

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2022



Prepared by:

The Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Phone: 651-296-3000

Toll-Free: 1-800-657-3774

TTY, Voice or ASCII: 1-800-627-3529

To request this document in an alternative format, call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). You may also send an email to ADArequest.dot@state.mn.us

Cover photo: I-94 and I-35E project in June 2022

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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 \$125,000.

The costs reported for the 2022 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 (2021-2022) or identified for construction in the next four years (2023-2026), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2027-2037 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 2022.

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 212 in Carver County, including the municipality of Norwood Young America, highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. For the Greater Minnesota, the Highway 1, Highway 59, and CSAH 16 project in Pennington County, located in MnDOT's District 2, provides an example of the types of environmental mitigation in urban areas in Greater Minnesota.

Trunk Highway Fund Expenditures

Fiscal year 2022 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 2022.

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 2022 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, pavement markings cost per mile striped and the cost per cost per oversize/overweight permit issued all show a declining or slightly declining trend in inflation-adjusted unit costs over the analysis period. One of the eight measures show an overall flat trend - the cost plow mile driven. Four productivity measures show an increasing or slightly increasing trend over the analysis period (bridge inspection cost per square foot of deck area, the cost per additional roadway mile-year added, MnDOT administrative cost per public transit passenger trip in Greater Minnesota, and program, planning and project development to construction expenditure ratio).

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 2022, MnDOT identified an estimated \$67.9 million in savings from new and revised practices deployed across the organization. Including fiscal year 2021 savings, MnDOT achieved an estimated \$158 million in saving from these practices over the previous two fiscal years. Most of these efficiencies identified in FY 2022 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.

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 506 projects that met the statutory cost threshold. The information provided in this report is current as of November 2022.

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 2022-2033	Total Projects
1	35	27	62
2	32	26	58
3	41	53	94
4	27	26	53
6	39	25	64
7	35	29	64
8	20	20	40
Metro	35	36	71
Total	264	242	506

Of the 506 projects reported this year, 71 are in the Twin Cities metro area and 435 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 2023-26) 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 2027-32) 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 2033-39); 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 [specialty 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 212 (Carver County)

This MnDOT Metro District project spanned 10 miles along Highway 212 from Highway 5 to CSAH 36, and adjoining sections of Highway 5/25 and CSAH 33 in Carver County, including the municipality of Norwood Young America.

This project included bituminous mill and overlay, resurfacing, ADA improvements, traffic signals, lighting and a new roundabout.

Environmental mitigation and compliance costs of \$722,200 are detailed below and account for approximately 3.1 percent of project costs.

The total project cost (also detailed below) was \$22 million. The construction cost of the project was \$19 million, right-of-way costs were \$60,000 and project engineering costs were \$4.5 million.

Table 2: Environmental Mitigation Percentage for Highway 212 in Carver County

Environmental Mitigation & Compliance Costs Breakdown: Hwy 212	
Environmental Process and Documents: Costs NOT included in the mitigation cost total	
Categorical exclusion determination document (employee and contractor costs to write document)	\$109,000
TOTAL	\$109,000
Preconstruction Engineering Costs	
Contamination investigation	\$164,800
Sub-Total	\$164,800
Construction Engineering / Administration Costs	
Construction monitoring for contamination	\$3,200
Erosion control and stormwater management	\$11,200
Sub-Total	\$14,400
Right of Way Costs (land related only)	
Wetlands (credits)	\$174,200
Sub-Total	\$174,200
Construction Costs	
Construction monitoring for contamination	\$81,700
Erosion control and stormwater management	\$287,100
Sub-Total	\$368,800
Total Environmental Mitigation and Compliance Costs	
TOTAL	\$722,200

Environmental Mitigation & Compliance Costs Breakdown: Hwy 212

Project Delivery Costs (Engineering)	
Preconstruction Engineering	\$3,780,400
Construction Engineering / Administration	\$737,200
Sub-Total	\$4,517,600
Right of Way Costs (land only)	
Total Project Right of Way Costs	\$60,000
Sub-Total	\$60,000
Construction Costs	
Total Project Construction Costs	\$18,902,100
Sub-Total	\$18,902,100
Total Project Costs	
Total Project Delivery Costs (Engineering)	\$4,517,600
Total Right of Way Costs	\$60,000
Total Project Construction Costs	\$18,902,100
Sub-Total	\$23,479,700
Local Partner Contributions	
Total Partner Contributions (Carver County and Norwood Young America)	-1,451,700
Sub-Total	-1,451,700
TOTAL	\$22,028,000

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
\$722,200 divided by \$23,479,700 =	3.08%

Greater Minnesota Project: Highway 1, Highway 59, and CSAH 16 in Pennington County

This District 2 project on Highway 1, Highway 59, and CSAH 16 covered a total of 2.37 miles in Thief River Falls. The work consisted of bituminous mill and surfacing, concrete surfacing, pedestrian improvements (ADA), a new roundabout and lighting.

Environmental mitigation and compliance costs of \$574,200 are detailed below and account for approximately 5.9 percent of project costs.

The total project cost, detailed below, was \$9.7 million. The construction cost of the project was \$8.4 million, right of way costs were \$151,700 and project engineering costs were \$2 million.

Table 3: Environmental Mitigation Percentage for Highway 1, Highway 59, and CSAH 16 in Pennington County

Environmental Mitigation & Compliance Costs Breakdown:		Hwys 1, 59 and CSAH 16
Environmental Documents: Costs NOT included in the mitigation cost total		
Categorical exclusion determination document (employee and contractor costs to write document)		\$42,500
TOTAL		\$42,500
Preconstruction Engineering Costs		
Contamination Investigation		\$82,700
Sub-Total		\$82,700
Construction Engineering / Administration Costs		
Construction monitoring for contamination		\$2,800
Contaminated material haul and disposal		\$5,500
Asbestos abatement		\$500
Erosion control and stormwater management		\$10,000
Sub-Total		\$18,800
Construction Costs		
Construction monitoring for contamination		\$63,500
Contaminated material haul and disposal		\$141,500
Asbestos abatement		\$11,600
Erosion control and stormwater management		\$256,100
Sub-Total		\$472,700
Total Environmental Mitigation and Compliance Costs		
TOTAL		\$574,200
Environmental Mitigation & Compliance Costs Breakdown:		Hwys 1, 59 and CSAH 16
Project Delivery Costs (Engineering)		
Preconstruction Engineering		\$1,672,200
Construction Engineering / Administration		\$326,100
Sub-Total		\$1,998,300

Environmental Mitigation & Compliance Costs Breakdown:

**Hwys 1, 59 and CSAH
16**

Right of Way Costs (land only)	
Total Project Right of Way Costs	\$151,700
Sub-Total	\$151,700
Construction Costs	
Total Project Construction Costs	\$8,361,100
Sub-Total	\$8,361,100
Total Project Costs	
Total Project Delivery Costs (Engineering)	\$1,998,300
Total Right of Way Costs	\$151,700
Total Project Construction Costs	\$8,361,100
TOTAL	\$10,511,100
Local Partner Contributions	
Total Partner Contributions (Pennington County and Thief River Falls)	-\$811,330
Sub-Total	-\$811,330
TOTAL	\$9,699,770

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
\$574,200 divided by \$9,699,770 =	5.92%

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	2022 TH Fund Expenditures
1	Road construction	\$1,208.5
2	Design and engineering	\$201.6
3	Labor	\$465.4
4	Acquisition of right of way	\$91.8
5	Litigation	\$5.5
6	Maintenance	\$120.1
7	Road operations	\$300.4
8	Planning	\$11.8
9	Environmental compliance	\$29.1
10	Administration	\$149.0
TOTAL		\$2,583.2

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

2022 Products and Services Summary

2022 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	2021-2022 Biennium					
	2020	Totals	2021	Totals	2022	Totals
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	108,916	54,864	239,833	248,794	519,699,990	198,671,642
Aviation Safety Operation and Regulation	17,792	15,607	6,083	5,123	11,696,525	6,346,434
Bicycle & Pedestrian Planning & Grants	435	1,051	2,927	3,100	14,614,913	2,752,205
Bridges & Structures Inspection & Maintenance	11,372	12,754	12,910	14,169	12,017,288	12,582,211
Commercial Truck and Bus Safety	4,458	4,000	4,467	3,461	4,259,412	3,076,675
County State Aid Highway	968,594	833,636	1,199,630	1,017,273	1,203,128,372	988,161,815
Develop Hwy Improvement Projects - PE	86,626	67,825	91,127	91,212	89,716,996	76,221,282
External Partner Support	232,137	60,453	62,852	40,181	52,375,349	26,923,834
Freight Rail Improvements	2,270	1,974	12,118	1,163	5,569,101	4,883,729
Freight System Planning	177	154	764	418	1,727,679	591,260
Hwy Construction Mgmt. Oversight - CE	48,688	46,702	40,922	41,977	31,331,750	34,385,425
Intercity Passenger Rail Improvement	4,316	4,092	404	254	10,397,200	269,017
Light and Commuter Rail	1,150	507	540	40	-	-
Municipal State Aid Highway	180,968	151,168	210,665	175,220	249,201,541	152,763,548
Plan Highway System	35,765	21,629	28,190	24,550	41,573,239	29,080,630
Port Improvements	1,582	771	2,533	2,582	89,009	84,491
Radio Towers and Communications	15,566	17,854	15,383	15,300	5,364,407	5,731,007
Rail Safety	9,589	9,251	8,654	4,388	7,736,526	6,120,268
Research and Development	16,166	7,186	19,476	14,731	19,746,208	14,625,317
Road and Roadside Maintenance*	67,931	67,561	62,559	69,691	59,688,865	60,927,289
Snow and Ice	76,005	81,847	89,973	102,401	86,213,236	90,925,304
State Road Construction	1,026,474	1,194,411	1,181,898	1,300,317	1,306,531,548	1,372,794,897
Traffic Operations and Maintenance	55,047	40,272	48,023	56,324	50,721,910	56,705,460
Transit Planning and Grants	131,814	149,717	209,111	141,636	182,576,463	170,937,544
Trunk Highway Debt Service	231,199	195,704	250,766	183,359	235,849,000	214,061,058
Direct	3,335,037	3,040,990	3,801,807	3,557,662	4,201,826,528	3,529,622,341
Agency Overhead	272,407	355,726	432,549	400,218	454,408,039	391,211,872
Grand Total	3,607,444	3,396,716	4,234,356	3,957,880	4,656,234,567	3,920,834,213

Note: In 2020 and 2021, the dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding. In 2022, the dollar amounts reflect actual amounts and are not rounded to thousands.

Note: Upon continued products and services maturity, beginning in FY15 fleet and in FY22 liquid deicing costs were included in Direct Expenses totaling \$26M in FY22.

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment, and statewide indirect costs. These specific items totaled approximately \$18M in FY22.

Division Summary

Division Summary	Chief Counsel Division		Chief Financial Officer		Chief of Staff Division		Commissioners Office		Engineering Services		Operations		State Aid		Sustainability, Planning & Prog. Mgmt		Workforce and Agency Services		
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	
Airports	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521,428,764	199,518,768	-	-	
Aviation Safety Operation and Regulation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,696,525	6,346,434	-	-	
Bicycle & Pedestrian Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,614,913	2,752,205	-	-	
Bridges/Structures Inspection & Maint.	-	-	-	-	-	-	-	-	1,140,919	1,508,370	10,844,185	11,044,874	-	-	-	-	32,184	28,967	
Commercial Truck and Bus Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,259,412	3,076,675	-	-	
County State Aid Hwy	-	-	-	-	-	-	-	-	-	-	17,068,715	8,137,590	1,272,297,041	1,049,197,747	-	-	-	-	
Develop Hwy Improvement Projects - PE	-	-	-	-	3,264,642	1,951,464	-	-	21,885,517	23,854,193	59,194,718	46,131,018	1,087,690	594,656	2,774,958	2,749,750	1,721,472	1,363,646	
External Partner Support	-	-	850,394	7,589	2,911	2,572	-	-	5,312,084	3,451,977	39,210,415	17,429,225	5,149,288	4,030,142	1,720,257	1,859,198	130,000	143,130	
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	5,000,000	4,514,159	-	-	2,569,101	1,446,631	-	-	
Freight System Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,727,679	591,260	-	-	
Hwy Construction Mgmt. Oversight - CE	-	-	-	-	1,234,069	1,025,924	-	-	6,772,947	7,143,809	21,766,185	24,876,070	-	-	804,139	741,842	754,411	597,780	
Intercity Passenger Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,397,200	269,017	-	-	
Municipal State Aid Hwy	-	-	-	-	-	-	-	-	-	-	-	-	257,601,541	155,205,252	-	-	-	-	
Plan Highway System	-	-	2,024,168	2,193,365	454,135	280,460	-	-	549,928	1,329,126	14,016,189	10,902,173	-	-	24,528,820	14,375,506	-	-	
Port Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,400,230	2,551,090	-	-	
Radio Towers & Communications	-	-	-	-	-	-	-	-	-	-	-	-	13,389,820	13,638,807	-	-	-	-	
Rail Safety	-	-	-	-	-	-	-	-	-	-	-	-	705,000	705,000	9,807,055	6,206,149	-	-	
Research & Development	-	-	-	-	-	-	-	-	2,606,473	1,578,148	2,467,603	1,317,547	-	-	14,648,550	11,706,634	23,582	22,988	
Road & Roadside Maintenance	-	-	-	-	-	-	-	-	766,413	744,498	58,907,358	60,168,529	-	-	-	-	15,094	14,262	
Snow and Ice	-	-	-	-	-	-	-	-	-	-	86,213,236	90,925,304	-	-	-	-	-	-	
State Road Construction	-	-	-	-	-	-	-	-	2,695,000	2,667,256	970,394,402	1,329,520,467	10,000,000	7,930,000	323,442,146	32,877,389	-	-	
Traffic Operation & Maintenance	-	-	-	-	-	-	-	-	30,891	204,801	50,166,454	56,193,435	-	-	500,000	285,096	24,565	22,127	
Transit Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	182,576,463	170,937,544	-	-	
Trunk Hwy Debt Service	-	-	235,849,000	923,020	-	-	-	-	-	-	-	-	-	-	-	-	213,138,039	-	-
Direct	-	-	238,723,561	3,123,974	4,955,756	3,260,421	-	-	41,760,172	42,482,178	1,335,249,460	1,661,160,392	1,560,230,379	1,231,301,604	1,129,896,213	671,429,226	2,701,307	2,192,899	
Agency Overhead	6,058,310	5,206,895	85,504,165	59,535,078	7,545,050	5,719,579	5,150,878	4,956,304	47,405,795	36,116,709	252,731,351	231,468,622	8,136,982	6,451,672	17,931,176	16,874,102	25,593,920	26,496,154	
Grand Total	6,058,310	5,206,895	324,227,727	62,659,051	12,500,806	8,980,000	5,150,878	4,956,304	89,165,967	78,598,887	1,587,980,811	1,892,629,014	1,568,367,361	1,237,753,277	1,147,827,389	688,303,328	28,295,227	28,689,053	

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

Offices and Divisions by Districts

Chief Counsel Division	Chief Counsel		Total	
Products and Services	Budget	Spent	Budget	Spent
Agency Overhead	6,058,310	5,206,895	6,058,310	5,206,895
Grand Total	6,058,310	5,206,895	6,058,310	5,206,895

Chief Financial Officer Division	Corporate Accounts & Risk Reserve		Financial Management		Technology Investment Management		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
External Partner Support	-	-	850,394	7,589	-	-	850,394	7,589
Plan Highway System	-	-	2,024,168	2,193,365	-	-	2,024,168	2,193,365
Trunk Highway Debt Service	235,849,000	923,020	-	-	-	-	235,849,000	923,020
Direct	235,849,000	923,020	2,874,561	2,200,954	-	-	238,723,561	3,123,974
Agency Overhead	47,822,291	19,146,373	10,449,715	11,103,868	27,232,159	29,284,837	85,504,165	59,535,078
Grand Total	283,671,291	20,069,393	13,324,277	13,304,822	27,232,159	29,284,837	324,227,727	62,659,051

Commissioner's Office Division	Audit		Commissioner's Staff		Government Affairs		Tribal Affairs		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Agency Overhead	2,312,932	2,047,401	1,488,498	1,434,774	672,726	713,716	676,722	760,414	5,150,878	4,956,304
Grand Total	2,312,932	2,047,401	1,488,498	1,434,774	672,726	713,716	676,722	760,414	5,150,878	4,956,304

Chief of Staff Division	Chief of Staff Admin		Civil Rights		Communications & Public Engagement		Equity & Diversity		Organizational Plan & Mgmt.		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects - PE	-	-	3,264,642	1,951,464	-	-	-	-	-	-	3,264,642	1,951,464
External Partner Support	-	-	-	-	-	-	-	-	-	-	-	-
Highway Construction Management Oversight - CE	-	-	1,234,069	1,025,924	-	-	-	-	-	-	1,234,069	1,025,924
Plan Highway System	-	-	454,135	280,460	-	-	-	-	-	-	454,135	280,460
Direct	-	-	4,952,845	3,257,848	-	-	-	-	-	-	4,952,845	3,257,848
Agency Overhead	390,411	233,384	1,907,713	1,588,745	2,911,141	2,468,386	1,345,174	1,219,332	990,611	209,733	7,545,050	5,719,579
Grand Total	390,411	233,384	6,860,558	4,846,593	2,911,141	2,468,386	1,345,174	1,219,332	990,611	209,733	12,497,895	8,977,428

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

Engineering Services Division	Bridges		Construction & Innovative Contracting		Consultant Services		Engineering Services Admin	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services								
Bridges & Structures Inspection & Maintenance	1,129,627	944,851	-	-	-	551,605	-	-
Develop Highway Improvement Projects - PE	5,778,603	5,537,826	329,000	309,085	-	3,097,411	26,301	12,084
External Partner Support	4,020,000	2,035,255	2,911	2,572	-	-	-	-
Highway Construction Management Oversight - CE	1,002,971	961,583	1,443,750	1,355,966	-	797,333	1,753	565
Plan Highway System	92,227	107,381	-	-	-	885,548	-	-
Research and Development	114,596	133,407	-	-	-	177,857	-	-
Road and Roadside Maintenance	200	191	-	-	-	-	-	-
State Road Construction	400,000	399,988	-	-	-	-	-	-
Traffic Operations and Maintenance	30,844	25,839	-	-	-	178,899	-	-
Direct	12,569,068	10,146,321	1,775,661	1,667,623	-	5,688,653	28,055	12,648
Agency Overhead	5,034,163	4,722,376	1,381,609	1,297,907	-	2,366,737	20,624,852	8,463,830
Grand Total	17,603,231	14,868,697	3,157,270	2,965,530	-	8,055,390	20,652,907	8,476,478

Engineering Services Division (continued)	Land Management		Materials & Road Research		Project Management and Technical Support		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services								
Bridges & Structures Inspection & Maintenance	-	-	-	-	-	-	1,140,919	1,508,370
Develop Highway Improvement Projects - PE	7,254,258	6,678,263	2,880,086	2,643,520	3,036,075	3,079,701	21,885,517	23,854,193
External Partner Support	45,000	4,937	1,118,084	1,336,715	-	-	5,314,995	3,454,549
Highway Construction Management Oversight - CE	251,086	182,500	2,904,884	2,666,116	997,334	1,011,900	6,772,947	7,143,809
Plan Highway System	-	-	-	39	21,691	22,083	549,928	1,329,126
Research and Development	-	-	2,312,626	1,141,979	10,137	10,321	2,606,473	1,578,148
Road and Roadside Maintenance	516,401	512,314	-	-	-	-	766,413	744,498
State Road Construction	470,000	469,997	550,000	518,392	1,150,000	1,152,720	2,695,000	2,667,256
Traffic Operations and Maintenance	-	-	-	-	-	-	30,891	204,801
Direct	8,536,745	7,848,011	9,765,681	8,306,761	5,215,238	5,276,725	41,763,083	42,484,750
Agency Overhead	5,201,273	4,911,390	6,648,940	6,073,144	4,218,266	4,266,540	47,405,795	36,116,709
Grand Total	13,738,018	12,759,401	16,414,620	14,379,905	9,433,504	9,543,265	89,168,878	78,601,459

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

Sustainability, Planning & Program Management Division	Aeronautics		Freight & Commercial Vehicle Operations		Research & Innovation		Sustainability and Public Health		Sustainability, Planning & Program Mgmt. Admin		Transportation System Mgmt.		Transit & Active Transportation		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services	521,428,764	199,518,768	-	-	-	-	-	-	-	-	-	-	-	-	521,428,764	199,518,768
Airports	521,428,764	199,518,768	-	-	-	-	-	-	-	-	-	-	-	-	521,428,764	199,518,768
Aviation Safety Operation & Regulation	11,696,525	6,346,434	-	-	-	-	-	-	-	-	-	-	-	-	11,696,525	6,346,434
Bicycle & Pedestrian Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	14,614,913	2,752,205	14,614,913	2,752,205
Commercial Truck and Bus Safety	-	-	4,259,412	3,076,675	-	-	-	-	-	-	-	-	-	-	4,259,412	3,076,675
Develop Hwy Improvement Projects - PE	-	-	-	-	-	-	327,091	375,869	727,195	806,822	1,720,673	1,567,059	-	-	2,774,958	2,749,750
External Partner Support	-	-	1,097,477	1,456,060	270,000	82,096	-	-	-	-	295,944	263,399	56,836	57,643	1,720,257	1,859,198
Freight Rail Improvements	-	-	2,569,101	1,446,631	-	-	-	-	-	-	-	-	-	-	2,569,101	1,446,631
Freight System Planning	-	-	1,727,679	591,260	-	-	-	-	-	-	-	-	-	-	1,727,679	591,260
Hwy Construction Mgmt. Oversight - CE	-	-	-	-	-	-	-	-	-	-	804,139	741,842	-	-	804,139	741,842
Intercity Passenger Rail Improvement	-	-	10,397,200	269,017	-	-	-	-	-	-	-	-	-	-	10,397,200	269,017
Plan Highway System	-	-	-	-	751,253	558,376	-	-	70,235	77,382	23,707,332	13,739,748	-	-	24,528,820	14,375,506
Port Improvements	-	-	2,400,230	2,551,090	-	-	-	-	-	-	-	-	-	-	2,400,230	2,551,090
Rail Safety	-	-	9,807,055	6,206,149	-	-	-	-	-	-	-	-	-	-	9,807,055	6,206,149
Research and Development	-	-	-	-	14,471,251	11,543,115	-	-	-	-	177,299	163,519	-	-	14,648,550	11,706,634
State Road Construction	-	-	-	-	-	-	-	-	-	-	323,442,146	32,877,389	-	-	323,442,146	32,877,389
Traffic Operations and Maintenance	-	-	-	-	-	-	-	-	-	-	500,000	285,096	-	-	500,000	285,096
Transit Planning and Grants	-	-	-	-	-	-	2,000,000	436,000	-	-	-	-	180,576,463	170,501,544	182,576,463	170,937,544
Trunk Highway Debt Service	-	-	-	-	-	-	-	-	-	-	-	213,138,039	-	-	-	213,138,039
Direct	533,125,290	205,865,203	32,258,155	15,596,882	15,492,504	12,183,587	2,327,091	811,869	797,430	884,204	350,647,532	262,776,090	195,248,212	173,311,392	1,129,896,213	671,429,226
Agency Overhead	3,187,475	2,611,317	4,915,113	4,503,973	880,690	786,650	326,176	465,080	2,647,290	3,102,329	3,463,241	3,905,780	2,511,190	1,498,973	17,931,176	16,874,102
Grand Total	536,312,764	208,476,519	37,173,268	20,100,855	16,373,194	12,970,237	2,653,267	1,276,949	3,444,720	3,986,533	354,110,774	266,681,870	197,759,402	174,810,364	1,147,827,389	688,303,328

Sustainability, Planning & Program Management Division	Aeronautics		Freight & Commercial Vehicle Operations		Research & Innovation		Sustainability and Public Health	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services								
Airports	521,428,764	199,518,768	-	-	-	-	-	-
Aviation Safety Operation and Regulation	11,696,525	6,346,434	-	-	-	-	-	-
Bicycle and Pedestrian Planning and Grants	-	-	-	-	-	-	-	-
Commercial Truck and Bus Safety	-	-	4,259,412	3,076,675	-	-	-	-
Develop Highway Improvement Projects - PE	-	-	-	-	-	-	327,091	375,869
External Partner Support	-	-	1,097,477	1,456,060	270,000	82,096	-	-
Freight Rail Improvements	-	-	2,569,101	1,446,631	-	-	-	-
Freight System Planning	-	-	1,727,679	591,260	-	-	-	-
Hwy Construction Management Oversight - CE	-	-	-	-	-	-	-	-
Intercity Passenger Rail Improvement	-	-	10,397,200	269,017	-	-	-	-
Plan Highway System	-	-	-	-	751,253	558,376	-	-
Port Improvements	-	-	2,400,230	2,551,090	-	-	-	-
Rail Safety	-	-	9,807,055	6,206,149	-	-	-	-
Research and Development	-	-	-	-	14,471,251	11,543,115	-	-
State Road Construction	-	-	-	-	-	-	-	-
Traffic Operations and Maintenance	-	-	-	-	-	-	-	-
Transit Planning and Grants	-	-	-	-	-	-	2,000,000	436,000
Trunk Highway Debt Service	-	-	-	-	-	-	-	-
Direct	533,125,290	205,865,203	32,258,155	15,596,882	15,492,504	12,183,587	2,327,091	811,869
Agency Overhead	3,187,475	2,611,317	4,915,113	4,503,973	880,690	786,650	326,176	465,080
Grand Total	536,312,764	208,476,519	37,173,268	20,100,855	16,373,194	12,970,237	2,653,267	1,276,949

Sustainability, Planning & Program Management Division (con't)	Sustainability, Planning & Program Mgmt. Admin		Transportation System Mgmt.		Transit & Active Transportation		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	-	-	521,428,764	199,518,768
Aviation Safety Operation and Regulation	-	-	-	-	-	-	11,696,525	6,346,434
Bicycle and Pedestrian Planning and Grants	-	-	-	-	14,614,913	2,752,205	14,614,913	2,752,205
Commercial Truck and Bus Safety	-	-	-	-	-	-	4,259,412	3,076,675
Develop Highway Improvement Projects - PE	727,195	806,822	1,720,673	1,567,059	-	-	2,774,958	2,749,750
External Partner Support	-	-	295,944	263,399	56,836	57,643	1,720,257	1,859,198
Freight Rail Improvements	-	-	-	-	-	-	2,569,101	1,446,631
Freight System Planning	-	-	-	-	-	-	1,727,679	591,260
Hwy Construction Management Oversight - CE	-	-	804,139	741,842	-	-	804,139	741,842
Intercity Passenger Rail Improvement	-	-	-	-	-	-	10,397,200	269,017
Plan Highway System	70,235	77,382	23,707,332	13,739,748	-	-	24,528,820	14,375,506
Port Improvements	-	-	-	-	-	-	2,400,230	2,551,090
Rail Safety	-	-	-	-	-	-	9,807,055	6,206,149
Research and Development	-	-	177,299	163,519	-	-	14,648,550	11,706,634
State Road Construction	-	-	323,442,146	32,877,389	-	-	323,442,146	32,877,389
Traffic Operations and Maintenance	-	-	500,000	285,096	-	-	500,000	285,096
Transit Planning and Grants	-	-	-	-	180,576,463	170,501,544	182,576,463	170,937,544
Trunk Highway Debt Service	-	-	-	213,138,039	-	-	-	213,138,039
Direct	797,430	884,204	350,647,532	262,776,090	195,248,212	173,311,392	1,129,896,213	671,429,226
Agency Overhead	2,647,290	3,102,329	3,463,241	3,905,780	2,511,190	1,498,973	17,931,176	16,874,102
Grand Total	3,444,720	3,986,533	354,110,774	266,681,870	197,759,402	174,810,364	1,147,827,389	688,303,328

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

Operations Division	District 1		District 2		District 3		District 4	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services								
Bridges & Structures Inspection & Maintenance	1,026,182	1,023,764	448,963	480,776	861,483	889,469	414,044	417,347
County State Aid Highway	7,065	1,216,659	858,172	701,805	315,551	829,920	366,677	53,361
Develop Highway Improvement Projects - PE	10,530,324	4,761,232	2,803,513	2,689,474	11,903,495	4,506,362	2,562,988	4,570,444
External Partner Support	9,865,905	1,093,527	2,213,715	960,570	537,471	602,043	239,384	275,732
Freight Rail Improvements	-	-	-	-	-	-	-	-
Highway Construction Management Oversight - CE	389,790	4,488,434	977,486	937,816	2,338,456	2,316,516	810,490	772,605
Plan Highway System	257,871	261,699	371,965	300,547	340,099	344,830	252,059	173,948
Research and Development	-	-	-	-	-	-	-	-
Road and Roadside Maintenance	5,109,532	5,154,505	3,970,131	4,211,973	6,715,548	7,081,044	4,037,490	4,185,861
Snow and Ice	11,565,927	12,002,942	7,234,541	7,900,060	10,379,733	11,409,104	7,884,744	8,347,163
State Road Construction	96,232,359	138,620,663	68,201,511	77,165,457	125,372,681	161,287,826	40,765,392	80,337,167
Traffic Operations and Maintenance	1,945,470	1,936,246	829,761	800,291	2,929,500	3,411,136	2,275,113	2,270,718
Direct	136,930,424	170,559,671	87,909,758	96,148,770	161,694,016	192,678,250	59,608,381	101,404,346
Agency Overhead	19,476,614	21,020,213	12,756,242	14,084,623	19,060,714	19,049,849	14,130,048	13,739,831
Grand Total	156,407,038	191,579,883	100,666,000	110,233,393	180,754,730	211,728,099	73,738,429	115,144,178

Operations Division (continued)	District 6		District 7		District 8		Metro District	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services								
Bridges & Structures Inspection & Maintenance	1,950,802	1,991,464	1,033,836	1,047,885	596,481	604,978	4,494,887	4,576,497
County State Aid Highway	-	-	-	-	-	-	15,521,250	5,335,846
Develop Highway Improvement Projects - PE	4,261,025	4,895,193	2,536,558	2,321,082	2,245,360	2,200,062	17,212,239	16,569,668
External Partner Support	2,585,504	491,127	149,777	254,001	139,887	183,545	23,119,759	13,128,640
Freight Rail Improvements	-	-	-	-	5,000,000	4,500,000	-	14,159
Highway Construction Management Oversight - CE	3,912,678	3,776,779	1,695,294	1,550,585	1,151,445	1,066,892	10,142,572	9,739,922
Plan Highway System	239,760	285,173	327,297	314,614	325,596	269,885	7,963,396	6,852,384
Research and Development	46	33	631	610	-	-	-	-
Road and Roadside Maintenance	7,630,221	8,016,370	6,239,350	6,395,812	3,204,518	3,257,042	16,530,732	16,465,816
Snow and Ice	9,425,297	10,329,837	7,480,551	7,940,825	5,087,428	5,391,201	24,995,555	25,469,203
State Road Construction	96,997,545	174,265,704	109,173,000	212,687,193	92,485,639	59,288,459	340,766,276	425,425,297
Traffic Operations and Maintenance	3,202,160	4,088,847	1,544,383	1,759,391	770,705	838,497	20,612,444	22,320,945
Direct	130,205,037	208,140,526	130,180,677	234,271,998	111,007,060	77,600,561	481,359,110	545,898,376
Agency Overhead	20,679,366	20,520,215	16,656,224	16,005,535	12,687,898	12,268,394	67,400,985	65,315,410
Grand Total	150,884,404	228,660,741	146,836,901	250,277,533	123,694,958	89,868,955	548,760,095	611,213,786

Operations Division (continued)	CAV-X		Electrical Services Section		Maintenance		Operations Division Admin		Traffic Engineering		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Products and Services												
Bridges & Structures Inspection & Maintenance	-	-	683	867	-	327	-	-	16,824	11,499	10,844,185	11,044,874
County State Aid Highway	-	-	-	-	-	-	-	-	-	-	17,068,715	8,137,590
Develop Highway Improvement Projects - PE	3,083	389	9,701	10,162	-	-	411,977	392,389	4,714,455	3,214,560	59,194,718	46,131,018
External Partner Support	89,894	89,894	51,119	189,575	-	-	68,000	5,835	150,000	154,737	39,210,415	17,429,225
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	5,000,000	4,514,159
Highway Construction Management Oversight - CE	132,682	16,670	153,203	160,604	-	-	28,713	27,376	33,377	21,873	21,766,185	24,876,070
Plan Highway System	1,825,610	986,581	-	-	-	-	-	-	2,112,537	1,112,512	14,016,189	10,902,173
Research and Development	2,280,033	1,232,331	-	-	-	-	-	-	186,893	84,574	2,467,603	1,317,547
Road and Roadside Maintenance	-	-	1,366	1,181	5,468,471	5,398,924	-	-	-	-	58,907,358	60,168,529
Snow and Ice	-	-	11,610	13,088	2,147,850	2,121,882	-	-	-	-	86,213,236	90,925,304
State Road Construction	-	198,398	-	-	-	-	300,000	213,652	100,000	30,651	970,394,402	1,329,520,467
Traffic Operations and Maintenance	-	-	5,300,789	6,314,565	9,553,415	11,730,919	653,924	449,870	548,791	272,012	50,166,454	56,193,435
Direct	4,331,302	2,524,263	5,528,470	6,690,041	17,169,735	19,252,052	1,462,613	1,089,121	7,862,877	4,902,417	1,335,249,460	1,661,160,392
Agency Overhead	2,442,909	1,130,487	2,158,558	2,495,747	59,055,382	40,806,398	3,523,406	2,870,446	2,703,005	2,161,472	252,731,351	231,468,622
Grand Total	6,774,211	3,654,750	7,687,028	9,185,788	76,225,117	60,058,450	4,986,019	3,959,567	10,565,882	7,063,890	1,587,980,811	1,892,629,014

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

State Aid Division	State Aid for Local Transportation		Statewide Radio Communications		Total	
	Budget	Spent	Budget	Spent	Budget	Spent
County State Aid Highway	1,272,297,041	1,049,197,747	-	-	1,272,297,041	1,049,197,747
Develop Highway Improvement Projects-PE	1,087,690	594,656	-	-	1,087,690	594,656
External Partner Support	1,300,000	955,597	3,849,288	3,074,546	5,149,288	4,030,142
Municipal State Aid Highway	257,601,541	155,205,252	-	-	257,601,541	155,205,252
Radio Towers and Communications	-	-	13,389,820	13,638,807	13,389,820	13,638,807
Rail Safety	705,000	705,000	-	-	705,000	705,000
State Road Construction	10,000,000	7,930,000	-	-	10,000,000	7,930,000
Direct	1,542,991,272	1,214,588,251	17,239,107	16,713,353	1,560,230,379	1,231,301,604
Agency Overhead	4,307,801	2,656,226	3,829,180	3,795,446	8,136,982	6,451,672
Grand Total	1,547,299,073	1,217,244,477	21,068,288	20,508,799	1,568,367,361	1,237,753,277

Workforce & Agency Services Division	Administration Services		Human Resources		Workforce & Agency Services Admin		Total	
	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	-	-	32,184	28,967	-	-	32,184	28,967
Develop Highway Improvement Projects - PE	-	-	1,721,472	1,363,646	-	-	1,721,472	1,363,646
External Partner Support	125,000	125,000	5,000	18,130	-	-	130,000	143,130
Highway Construction Management Oversight - CE	-	-	754,411	597,780	-	-	754,411	597,780
Research and Development	-	-	23,582	22,988	-	-	23,582	22,988
Road and Roadside Maintenance	200	852	14,894	13,410	-	-	15,094	14,262
Traffic Operations and Maintenance	-	-	24,565	22,127	-	-	24,565	22,127
Direct	125,200	125,852	2,576,107	2,067,047	-	-	2,701,307	2,192,899
Agency Overhead	15,614,371	17,213,655	9,253,293	8,816,535	726,256	465,964	25,593,920	26,496,154
Grand Total	15,739,571	17,339,507	11,829,400	10,883,582	726,256	465,964	28,295,227	28,689,053

Note: These dollar amounts reflect actual amounts and are not rounded to thousands.

