4 feet within the urban section of Crosby and Ironton. The narrowing of the roadway reduced pavement construction costs and also reduced the impacts to the existing commercial building immediately adjacent to the right of way.	\$350,000
Best Practices Summary	
The coordination effort between MnDOT and the cities was exceptional throughout the project development. There are many efficiencies realized by this coordination that do not translate into direct project savings, but without this coordination, it's certain the overall project cost would have increased due to delays. The impacts to the public have also been significantly reduced.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 10 Reconstruction from Simonet Drive to Lowell Avenue in Elk River

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 10	7102-135	3	1.5 Miles	Elk River	\$10M	Russell Fellbaum	Jan 29, 2021

Project Description:

US 10 pavement reconstruction to address grading, pavement, curb and gutter and storm sewer issues within the corridor. The project also includes pedestrian improvements, signal system replacements and lighting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$575,000
Innovative Construction Staging	\$575,000
The project required maintaining traffic on US 10 for the duration of the project. To accommodate this in the most efficient manner, the project team conducted constructability reviews and workshops to optimize the staging. This not only benefits the travelling public, but also allows for more efficient construction for the contractor resulting in cost savings	\$575,000
Best Practices Summary	
The coordination effort between MnDOT and the City of Elk River was the key to the success of the project. There are many efficiencies realized by this coordination that do not translate into direct project savings, but without this coordination, it's certain the overall project cost would have increased due to delays. The impacts to the public and businesses have also been significantly reduced by this proactive coordination.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 87 from Frazee to Menagha

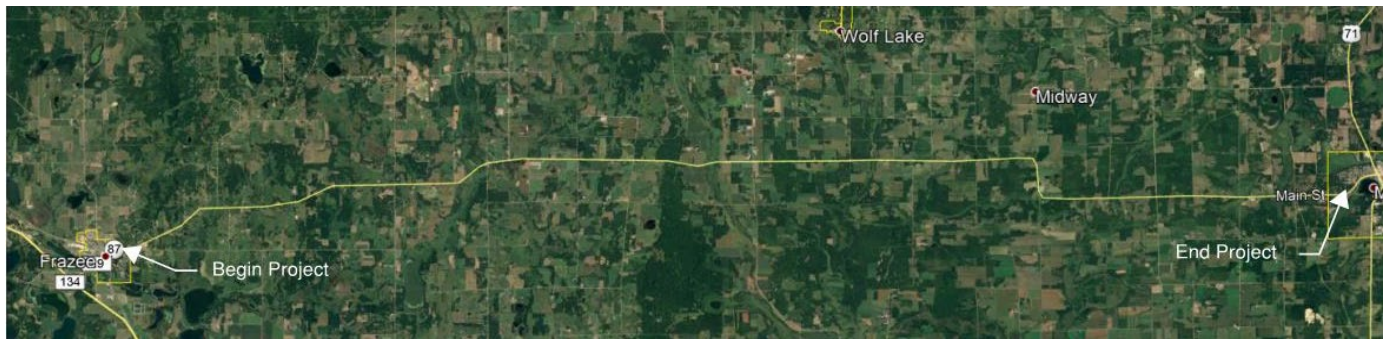
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 87	0306-31	4	28 Miles	Becker and Wadena Counties	\$18M	Tom Pace	Sep 25, 2020

Project Description:

The project consisted of a full depth reclamation on Highway 87 from Frazee to Menagha. In addition to the pavement reconstruction, the existing shoulders were widened to 8' from the existing 2' to improve overall corridor safety. Three box culverts were replaced along the corridor as well.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$2,025,000
Performance Based Practical Design	\$1,750,000
<p>The existing shoulders on Highway 87 are only 2 feet wide. The current standards require an 8 foot wide shoulder. The project team completed a safety study to determine if the narrow shoulders were a contributing factor. It was determined that the west segment of the project needed wider shoulders due to the safety record and the multiple curves. The straighter eastern segment performs adequately with the 2 foot shoulders.</p>	
Value Engineering	\$275,000
<p>Hydraulic analysis was completed on existing culverts, and only the ones in need were replaced or repaired. This reduced pavement reconstruction cost and future differential settlement issues.</p>	
Best Practices Summary	
<p>This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.</p>	
Reinvestment Category	
<p>1. Savings were reinvested into the project to help keep the cost within budget.</p>	

Trunk Highway 29 in Glenwood

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 29	6106-25	4	2 Miles	Glenwood	\$12M	Lori Vanderhider	Jan 29, 2021

Project Description:

This project addresses safety concerns and train delays at an at-grade crossing of TH 29 and the Canadian Pacific Railroad and a four-way stop intersection with TH 55 north of Glenwood. A new bridge along TH 29 is proposed that will go over TH 55 and CP railroad, eliminating the CP railroad crossing and intersection of TH 55/TH 29. The project also constructs roundabouts at the intersections of Highway 29 and 160th Street and Highway 55 and 160th St.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$1,750,000
Value Engineering	\$1,750,000
The existing Highway 29 and 55 intersection is approximately 500 feet south of the Highway 29 railroad crossing. MnDOT studied multiple alternatives to a grade separation at Highway 29 from the railroad. The chosen alternative moves Highway 55 closer the railroad allowing Highway 29 to span over both 55 and the railroad. The connections between Highways 29 and 55 were addressed by adding two roundabouts and using existing 160th St as the connecting roadway. This efficient design also simplified the construction staging and minimized detours.	\$1,750,000
Best Practices Summary	
Pope County successfully secured funding for this project and MnDOT provided the project delivery services. This is a successful example of agencies collaborating to solve transportation issues.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