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 2020 – 2022. 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 for the analysis period up to 2020, with the factor increasing to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation. For measures where the bulk of costs are maintenance related, a 3 percent inflation factor is used for the analysis period up to 2020, with the factor increasing to 3.25 percent for 2021. These are based on historic and current inflation in MnDOT maintenance and operations commodity and labor inflation.

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 2009-2020, 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 labor inflation factor described above 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 4 percent per year from 2012-2022, the analysis period for this measure.

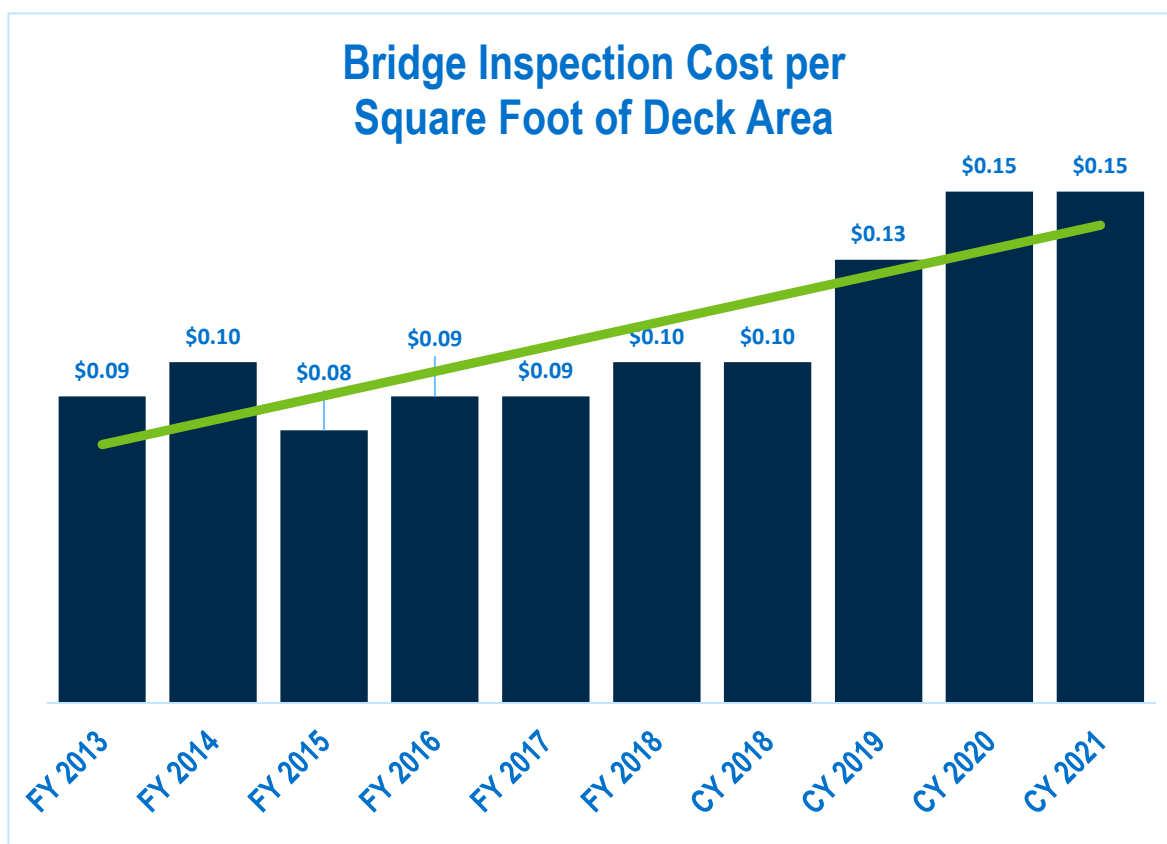
Bridges: Inspection Cost per Square Foot of Deck Area

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 2013- Calendar Year 2021 Bridge Inspection Cost per Sq. Ft. of Deck Area



Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The factor increased to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation.

Results and analysis

The cost per square foot for bridge inspections shows an increasing trend over the analysis period though has leveled off the last two years. 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 snoopers 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	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019	CY 2020	CY 2021
Bridge inspection expenses (\$1,000)	\$2,544	\$2,514	\$2,341	\$2,561	\$2,727	\$2,996	\$3,028	\$3,785	\$4,334	\$4,298
Sq. ft. of bridge deck inspected (1,000s)	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252	29,799	29,301
Cost per sq. ft. of inspection	\$0.09	\$0.10	\$0.08	\$0.09	\$0.09	\$0.10	\$0.10	\$0.13	\$0.15	\$0.15

Note: Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.0 percent for 2021. These are based on historic and current 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	2013	2014	2015	2016	2017	2018	CY 2018	CY 2019	CY 2020	CY 2021
Bridge inspection expenses (\$1,000)	\$2,052	\$2,079	\$1,984	\$2,225	\$2,428	\$2,734	\$2,833	\$3,585	\$4,208	\$4,298
Sq. ft. of bridge deck inspected (1,000s)	29,220	24,934	31,044	30,107	29,182	30,862	29,005	29,252	29,799	29,301
Cost per sq. ft. of inspection	\$0.07	\$0.08	\$0.06	\$0.07	\$0.08	\$0.09	\$0.10	\$0.12	\$0.14	\$0.15

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 above.
- 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.

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

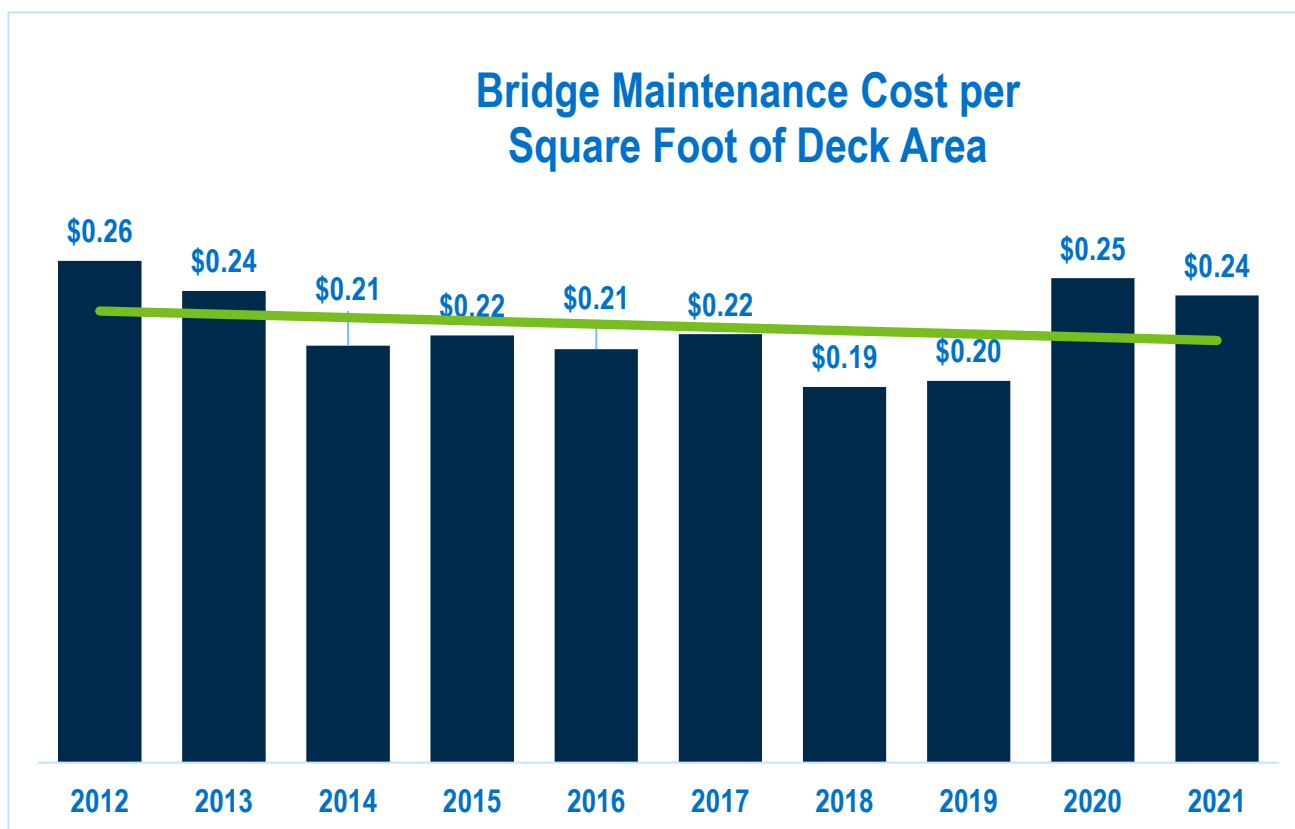
Bridges: Maintenance Cost per Square Foot of Deck Area

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 2012-2021 Bridge Maintenance Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current 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 \$225 per square foot to construct a new bridge. Higher costs in 2020 and 2021 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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Preventive Maintenance Expenditures (\$1,000)	\$3,477	\$3,145	\$3,505	\$3,596	\$3,582	\$4,101	\$3,893	\$4,079	\$5,720	\$5,459
Reactive Maintenance Expenditures (\$1,000)	\$8,274	\$7,986	\$6,734	\$6,930	\$6,525	\$6,422	\$5,364	\$5,426	\$6,399	\$6,198
Total Maintenance	\$11,751	\$11,131	\$10,239	\$10,526	\$10,107	\$10,523	\$9,257	\$9,505	\$12,119	\$11,657
Total Bridge Deck sq. ft. (1,000)	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703	48,940	48,811
Maintenance Cost per sq. ft.	\$0.26	\$0.24	\$0.21	\$0.22	\$0.21	\$0.22	\$0.19	\$0.20	\$0.25	\$0.24

Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Table 9: Actual (unadjusted) bridge maintenance costs

Calendar Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Preventive Maintenance Expenditures (\$1,000)	\$2,658	\$2,477	\$2,843	\$3,004	\$3,082	\$3,635	\$3,554	\$3,836	\$5,540	\$5,459
Reactive Maintenance Expenditures (\$1,000)	\$6,326	\$6,289	\$5,462	\$5,790	\$5,615	\$5,692	\$4,897	\$5,102	\$6,198	\$6,198
Total Maintenance	\$8,984	\$8,766	\$8,305	\$8,794	\$8,697	\$9,327	\$8,451	\$8,938	\$11,738	\$11,657
Total Bridge Deck sq. ft. (1,000)	45,790	46,158	48,021	48,185	47,792	48,039	48,173	48,703	48,940	48,811
Maintenance Cost per sq. ft.	\$0.20	\$0.19	\$0.17	\$0.18	\$0.18	\$0.19	\$0.18	\$0.18	\$0.24	\$0.24

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

Major influencing factors

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

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

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

Pavement: Cost per roadway mile-year added

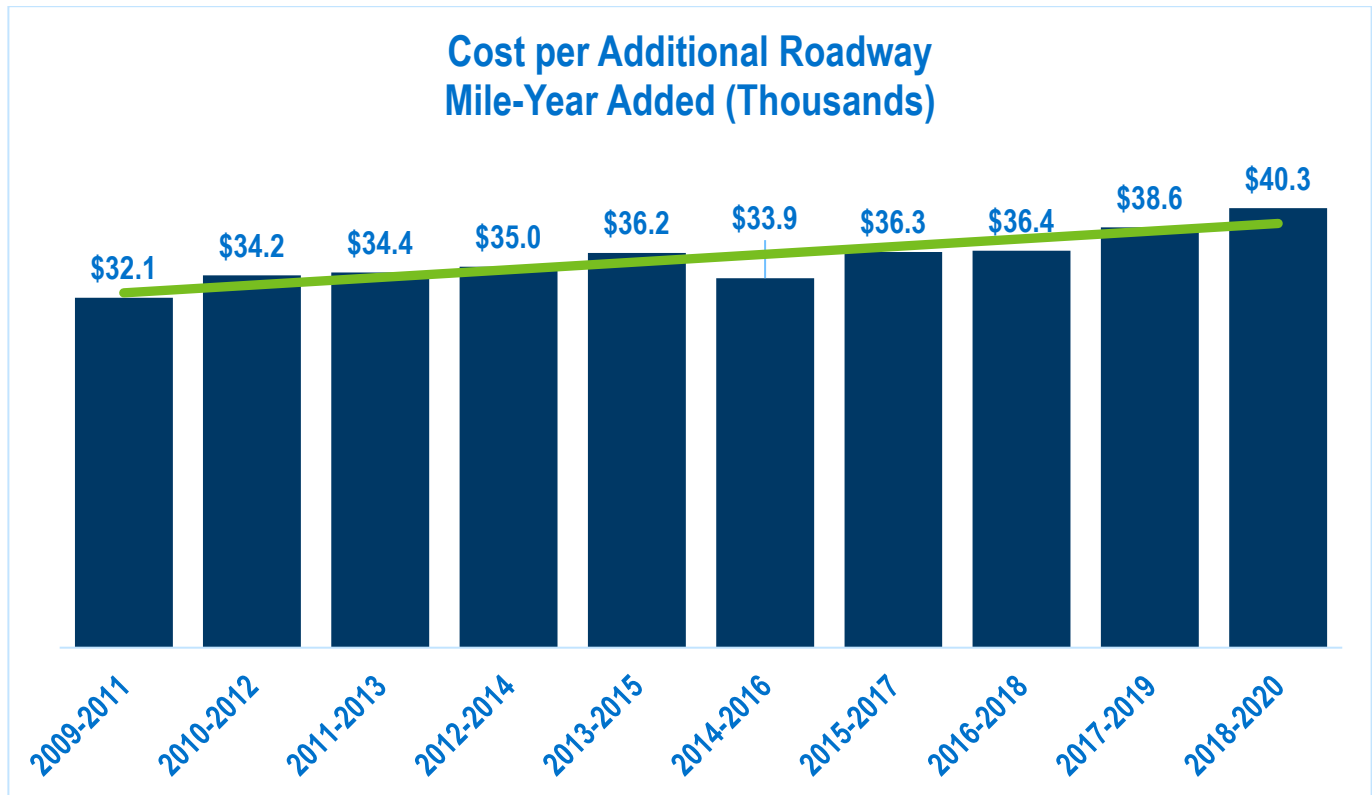
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. To preserve the integrity of Minnesota's highways, MnDOT performs a variety of rehabilitation activities that range in magnitude from short-term improvement in ride to a long-term activity like reconstructing the entire pavement which, with rehabilitation, is expected to remain in-place for more than 50 years.

Measure definition

The pavement productivity measure compares MnDOT's estimated pavement preservation investments against the life, in 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 2009-2020 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2020 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 2009 and 2020.

Results and analysis

The results through 2020 (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.

MnDOT strives for a proper balance of long- and short-term activities. Longer term fixes are often relatively more expensive (e.g., an activity that has double the design life typically has much more than double the cost) but provide long-term structural improvements that cannot be provided by a short-term activity. When budgets are tight, the program will trend toward increased miles of low cost, short-term activities to keep the system in serviceable condition. As funds increase, a greater number of the higher cost, long life activities can be part of the program.

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

3-year averages	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019	2018-2020
Pavement Preservation spending (millions)	\$474.9	\$508.8	\$567.5	\$561.0	\$502.1	\$413.6	\$421.4	\$431.3	\$461.8	\$468.3
Mile-Years added (1,000s)	14.8	14.9	16.5	16.0	13.9	12.2	11.6	11.8	12.0	11.6
Cost per roadway mile year added (1,000s)	\$32.1	\$34.2	\$34.4	\$35.0	\$36.2	\$33.9	\$36.3	\$36.4	\$38.6	\$40.3

Note: Costs were adjusted to 2020 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 2009 and 2020.

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

3-year averages	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019	2018-2020
Pavement Preservation spending (millions)	\$350.8	\$396.6	\$462.8	\$479.1	\$439.4	\$353.1	\$345.1	\$344.1	\$397.3	\$438.2
Mile-Years added (1,000s)	14.8	14.9	16.5	16.0	13.9	12.2	11.6	11.8	12.0	11.6
Cost per roadway mile year added (1,000s)	\$23.7	\$26.6	\$28.1	\$29.9	\$31.7	\$29.0	\$29.8	\$29.1	\$33.2	\$37.7

Note: Numbers within the table 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

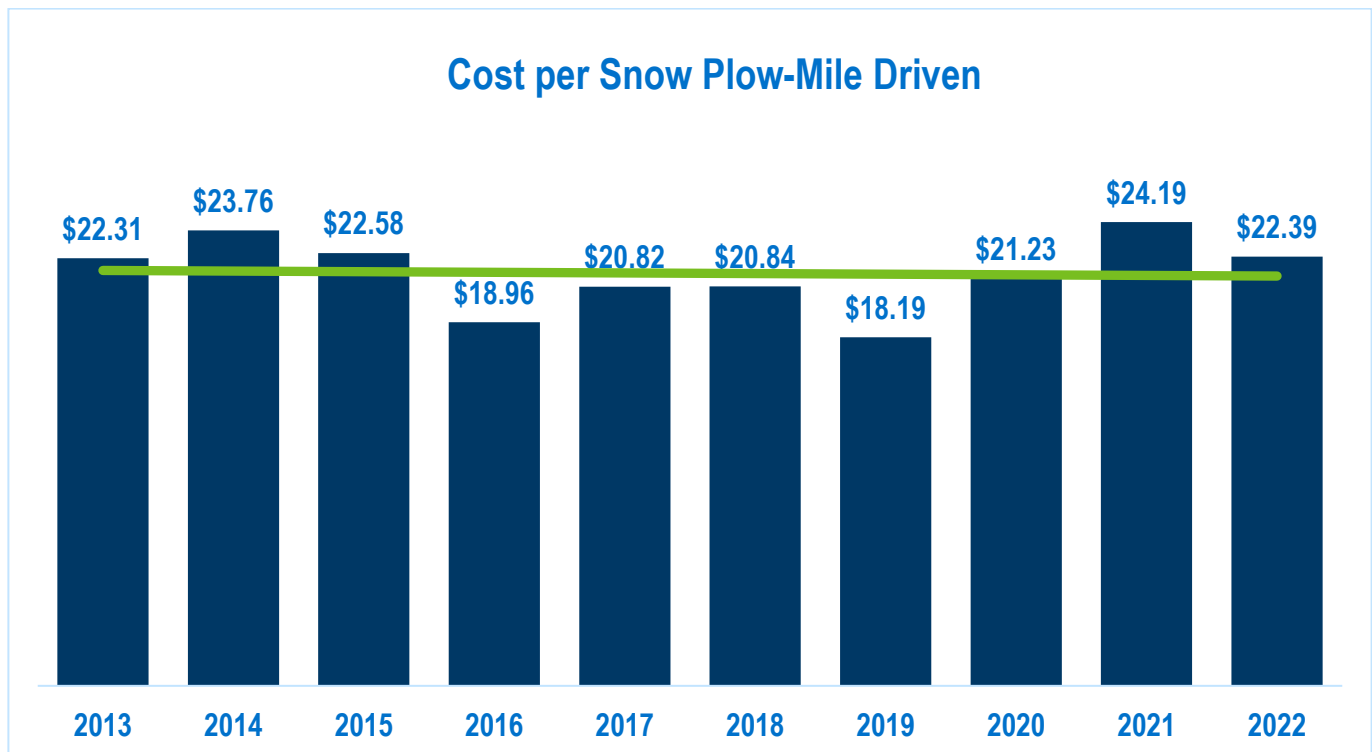
During the winter months, timely and effective snow and ice control is critically important to Minnesotans’ quality of life. Clearing snow and ice preserves mobility, increases traveler safety, and reduces damage to vehicles.

The two primary goals of MnDOT’s snow and ice operations are to maintain mobility and to provide safe travel conditions for the public. Citizens expect to carry out normal activities through most weather events and to have transportation facilities that safely accommodate travel during and after a winter event. 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 2013-2022 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

The chart above shows a flat 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	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Costs (\$millions)	\$146.9	\$173.0	\$108.4	\$112.7	\$112.8	\$139.8	\$145.3	\$135.1	\$119.6	\$147.8
Plow Miles Driven (1000s)	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366	4,945	6,603
Cost per Mile	\$22.31	\$23.76	\$22.58	\$18.96	\$20.82	\$20.84	\$18.19	\$21.23	\$24.19	\$22.39

Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

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

State Fiscal Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Costs (\$millions)	\$112.3	\$136.2	\$87.9	\$94.2	\$97.0	\$123.9	\$132.7	\$127.1	\$115.9	\$147.8
Plow Miles Driven (1000s)	6,583	7,282	4,800	5,943	5,417	6,705	7,990	6,366	4,945	6,603
Cost per Mile	\$17.06	\$18.71	\$18.32	\$15.84	\$17.91	\$18.48	\$16.61	\$19.96	\$23.43	\$22.39

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). 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.

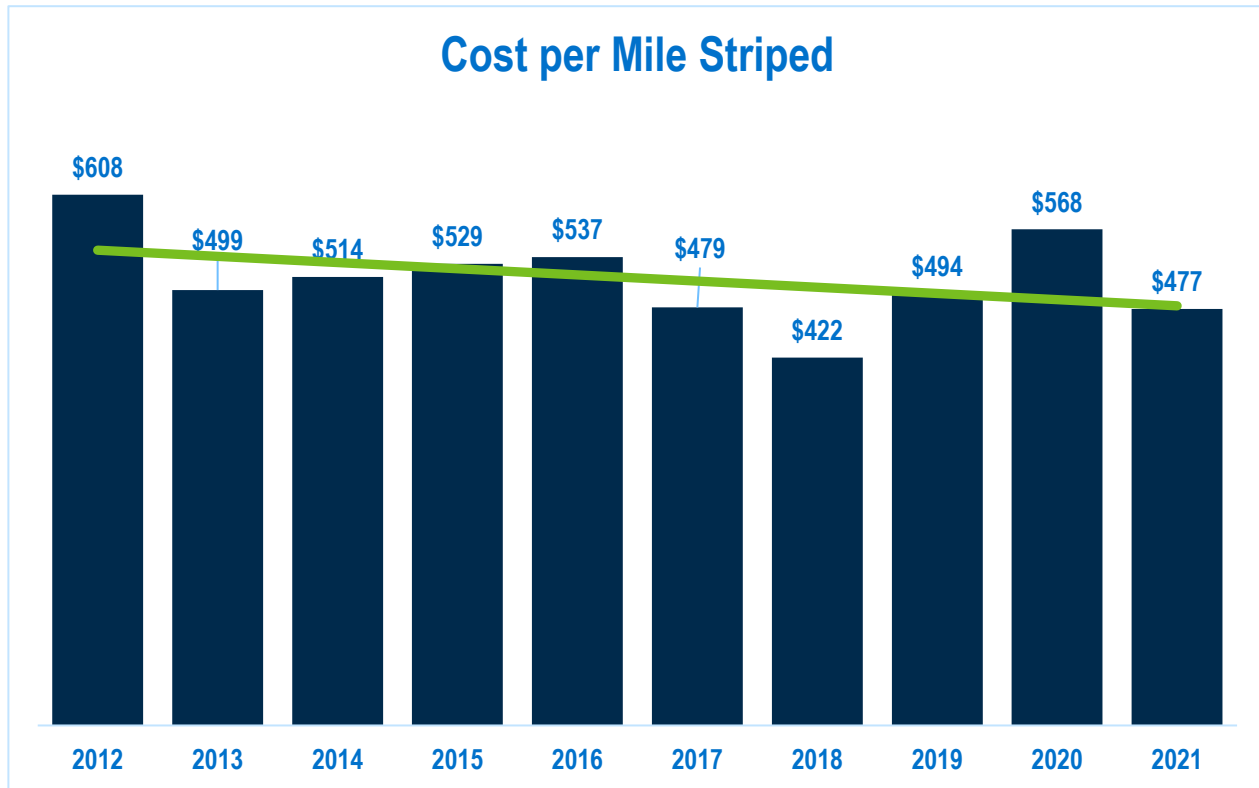
Pavement Markings: Cost per Mile Striped

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 2012-2021 Cost per Mile Striped



Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current 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-19 pandemic restrictions. Contractor applied striping cost about twice as much as MnDOT applied striping in 2020. In 2021, all maintenance striping was completed by MnDOT crews.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Striping Costs (1000s)	\$10,155	\$7,185	\$7,761	\$7,779	\$7,999	\$7,520	\$5,945	\$7,067	\$8,072	\$6,277
Miles Striped (1000s)	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3	14.2	13.1
Cost per mile	\$608	\$499	\$514	\$529	\$537	\$479	\$422	\$494	\$568	\$477

Note: Costs were adjusted to 2021 dollars using a 3 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.25 percent for 2021. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Table 15: Actual (unadjusted) cost per mile striped

Calendar Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Total Striping Costs (1000s)	\$7,764	\$5,658	\$6,295	\$6,499	\$6,883	\$6,665	\$5,427	\$6,645	\$7,818	\$6,277
Miles Striped (1000s)	16.7	14.4	15.1	14.7	14.9	15.7	14.1	14.3	14.2	13.1
Cost per mile	\$466	\$392	\$417	\$442	\$462	\$425	\$385	\$465	\$551	\$477

Note: Numbers within the table 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

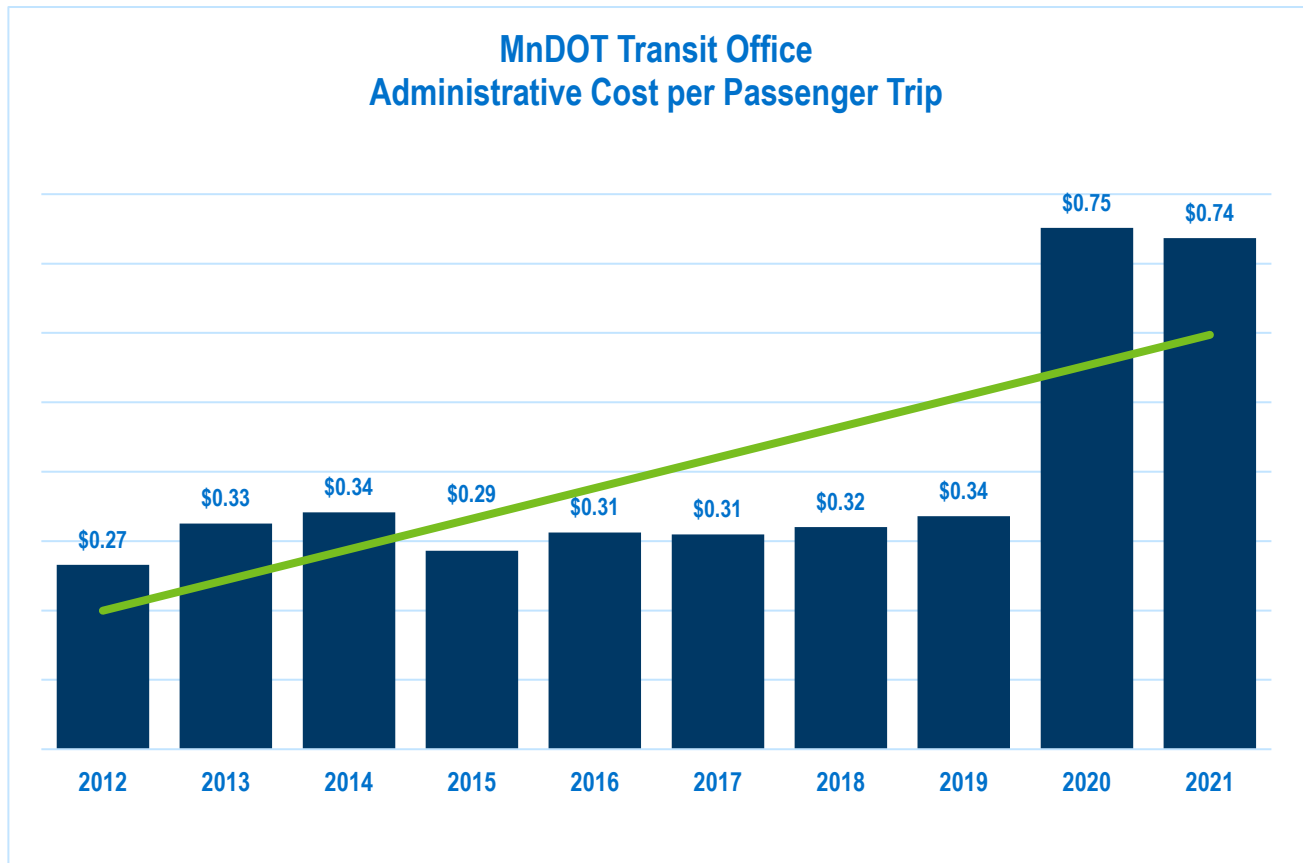
Public transit systems in Greater Minnesota connect people to jobs, family, schools, shopping, health care centers and sports and cultural events – all the destinations people desire. These systems improve mobility for the elderly, low-income and persons with disabilities in communities across the state 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 34 public transit systems (27 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 34 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 2012-2021 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for 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 and 2021 due to the COVID-19 pandemic. This caused the cost per ride to more than double in those years compared to 2019.

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

Calendar Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Expenses (\$1,000)	\$3,554	\$4,499	\$4,725	\$3,983	\$4,235	\$4,344	\$3,796	\$3,851	\$4,681	\$4,543
Greater MN Ridership (1,000's)	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468	6,230	6,168
Cost per Ride	\$0.27	\$0.33	\$0.34	\$0.29	\$0.31	\$0.31	\$0.32	\$0.34	\$0.75	\$0.74

Note: Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for Greater Minnesota public transit providers.

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

Calendar Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Expenses (\$1,000)	\$2,832	\$3,675	\$3,956	\$3,418	\$3,725	\$3,916	\$3,508	\$3,647	\$4,545	\$4,543
Greater MN Ridership (1,000's)	13,368	13,826	13,839	13,920	13,566	14,020	11,862	11,468	6,230	6,168
Cost per Ride	\$0.21	\$0.27	\$0.29	\$0.25	\$0.27	\$0.28	\$0.30	\$0.32	\$0.73	\$0.74

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

Major influencing factors

Besides ridership changes, 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.

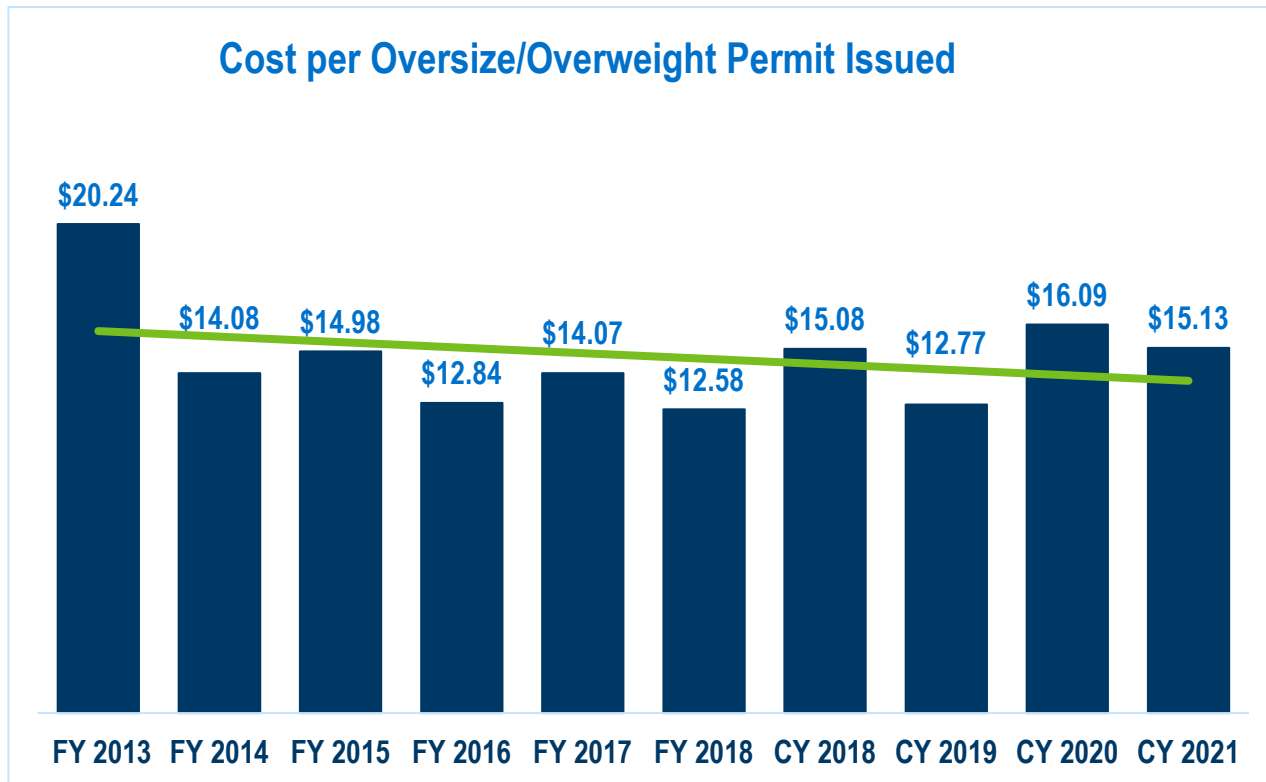
Freight: MnDOT Cost per Oversize/Overweight Permit Issued

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, collaborating with appropriate 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 2013-Calendar Year 2021 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation.

Results and analysis

The cost per oversize/overweight permit issued trends slightly downward 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	2013	2014	2015	2016	2017	2018	CY2018	CY2019	CY2020	CY2021
Expenses (\$1,000)	\$1,829	\$1,262	\$1,303	\$1,067	\$1,101	\$979	\$1,183	\$1,031	\$1,264	\$1,224
Permits Issued	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,774	78,525	80,917
Cost per Permit	\$20.24	\$14.08	\$14.98	\$12.84	\$14.07	\$12.58	\$15.08	\$12.77	\$16.09	\$15.13

Note: Costs were adjusted to 2021 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2020. The inflation factor increased to 3.0 percent for 2021. These are based on historic and current MnDOT labor inflation.

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

State Fiscal Year	2013	2014	2015	2016	2017	2018	CY2018	CY2019	CY2020	CY2021
Expenses (\$1,000)	\$1,476	\$1,044	\$1,104	\$927	\$980	\$894	\$1,107	\$977	\$1,277	\$1,224
Permits Issued	90,372	89,679	86,969	83,093	78,237	77,836	78,443	80,744	78,525	80,917
Cost per Permit	\$16.33	\$11.64	\$12.70	\$11.16	\$12.53	\$11.48	\$14.11	\$12.10	\$15.63	\$15.13

Note: Numbers within the table 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.

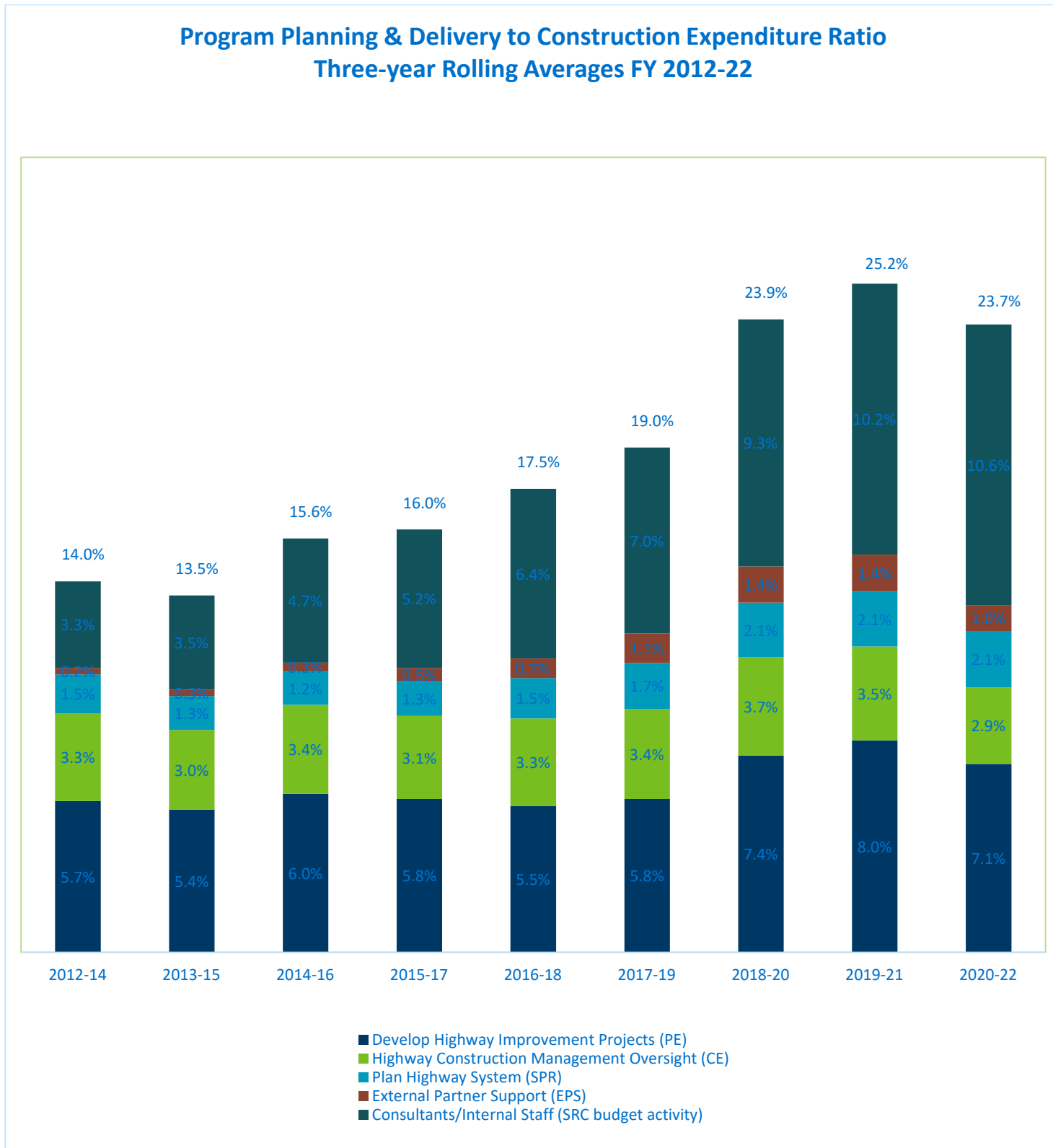
Program Planning and Project Development to Construction Expenditure Ratio

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 2012-2022 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. The inflation factor increased to 3.0 percent for 2022. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2022 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 4 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	2019-21	2020-22
Develop Highway Improvement Projects (\$1,000)	\$83,070	\$88,622	\$93,146	\$93,760	\$82,493	\$80,695	\$89,045	\$95,578	\$89,758
Highway Construction Management Oversight (\$1,000)	\$48,125	\$49,426	\$52,302	\$50,746	\$49,515	\$47,497	\$44,614	\$42,362	\$36,399
Plan Highway System (\$1,000)	\$21,551	\$20,982	\$19,351	\$20,977	\$22,752	\$24,161	\$24,656	\$24,698	\$26,883
External Partner Support (\$1,000)	\$3,545	\$4,114	\$5,417	\$8,377	\$11,042	\$15,559	\$16,481	\$16,750	\$12,347
Consultants/Internal Staff (SRC budget activity) (\$1,000)	\$47,503	\$58,356	\$72,911	\$84,634	\$95,810	\$97,876	\$111,762	\$122,172	\$133,605
Program Planning and Delivery Expenditures (\$1,000)	\$203,795	\$221,500	\$243,126	\$258,493	\$261,612	\$265,788	\$286,559	\$301,560	\$298,993
State Road Construction Expenditures (\$1,000)	\$1,455,856	\$1,644,941	\$1,556,894	\$1,620,219	\$1,495,602	\$1,395,413	\$1,199,903	\$1,195,244	\$1,262,149
Program Delivery Expenditure/Construction Expenditure Ratio	14.0%	13.5%	15.6%	16.0%	17.5%	19.0%	23.9%	25.2%	23.7%

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. The inflation factor increased to 3.0 percent for 2022. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2022 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 4 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	2020-22
Develop Highway Improvement Projects (\$1,000)	\$66,088	\$72,539	\$78,185	\$80,239	\$72,381	\$72,917	\$82,499	\$90,536	\$87,110
Highway Construction Management Oversight (\$1,000)	38,388	\$40,397	43,828	\$43,528	43,493	\$42,854	\$41,170	\$40,055	\$35,350
Plan Highway System (\$1,000)	17,163	\$17,116	16,197	18,037	20,063	\$21,776	\$22,795	\$23,417	\$26,182
External Partner Support (\$1,000)	\$2,862	\$3,352	\$4,545	\$7,279	\$9,734	\$14,075	\$15,289	\$15,791	\$11,923
Consultants/Internal Staff (SRC budget activity) (\$1,000)	\$38,014	\$47,809	\$61,278	\$72,823	\$84,361	\$88,285	\$103,561	\$116,017	\$129,924
Program Planning and Delivery Expenditures (\$1,000)	\$162,514	\$181,213	\$204,033	\$221,906	\$230,032	\$239,907	\$265,314	\$285,817	\$290,488
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	\$1,204,859
Program Delivery Expenditure /Construction Expenditure Ratio	16.3%	15.3%	17.6%	18.8%	21.2%	21.9%	24.8%	25.7%	24.1%

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 2012-2022, broken out by products and services. Comparable data is not available for fiscal years prior to 2012 due to a change in accounting systems that year (from MAPS to SWIFT).

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 13.5 and 25.2 percent. In other words, to deliver the construction program, MnDOT spends between nearly \$0.14 and \$0.25 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 \$660 million was spent through FY 2022). This should cause the ratio to decline in future years which is already being shown in the data. The single year inflation adjusted ratio peaked in FY2020 at 29% and declined in FY2021 and FY2022 to 23% and 20% respectively.

- 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 impacts of the recently enacted Infrastructure Investment and Jobs Act ("IIJA") on this ratio are unclear. The 5-year authorization bill is estimated to increase formula road and bridge funding by about 20 percent, but the bill also includes substantial amounts of discretionary grants. Receiving discretionary grants could increase funding even more, but applying for and managing discretionary grants takes a significant amount of additional work, and there are no guarantees that applications are successful. 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 2022, MnDOT identified an estimated \$67.9 million in savings from new and revised practices deployed across the organization. Including fiscal year 2021 savings, MnDOT achieved an estimated \$158 million in saving from these practices over the previous two fiscal years. Most of these efficiencies identified in FY 2022 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 like 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 like 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.

Methodology

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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.³ 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.⁴ The analysis looks to isolate key decisions and strategies that are maximizing outputs without compromising outcomes to the public.⁵

Internal efficiencies are essentially all the ways in which 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 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.⁶ It analyzes what has worked, why it has worked, in what conditions it has worked and how it may work in the future.⁷ 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.

³ Palmer, A. (1993). Performance Measurement in Local Government. *Public Money & Management*, 31-36.

⁴ Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

⁵ 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*.

⁶ 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.

⁷ Behn, R. D. (1993). Case-analysis research and managerial effectiveness. *Public management: The state of the art*, 40-54.

Figure 1. Best practice evaluation components (Bretschneider, Marc-Aurele, and Wu, 2005)

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

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.

MnDOT's Office of the Chief Financial Officer initiated a parallel effort in 2021 to better identify and quantify efficiency savings on smaller projects around the state. In 2021, ten project managers and design engineers along with their CHIMES coordinators in MnDOT districts 4, 6, 7, 8, and Metro participated in a 12-project pilot test to self-report their estimated project efficiency savings directly into the department's Capital Highway Information Management Enterprise System, or CHIMES.

In 2022, MnDOT districts 1, 2, and 3 are identifying candidate projects to include in an expansion of the pilot test. Results from the pilot project will be reviewed to determine whether future efficiency reporting efforts will include efficiency savings estimates for additional 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 2019- 2022

SRC Savings Category	FY 2019	FY 2020	FY 2021	FY 2022
Performance-Based Practical Design	\$36,350,000	\$23,549,000	\$5,330,000	\$12,385,000
Innovative Construction Staging	\$8,700,000	\$38,875,000	\$17,435,000	\$6,285,000
Value Engineering	\$15,005,000	\$20,715,000	\$36,314,000	\$23,225,000
Alternative Technical Concepts	\$30,160,000	\$4,575,000	\$16,314,000	\$10,700,000
Total Savings	\$90,215,000	\$87,714,000	\$75,393,000	\$52,595,000

Note: Prior reports included Pavement Design Methodology which resulted in improved design software. This is now standard practice and so is no longer included as an efficiency after 2018.

Identified estimated savings reflect costs that were lower than if the efficient strategies were not implemented. The estimated savings identified in FY 2022 were the result of decisions made throughout project development – often over the course of four years (Table 23). Because the agency is not currently able to calculate the movement of funds during project development, it was not feasible to retroactively calculate where each estimated dollar was repurposed. However, the agency is working to develop tracking software to better calculate that activity. Additionally, actions were evaluated once a project was selected for construction. Decisions made before a project was selected to be built were considered too abstract to determine causal relationships between actions and more efficient outcomes.

Table 23: Total Estimated Efficiency Savings for the State Road Construction program for FY 2022

Project	Total Estimated Efficiency Savings
SP 3609-42 - MN 65 - Pavement Resurfacing, Koochiching County (42 Miles), District 1	\$1,275,000
Performance-based Practical Design	\$1,275,000
SP 0119-30 - MN 210 - Pavement Resurfacing, Aitkin County (10.5 Miles), District 3	\$575,000
Performance-based Practical Design	\$575,000
SP 0504-20 - MN 23 - Pavement Rehabilitation- Foley to Milaca (14 Miles), District 3	\$800,000
Performance-based Practical Design	\$350,000
Alternative Technical Concepts	\$450,000

Project	Total Estimated Efficiency Savings
SP 7703-16 - MN 27 - Pavement Rehabilitation from Osakis to US 71 (15.5 Miles), District 3	\$8,600,000
Performance-based Practical Design	\$250,000
Value Engineering	\$8,350,000
SP 1810-99 - MN 371 - Reduced Conflict Intersections (Baxter), District 3	\$925,000
Performance-based Practical Design	\$400,000
Value Engineering	\$275,000
Alternative Technical Concepts	\$250,000
SP 7106-87 - US 169 - Grade Separations in Elk River, (3.5 miles), District 3	\$24,485,000
Performance-based Practical Design	\$1,500,000
Innovative Construction Staging	\$6,135,000
Value Engineering	\$6,850,000
Alternative Technical Concepts	\$10,000,000
SP 4402-22 - MN 200 Shoulder Widening, Mahnommen County (21 Miles), District 4	\$250,000
Performance-based Practical Design	\$250,000
SP 2609-28 - MN 55 Pavement Rehabilitation, Elbow Lake to Barrett (7 Miles), District 4	\$100,000
Value Engineering	\$100,000
SP 0306-30 - MN 87 - Reconstruction in Frazee (2.5 Miles), District 4	\$750,000
Performance-based Practical Design	\$600,000
Value Engineering	\$150,000
SP 7902-25 - MN 60 - Pavement Rehabilitation from US 52 to TH 63 (12 Miles), District 6	\$560,000
Performance-based Practical Design	\$560,000
SP 2405-32 - MN 65 - Pavement Rehabilitation in Albert Lea (2.6 Miles), District 6	\$700,000
Performance-based Practical Design	\$700,000
SP 8503-53 - MN 43 - Reconstruction in Winona (0.8 Miles), District 6	\$650,000
Performance-based Practical Design	\$500,000
Innovative Construction Staging	\$150,000
SP 7904-44 - US 61 - Pavement Rehabilitation from TH 248 to TH 60 (27 Miles), District 6	\$2,000,000
Performance-based Practical Design	\$2,000,000
SP 8304-118- Hwy 15,60 - Pavement Rehabilitation near Madelia (7 Miles), District 7	\$1,025,000
Performance-based Practical Design	\$1,025,000
SP 4609-17 - MN 263 - Pavement Rehabilitation Ceylon to Welcome (11 Miles), District 7	\$550,000
Performance-based Practical Design	\$550,000
SP 5202-58- US 14 - Four Lane Expansion New Ulm to Nicollet (12 Miles), District 7	\$8,850,000
Performance-based Practical Design	\$1,350,000
Value Engineering	\$7,500,000
SP 8204-77 - MN 36 - Pavement Rehabilitation in Ramsey and Washington Counties (12 Miles) Metro District	\$500,000
Performance-based Practical Design	\$500,000

Note: Eight other projects were reviewed but no quantifiable efficiencies were identified. These consisted of smaller pavement preservation projects with no changes to geometry. Additionally, two projects from District 6 met the efficiencies analysis criteria (SP 5580-94 and SP 2306-26) but were not analyzed due to a list generation issue.

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 scrutinize the use of funds and the effects more closely 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 2022 saved an estimated \$12.4 million.

Innovative Construction Staging

MnDOT is working to reduce the need to purchase permanent and temporary property. 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 way property is purchased. Through implementation of Innovative Construction Staging, projects let in FY 2022 saved an estimated \$6.3 million.

Value Engineering

Value Engineering (VE) 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 VE practices, projects let in FY 2022 saved an estimated \$23.2 million.

Alternative Technical Concepts

Alternative Technical Concepts (ATC) 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 2022 saved an estimated \$10.7 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 2021	Total Estimated Efficiency Savings FY 2022
Agricultural Tractor Rental Program	\$630,000	\$630,000
Automated Flagger Assistance Devices*	\$15,000	\$16,000
Dynamic Message Sign Defrosters*	\$140,000	\$150,000
Fiber Optic Connectivity*	\$270,000	\$280,000
Georilla Web Mapping Interface	\$260,000	\$280,000
LED Ramp Meters*	\$79,000	\$83,000
LED Roadway Lighting*	\$3,000,000	\$3,200,000
Maintenance Decision Support System (MDSS)*	\$6,600,000	\$6,900,000
Portable Signals*	\$300,000	\$310,000
RTMC Communication Standard Conversion	\$210,000	\$210,000
Slurry Tanks for Snow and Ice Control*	\$110,000	\$130,000
Temporary Snow Control	\$830,000	\$800,000
Tow Plows	\$1,300,000	\$1,300,000
Tunnel Washing	\$130,000	\$130,000
Unmanned Aerial System (Drones) for Bridge Inspection	\$470,000	\$760,000
Unmanned Aerial System (Drones) for Photogrammetrics	\$56,000	\$120,000
Grand Total	\$14,400,000	\$15,299,000

*Growth due to inflation and/or rounding

Efficiencies identified in FY 2022 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 2021 to 2022 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 2022 MnDOT rented over 100 tractors using this program and realized savings of approximately \$630,000.

Automatic Flagger Assistance Devices

Automated Flagger Assistance Devices (AFAD) 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 2022. MnDOT is saving an estimated \$16,000 annually by using AFADs.

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. The efficiency continued in 2022 with no changes. MnDOT is saving an estimated \$150,000 per year by deactivating dynamic message sign defrosters.

Fiber Optic Connectivity

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 \$280,000 annually.

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 \$280,000 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. For purposes of this analysis a 20-year life cycle is anticipated; so, including all implementation costs, MnDOT is saving an estimated \$83,000 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 \$3,200,000 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. By the end of 2020, MnDOT's entire snowplow fleet has been 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 \$6.9 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. By replacing typical flagging operations with portable signals MnDOT is saving an estimated \$310,000 annually.

RTMC Communication Standard Conversion

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.

Slurry Tanks for 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 \$130,000 annually.

Temporary Snow Control

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 \$800,000 annually over the next 10 years.

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 more than 24 feet wide. Including all associated costs to implement, MnDOT saved an estimated \$1.3 million in 2022 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. The efficiency continued in 2022 with no changes. 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 \$760,000.

Unmanned Aerial Systems (Drones) for Photogrammetrics

Like 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 \$11,500 per mile. Projects can be multiple miles in length. Per mile drone survey costs for MnDOT average approximately \$2,600 per mile. When the drone cost differential is applied to MnDOT photogrammetric surveying projects based on the new drone fleet, MnDOT is saving an estimated \$120,000 annually, which is more than twice the 2021

estimated efficiency savings. The increase resulted from MnDOT's Office of Land Management investment in a new drone fleet that provides expanded mission capabilities.

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

2022 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.⁸

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.

⁸ {[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

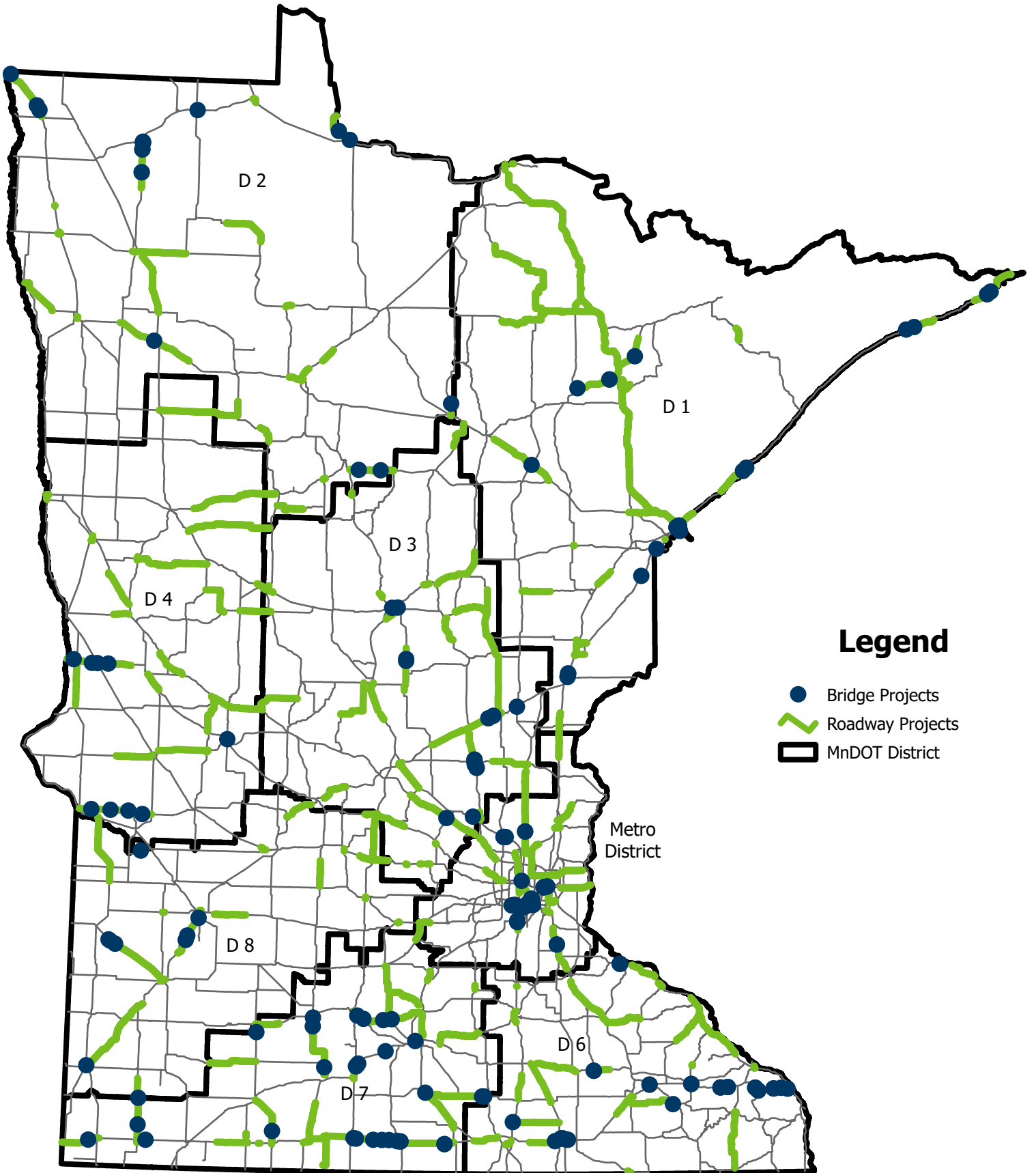
Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation [Standard Specifications for Construction, 2018 Edition](#), a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed form and approved as required by law, covering the performance of extra work or other alterations or adjustments to the Contract.⁹

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.

⁹ [Minnesota Department of Transportation Standard Specifications for Construction, 2018 Edition](#); p. 6, 12.

Appendix C: Major Highway Project Summary Pages

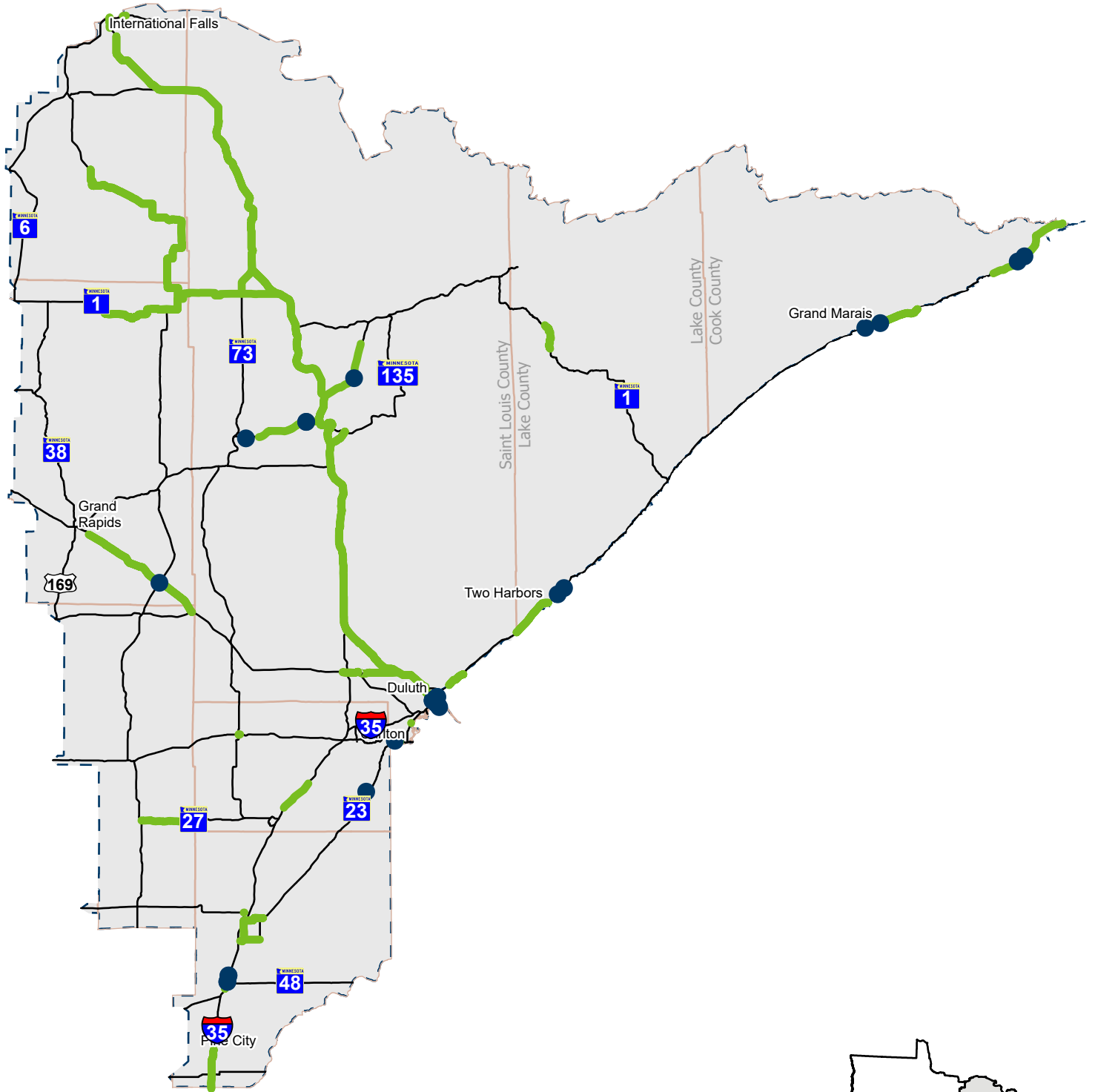
Major Highway Projects 2022







Legend

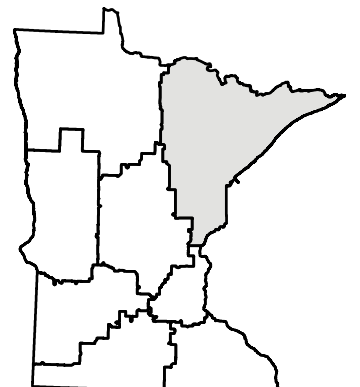
- Bridge Projects
- Roadway Projects
- ▭ MnDOT District

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.	✓	1st	A1	79
MN 23	0901-70	On MN 23 bridge 09020 in Carlton County.			A2	80
MN 210	0915-32	Resurface and reconstruct the Highway 210/73 and drainage improvements in Cromwell in Carlton County			A3	81
I-35	0980-158	I-35 near Barnum, place new concrete pavement on northbound lanes only.			A4	82
MN 61	1602-50	On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.	✓	1st	A5	83
MN 61	1604-45	On MN 61 from Reservation River Road to US/Canadian border in Cook County.	✓	1st	A6	84
MN 1	3101-37	On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.	✓	1st	A7	85
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			A8	86
US 2	3104-60	On US 2 from east of bridge #31032 over Prairie River to the east of Hwy 65 in Itasca County.			A9	87
US 2	3104-31X14(EP), 3104-62(EP), 3104-62	On US 2 from just west of Hwy 65 to just east of Hwy 200			A10	88
US 53	3608-48, 3608-57	On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.			A11	89
MN 65	3609-41	Project resurfaces Hwy 65 south of CSAH 8 to Hwy 71	✓	1st	A12	90
MN 65	3609-42	On MN 65 from MN 1 to CR 8 in Koochiching County.			A13	91
MN 61	3804-61	Highway 61 south of Two Harbors	✓	1st	A14	92
MN 61	3804-62	In Two Harbors, reconstruct Hwy 61 from the southwest of CR 61 to just east of 5th St.			A15	93
MN 61	3805-79	On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.			A16	94
MN 61	3805-99	On MN 61, bridge 3589 at Stewart River in Lake County.			A17	95
MN 61	3805-106	On MN 61 at the Silver Creek Cliff and Lafayette Bluff tunnels			A18	96
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.			A19	97
MN 23	5809-16	Resurface Hwy 23 from Sandstone to Askov and intersection lighting at junction of Hwy 18 and CR 61			A20	98
I-35	5880-194	On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.	✓	1st	A21	99
I-35	5880-199, 5880-200	On I-35 from south of the junction of MN 48 to north of junction of MN 48			A22	100
US 2	6908-61	US 2 and Hwy 194 near Saginaw			A23	101
MN 23	6910-103, 6910-102	Culvert improvements at Gogebic Creek in Duluth			A24	102

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 23	6910-109, 6910-106, 6910-107, 6910-114	On Hwy 23 from the St. Louis River to west of 5th Street, in the Fond du Lac neighborhood of Duluth			A25	103
MN 37	6914-19	On MN 37 from the junction of US 53 to MN 135 in St. Louis County.	✓	1st	A26	104
US 53	6916-110	Resurface southbound Hwy 53 from CR 13 to CR 8	✓	1st	A27	105
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.			A28	106
MN 194	6932-14, 6916-113	On MN 194 at the intersection of Midway Road Hermantown.			A29	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.			A30	108
MN 169	6936-19	On MN 169 from US 53 to CSAH 26 in St. Louis County.	✓	2nd	A31	109
I-535	6981-27	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.			A32	110
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.			A33	111
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			A34	112
I-35	6982-348	Interstate 35 in Duluth, repair bridges over Mesaba Ave.			A35	113

PROJECT SUMMARY



MN 27

State Project Number 0104-06

Resurface highway from State Highway 65 to Aitkin/Carlton County Line

SUBSTANTIALLY COMPLETE

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

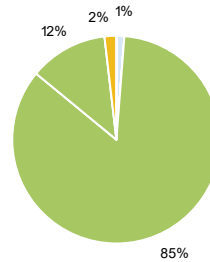
Construction is complete and no risks remain.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/29/2020
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

Pavement Condition



- 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)

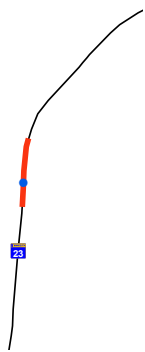
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	5
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7.1	5.9

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 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 23

Bridge 09020

State Project Number 0901-70

[Hwy 23 Replacement Project](#)

Replace the Hwy 23 bridge at Deer River 9.5 miles northeast of the south Carlton County line.