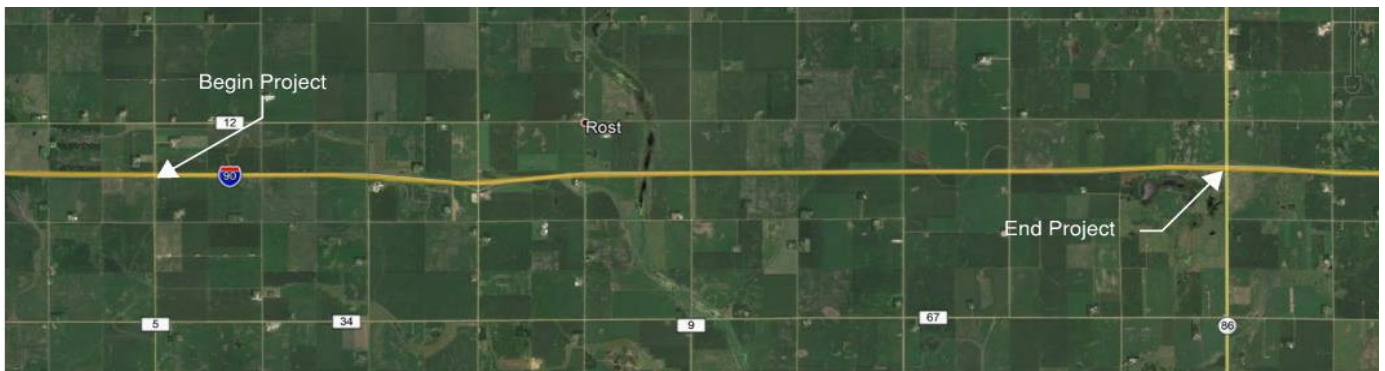
Interstate 90 from County State Aid Highway 5 to Highway 86 in Jackson County

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
I-90	3280-131	7	11 Miles	Jackson County	\$12M	Forrest Hasty	Feb 26, 2021

Project Description:

The project resurfaces eastbound I-90 from Jackson County Highway 5 to Highway 86.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$575,000
Performance Based Practical Design	\$225,000
The existing inside shoulder is only 3' wide in the corridor. After analyzing the cost-benefit and safety rating of the existing shoulder width, it was determined to leave the shoulder width at 3' throughout the corridor. The standard shoulder width is 4' for this type of roadway.	\$225,000
Innovative Construction Staging	\$350,000
The project staging was configured to use the existing cross-overs that were left in the previous project. This eliminated the need to construct new cross-overs and also allowed the contractor to get an earlier start on the paving in the spring.	\$350,000
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 60 from Highway 14 to Highway 13

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
TH 60	4006-35	7	17 Miles	LeSueur County	\$21M	Forrest Hasty	Dec 4, 2020

Project Description:

This project resurfaced Hwy 60 from Hwy 14 to Hwy 13 in Waterville with a full depth reclamation. A full urban reconstruction in Madison Lake was completed along with improved pedestrian accommodations and improved approach slopes for safety. Additional safety measures included lighting high volume intersections.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$710,000
Performance Based Practical Design	\$260,000
The urban section of Highway 60 through Madison Lake was narrowed 7 feet from the existing condition. This reduced the overall pavement cost and allowed the sidewalk to be constructed with less right of way impacts.	\$260,000
Value Engineering	\$450,000
A snow fence study was completed to determine the most effective locations and types of snow fence-structural, living or a widened ditch. The analysis also considered the distance to maintenance garages and the cost of multiple return trips for a snowplow to known problem areas.	\$175,000
A passing lane study was completed to determine the optimum locations for passing lanes that alleviate the traffic pressure, but also considered construction costs in these locations. This study allowed MnDOT to efficiently place the passing lanes and not add unforeseen construction costs due to the location.	\$275,000
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