RECENT CHANGES & UPDATES

Bridge construction and stream restoration are complete.

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

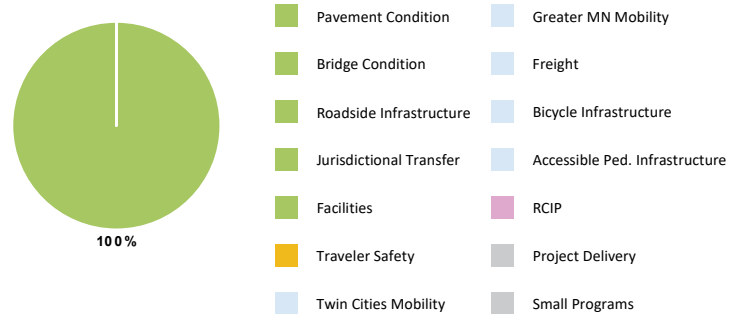
Project is complete, there are no remaining risks.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

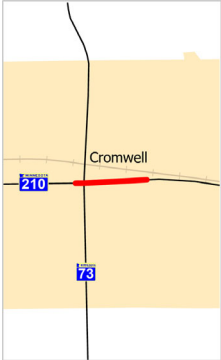
	Baseline Estimate	Current Estimate
Construction Letting:	1.3	4
Post Letting Construction Costs:	0.1	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.8
Construction Engineering:	0.2	0.6
Right of Way:	1.8	0
Total:	3.6	7.1

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

COST ESTIMATE ASSUMPTIONS

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.. The large increase in post letting costs is due to a major slope failure from a recent flooding event.

PROJECT SUMMARY



MN 210

State Project Number 0915-32

[Hwy 210/Hwy 73 reconstruction project](#)

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

RECENT CHANGES & UPDATES

Construction began in May 2022 and was completed for the season in November 2022. Work will resume in Spring 2023 to complete sidewalks, final turf establishment, final striping and permanent signs. Work is expected to be substantially complete in Summer 2023.

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

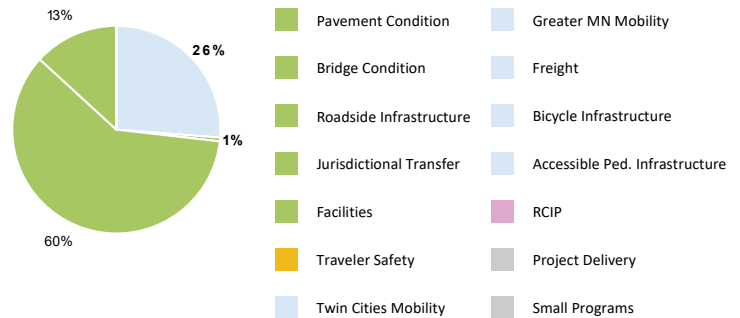
Unforeseen conditions could arise prior to construction completion, causing delays.

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:	6/8/2020
Original Letting Date:	1/31/2020
Current Letting Date:	6/4/2021
Construction Season:	2021-2023
Estimated Substantial Completion:	August 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

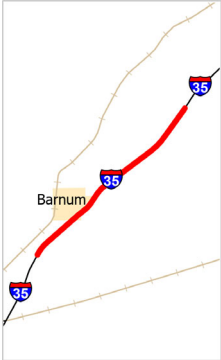
	Baseline Estimate	Current Estimate
Construction Letting:	1.6	3.8
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.1	1.2
Construction Engineering:	0	0.6
Right of Way:	0	0.8
Total:	2	6.9

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 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. The large increase in preliminary and construction engineering is due to difficult soil conditions that required redesign and extensive field work. Previously this project did not meet the minimum threshold 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](#)

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

RECENT CHANGES & UPDATES

This project is currently under construction with anticipated final completion in November 2022. Unanticipated traffic patterns on Sundays necessitated a decision to close the southbound Barnum on-ramp on Sundays. This change significantly reduced motorist delays.

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. Once funding became available in 2022, the project was taken off the shelf and finalized. Bid letting occurred on 4/22/2022 and construction began on 6/20/2022.

PROJECT RISKS

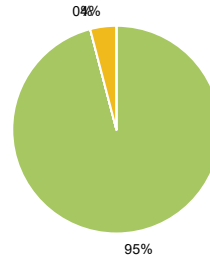
There are currently no identified outstanding risks on this project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	1/19/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	5/21/2021
Construction Limits Established Date:	5/22/2020
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



- 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	10.2
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0.8	0
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	11.3	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 cost estimate was completed in May 2020. The current estimate is based off the letting which occurred on 4/22/2022. The estimated includes costs for concrete pavement resurfacing, interchange lighting upgrades, and guardrail. The reason for the cost increase is because of higher than anticipated concrete prices.

PROJECT SUMMARY



MN 61
 Bridge 16X08, 8295A
 State Project Number 1602-50
[Hwy 61 Reconstruction 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

One addition, culvert to be installed on north side of Grand Marais in 2023 construction season.

PROJECT HISTORY

Project construction is substantially 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

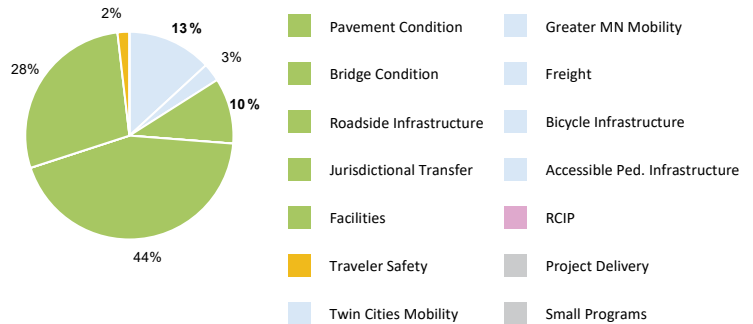
Risks associated with one remaining culvert to be replaced during 2023 construction season and those associated with final turf establishment and plantings in the City of Grand Marais.

SCHEDULE

Date in which project entered the STIP:	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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

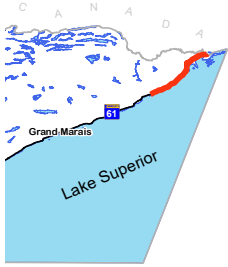
	Baseline Estimate	Current Estimate
Construction Letting:	8.5	19.2
Post Letting Construction Costs:	0.7	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	2.7
Construction Engineering:	0.7	2.2
Right of Way:	0.1	1.7
Total:	11	26.1

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 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

First year substantially complete

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

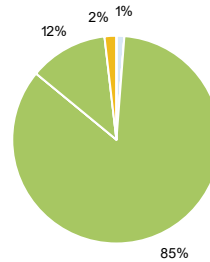
Project coordination with the Grand Portage Band may result in unanticipated work that impacts cost and schedule. The General Services Admin/US Customs coordination results in unanticipated work. Wetland permit requirements may raise unanticipated US Army Corps of Engineers problems/delays.

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:	Not Needed
Original Letting Date:	4/24/2020
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

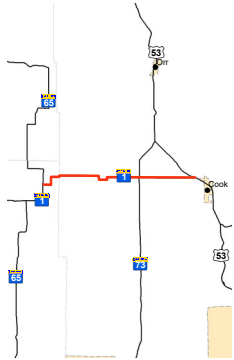
	Baseline Estimate	Current Estimate
Construction Letting:	12.8	17.2
Post Letting Construction Costs:	1.1	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1
Construction Engineering:	0.9	1.1
Right of Way:	0	0
Total:	16.1	20.6

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

State Project Number 3101-37

[Hwy 1 resurfacing project: in Itasca and St. Louis County](#)

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Remaining work was completed in June of 2022.

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

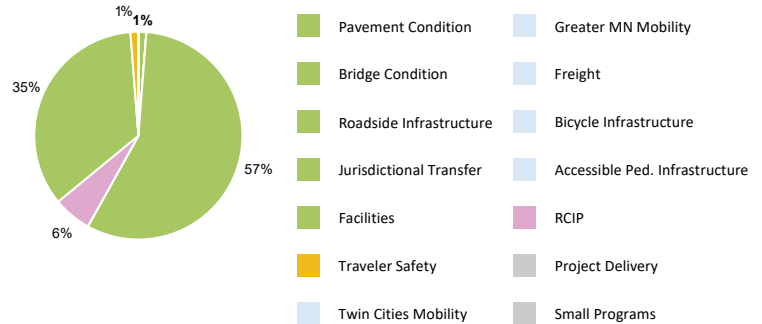
This project is linked to SP 6931-01 on TH 73 from the junction with TH 1 to the junction of TH 53. Right of way acquisition is needed on this project, the costs to acquire the right of way may impact the total project cost estimate in the future

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

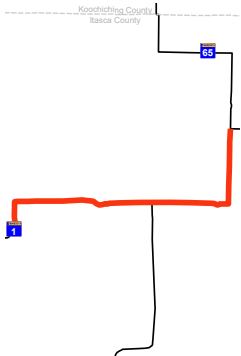
	Baseline Estimate	Current Estimate
Construction Letting:	8.5	6.9
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.4
Right of Way:	0.8	0.8
Total:	11.8	9.4

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

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

[Hwy 1 reclamation: Itasca County](#)

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

RECENT CHANGES & UPDATES

The project is currently under construction with the completion schedule of November 2022

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

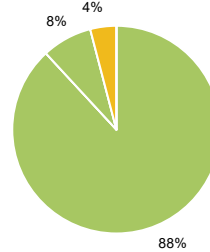
Construction related risks remain until the completion of the project, which can include unforeseen site conditions, additional right-of-way, and traffic control.

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

Pavement Condition



- 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)

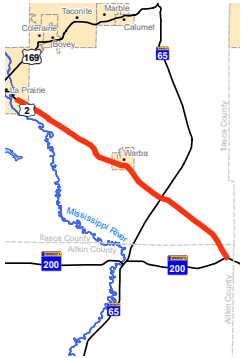
	Baseline Estimate	Current Estimate
Construction Letting:	3.6	5.9
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.4
Right of Way:	0	0.1
Total:	4.8	7.3

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 September 2017. The current estimate is the actual letting amount. Both estimates include costs for bituminous resurfacing and hydraulic replacements. The reason for the cost increase project was combined with a project abutting this location.

PROJECT SUMMARY



US 2

State Project Number 3104-60

[Hwy 2 reclaim project: Itasca County](#)

Resurface highway from east of Prairie River to east of State Highway 65

SUBSTANTIALLY COMPLETE

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 was completed in the fall of 2021

PROJECT HISTORY

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

PROJECT RISKS

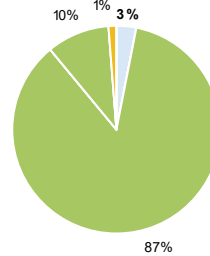
Project is complete, there are no remaining risks associated with this project

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

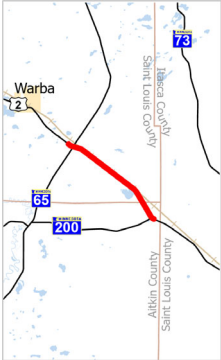
	Baseline Estimate	Current Estimate
Construction Letting:	18	10.7
Post Letting Construction Costs:	1.5	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	0.8
Construction Engineering:	1.2	0.8
Right of Way:	0	0.1
Total:	22.5	13.3

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

Bridge 31X14

State Project Number 3104-31X14(EP), 3104-62(EP), 3104-62

[Hwys 65, 2 Swan River Roundabout Project: Swan River Itasca County](#)

Resurfaces Hwy 2 from Hwy 65 to Hwy 200 and junction of Hwy 2 and Hwy 65 in Swan River. Constructs a roundabout, turn lanes and safety improvements and box culvert at Bruce Creek.

RECENT CHANGES & UPDATES

The design is at 90% complete and has been placed on hold in order to resolve engineering controls needed to mitigate contaminated ground water.

PROJECT HISTORY

The segment of TH 2 from TH 65 to TH 200 has been added to this project. The additional segment of TH 2 will be resurfaced to improve the ride quality and reduce the frequency of maintenance activities..

PROJECT RISKS

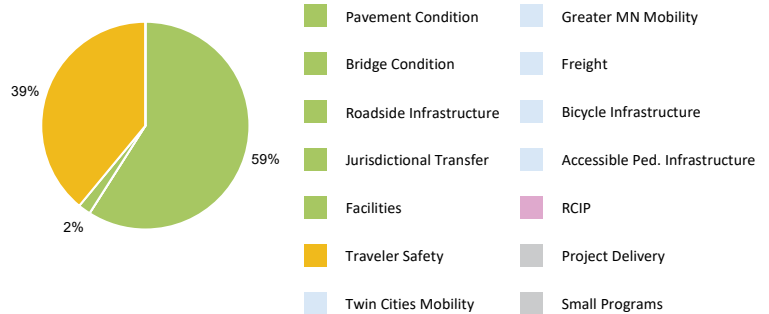
Risks include contaminated soil and water, utility relocations, right of way acquisition, business impacts, wetland impacts, public water impacts and snowmobile trail conflicts.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.2	8.2
Post Letting Construction Costs:	0.8	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	1.3	0.5
Right of Way:	0	0
Total:	11.2	10.3

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August of 2020. The current estimate was completed in July of 2022. Both estimates include costs for bituminous pavement reclamation, a box culvert and a roundabout. The current estimate includes some risk that contaminated material may be encountered.

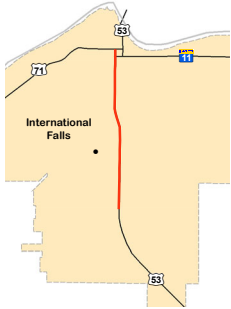
PROJECT SUMMARY

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 Hwy 11 from the east junction of Hwy 71 to the east junction of Hwy 53 in International Falls in Koochiching County



RECENT CHANGES & UPDATES

Construction was substantially completed in 2021 with final punchlist items completed in the 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

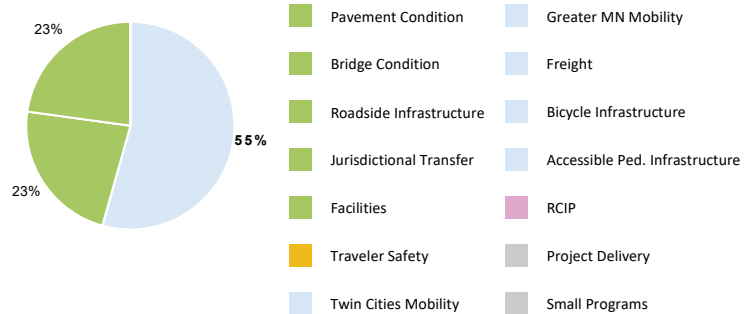
Risks include possible contaminated soils in International Falls, which could impact cost, this will continue through construction. There is a need for additional right of way or temporary rights to construct so that ADA improvements can be made, which could impact schedule. Maintaining access to business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

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	10/28/2019
Municipal Consent Approval Date:	10/7/2019
Geometric Layout Approval Date:	3/11/2019
Construction Limits Established Date:	3/11/2019
Original Letting Date:	10/25/2019
Current Letting Date:	5/19/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

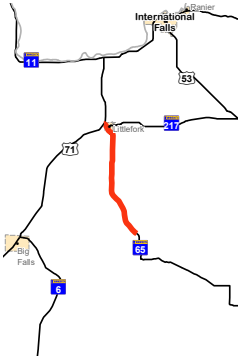
	Baseline Estimate	Current Estimate
Construction Letting:	5.3	17.3
Post Letting Construction Costs:	0.4	1.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.6
Construction Engineering:	0.4	1.1
Right of Way:	0.1	0.9
Total:	6.8	22.3

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 3609-41
 Project resurfaces Hwy 65 south of CSAH 8 to Hwy 71.

Substantially Complete

RECENT CHANGES & UPDATES

There are no new updates in 2022.

PROJECT HISTORY

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

PROJECT RISKS

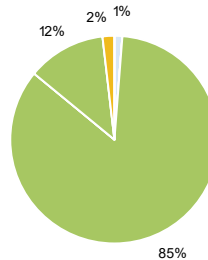
There are project delivery risks associated with environmental permitting, DNR and MPCA.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/25/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	7/24/2020
Current Letting Date:	5/21/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

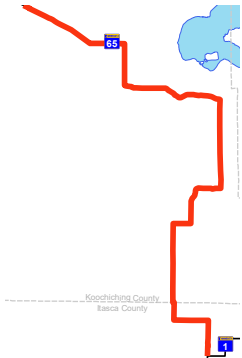
	Baseline Estimate	Current Estimate
Construction Letting:	4.5	2.8
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.1
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	5.7	3.3

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 May 2016. The current estimate is the actual construction letting amount. Both estimates include costs for bituminous resurfacing. Also included is the addition of new bituminous shoulders on a portion that only had gravel shoulders. The cost decrease is due to lower than expected bituminous prices.

PROJECT SUMMARY



MN 65

State Project Number 3609-42

[Hwy 65 resurfacing Project: Koochiching and Itasca Counties](#)

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

RECENT CHANGES & UPDATES

Construction was completed in October 2022

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. MnDOT could not secure right-of-way to do tree clearing, and it was removed from the project.

PROJECT RISKS

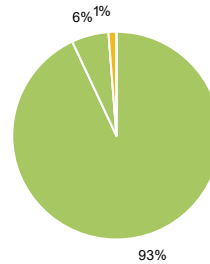
Construction is complete and no risks remain.

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:	6/3/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

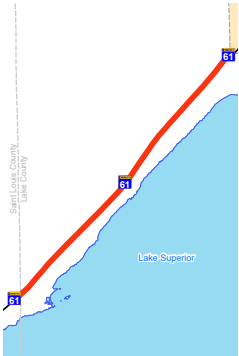
	Baseline Estimate	Current Estimate
Construction Letting:	12.4	8.7
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.5
Construction Engineering:	0.9	0.9
Right of Way:	0	0.1
Total:	15.6	11.2

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 estimate was prepared in April 2018. The project was let in June 2022. The current estimate is the actual construction letting amount. Both estimates include costs for bituminous resurfacing. The cost decrease is because the proposed fix was changed to a mill overlay.

PROJECT SUMMARY



MN 61

State Project Number 3804-61

Hwy 61 intersection safety improvements: St.Louis and Lake Counties

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is substantially complete.

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

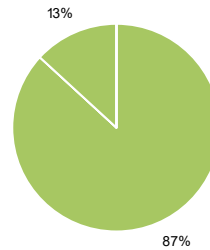
No significant risks have been identified.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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:	5.6	4.3
Post Letting Construction Costs:	0.5	0.3
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	5.6

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 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 Lake County Rd 61 to Park Rd.

RECENT CHANGES & UPDATES

The recommended alternative includes two roundabouts and realignment of the intersection at Park Road and will be presented at an open house in September 2022. The recommended alternative was developed after significant public and business engagement.

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 is nearing completion in fall 2022, and preliminary design will begin with layout development in late 2022 and municipal consent in early 2023.

PROJECT RISKS

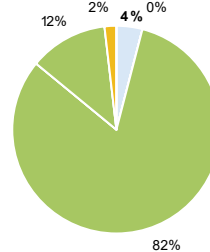
The planning level cost estimate is beyond what we can likely fund in FY 2025, and so the district has work to do to determine if the project limits should be reduced or if an alternate funding source will be sought. Recent and upcoming changes within the city of Two Harbors administration puts previous local support in jeopardy. Municipal consent is needed from the city. The city is planning to replace utilities with this project, and coordination and funding could impact project delivery.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	1/1/2025
Construction Season:	2024
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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:	6.4	12
Post Letting Construction Costs:	0.3	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.4
Construction Engineering:	0.5	1.1
Right of Way:	0	0.3
Total:	8	15.9

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 January 2021. The current estimates was created in July 2022. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The latest estimate includes cost for two roundabouts. 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

[Silver Creek and Stewart River Bridges: Lake County](#)

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

RECENT CHANGES & UPDATES

Construction is in progress. Construction on the new bridge is complete and open to traffic. Stream restoration, completion of bridge approaches, and frontage road is scheduled for Summer 2023..

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.

PROJECT RISKS

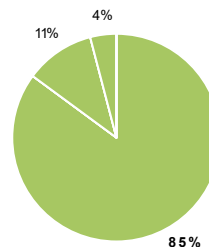
Risks include shallow bedrock and working in dedicated trout stream.

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

Bridge



- 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

State Project Number 3805-99

[Silver Creek and Stewart River Bridges: Lake County](#)

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

RECENT CHANGES & UPDATES

Construction is in progress. Construction on new bridge is complete and open to traffic. Rehabilitation of historic bridge and completion of approaches is scheduled for Summer 2023.

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

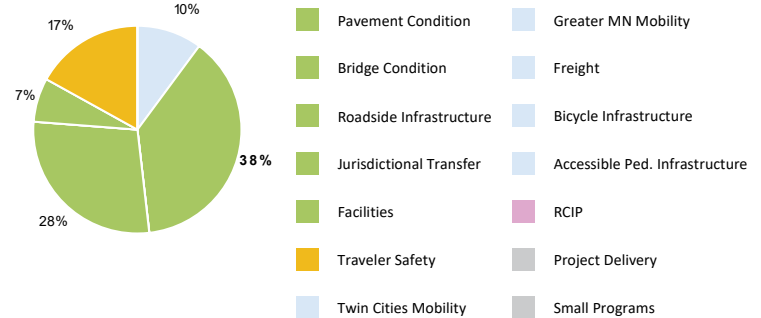
Risks include shallow bedrock and working in dedicated trout stream.

SCHEDULE

Date in which project entered the STIP:	2016
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:	October 2023

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

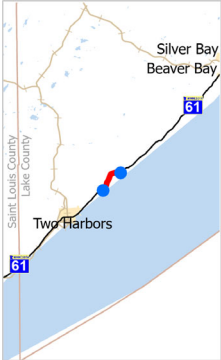
	Baseline Estimate	Current Estimate
Construction Letting:	5.2	6.4
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.3
Construction Engineering:	0.4	0.7
Right of Way:	0.2	0.1
Total:	6.8	8.7

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 walk on the historic bridge and extensive staging needed during construction to maintain two way traffic. .

PROJECT SUMMARY



MN 61

Bridge 38003; 38005

State Project 3805-106

[Hwy 61 Tunnel Lighting Projects](#)

Safety improvements and LED lighting at the Silver Creek Cliff and Lafayette Bluff Tunnels.

RECENT CHANGES & UPDATES

This project was removed from the STIP because of lack of funding and program adjustments.

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

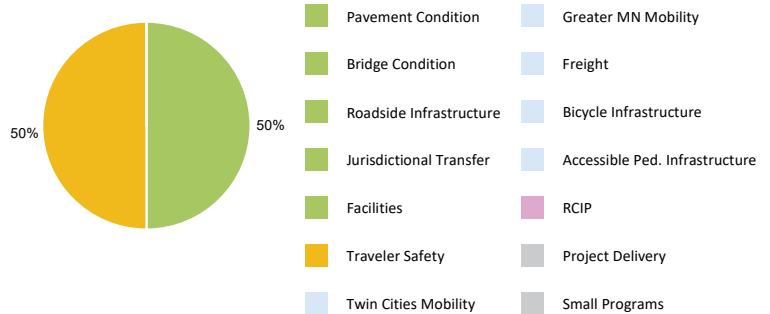
Traffic impacts during construction, material lead times, doing construction work in cold weather and under traffic.

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:	TBD
Construction Season:	TBD
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

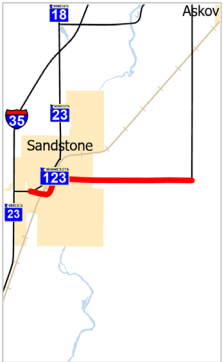
	Baseline Estimate	Current Estimate
Construction Letting:	4	4.6
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	5.1	5.9

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

[Hwy 123 Resurfacing: Sandstone](#)

On MN 123 in Sandstone from the junction of MN 23 to CSAH 30. Resurface the highway, add drainage improvements and pedestrian access improvements in Sandstone.

RECENT CHANGES & UPDATES

All work completed July 2022

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

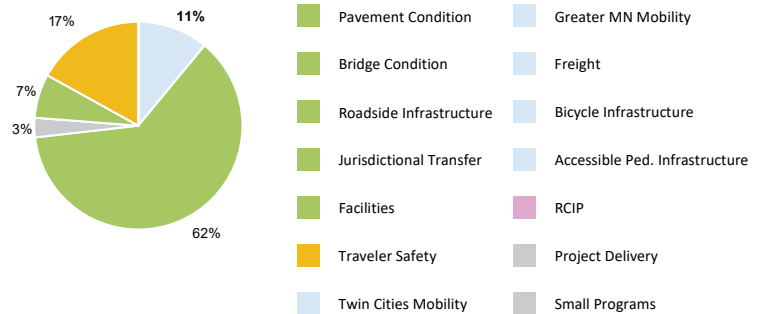
Large volume of right of way needs through Sandstone.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.5	3.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	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 being required for the project.

PROJECT SUMMARY



MN 23

State Project Number 5809-16

Resurface Hwy 23 from Sandstone to Askov and intersection lighting at junction of Hwy 18 and CR 61

RECENT CHANGES & UPDATES

This is a new project. A consultant has been hired to develop construction plans for pavement reconditioning, intersection revisions, culvert repair and lighting. The project is on schedule to deliver in December 2023.

PROJECT HISTORY

This section of TH 23 currently consists of a rural 2-lane bituminous roadway with variable width bituminous shoulders. Traffic volume ranges from 1,400 to 2,300 vehicles per day based on the 2020 traffic map. Existing bridges 99791 over I-35 has work under this contract to replace the end posts.

PROJECT RISKS

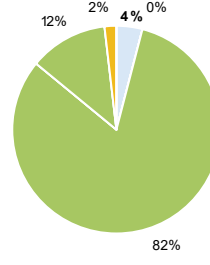
One of the existing culverts that will have work under this project to rebuild the culvert floor extends past MnDOT right of way on to Banning State Park property. If MnDOT needs to obtain a lease from DNR for long term maintenance under this project, it will cause a 4(f) and 6(f) impact and require MnDOT to replace the property taken.

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:	3/25/2022
Current Letting Date:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

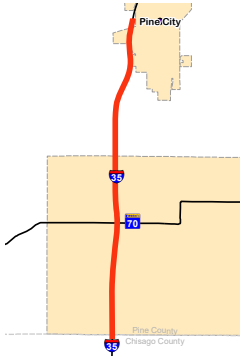
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	4.3
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.2
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	7.7	5.1

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 completed in April 2018. The current estimate was completed December 2021. Both estimates include costs for bituminous resurfacing, ADA improvements and hydraulic replacements.

PROJECT SUMMARY



I-35

State Project Number 5880-194

I-35 Snake River Bridge Replacement Project: Pine County

Replace the bridges at Hwy 70 and CR 7 over I-35 near Pine City

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

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

PROJECT HISTORY

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

PROJECT RISKS

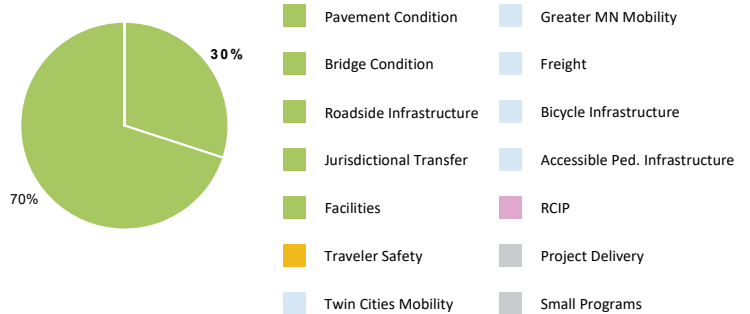
There are currently no outstanding risks on this project.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

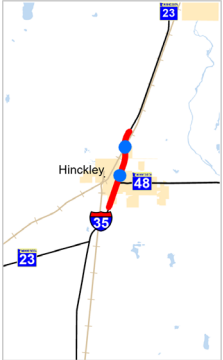
	Baseline Estimate	Current Estimate
Construction Letting:	32.8	24.2
Post Letting Construction Costs:	2.7	5.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	3.6	1.2
Construction Engineering:	2.4	1.6
Right of Way:	0	0
Total:	41.5	32.7

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 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 9785, 9787, 9788, 9789, 9790

State Project Number 5880-199, 5880-200

[Hinckley Bridge Replacements: Pine County](#)

On I-35 from south of the junction of Hwy 48 to just north of the junction of Hwy 48. Replace the pavement and four bridges on I-35 from one mile south to just north of Hwy 48 in Hinckley.

RECENT CHANGES & UPDATES

A consultant designer was hired in January 2022 to develop plans for the pavement reconstruction, which are currently at 30% design. The separate project to construction the median crossovers to be used for this project is nearing 30% plan completion and is expected to 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. Engagement with the public will continue throughout project development to alert the community, businesses, stakeholders and traveling public to anticipated traffic impacts during construction.

PROJECT RISKS

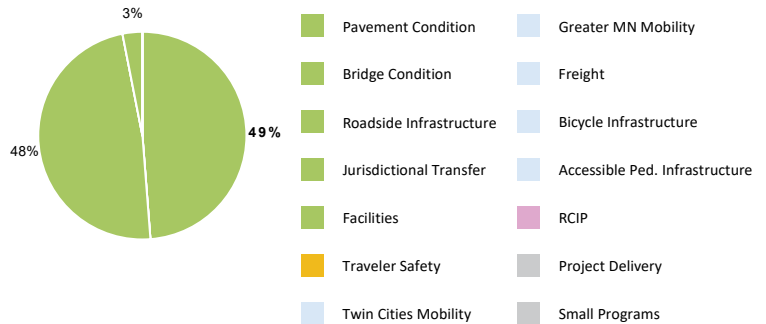
Changes to traffic staging to keep all the MN 48 ramps open during construction have caused delays and increased project costs, and could have an impact on delivering the project to construct the median crossovers in advance of the bridge reconstruction project.

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:	8/30/2022
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

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

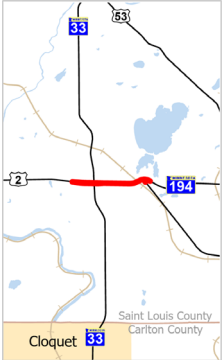
	Baseline Estimate	Current Estimate
Construction Letting:	28.1	26.8
Post Letting Construction Costs:	2	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.5
Construction Engineering:	2	2.4
Right of Way:	0	0
Total:	35.1	34.4

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was completed in March 2021. The Current Estimate was completed in July 2022. Both estimates include costs for four new bridges and new concrete pavement (unbonded overlay). The estimate also includes SP 5880-200, a project that was created prior to the main 5880-199 project. This project installs traffic cross overs. The price has decreased as the scope has evolved.

PROJECT SUMMARY



US 2

State Project Number 6908-61

[Hwy 194 and Hwy 2 roundabout: St. Louis County](#)

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 complete.

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

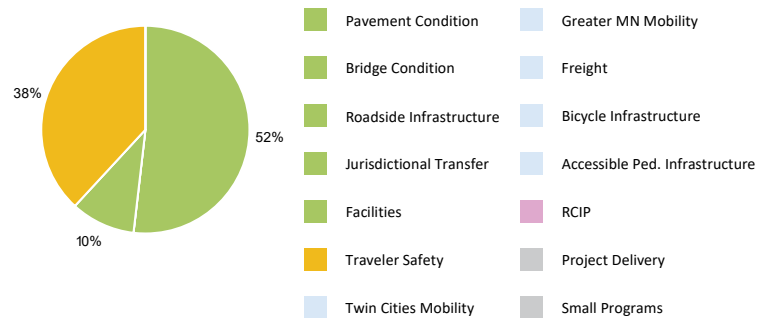
Right of way acquisition delays at roundabout, potential contamination at former gas station, staging of traffic through roundabout during construction, and coordination with railroad for work around RR bridge.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	8/26/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	1/6/2022
Construction Limits Established Date:	4/7/2022
Original Letting Date:	1/1/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

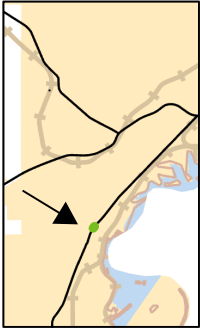
	Baseline Estimate	Current Estimate
Construction Letting:	6	5.6
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	7.5	7

Construction cost 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 June 2022. The baseline was completed in June 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. The letting costs include St Louis County participation for their leg of the roundabout.

PROJECT SUMMARY



MN 23
 State Project Number 6910-103, 6910-102
 Culvert improvements at Gegebic Creek in Duluth

RECENT CHANGES & UPDATES

Project letting date was changed to 10/28/2022. Final Design will begin in December 2021 and continue into the spring 2022.

PROJECT HISTORY

The Gogebic Creek culvert replacement is located beneath Highway 23 and the Willard Munger State Trail in St. Louis County. Project letting changes are due to balancing of funds within the District and difficulties establishing required area for access/construction because of the complex terrain.

PROJECT RISKS

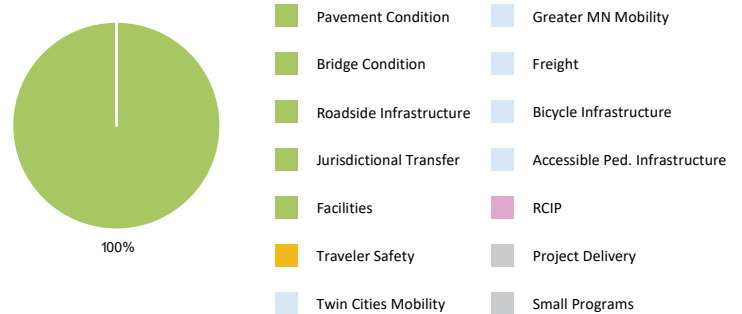
Utility design and coordination

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	7/20/2021
Municipal Consent Approval Date:	10/27/2021
Geometric Layout Approval Date:	6/9/2020
Construction Limits Established Date:	10/26/2021
Original Letting Date:	8/28/2020
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	August 2023

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

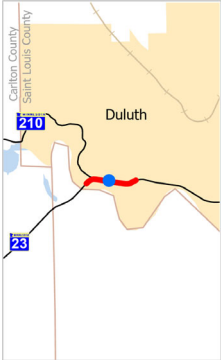
	Baseline Estimate	Current Estimate
Construction Letting:	2.9	2.9
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	4.4	4.4

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 was completed in June 2017. The current estimate was completed in June 2022. Both estimates include costs for replacing drainage culverts. The letting cost includes work for the City of Duluth and DNR for pipes needing replacement on their right of way.

PROJECT SUMMARY



MN 23

Bridge 5757

State Project Number 6910-109

[Mission Creek Bridge replacement and Hwy 23 reconstruction: St Louis County](#)

Hwy 23 in Duluth, reconstruct roadway from St Louis River to east of 121st St., in the Fond du Lac neighborhood of Duluth. Construct a new bridge over Mission Creek.

RECENT CHANGES & UPDATES

Project scope has been completed. A design consultant has been acquired, the final geometric layout is being submitted for signatures and the 30% design is under way. Continued coordination with stakeholders is ongoing.

PROJECT HISTORY

The waterway opening of bridge 5757 is too small to pass accumulations of debris. In 2012, flooding of Mission Creek caused the waterway opening to plug up with trees, roots and debris. A project to replace bridge 5757 was designed and construction started in 2017. During construction, a historic cemetery was inadvertently disturbed. Cemetery recovery efforts were completed in November 2021, and reburial took place in August of 2022.

PROJECT RISKS

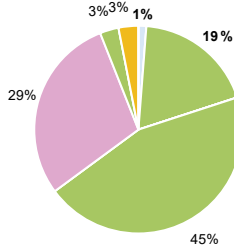
Risks include flooding until the bridge is replaced, continued burial disturbances during construction, right of way acquisition, contamination from previous development and failure to acquire clearances needed to demolish a historic bridge.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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:	5.1	6.0
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	6.8
Preliminary Engineering:	0.5	1.0
Construction Engineering:	0.4	0.6
Right of Way:	0.4	0.6
Total:	6.8	21.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August 2020. The current estimate was completed in July 2022. Both estimates include costs for new bituminous roadway, ADA Access and one new bridge. The project estimate has increased because project length was increased. The other construction elements cost of \$6.8 million dollars was added for tribal monitoring of the excavated soils.

PROJECT SUMMARY



MN 37

State Project Number 6914-19

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed October 2021

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

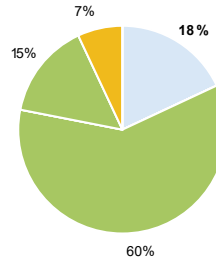
Coordination with Gilbert to include its utilities into the plan set. Temporary easement needs throughout the project area. Contaminated materials located within the project limits.

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:	Not Needed
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



- 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:	5.4	5.8
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0.4
Total:	6.9	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

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

SUBSTANTIALLY COMPLETE

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

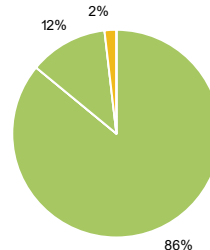
Mitigation for identified areas of blowing and drifting snow, Munger Shaw road intersection revisions, and coordination ongoing with St. Louis County Projects

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	1/4/2021
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

Pavement Condition



- 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)

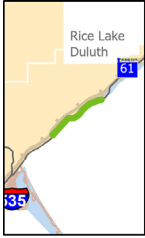
	Baseline Estimate	Current Estimate
Construction Letting:	9.7	8.9
Post Letting Construction Costs:	0.7	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.5
Construction Engineering:	0.8	0.3
Right of Way:	0	0
Total:	12.4	10.7

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

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. The lower cost is due to the project receiving lower bid prices and lower engineering costs.

PROJECT SUMMARY



MN 61

State Project Number 6925-145

[London Road/Hwy 61 Improvements: St.Louis County](#)

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

RECENT CHANGES & UPDATES

Final proposed project scope has been developed. Design consultant is on board. Preliminary design is in progress. Public engagement is ongoing.

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

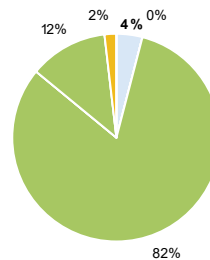
Risks include right of way acquisition, tight design schedule, and traffic impacts.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	May 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

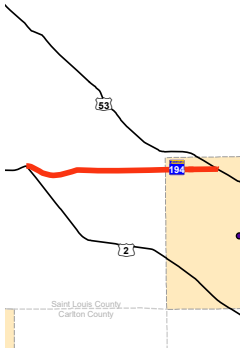
	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	8.3	16.8
Post Letting Construction Costs:	0.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.8
Construction Engineering:	0.6	1.5
Right of Way:	0.2	3
Total:	10.3	24.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2021. The current estimate was completed in December 2021. The estimates include pavement resurfacing, hydraulics and other road improvements, including two roundabouts. The letting amount includes City of Duluth funding for their legs of the roundabouts. The project cost is expected to change as more information is gathered for the scope.

PROJECT SUMMARY



MN 194

State Project Number 6932-14, 6916-113

[Hwy 194 RCUT and roundabout: St. Louis County](#)

Repave highway 194 from Highway 2 to Highway 53 and construct roundabout at CR13, Midway road.

RECENT CHANGES & UPDATES

Construction started June of 2022 and will be completed in October of 2022.

PROJECT HISTORY

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

PROJECT RISKS

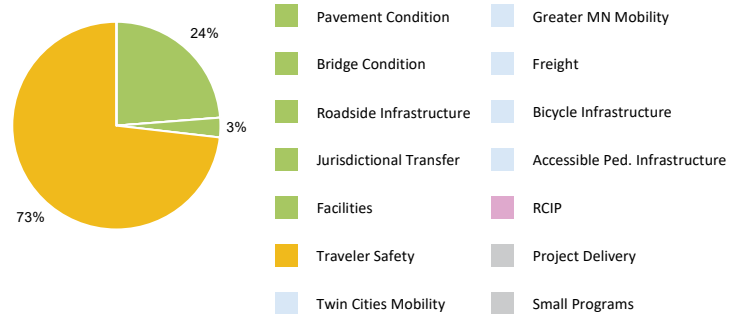
Public's reaction to intersection changes and right of way needs.

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:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.9	6.8
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.2
Construction Engineering:	0.3	0.6
Right of Way:	0	0.1
Total:	5	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 completed in January 2018. The current estimate is the actual construction letting amount. 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, 69076

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 and rehabilitate 3 bridges .

RECENT CHANGES & UPDATES

Scoping was completed in spring of 2021. Final design started in August of 2022 and will continue for the next year. Continued coordination with local agencies.

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

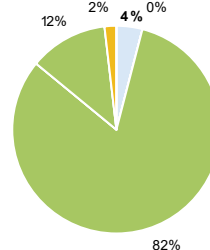
Impacts due to bridge work, tree removal, local cost participation, and inflation.

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:	9/8/2020
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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)

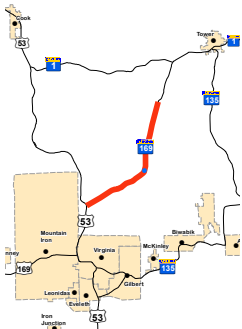
	Baseline Estimate	Current Estimate
Construction Letting:	17	18
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2.1
Construction Engineering:	1.3	1.5
Right of Way:	0	0
Total:	20.6	23.1

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

The baseline was completed in October of 2020. The current estimate was completed in August of 2022. Both estimates include costs for bituminous pavement replacement, bridge rehabilitation, and pedestrian accessibility improvements. The cost estimate has increased as the scope is being refined. The higher cost of bituminous has also driven up the estimate

PROJECT SUMMARY



MN 169
 Bridge 69088
 State Project Number 6936-19
 Resurface the highway from jct of Highway 53 to south of CR 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

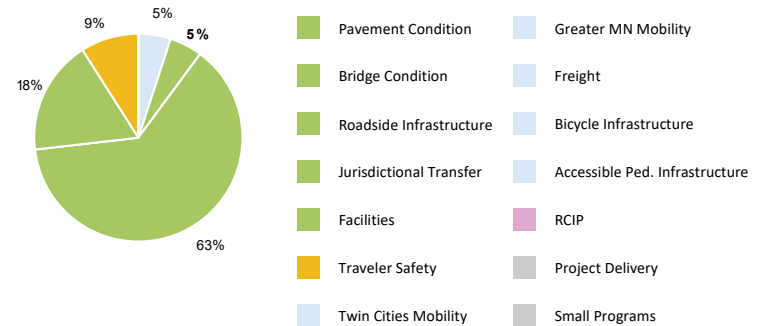
Construction was completed in December 2020 and no risks remain.

SCHEDULE

Date in which project entered the STIP:	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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

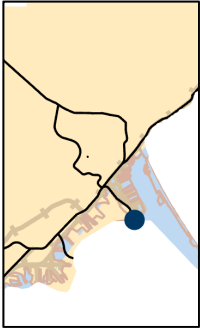
	Baseline Estimate	Current Estimate
Construction Letting:	5.5	4
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.4
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	7.1	4.9

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

COST ESTIMATE ASSUMPTIONS

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



I-535

Bridge 9030

State Project Number 6981-27

[Blatnik Bridge Maintenance](#)

Repair the Blatnik Bridge between Duluth and Superior over the St. Louis River in St. Louis County

RECENT CHANGES & UPDATES

Northland Constructors was selected as the prime contractor. Work started 5/31/22. Construction is ongoing and ahead of schedule. Scope of the concrete repairs was adjusted in the field as required repairs were determined to be less than originally estimated.

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

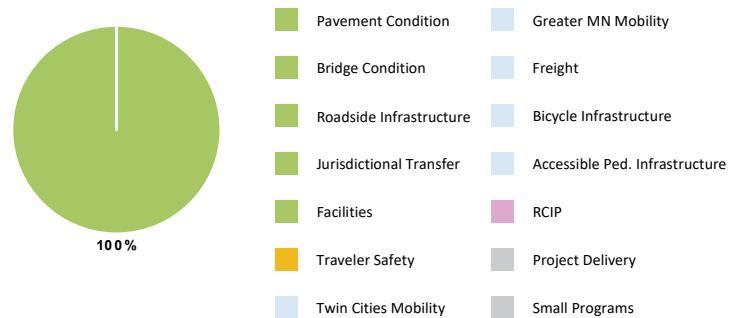
Little to no risk left in this project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	9/16/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/28/2022
Current Letting Date:	2/9/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	8.6	6.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.4
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	10.6	8.2

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

COST ESTIMATE ASSUMPTIONS

The baseline cost estimate was prepared in April 2015 prior to scoping. The estimate included costs for bridge painting. The current estimate is the actual construction letting amount. The cost decrease is due to the decision that a major replacement will be happening in 2028. 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

Bridges 69x19, 69902, 69903, 69904, 69905, 69906, 69909, 69910, 69139, 69139A, 69139B, 69139C, 69139D, 69139E, 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, I-535, Hwy 53 Twin Ports Interchange: Duluth

I-35 in Duluth. This is all work packages for Twin Ports Interchange construction. The project constructs bridges, retaining walls, and makes drainage improvements.

RECENT CHANGES & UPDATES

2022: Significant progress has been made this year. The project is on schedule and within budget. Miller/Coffee Creek relocation is complete, and significant progress has been made on bridges 69002/03/04/05 and Walls K, L, M, N and O. Ground improvements are complete for this year as is concrete paving. Traffic was shifted to the new northbound side of I-35 this season and reconstruction started on the southbound side of I-35. Note: Work Packages 3 and 4 (TH 53 bridges and 535/ Garfield interchange) were added back into the TPI project in a July 2022 bid letting. The contract amount is \$158.8 million, and it has been added to the current Construction Letting amount below.

PROJECT HISTORY

2021: 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. Work Packages 3 (S.P. 6915-138) and 4 (S.P. 6980-62) have been added to the construction with a letting date of 7/15/2022. Construction is anticipated to be complete in 2025.

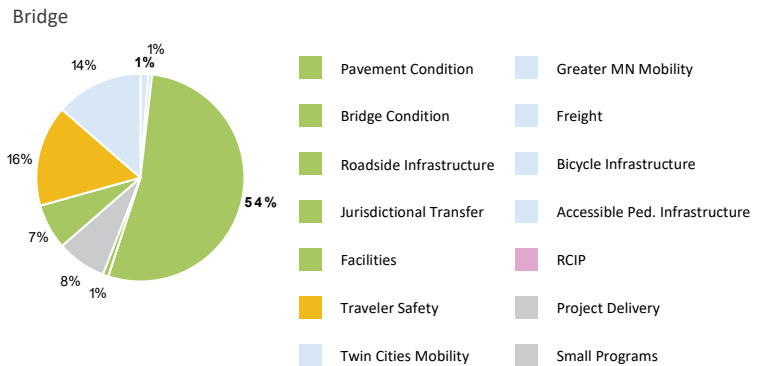
PROJECT RISKS

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

	WP 1 & 2	WP 3 & 4
Date in which project entered the STIP:	2018	2022
Environmental Document Approval Date:	2/12/2019	2/12/2019
Municipal Consent Approval Date:	12/16/2019	12/16/2019
Geometric Layout Approval Date:	11/27/2018	11/27/2018
Construction Limits Established Date:	1/31/2019	1/31/2019
Original Letting Date:	11/20/2020	11/20/2022
Current Letting Date:	9/11/2020	7/15/2022
Construction Season:	2019-2024	2019-2025
Estimated Substantial Completion:	November 2023	November 2024

PRIMARY INVESTMENT CATEGORY



TOTAL PROJECT COST ESTIMATE (MILLIONS)

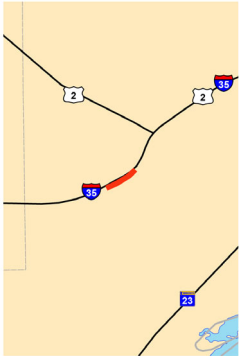
	Baseline Estimate	Current Estimate
Construction Letting:	230	438.0
Post Letting Construction Costs:	16.5	17.4
Other Construction Elements:	10.1	19.0
Preliminary Engineering:	32.5	45.6
Construction Engineering:	9.6	18.4
Right of Way:	0.3	3.1
Total:	299	540.5

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 includes the actual construction letting amount for 6982-328, 6933-100, 6915-137, Pkg 1, Pkg 2, and 6915-138 (Pkg 3) and 6980-62 (Pkg 4). 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.

PROJECT SUMMARY



I-35

State Project Number 6982-335

On I-35 from just south of the junction with US 2 to just south of the junction with US 2. In Duluth, Thompson Hill Rest Area repairs.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction occurred during the summer of 2021 and was completed November 2021.

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. 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 RISKS

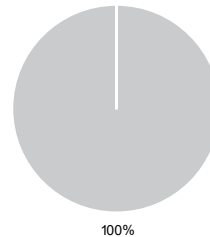
Shallow bedrock in some areas. Encountering bedrock could increase the overall construction cost. There are many needs at the rest area. The current budget doesn't allow for all of the needs to be addressed.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/5/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/25/2020
Construction Limits Established Date:	11/25/2020
Original Letting Date:	1/1/2021
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	August 2021

PRIMARY INVESTMENT CATEGORY

Small Programs



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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

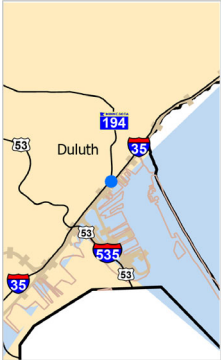
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	2.7
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.8	0.2
Right of Way:	0	0
Total:	5.1	3.5

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

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
 I-35 in Duluth, repair bridges over Mesaba Ave.

RECENT CHANGES & UPDATES

Project scoping is complete and moving into final design during the fall of 2022. Project is now tied to a cold in-place recycle project the same year, on the same interstate.

PROJECT HISTORY

District 1 received special funding to resurface two interstate bridges.

PROJECT RISKS

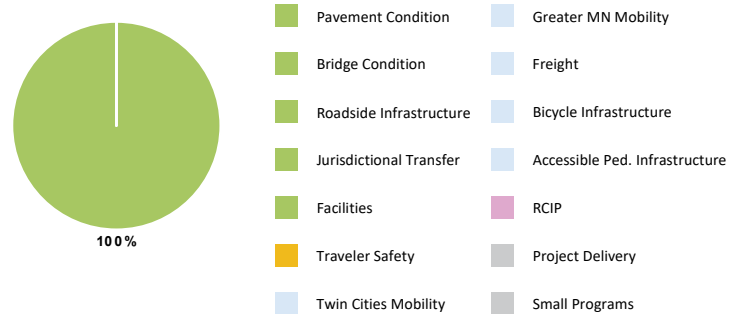
Traffic impacts and construction staging

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:	1/1/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

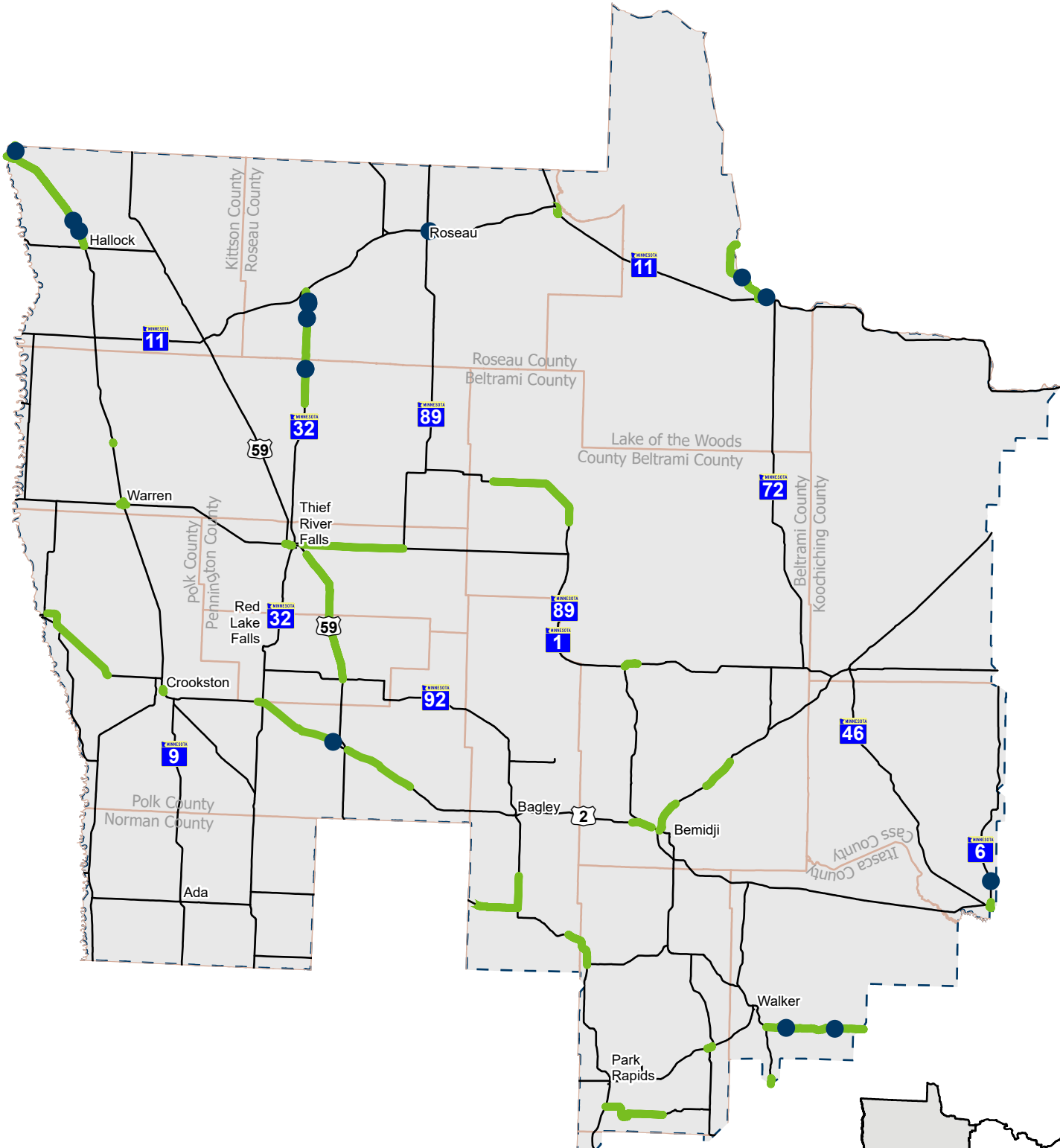
	Baseline Estimate	Current Estimate
Construction Letting:	7.5	9.2
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.8	0.9
Right of Way:	0	0
Total:	9.1	11.1

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

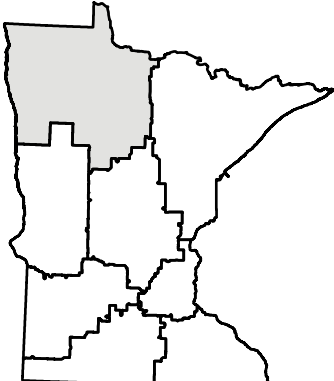
The baseline estimate was completed in April 2021. The current cost was completed in September 2022. Both estimates include costs for bridge rehabilitation. The cost has increased as the scope is becoming more defined.

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.	✓	1st	B1	117
US 2	0406-67, 0406-62	Access management improvements on Hwy 2 between Wilton and Beltrami CR 9 in Bemidji	✓	1st	B2	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	0410-51	Resurface Hwy 71 between Beltrami CR 23/CR 21 and Tenstrike			B4	120
MN 89	0415-17, 4508-34	Resurface Hwy 89 between Beltrami CR 705 and 6 miles west of Hwy 1			B5	121
US 2	1102-70	Resurface Hwy 2 between Bena and Ball Club	✓	1st	B6	122
MN 200	1106-15	On MN 200 from MN 371 to MN 84 in Cass County	✓	1st	B7	123
MN 371	1118-22	Reconstruct 1 mile of Hwy 371 in Hackensack			B8	124
MN 200	1504-15	On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County	✓	1st	B9	125
MN 200	1505-25	On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County			B10	126
MN 92	1506-41	On MN 92 from CSAH 35 to MN 200 in Clearwater County			B11	127
MN 34	2902-44	Reconstruct Hwy 34 in Akeley			B12	128
MN 87	2909-17	Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard			B13	129
MN 87	2909-20	Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard			B14	130
MN 6	3107-49	Urban reconstruct on Hwy 6 and Hwy 2 in Deer River, replace culvert north of Deer River	✓	2nd	B15	131
US 75	3509-26	Resurface and pedestrian improvements on Hwy 75 and Hwy 175 in Hallock			B16	132
US 75	3509-28	On US 75 from Bridge 35007 to US 75 in Kittson County.			B17	133
MN 172	3904-24	Resurface Hwy 172; replace 2 culverts between Baudette and Wheeler's Point	✓	2nd	B18	134
MN 72	3905-09	On MN 72 replace Bridge 39016 over the Rainy River in Baudette.	✓	1st	B19	135
MN 72	3905-10	Resurface Hwy 72 between Baudette and the Canadian border			B20	136
MN 1	4501-49	Resurface and pedestrian improvements on Hwy 1 and Hwy 75 in Warren, and Hwy 75 in Argyle	✓	2nd	B21	137
MN 32	4504-45X21EP, 4504-19	Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona			B22	138
MN 1	4509-05	Refurbish Hwy 1 bridge over the Red River in Oslo			B23	139
MN 1	5701-31	On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.	✓	1st	B24	140
MN 1	5702-47	On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.	✓	1st	B25	141

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 59	5705-61EP, 5705-61, 5705-63	Resurface Hwy 59 between Pennington and Thief River Falls; roundabout at the intersection of Hwy 59 and CR 3			B26	142
US 2	6001-61	On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.	✓	1st	B27	143
US 2	6002-76	Improve pedestrian safety in Crookston			B28	144
US 2	6004-26	On US 2 from west of MN 32 to west of US 59 in Polk County.	✓	1st	B29	145
US 2	6005-68	On US 2 from east of US 59 to western limits of Fosston in Polk County.			B30	146
MN 11	6803-40	Resurface Hwy 11, improve pedestrian accessibility, add roundabouts at intersections			B31	147
MN 11	6803-46	Street in Warroad and replace bridge over the Warroad River			B32	148

PROJECT SUMMARY



MN 1

State Project Number 0404-38

Reconstruct Hwy 1 between Hwy 89 and Red Lake

SUBSTANTIALLY COMPLETE

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

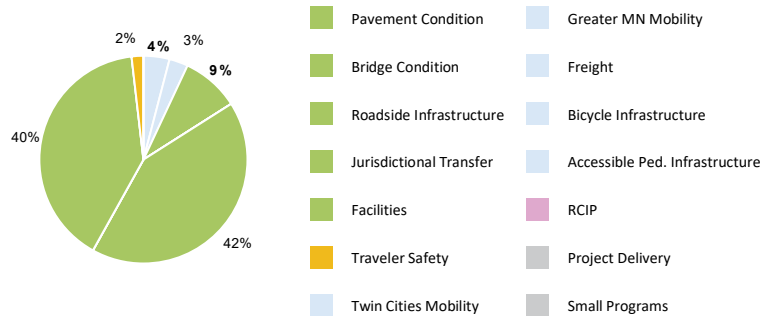
Pedestrian and bike facilities have the potential of being built off the permitted easement.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	5
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.4
Construction Engineering:	0.36	0.36
Right of Way:	0	0
Total:	6.4	6.7

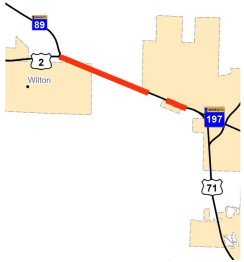
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

There was 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 2



State Project Number 0406-67, 0406-62

Access management improvements on Hwy 2 between Wilton and Beltrami CR 9 in Bemidji

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed.

PROJECT HISTORY

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

PROJECT RISKS

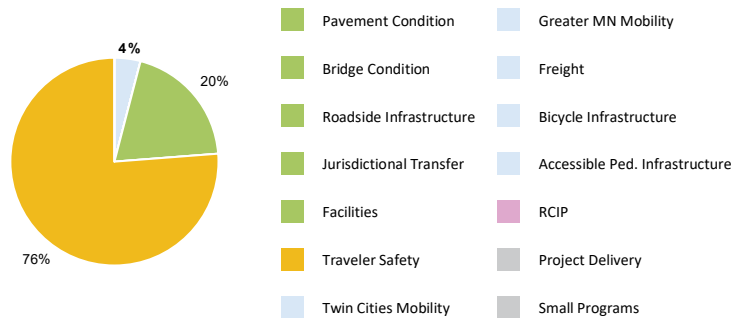
Local governing agency's familiarity with the alternative intersections (RCI).

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/19/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	10/1/2020
Construction Limits Established Date:	8/1/2020
Original Letting Date:	9/25/2020
Current Letting Date:	2/26/2021
Construction Season:	2019-2021
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

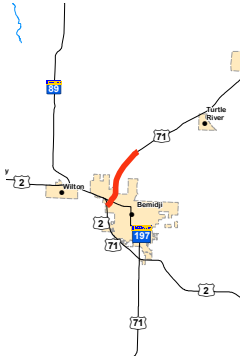
	Baseline Estimate	Current Estimate
Construction Letting:	4.3	3.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	5.2	4.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in July 2020. The current estimate reflects the actual bid amount and project costs.