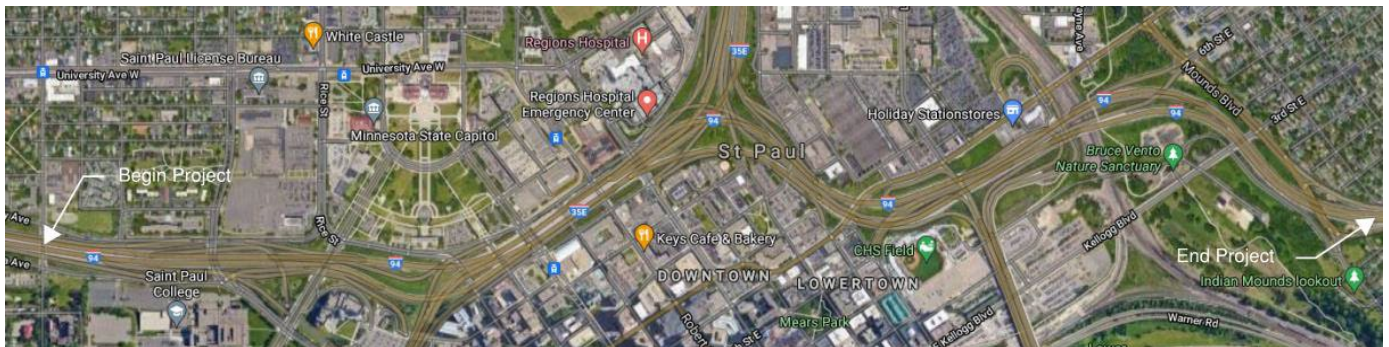
Interstate 94 from Western Avenue to Mound Boulevard in St. Paul

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
I-94	6283-247	Metro	3.5 Miles	Saint Paul	\$30M	Kim Zlimen	May 7, 2021

Project Description:

This project repairs the concrete, makes several bridge repairs, installs seepage mitigation and repairs drainage infrastructure. A primary need for the project is deteriorated pavement on I-94 and I-35E. The ride quality index of this section of I-94 is in the poor to fair category. The project limits are on I-94 from .2 miles west of Western Avenue to .1 miles east of Mounds Blvd. in St. Paul, and on I-35E from .3 miles north of 10th Street bridge to University Ave.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$2,220,000
Innovative Construction Staging	\$2,220,000
MnDOT held open constructability workshops with Contractors to help develop an efficient and effective staging plan for the project. These workshops yield multiple ideas which were implemented throughout the plan.	\$500,000
The project originally was planned to utilize movable barrier to address directional traffic peaks on I-94. The collaboration with the Contractor resulted in an alternative traffic plan that would eliminate the need for movable barrier.	\$1,000,000
Value Engineering	\$720,000
The formal value engineering process eliminated the crossovers for a portion of the project	\$720,000
Best Practices Summary	
This primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope. The collaboration with Contractors during design proved to be very valuable and resulted in many efficiencies.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 61 Pavement Resurfacing from River Road to US/Canadian Border in Cook County

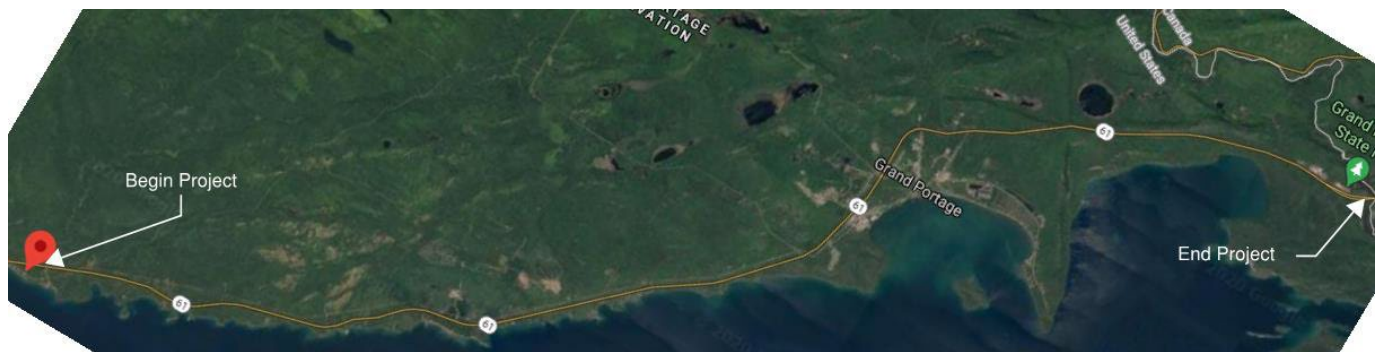
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Project Cost	Project Manager	Letting Date
US 61	1604-45	1	17 Miles	Cook County	\$20M	Brian Larson	Apr. 24, 2020

Project Description:

This project performs a full-depth reclamation and resurfacing of Hwy 61 from Reservation River Road to US/Canadian border in Cook County. The scope includes bituminous resurfacing, hydraulics, roadside safety features and other road improvements. Due to hydraulic needs, culverts at Hollow Rock Creek and Red Rock Creek were upsized to bridges. Bridge 16011 will be constructed at Hollow Rock Creek and Bridge 16X10 will be constructed at Red Rock Creek.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	\$825,000
Performance Based Practical Design	\$475,000
Existing superelevation was analyzed and compared against crash data. The curves that didn't have a crash rate above the average rate were left as is, reducing the pavement costs	
Value Engineering	\$350,000
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	
Best Practices Summary	
The project is a straightforward pavement rehabilitation project with limited deviations from the existing section. Due to lack of alternate routes in this area of the state, traffic needed to be maintained at all times. This limited the opportunities for efficiencies and was a key factor in the cost of the project	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	