PROJECT SUMMARY



US 71

State Project Number 0410-50

[Hwy 71 -Safety Improvements in Bemidji](#)

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

RECENT CHANGES & UPDATES

This project has been constructed

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

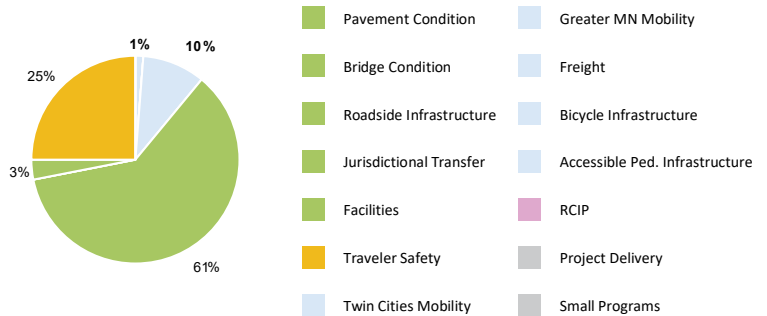
High volume corridor. Critical connection to hospital and for commuters north of Bemidji. Beltrami County is proposing to reclaim an alternative route (CSAH 15) in the same construction year.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	7/22/2021
Municipal Consent Approval Date:	4/5/2021
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

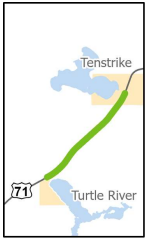
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	16.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.54	2.1
Construction Engineering:	0.36	0.5
Right of Way:	0	0.8
Total:	5.7	20.4

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

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 current estimate is the actual cost based on bid letting and actual project costs 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 0410-51
 Resurface Hwy 71 between Beltrami CR 23/CR 21 and Tenstrike

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2026 of the 2023-2026 STIP.

PROJECT HISTORY

US 71 between Turtle River and Tenstrike is a principal arterial route receiving approximately 3,350 vehicles per day. The ride quality index will be nearing poor condition by 2026. This section of roadway has a higher than normal maintenance need due to adverse transverse cracks and a poor subgrade. During scoping, it was determined a preservation project would not address the deficiencies and a reconstruction with new pavement structure is necessary.

PROJECT RISKS

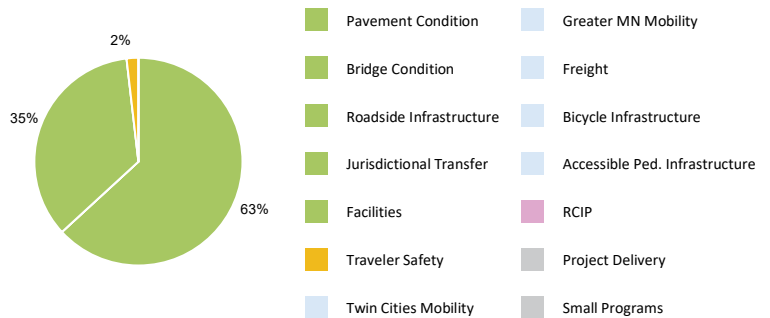
The poor subgrade presents risk that will be further analyzed in the development of the project. The poor subgrade could complicate the assumption of building back as it is today to meet current design standards.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	7/11/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	2/24/2023
Original Letting Date:	12/5/2025
Current Letting Date:	12/5/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

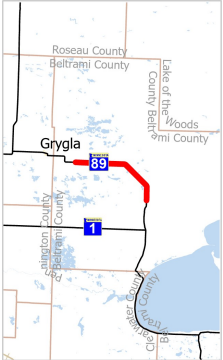
	Baseline Estimate	Current Estimate
Construction Letting:	9.7	9.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	1.8	1.8
Right of Way:	0	0
Total:	13.2	13.2

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 was developed based on 2021 historical cost data and uses an inflation factor tied to the midpoint of the 2026 construction season.

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

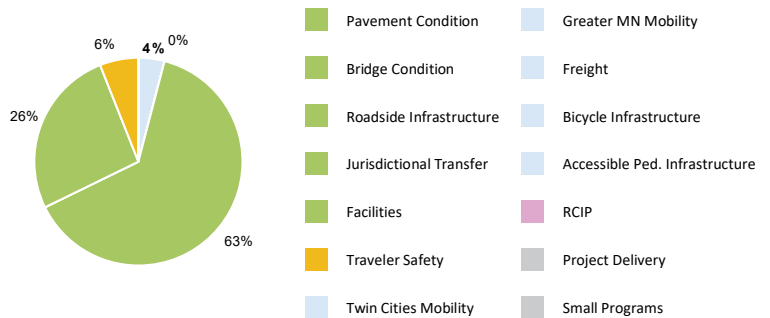
Steep in slopes in various locations, variable existing driving lane cross slopes.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	5.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.7
Construction Engineering:	0.3	1.1
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 between the baseline and current estimate 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



US 2
 State Project Number 1102-70
 Resurface Hwy 2 between Bena and Ball Club

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was advanced to 2020 construction and is complete.

PROJECT HISTORY

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

PROJECT RISKS

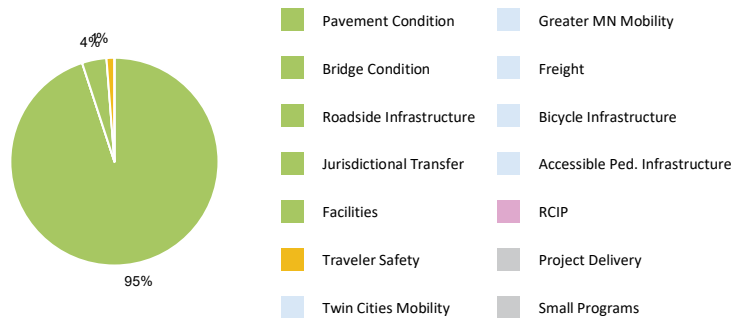
This project includes funding from ATP-1, ATP-2 and ATP-3.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/17/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/13/2018
Original Letting Date:	11/19/2021
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	3.7
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.1
Construction Engineering:	0.4	0.2
Right of Way:	0	0
Total:	7.3	4.3

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

COST ESTIMATE ASSUMPTIONS

This project is programmed to be an ELLA, so the TPCE was developed for construction to take place in 2020. The current estimate reflects the awarded bid price.

PROJECT SUMMARY



MN 200

Bridge 11X06, 11X07

State Project Number 1106-15

Resurface Hwy 200 between Hwy 371 and Hwy 84, and replace 2 culverts at Cedar Creek and Bag Creek

SUBSTANTIALLY COMPLETE

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

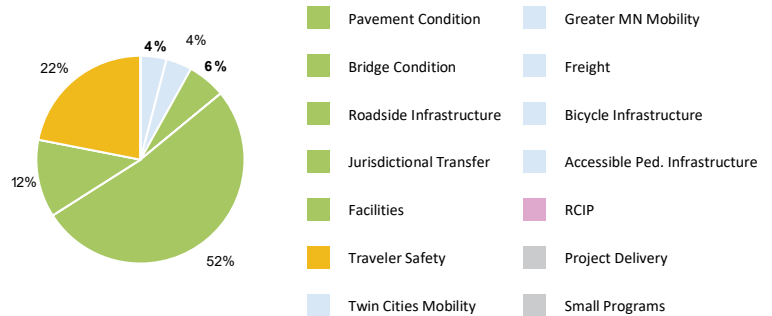
The project is lengthy and there may be local and recreational traffic impacts. Road conditions may degrade and increase project duration or cost. The project requires additional coordination with the Leech Lake Band of Ojibwe and Chippewa National Forest

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:	11/20/2020
Current Letting Date:	11/20/2020
Construction Season:	2021
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

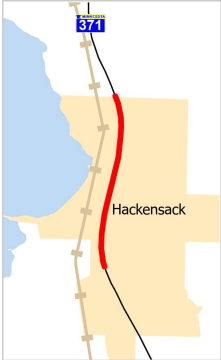
	Baseline Estimate	Current Estimate
Construction Letting:	7.1	10.6
Post Letting Construction Costs:	0.3	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.3
Construction Engineering:	0.52	0.6
Right of Way:	0	0.1
Total:	8.7	13.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 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 Corridor Study: Hackensack](#)

Reconstruct 1 mile of Hwy 371 in Hackensack

RECENT CHANGES & UPDATES

There are no recent changes or updates to this project. It is on schedule.

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

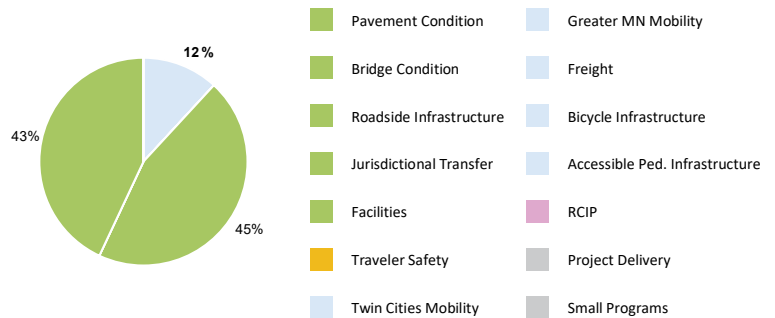
Permanent right of way will need to be acquired at the proposed roundabout location and temporary easements are needed along the corridor to construct the new section and accommodate traffic during construction.

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

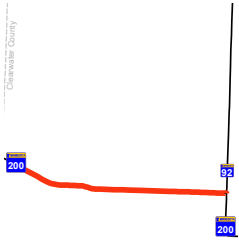
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	6.9
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.3
Construction Engineering:	0.4	0.6
Right of Way:	0	0.1
Total:	7	9.3

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

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

[Hwy 200 Mahnomen to Roy Lake](#)

Resurface Hwy 200 between Roy Lake and Zerkel

SUBSTANTIALLY COMPLETE

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

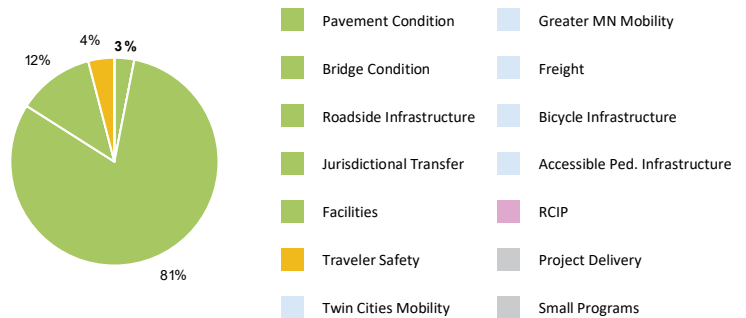
Wetland Proximity

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:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

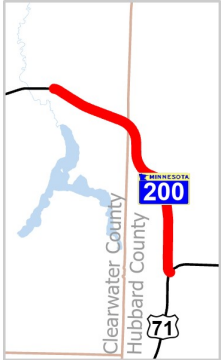
	Baseline Estimate	Current Estimate
Construction Letting:	3.9	4.7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	4.8	5.6

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

COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used 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 was added to 2025 of 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

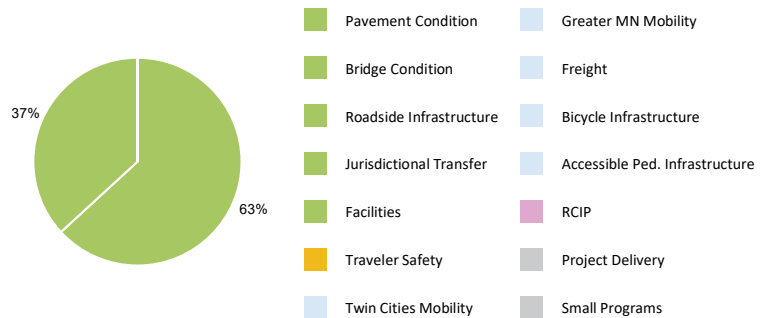
Current project risks include tree clearing coordination through Itasca State Park and changes necessary to improve or remove existing guardrail.

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:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.1	3.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.5
Construction Engineering:	0.2	0.7
Right of Way:	0	0
Total:	4.7	4.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in 2019 using average bid prices from 2018. The current estimate was developed in 2021 using average bid prices from 2020 with an inflation factor assuming mid point of 2025 construction.

PROJECT SUMMARY



MN 92

State Project Number 1506-41

[Hwy 92: Zerkel](#)

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

RECENT CHANGES & UPDATES

This project has been constructed

PROJECT HISTORY

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

PROJECT RISKS

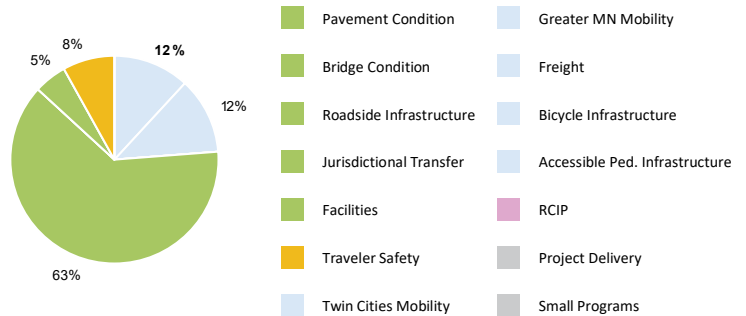
This project contains a fair amount of contaminated soil, blowing and drifting snow, and homes are extremely close to proposed right-of-way line.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/18/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/1/2022
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

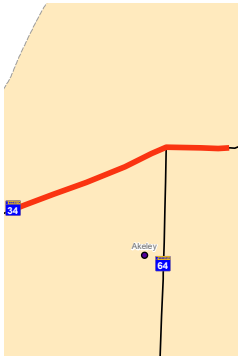
	Baseline Estimate	Current Estimate
Construction Letting:	6.7	7.3
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0.2
Total:	8.2	9

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

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

PROJECT SUMMARY



MN 34
 State Project Number 2902-44
[Hwy 34: Akeley](#)
 Reconstruct Hwy 34 in Akeley

RECENT CHANGES & UPDATES

The preferred design alternative of a realignment of the intersection of TH 64 and TH 34 was chosen over a roundabout. We are almost finished up with a subsurface utility engineering contract to get the utilities in Akeley mapped.

PROJECT HISTORY

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

PROJECT RISKS

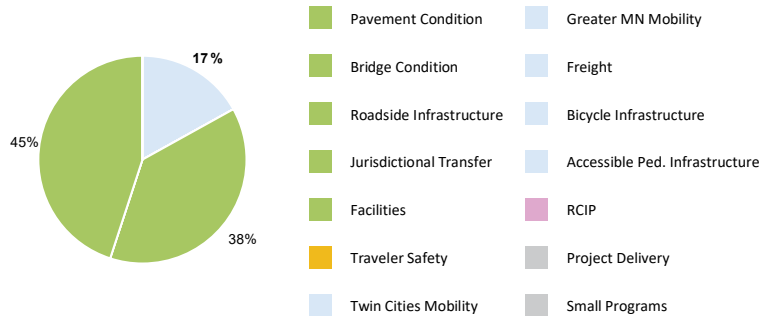
Project will require municipal consent.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/4/2022
Municipal Consent Approval Date:	9/9/2021
Geometric Layout Approval Date:	4/21/2021
Construction Limits Established Date:	7/21/2021
Original Letting Date:	2/25/2022
Current Letting Date:	3/24/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

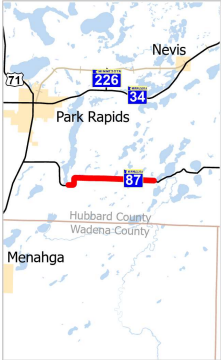
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	3.8
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.7
Right of Way:	0	0
Total:	5.6	5.2

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

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

PROJECT SUMMARY



MN 87

State Project Number 2909-17

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

RECENT CHANGES & UPDATES

Project development has continued and right of way impacts and solutions are being investigated.

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

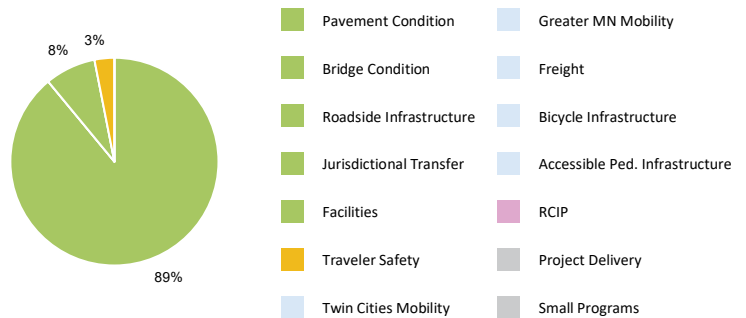
Right of way will have to be established throughout this corridor and property impacts may occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	8/29/2022
Construction Limits Established Date:	8/29/2022
Original Letting Date:	11/17/2023
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

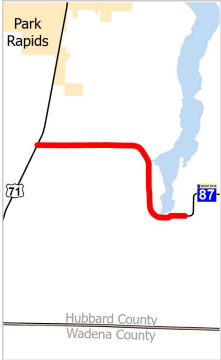
	Baseline Estimate	Current Estimate
Construction Letting:	10	9.2
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.2
Construction Engineering:	0.8	1.7
Right of Way:	0	2.5
Total:	12.4	15.1

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

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, increasing cost 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

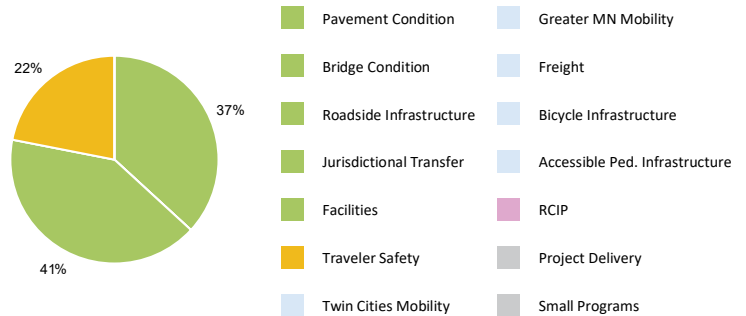
The replacement of the Long Lake box culvert requires contingency related to engineered sheeting and staging. Right of way costs are anticipated due to the relocation of the existing DNR dam and relocation of power lines along the western portion of the project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	5/9/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	9/27/2024
Current Letting Date:	9/27/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

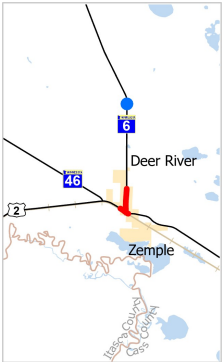
	Baseline Estimate	Current Estimate
Construction Letting:	7.9	7.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	1.4	1.4
Right of Way:	0.8	0.8
Total:	11.4	11.4

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

COST ESTIMATE ASSUMPTIONS

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 upscooped 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

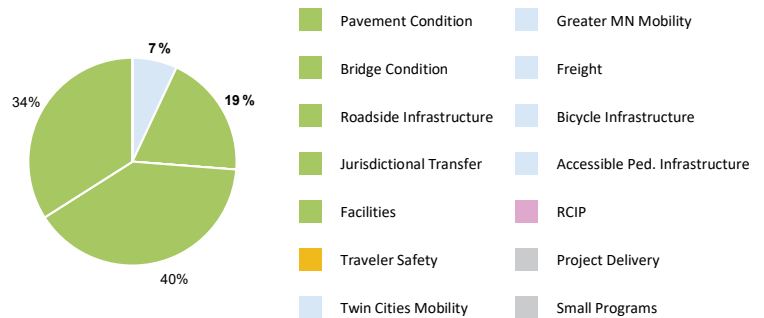
Hwy 6 contained a large quantity of contaminated materials.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

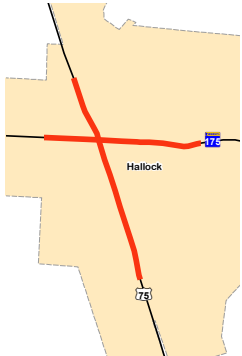
	Baseline Estimate	Current Estimate
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.5
Construction Engineering:	0.2	0.3
Right of Way:	0	0.1
Total:	5.8	6.5

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.

PROJECT SUMMARY



US 75

State Project Number 3509-26

Resurface and pedestrian improvements on Hwy 75 and Hwy 175 in Hallock

RECENT CHANGES & UPDATES

This project has been constructed

PROJECT HISTORY

The existing pedestrian facilities are not in compliance with the Americans with Disabilities Act (ADA) of 1990. The pavement is due for a mill and overlay resurfacing to extend the life of the pavement. A 4 foot curb shift was made to accommodate ADA.

PROJECT RISKS

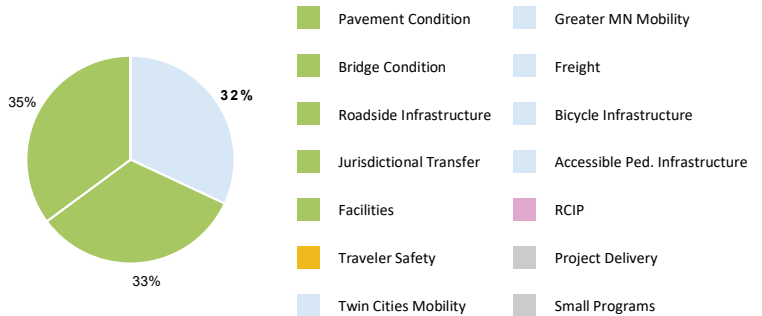
Hallock has limited support for a narrower highway width.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/1/2019
Construction Limits Established Date:	9/19/2019
Original Letting Date:	2/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.1	3.4
Post Letting Construction Costs:	0.2	0
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.4	1.1
Construction Engineering:	0.3	0.4
Right of Way:	0	0.3
Total:	5	5.7

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

COST ESTIMATE ASSUMPTIONS

Current estimate reflects the actual bid amount and construction costs.

PROJECT SUMMARY

US 75

Bridge 1208, 1707, 2675

State Project Number 3509-28

[Hwy 75 Hallock ADA improvements and resurfacing between Hallock and Canada](#)

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

This project was delayed from a spring 2022 letting to a fall 2022 letting due to inability to obtain box culverts necessary to complete the project.

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

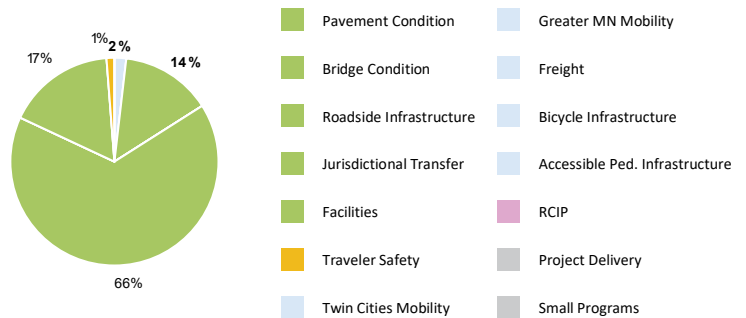
No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	7/18/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	5/19/2022
Original Letting Date:	3/25/2022
Current Letting Date:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

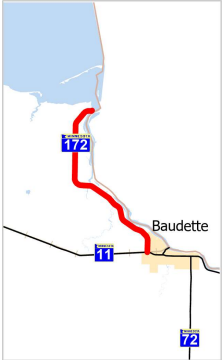
	Baseline Estimate	Current Estimate
Construction Letting:	9.6	7.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	1.4
Right of Way:	0	0.1
Total:	11.5	10.8

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed in 2020 using average bid prices from 2019. The current estimate uses average bid prices from 2021 and inflation factor based on mid-point 2023 construction. The current estimate reflects awarded bid price.

PROJECT SUMMARY



MN 172

Bridge 39X04

State Project Number 3904-24

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 was projected to drop to poor condition by 2020, and centerline culverts were identified to be in poor condition as well.

PROJECT RISKS

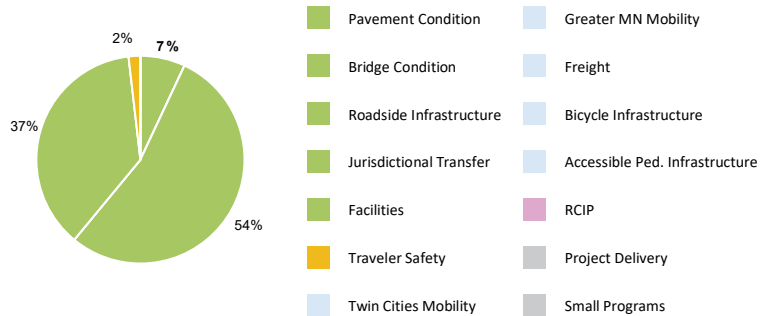
Drainage issues near Wheelers Point, minimal options for detour during the centerline culvert replacement

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

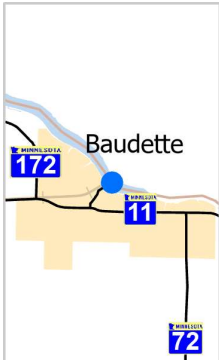
	Baseline Estimate	Current Estimate
Construction Letting:	4.7	4.7
Post Letting Construction Costs:	0.1	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0.1
Total:	5.4	5.4

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 72

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

The project is in the final design phase. The district investigated different procurement methods for contracting final design and construction. In early 2014, MnDOT and the Ontario Ministry of Transportation discussed the preliminary design of a bridge replacement. In July 2014, an engineering consultant was selected to complete the preliminary design. The major tasks include completing the Environmental Assessment, reviewing and recommending bridge alternatives and reviewing and recommending a bridge alignment. The preliminary design will be completed in January 2016. The project uses a design-bid-build procurement method. 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

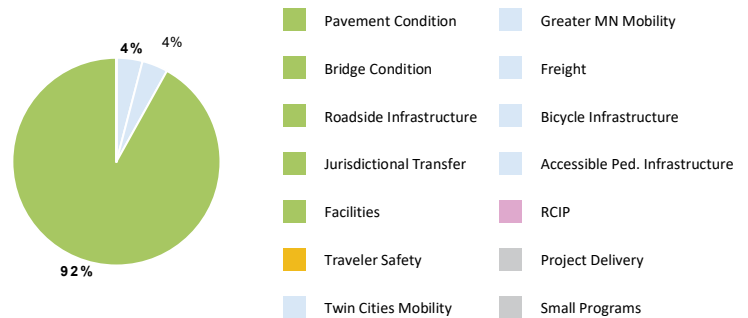
Complexities in administering a project with Canada. New alignment alternatives are limited and have potential cultural and/or major utility impacts. Coordination with Customs and Border Protection for alignment alternatives may affect the existing port building and border security during construction.

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:	11/30/2017
Original Letting Date:	3/7/2018
Current Letting Date:	4/13/2018
Construction Season:	2018
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

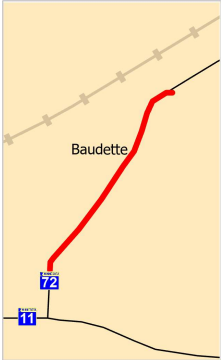
	Baseline Estimate	Current Estimate
Construction Letting:	15.5	39.3
Post Letting Construction Costs:	20	3.3
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	7
Construction Engineering:	1.8	1.5
Right of Way:	0.3	0.1
Total:	40.3	51.2

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 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
[Hwy 72 reconstruction Baudette](#)
 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

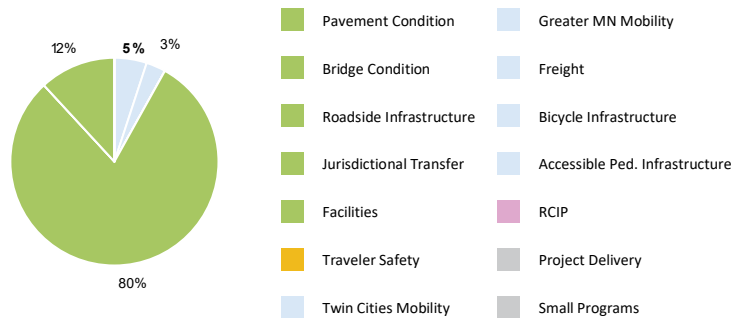
The City of Baudette has utilities under State Highway 72 that will be updated during this project, which requires an estimated \$2.2M cooperative construction agreement with the City. Traffic during construction needs to be maintained to the US Port of Entry with no more than fifteen minute traffic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

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/1/2022
Municipal Consent Approval Date:	11/20/2020
Geometric Layout Approval Date:	9/3/2019
Construction Limits Established Date:	8/23/2021
Original Letting Date:	11/19/2021
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

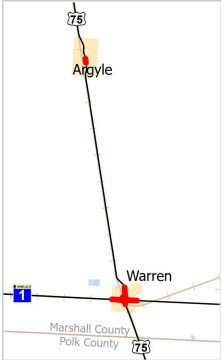
	Baseline Estimate	Current Estimate
Construction Letting:	4.1	4.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.8	0.9
Right of Way:	0.2	0.3
Total:	5.8	6.7

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

2020 average bid prices were used in the development of the TPCE and inflation assumes a midpoint of 2023 construction. Local costs for utilities were added to the project. The current estimate reflects awarded bid.

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

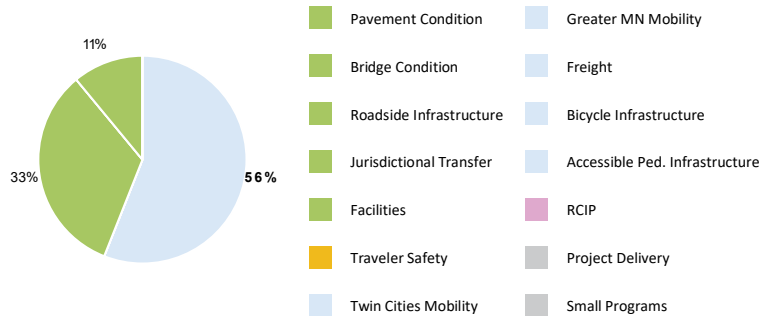
No risks at this time.

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

Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3.7
Post Letting Construction Costs:	0.2	0.4
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	5.8

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

This project used a baseline of 2015 average bid prices and then inflated to the midpoint of the construction year. The current estimate reflects awarded bid price.

PROJECT SUMMARY



MN 32

Bridge 6086, 6087, 6088, 6089, 6086, 6087, 6088, 6089

State Project Number 4504-45X21EP, 4504-19

[Hwy 32 North of Middle River](#)

Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona

RECENT CHANGES & UPDATES

This is an Early Let Late Encumbrance (ELLE) project that is scheduled for construction in the later part of the 2023 season using fiscal year 2024 funding.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 32 is projected to drop to 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 culverts 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

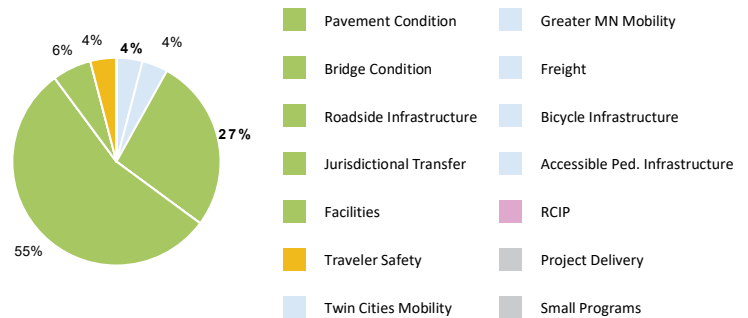
No risks at this time

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	4/22/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/14/2022
Original Letting Date:	11/17/2023
Current Letting Date:	3/24/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

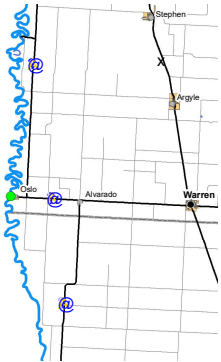
	Baseline Estimate	Current Estimate
Construction Letting:	12.9	15
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.8
Construction Engineering:	0.8	2.7
Right of Way:	0	0
Total:	15.8	20.3

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

COST ESTIMATE ASSUMPTIONS

The current estimate used 2020 average bid prices and was updated this year with current inflation factors. On 5/12/2020 added two bridges which increased the cost. Then in 2021 the TPCE inflation raised the cost to \$15.1M.

PROJECT SUMMARY



MN 1
 Bridge 9100
 State Project Number 4509-05
 Refurbish Hwy 1 bridge over the Red River in Oslo

RECENT CHANGES & UPDATES

This project was delayed to 2027.

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

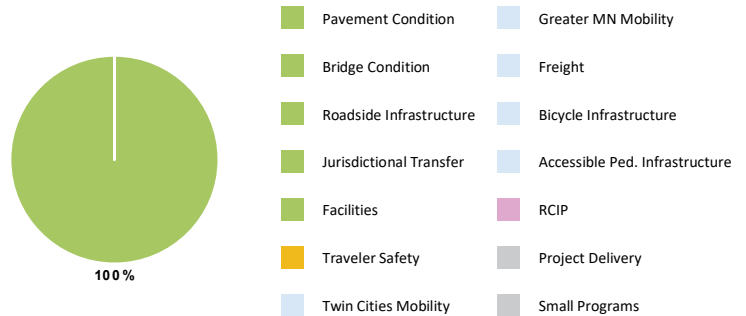
This project requires coordination with the North Dakota Department of Transportation, several agencies are involved in the decision making and approval process, and the Steel High Truss bridge is designated historic in North Dakota.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/1/2025
Current Letting Date:	
Construction Season:	2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

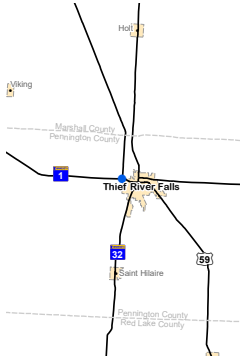
	Baseline Estimate	Current Estimate
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9.3	9.3

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 data from a project that was developed for this bridge in 2014, with 2025 inflation factor. The construction letting is the total construction cost associated to the project, this will be split 50/50 between North Dakota and Minnesota.

PROJECT SUMMARY



MN 1

State Project Number 5701-31

Complete roundabout at Hwy 1 and Hwy 59

SUBSTANTIALLY COMPLETE

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

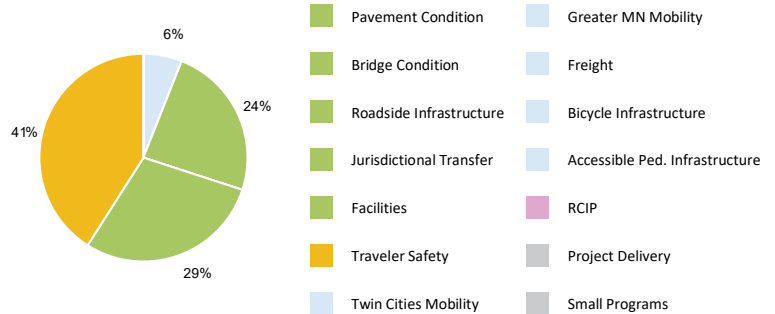
There is a railroad crossing owned by Minnesota Northern between Kinney Ave and Brooks Ave on MN 1. The cost for the rail crossing is part of the other construction elements category contingency.

SCHEDULE

Date in which project entered the STIP:	2018
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:	

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

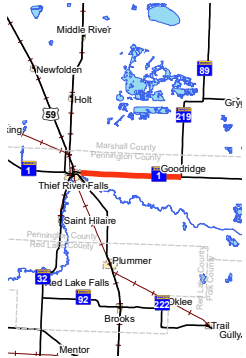
	Baseline Estimate	Current Estimate
Construction Letting:	3	7.8
Post Letting Construction Costs:	1.9	0.7
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.54	1.4
Construction Engineering:	0.36	0.7
Right of Way:	0.1	0.4
Total:	5.9	11.1

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

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

SUBSTANTIALLY COMPLETE

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

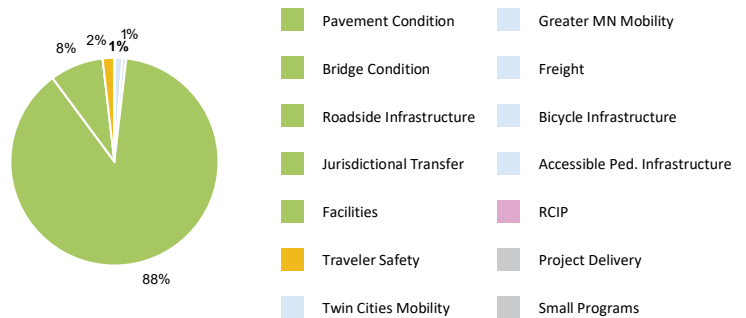
No risks at this time.

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:	6/30/2019
Original Letting Date:	3/27/2020
Current Letting Date:	3/27/2020
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

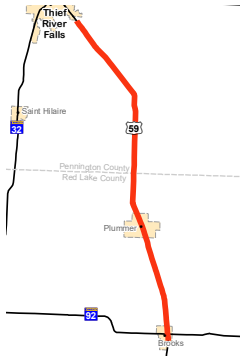
	Baseline Estimate	Current Estimate
Construction Letting:	6.4	6.5
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.3
Construction Engineering:	0	0.3
Right of Way:	1.1	0
Total:	7.8	7.2

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season. The current estimate reflects awarded bid price.

PROJECT SUMMARY



US 59

State Project Number 5705-61EP, 5705-61, 5705-63

Resurface Hwy 59 between Pennington CR 53 and Thief River Falls and construct a roundabout at the intersection of Hwy 59 with Pennington CR 3

RECENT CHANGES & UPDATES

SP 5705-63 was constructed in 2022. SP 5705-61 is scheduled to be constructed in 2023.

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

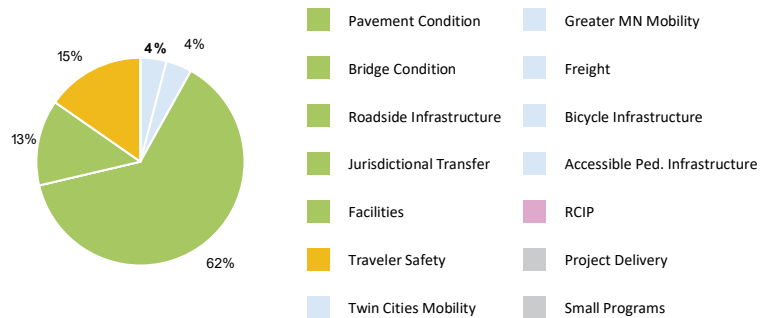
Unfamiliarity with alternative intersections.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	5/6/2022
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	8/24/2021
Construction Limits Established Date:	3/4/2021
Original Letting Date:	12/16/2022
Current Letting Date:	2/24/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11.3	13.1
Post Letting Construction Costs:	0.5	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.6
Construction Engineering:	0.6	2
Right of Way:	0	0.1
Total:	13.3	17.5

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates account for a roundabout at US 59 and CSAH 3. When the baseline was entered, it only included the cost from SP 5705-61. The \$13.2M includes project cost from both SP 5705-61 and 5705-63.

PROJECT SUMMARY



US 2

State Project Number 6001-61

Resurface Hwy 2 westbound lanes between East Grand Forks and Fisher

Substantially Complete

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

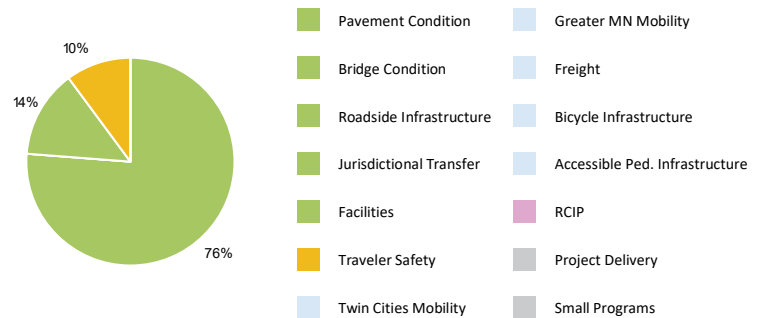
American Crystal Sugar factory is adjacent to the project and has high truck traffic in the fall. There is currently a planning study at the intersection of US 2 and US 2B, which may result in an intersection improvement included with this project.

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:	1/1/2025
Current Letting Date:	4/23/2021
Construction Season:	2021
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.8	9.4
Post Letting Construction Costs:	0.5	1.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	0.4
Construction Engineering:	0	0.3
Right of Way:	1.8	0
Total:	13.1	11.4

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed on 2015 historical cost data and uses an inflation factor tied to the midpoint of the 2021 construction season. Turn lane extensions were removed from this project to reduce impervious pavement, that is why the baseline estimate is larger than the current estimate.

PROJECT SUMMARY



US 2
 State Project Number 6002-76
[Hwy 2 Corridor Study: Crookston](#)
 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. This project began as a corridor study. That study has just recently concluded with the council approval of the preferred alternative. That alternative includes a planning level estimate which is shown in this report which is our most up-to-date estimate.

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

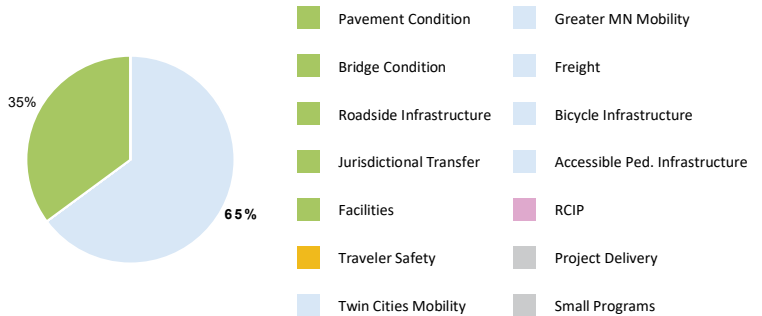
The need to address ADA compliance related to a small pedestrian access route and steep sidewalk cross slopes may result corridor concepts that recommend a revised cross-section for the corridor. This could result in the City and State addressing utilities and infrastructure beyond the sidewalk facilities. 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:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/1/2024
Current Letting Date:	1/1/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

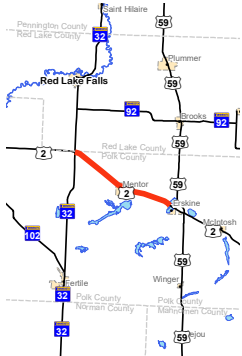
	Baseline Estimate	Current Estimate
Construction Letting:	6.4	6.4
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	8.8	8.8

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

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

State Project Number 6004-26

Replace concrete roadway on Hwy 2 eastbound lanes from Hwy 32 (Marcoux) to 1.8 miles west of Erskine, install RCI at Marcoux corner

Substantially Complete

RECENT CHANGES & UPDATES

A small section of Highway 2 eastbound lanes near the weigh station was added to this project that 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

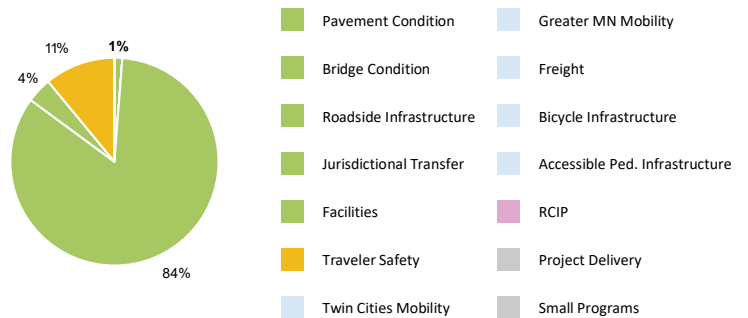
The project cannot be completed under traffic, so traffic will be crossed over to the west bound lanes.

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:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	24.5	22.4
Post Letting Construction Costs:	1.2	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.82	0.6
Construction Engineering:	1.88	0.7
Right of Way:	0	0
Total:	30.4	24.3

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 using 2016 average bid prices and the estimate at letting was completed using 2019 average bid prices. The current estimate reflects awarded bid price.

PROJECT SUMMARY

US 2

State Project Number 6005-68

Hwy 2 resurfacing: Fosston to Erskine

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

This project has been constructed

PROJECT HISTORY

Pavement surface ride quality index on US 2 eastbound expected to drop below 2.0 in 2025. Roadside infrastructure, ADA, and addressed access management needs. The purpose of the project is to provide a smooth riding surface for the traveling public, to perpetuate existing roadside infrastructure, improve pedestrian facilities, and improve traveler safety.

PROJECT RISKS

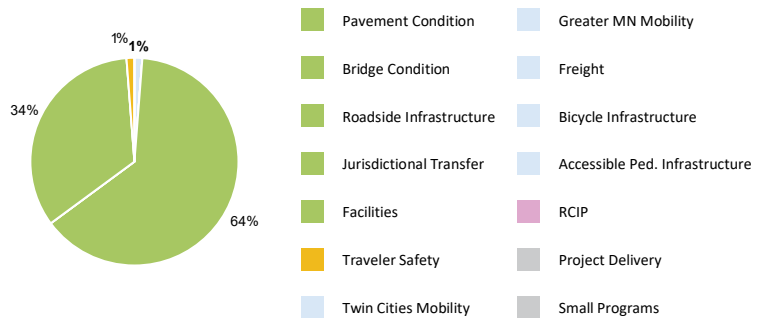
The risks on this job have mostly been retired.

SCHEDULE

Date in which project entered the STIP:	2019
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	27.7	16.7
Post Letting Construction Costs:	1.3	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	0.6
Construction Engineering:	1.8	0.5
Right of Way:	0	0.1
Total:	33.4	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

Current estimate reflects the actual bid and construction amounts.

PROJECT SUMMARY



MN 11

State Project Number 6803-40

[Highways 11 & 313 resurfacing: Warroad](#)

Resurface Hwy 11, improve pedestrian accessibility, add roundabouts at intersections Hwy 11/Hwy 313 and Hwy 11/Lake Street in Warroad

RECENT CHANGES & UPDATES

Bridge 9059 was removed from the scope and will be addressed as a stand alone project (SP 6804-29) as a shelf project targeted for 2025-2027. Bridge construction will likely last 2 years due to being built half at a time. 6803-40 will address TH 11 and CSAH 75 (Cedar Ave). 2 year construction to begin in 2023. Cedar Ave and the Lake Street RAB to be built in 2023 followed by the rest of TH 11 and the TH 313 RAB to be built in 2024. 6803-50 will address the landscaping/aesthetic pieces of this project with that contract to let in 2025 due to the 2 year maintenance period after installation.

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

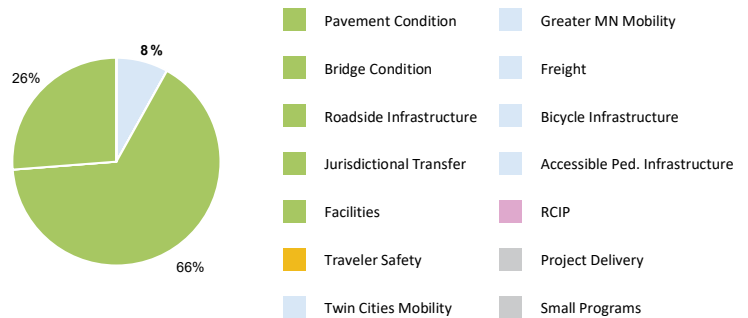
Local governing agency's familiarity with the alternative intersections and municipal consent will be required

SCHEDULE

Date in which project entered the STIP:	2011
Environmental Document Approval Date:	4/22/2022
Municipal Consent Approval Date:	08/09/2021
Geometric Layout Approval Date:	5/28/2021
Construction Limits Established Date:	5/27/2021
Original Letting Date:	1/31/2020
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

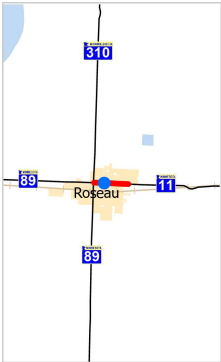
	Baseline Estimate	Current Estimate
Construction Letting:	5.5	17.6
Post Letting Construction Costs:	0.2	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.7
Construction Engineering:	0.4	1.5
Right of Way:	0	0.3
Total:	6.8	22.1

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 uses 2020 average bid prices inflated to 2023 construction. The current estimate also includes approximately \$5M of local funds. This estimate does not account for the roundabouts being proposed. Bridge 9059 was removed after the latest estimate. In 2020, the scope of this project was a mill and overlay, signal replacement, and ADA work through town. As design progressed it was realized that the ADA fix would not tie into a mill & overlay. Storm sewer needs required a full depth reconstruct to reconstruct the storm sewer. The additions increased the current estimate.

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

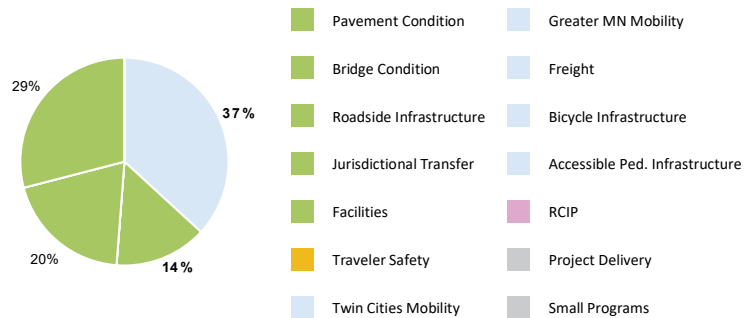
Project will require municipal consent.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	3/22/2024
Current Letting Date:	12/6/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Acc. Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

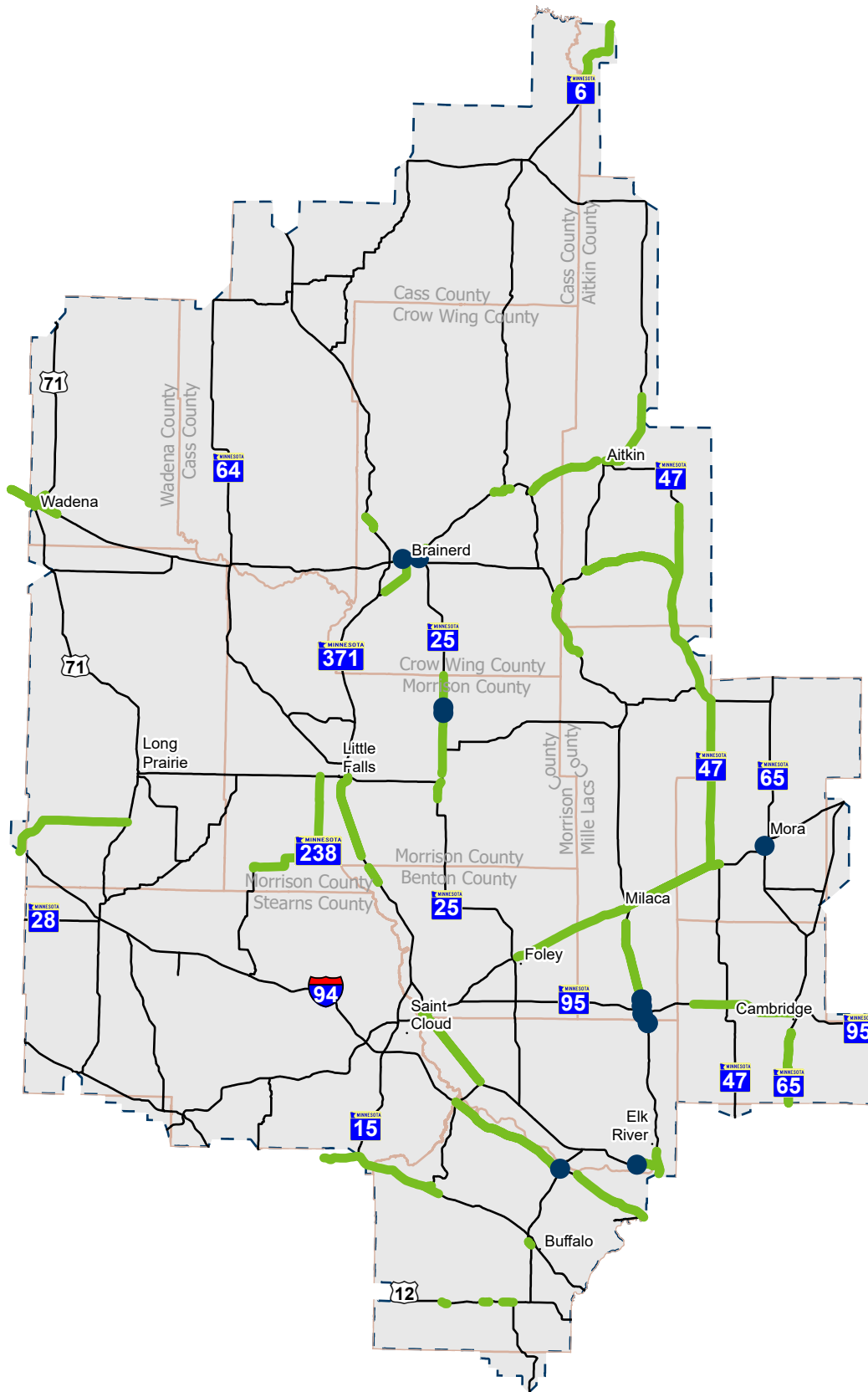
	Baseline Estimate	Current Estimate
Construction Letting:	3.3	5
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	4.1	6.3

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

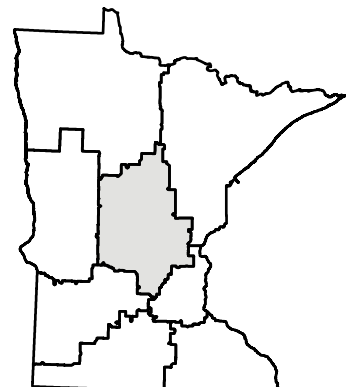
The current estimate uses 2019 average bid prices and is inflated to mid-point of 2024 construction season.

D3- BRAINERD



Major Highway Projects

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

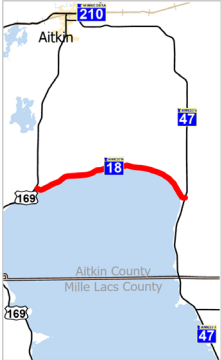


District 3 Project List

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	152
MN 47	0108-29	Resurface MN 47 from junction MN 27 in Isle to 305th lane/Twp-86			C2	153
US 169	0116-51	Replace bridges on US 169			C3	154
MN 210	0119-30	From Aitkin to Hassman			C4	155
MN 23	0503-91	Reconstruct MN 23 and US 10 to St. Germain; replace 4 bridges and construct one			C5	156
MN 23	0504-20	From Foley to Rum River in Milaca			C6	157
US 169	1804-90	Resurface US 169 from CSAH 26 to Garrison; urban reconstruct			C7	158
MN 210	1805-80	Resurface and upgrade urban section of MN 210 to Brainerd.			C8	159
MN 210	1807-29	In Crosby and Ironton	✓	1st	C9	160
MN 210	1807-31	Concrete pavement rehab and planing in Deerwood and Aitkin	✓	1st	C10	161
MN 371	1810-99	Green Gables Rd to Gull Dam Rd			C11	162
MN 25	1811-35	Br 9099 over BNSF near Brainerd			C12	163
MN 371B	1814-08	Greenwood St to Joseph St in Brainerd			C13	164
MN 95	3006-39	From Fern St to Davis St in Cambridge			C14	165
MN 95	3006-41	W. of Cambridge to Cambridge	✓	1st	C15	166
MN 47	3304-27	On MN 47 from MN 23 to MN 27 in Isle and Ogilvie	✓	2nd	C16	167
MN 65	3307-43	Mora			C17	168
MN 23	4801-25	From Milaca to Ogilvie			C18	169
MN 23	4801-26	MN 23 in Milaca, urban reconstruction			C19	170
MN 23	4802-25	Resurface MN 23 from CSAH 2 (105th Ave) east of Milaca to the Ground House River and junction of Hwy 47 south in Ogilvie			C20	171
US 169	4811-76	Bridges 6072 & 8106			C21	172
US 169	4811-77	New overlay on eight bridges on US 169			C22	173
US 169	4814-56	Resurface US 169 from 0.7 Mi N of Ojibwe Dr to Crow Wing CSAH 26			C23	174
US 10	4902-63	Resurface US 10 from Little Falls bypass and includes portion of TH 371			C24	175
MN 25	4911-15	Resurface MN 25 from Pierz to Morrison/Crow Wing County line and replace 2 bridges			C25	176
MN 238	4913-26	From Upsala to MN 27			C26	177
US 10	7102-135	Reconstruct from Simonet Dr to Lowell Ave in Elk River, including bike/pedestrian trail. Improve Proctor Ave intersection			C27	178
US 169	7106-87	From US 10 to 197th Ave in Elk River			C28	179
MN 27	7703-16	Osakis			C29	180
US 10	8001-40, 8001-42	End of 4-Lane west of Wadena easterly to Oink Joint Rd			C30	181
US 10	8001-44	Road reconstruction on US 10			C31	182
US 71	8003-37	Resurface US 71 in Wadena			C32	183

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 12	8601-62	Howard Lake to Montrose			C33	184
MN 25	8604-37	Reconstruct MN 25 from Settlers Parkway to 1st St S in Buffalo			C34	185
MN 25	8605-58	Redeck Br 86803 on MN 25 over I-94 in Monticello.			C35	186
MN 55	8606-63	Reconstruct MN 55 in Annandale			C36	187
MN 55	8606-64	Meeker/Stearns Co Line to Annandale			C37	188
MN 24	8611-26	From MN 55 to N Poplar Ave in Annandale	✓	2nd	C38	189
I-94	8680-172	Albertville to TH 241			C39	190
I-94	8680-173	Monticello to Clearwater			C40	191
I-94	8680-189	Resurface I-94, from east Monticello to CSAH 19 in Albertville			C41	192

PROJECT SUMMARY



MN 18

State Project Number 0102-28

[Highway 18: north Mille Lacs Lake: Aitkin County](#)

Resurface Hwy 18 from the north junction of Hwy 169 to the north junction 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

Pavement was last milled and overlaid 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

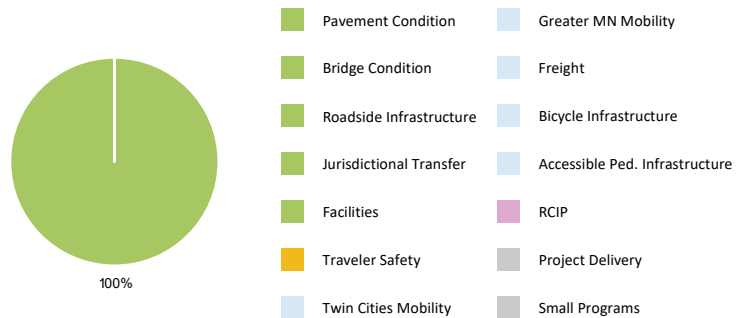
Potential for encountering archeologically sensitive areas where pipe excavation will take place. Tribal coordination will need to occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	11/29/2021
Geometric Layout Approval Date:	11/29/2021
Construction Limits Established Date:	10/12/2022
Original Letting Date:	3/24/2023
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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

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

PROJECT SUMMARY



MN 47

State Project Number 0108-29

Resurface MN 47 from the junction in Isle to 305th Lane/Township Road 86

RECENT CHANGES & UPDATES

Letting costs were reduced from \$6.8 million to \$6.4 million due to an elimination of a right turn lane from the scope and no grading would be needed.

PROJECT HISTORY

Project was funded as D1 project from Mille Lacs/Aitkin county line to 305th Ave, but then added D3 funding for segment from TH 27 to Mille Lacs/Aitkin county line. Pavement was last addressed in 2001. Pavement continues to deteriorate making a rough ride. Gravel shoulders will be paved from Aitkin/Mille Lacs County line to Malmo to match existing segment to the south and serve the safety/pedestrian need. Water overflow on the roadway north of Malmo will be analyzed to determine the best approach to minimize those occurrences during highwater events. Spring of 2020 added segment from TH 27 to Mille Lacs/Aitkin County Line to project.

PROJECT RISKS

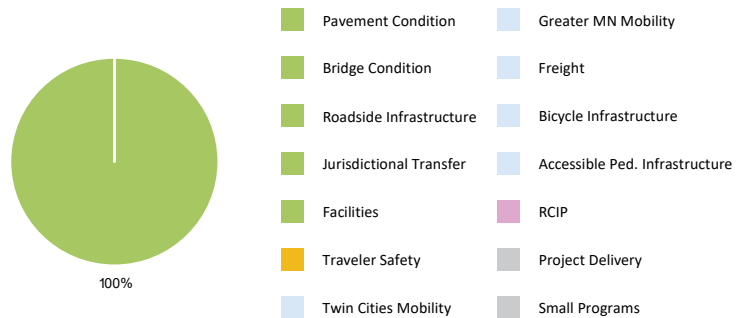
Project risks include water overflow on certain segments of the roadway, tribal coordination, burial mound sites and right of way unknowns.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	11/29/2021
Geometric Layout Approval Date:	11/29/2021
Construction Limits Established Date:	2/9/2022
Original Letting Date:	1/29/2021
Current Letting Date:	6/9/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

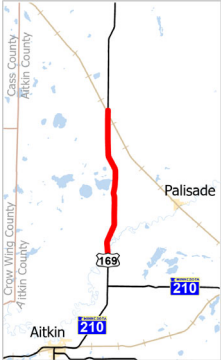
	Baseline Estimate	Current Estimate
Construction Letting:	6.8	6.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	8.4	8

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 estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



US 169

Bridge 2295, 8444

State Project Number 0116-51

Replace Bridges 8444 and 2295 on US 169 between Mississippi River and Hill City

RECENT CHANGES & UPDATES

This project is now split into two projects. Mississippi River Bridge to CSAH 18 will be constructed in 2024 and CSAH 18 to TH 200 in Hill City will be constructed in 2025.

PROJECT HISTORY

This project was originally scoped to resurface US 169 from Mississippi River Bridge to TH 200 in Hill City.

PROJECT RISKS

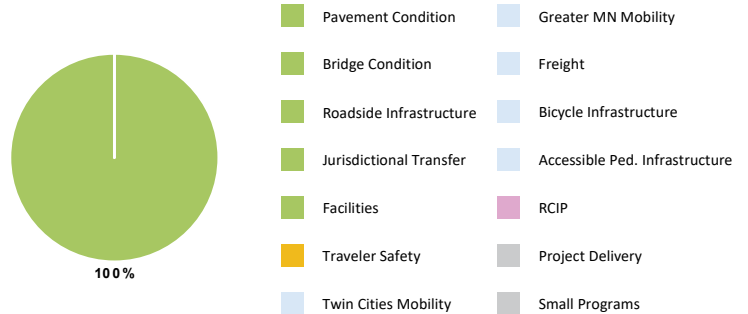
None at this time

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:	3/22/2024
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

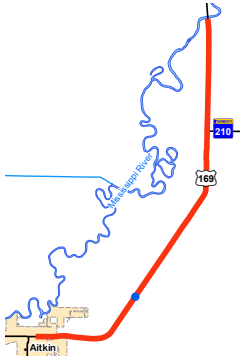
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	1.2
Post Letting Construction Costs:	0.2	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.1
Construction Engineering:	0.4	0.1
Right of Way:	0	0
Total:	6	1.4

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

COST ESTIMATE ASSUMPTIONS

Based on project length, the cost of this project was estimated to be approximately half of the original estimated cost for the larger Mississippi River Bridge to TH 200 project. The baseline estimate used estimated quantities and average bid prices.

PROJECT SUMMARY



MN 210

State Project Number 0119-30

[Hwy 169/210, Aitkin to North of Hassman: Aitkin County](#)

MN 210, unbonded concrete overlay and shoulder widening from the Ripple River in Aitkin to the US 169 Jct in Hassman, and 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

Currently the project is awarded and waiting for utility relocations before starting construction in 2023

PROJECT RISKS

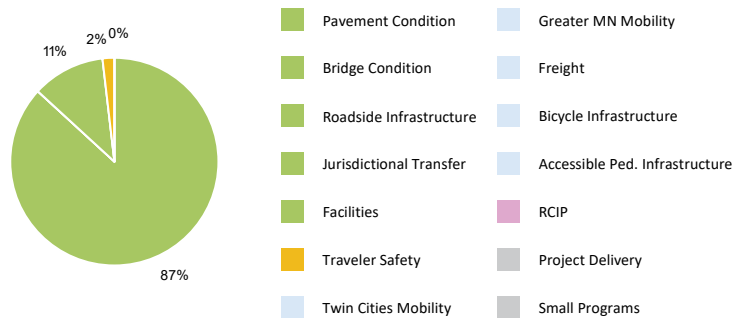
Costs – Unknowns with the wetlands and unstable/wet clay material on site on whether to use geo-grid or muck. The road can be surrounded by water at times when the river water is high. How contractors can operate on this site to build this road will be a variable cost factor. Utility Relocation – A major 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 water/wetlands surrounding the road. Tree Clearing – the current let date is 3/25/22. R/W will not be acquired until this or even after. Trees on that property would need to be cleared after the March 31st clearing deadline. Clearing would be better if it was done during frozen ground also to limit the disturbance of vegetation. RR Coordination – The RR track parallels this corridor. MnDOT needs a TE from the RR to construct and clean out a ditch on the RR R/W.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	11/29/2021
Municipal Consent Approval Date:	11/29/2021
Geometric Layout Approval Date:	12/9/2019
Construction Limits Established Date:	4/27/2021
Original Letting Date:	10/25/2019
Current Letting Date:	6/24/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

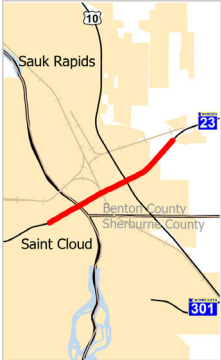
	Baseline Estimate	Current Estimate
Construction Letting:	15	36.2
Post Letting Construction Costs:	1.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	4.3
Construction Engineering:	1	2.9
Right of Way:	2.5	2.5
Total:	21.7	47.3

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

150,000 SY of geogrid placement at \$7 per SY. 120,000 CY of select granular borrow. Mucking of 11,000 CY/.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 causing the current estimat to increase.

PROJECT SUMMARY



MN 23

Bridges: 05018, 9021, 9022

State Project Number 0503-91

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 southeast. Replace bridges over US 10, which includes multi-modal improvements. Construct 4th St bridge over US 10.

RECENT CHANGES & UPDATES

The project is in final design. Right of way acquisition is underway.

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

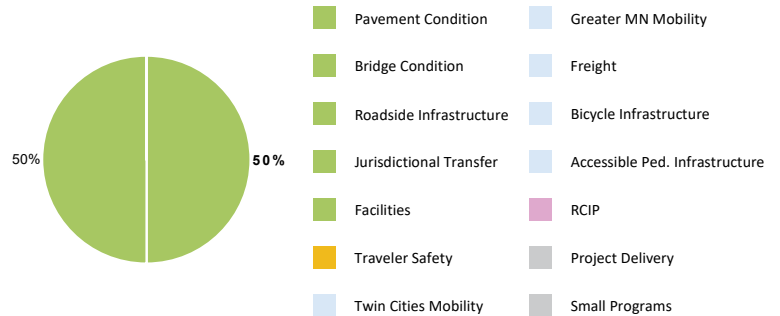
The City of St. Cloud is acquiring the right of way for the 4th Street connection. Risk is that property may not be acquired by letting.

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:	6/4/2020
Construction Limits Established Date:	5/3/2021
Original Letting Date:	11/19/2021
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

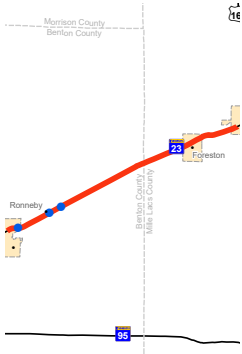
	Baseline Estimate	Current Estimate
Construction Letting:	49	49
Post Letting Construction Costs:	2	2
Other Construction Elements:	2	0
Preliminary Engineering:	0	5.9
Construction Engineering:	0	3.9
Right of Way:	0	0
Total:	51	60.8

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on average bid prices with an inflation factor. The cost estimate assumes the pavement will be concrete, and the bridges are assumed to have concrete girders. 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 MN 23 from Broadway Ave to just east of 13th Avenue in Foley and resurface from east of 13th Avenue in Foley to 120th Ave at the Rum River in Milaca. Construct roundabout at 8th Ave in Foley and turn lanes.

RECENT CHANGES & UPDATES

Construction started in May and is on schedule to be mostly completed this fall. Due to supply issues with box culvert material, the box culvert replacement in Foley will have to be completed next spring.

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

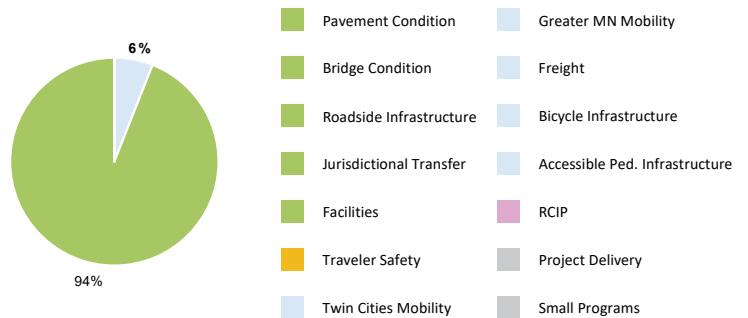
Risks include traffic control during construction in Foley and during box culvert construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/5/2021
Municipal Consent Approval Date:	2/24/2022
Geometric Layout Approval Date:	5/22/2020
Construction Limits Established Date:	8/27/2020
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

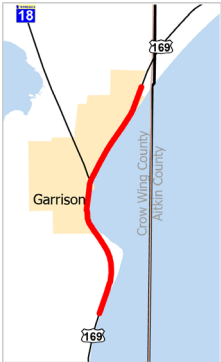
	Baseline Estimate	Current Estimate
Construction Letting:	11.7	18.2
Post Letting Construction Costs:	1.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	2.2
Construction Engineering:	0.5	1.5
Right of Way:	1.5	1.5
Total:	16.1	24.1

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. In the baseline estimate, there was a cost for R/W which was not needed in the downscoped plan. Due to downscoping the project there is also not as much post engineering costs, therefore the current estimated TPCE is lower than the baseline.

PROJECT SUMMARY



US 169

State Project Number 1804-90

Hwy 169 Garrison: Crow Wing County

Resurface US 169 from Crow Wing CSAH 26 to MN 18 and from MN 18 to Pike Ave and from MN 18 in Garrison. Urban reconstruct.

RECENT CHANGES & UPDATES

A design team was procured in 2022 and has begun preliminary engineering and environmental review. A rehabilitation study is being conducted to identify rehabilitation alternatives for the St. Alban's Bay Historic Culvert just north of Crow Wing CSAH 26.

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 MN18 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

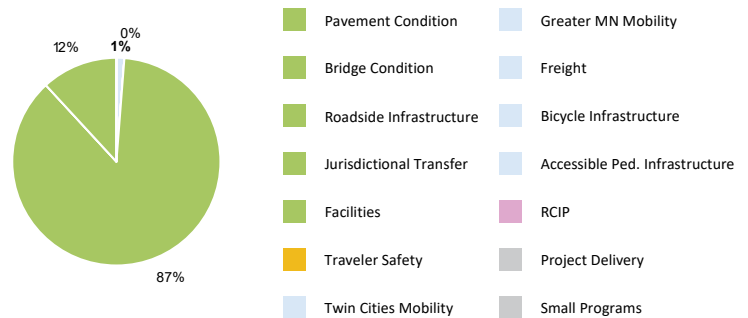
This section of roadway lies within a historically significant and excavation sensitive area adjacent to Mille Lacs Lake which includes many roadside features, bridges, and culverts with historic listings and eligibility.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/24/2025
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

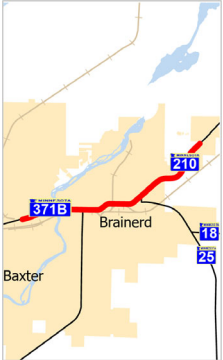
	Baseline Estimate	Current Estimate
Construction Letting:	5	5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	6.2	6.2

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

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

PROJECT SUMMARY



MN 210

Bridge 5060

State Project Number 1805-80

Resurface and upgrade urban section of MN 210 from Baxter Drive to end of 4-lane east of 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 the hiring of a consultant to help deliver the project. Then took about a 5 month pause during the start of COVID when we were going out for our first round of engagement. Have had two rounds of virtual engagement since then.

PROJECT RISKS

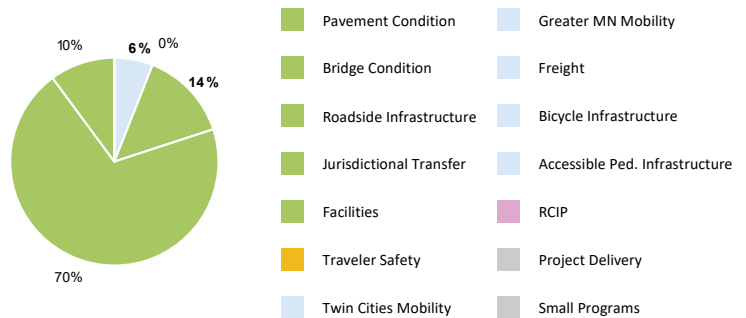
1.)Public Involvement/Municipal Consent – The City of Brainerd is particular when deciding on which elements of the project support. Being this is their major west/east route through the city there will be many opinions of what to include/exclude within the project. 2.)Access Management – The reconstruction 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. Superfunds 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 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:	9/26/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

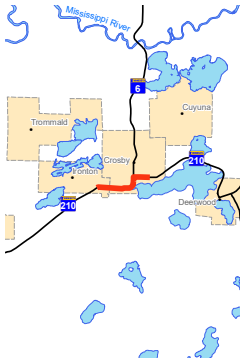
	Baseline Estimate	Current Estimate
Construction Letting:	30.2	30.2
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3.6	3.6
Construction Engineering:	2.4	2.4
Right of Way:	0	0
Total:	37.4	37.4

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

COST ESTIMATE ASSUMPTIONS

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 at \$100,000 per mile assuming main lines are in good condition. Central/RR/east Brainerd mall segment – Full reconstruction, East Brainerd Mall intersection improvement cost of \$1.2 million, complex drainage replacement at \$1.6 million per mile, walk/driveway/access upgrades. Local Watermain - \$1.15 million Local Sanitary Sewer - \$100,000 Bridge 5060 – re-deck with major bridge preservation work of \$2.65 million. 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 1807-29

[Hwy 210, Crosby to Ironton: Cuyuna Lakes Area, Crow Wing County](#)

Urban reconstruction through downtown Crosby. Resurface from west of 7th Ave in Ironton to 2nd St SW in Crosby. Improve pedestrian accessibility

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was converted to advanced construction with funding programmed in FY 21 and FY 22. The project design is complete and turned in for letting. Local costs have been updated for proposed city lighting and utility work. 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.

PROJECT RISKS

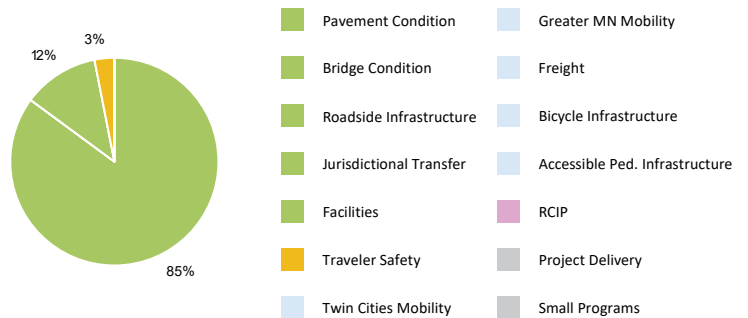
All risks retired

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	8/28/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/7/2018
Construction Limits Established Date:	8/21/2019
Original Letting Date:	10/23/2020
Current Letting Date:	10/23/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

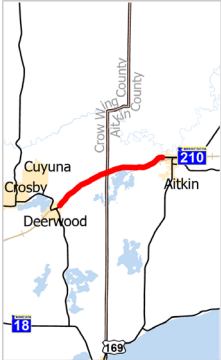
	Baseline Estimate	Current Estimate
Construction Letting:	5	7
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0
Total:	6.6	8.7

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 210

State Project Number 1807-31

[Hwy 210 Deer Wood to Aitkin: Crow Wing and Aitkin Counties](#)

MN 210, from the east junction MN 6 in Deerwood to west of 9th ave northwest in Aitkin, concrete pavement rehab and planing

SUBSTANTIALLY COMPLETE

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

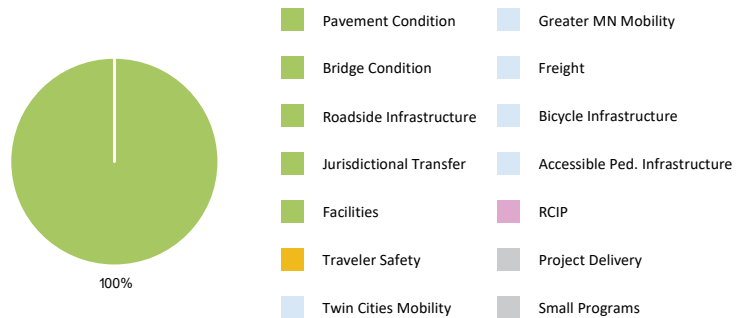
All risks retired.

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

Pavement Condition



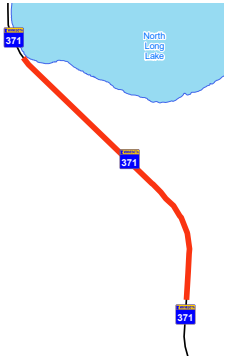
TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

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 317: East of Gull Lake, Brainerd](#)

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 is currently under construction

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. Significant cost was added to the need to construct frontage roads to reduce conflict points along TH 371.

PROJECT RISKS

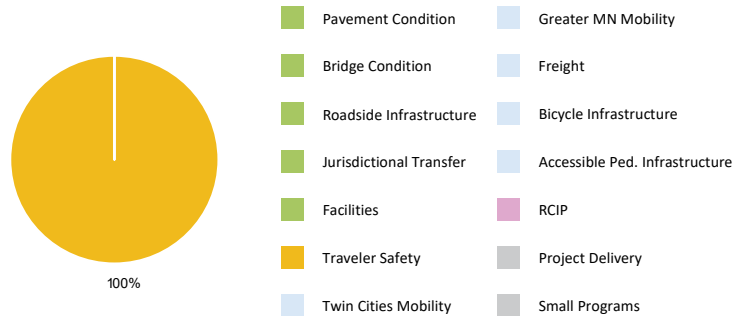
High business location with access issues.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	6/8/2020
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

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

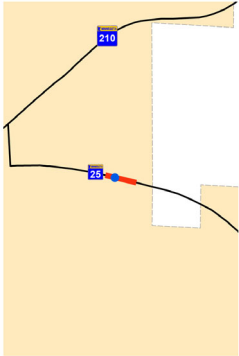
	Baseline Estimate	Current Estimate
Construction Letting:	7	7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	1.3	1.3
Total:	10	10

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. The current estimate reflects awarded bid price.

PROJECT SUMMARY



MN 25

Bridge 9099

State Project Number 1811-35

[Hwy 25 Brainerd: Crow Wing County](#)

Replace bridge #9099 with new Bridge 18010 over BNSF railroad on MN 25 from south of the junction MN 210/CSAH 3 in Brainerd, includes bicycle-pedestrian accommodations

RECENT CHANGES & UPDATES

Plans and agreement activities are complete for a scheduled letting of 10/28/2022.

PROJECT HISTORY

Bridge# 9099 is an existing 3 span steel beam bridge originally built over the railroad in 1957 and was rehabilitated in 1981. Bridge maintenance is increasing due to deck, superstructure, and substructure deterioration and after 65 years, Bridge #9099 will be reaching the end of its service life. This project will replace existing Bridge# 9099 with a structurally sound and functional bridge that serves the needs of the railroad and roadway on MN-25 for the next 50-75 years. The project will reduce the number of required maintenance activities and will look for opportunities to improve traveler safety within the project.

PROJECT RISKS

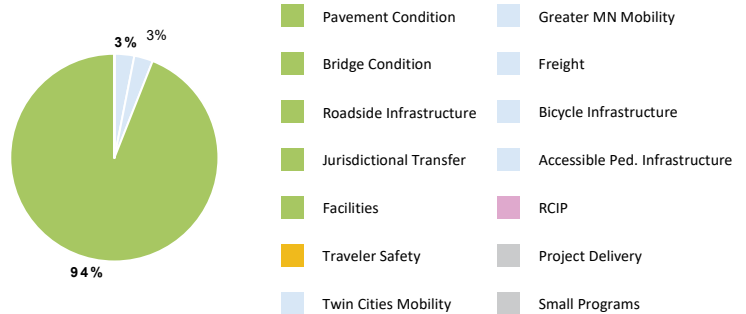
No significant risks are anticipated besides the coordination with BNSF RR.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	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

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

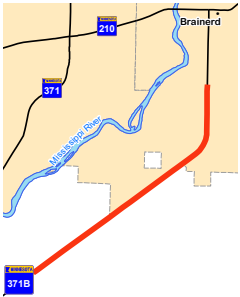
	Baseline Estimate	Current Estimate
Construction Letting:	4	7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.8
Construction Engineering:	0.3	0.6
Right of Way:	0	0
Total:	4.9	8.7

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. The current estimate is the awarded bid price.

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 south Greenwood St with a 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 and designated as an ELLA. There was a local project associated with this project. Let date was pushed to March due to intersection reconfiguration at signalized intersection.

PROJECT HISTORY

Entered STIP as a regular project and was changed to an ELLA for July 2022 construction. Road has underlying concrete pavement that needs to be removed in order to correct the pavement condition. Sidewalk on east side of project 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

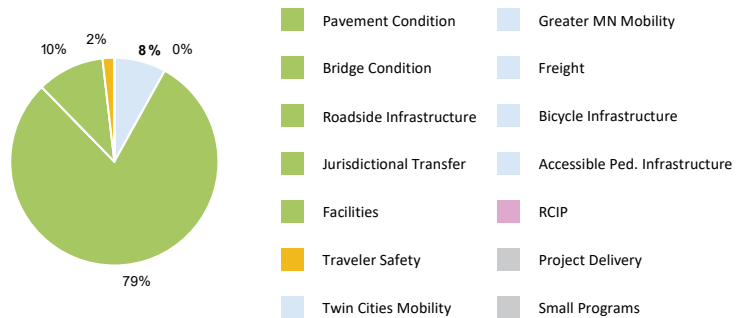
No significant risks are anticipated besides municipal consent and stormwater treatment areas.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	12/4/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	2/11/2020
Construction Limits Established Date:	7/5/2021
Original Letting Date:	1/28/2021
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

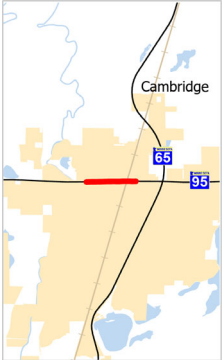
	Baseline Estimate	Current Estimate
Construction Letting:	6.5	7.2
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0.1
Total:	8.1	9.1

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. The current estimate reflects the awarded bid price.

PROJECT SUMMARY



MN 95

State Project Number 3006-39

[Hwy 95 in Cambridge: Isanti County](#)

Reconstruction of MN 95, from Fern St to Fillmore St in Cambridge, and install fiber from CSAH 14 to Garfield St. including ADA improvements

RECENT CHANGES & UPDATES

No changes recently. Moved from FY 2024. TMS fiber installation has been extended from Garfield St to Alabama St.

PROJECT HISTORY

MnDOT has programmed an urban reconstruction of the existing 3-lane section to address pavement and drainage issues. The city has been actively working toward the addition of a travel lane in each direction between Main Street and Fillmore street to address safety and congestion issues caused in part by the BNSF railroad. The city has completed a staff approved layout and EAW, and has acquired and cleared several properties to further the effort. District 3 has not identified the additional funding needed to accomplish the lane addition the city is seeking.

PROJECT RISKS

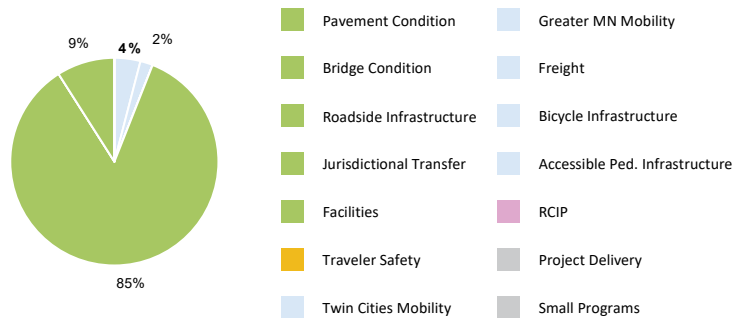
None at this time. Urban construction so traffic control to business and pedestrian traffic is difficult

SCHEDULE

Date in which project entered the STIP:	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:	2/23/2024
Current Letting Date:	11/22/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

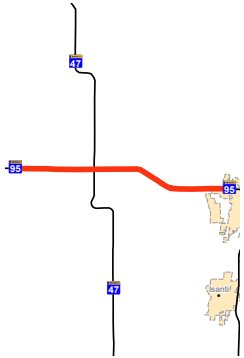
	Baseline Estimate	Current Estimate
Construction Letting:	9	12
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.4
Construction Engineering:	0.7	1
Right of Way:	0	0
Total:	11.2	14.9

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

[Hwy 95 Cambridge reconstruction. Isanti County](#)

Recondition MN 95, from west of Isanti county CSAH 15 to west of Isanti CSAH 14, which is west of Cambridge

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has been constructed as planned.

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 have been addressed.

PROJECT RISKS

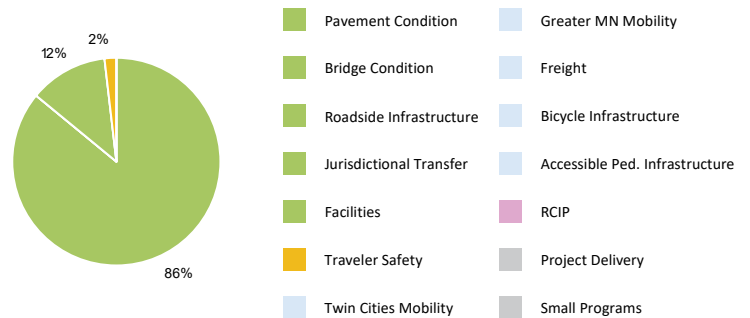
Environmental concerns posed a challenge to address all the mitigation strategies to minimize impacts, and still meet design standards. All was accomplished.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

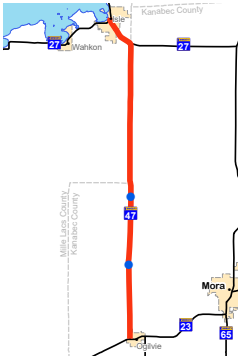
	Baseline Estimate	Current Estimate
Construction Letting:	6.8	8.8
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	1.1
Construction Engineering:	0.48	0.7
Right of Way:	0	0
Total:	8	11

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 includes construction of the roundabout. The current estimate is the awarded bid price.

PROJECT SUMMARY



MN 47

Bridge 6828, 6465

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 was constructed in 2020

PROJECT HISTORY

The project was selected to address deteriorating pavement conditions and low sufficiency rating of bridge structure within the project limits. This was upgraded to a reclaim project in the fall of 2017 with new bonding money.

PROJECT RISKS

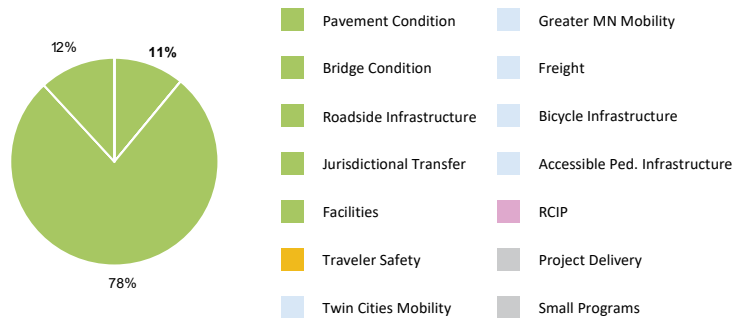
All risks retired

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/29/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/18/2019
Original Letting Date:	5/17/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

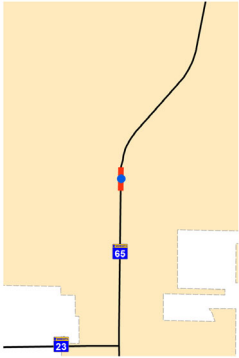
	Baseline Estimate	Current Estimate
Construction Letting:	6.1	14.7
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	2.2
Right of Way:	0	0
Total:	7.1	18.5

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. Increased cost was from change from a mill and overlay to a reclaim project. This also resulted in adding a separate bridge project to this project and replacing more culverts.

PROJECT SUMMARY



MN 65

Bridge 6778

State Project Number 3307-43

Hwy 65: Snake River Bridge Replacement: Mora, Kanabec County

Replace Bridge #6778 with new Bridge #33012 over Snake River on MN 65 and MN 23 south of the north junction with MN 23 and MN 65 in Mora, includes bike and pedestrian accommodations.

RECENT CHANGES & UPDATES

Currently under construction

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

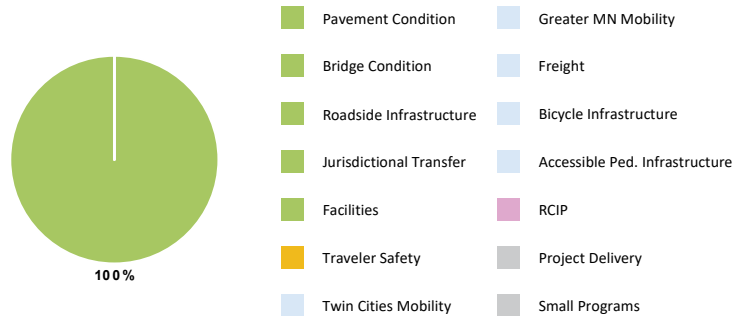
No significant risks are anticipated.

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:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Bridge



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.

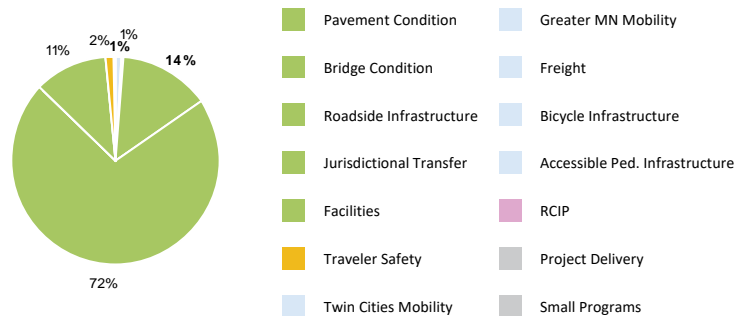
PROJECT RISKS

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



MN 23

State Project Number 4801-26

[Hwy 23 Milaca reconstruction, Mille Lacs County](#)

MN 23 in Milaca, urban reconstruction

RECENT CHANGES & UPDATES

In the process of finalizing a consultant preliminary and final design contract

PROJECT HISTORY

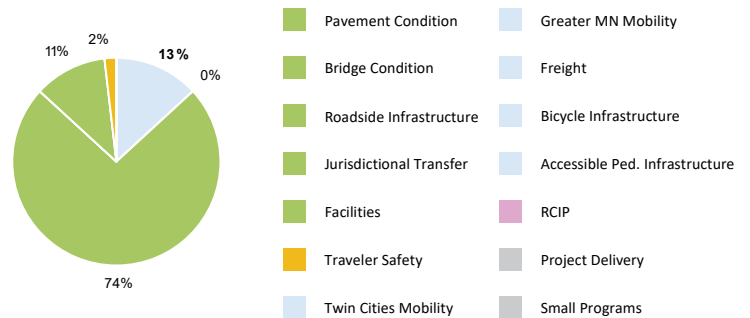
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	4/24/2026
Current Letting Date:	4/24/2026
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



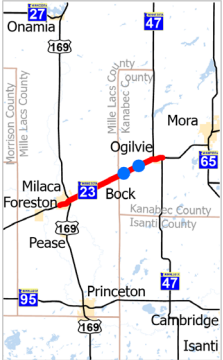
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	19.8	19.8
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.4	2.4
Construction Engineering:	1.6	1.6
Right of Way:	0	0
Total:	24.6	24.6

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 23

Bridge 6072, 8106

State Project Number 4802-25

Resurface MN 23 from east of CSAH 2 (105th Ave) E of Milaca to the Ground House River at the junction of MN 47 in Ogilvie. Includes Bridges 6072 and 8106

RECENT CHANGES & UPDATES

HSIP funds were transferred from SP 4913-26 when the project got pushed to a different year. Those HSIP funds are being used to realign 100th Ave and add left turn lanes to improve intersection safety.

PROJECT HISTORY

This project was selected to address deteriorating pavement needs and current box culvert conditions.

PROJECT RISKS

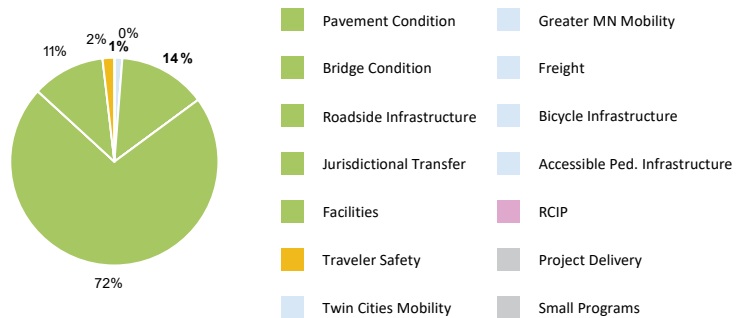
Detour will likely be needed for box culvert replacements.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	11/30/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	3/16/2022
Construction Limits Established Date:	7/28/2022
Original Letting Date:	11/17/2023
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.4	6.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	6.6	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

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

PROJECT SUMMARY



US 169
 State Project Number 4811-76
 Resurface US 169, from south of the Long Siding Bar and Grill to north of Pease.

RECENT CHANGES & UPDATES

Traveler safety investment was moved to SP 4811-80 when this project was selected for the revitalize the shelf program. Cost increase was due to the increase in construction cost as reflected in the 2021 average bid prices.

PROJECT HISTORY

The primary need for this project is pavement condition and to address the critical crash rate at the intersection of CSAH 8 and US 169. This project initially included traveler safety improvements at the intersection of US169 and CSAH 8. The ICE report dated November 23, 2020 recommended that an reduced conflict intersection (RCI) be constructed at this intersection to reduce right-angle crashes and the severity of the crashes. Then the project was selected to be part of the revitalize the shelf program and it was determined that the traveler safety portion of the project should be removed. The traveler safety portion was moved to a stand alone project, SP 4811-80 because there was not time to do public engagement.

PROJECT RISKS

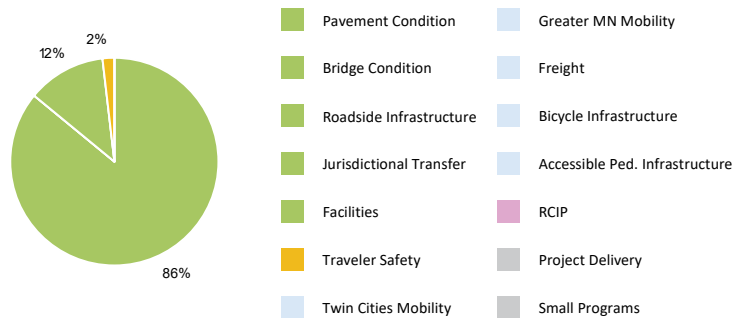
No significant risks associated with this project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	3/10/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	10/4/2021
Original Letting Date:	1/24/2025
Current Letting Date:	4/26/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

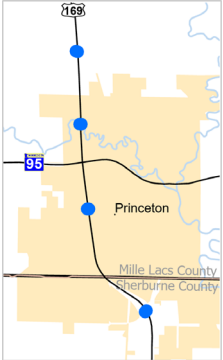
	Baseline Estimate	Current Estimate
Construction Letting:	6.1	7.2
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.9
Construction Engineering:	0.5	0.6
Right of Way:	0	0
Total:	7.5	9

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 current estimate is the 95% plan estimate of \$7.2 million and is based on the average bid prices for 2019 and 2020 with a 16% inflation factor.

PROJECT SUMMARY



US 169

Bridge 48009, 48010, 48011, 48012, 48015, 48016, 71007, 71008

State Project Number 4811-77

Re-overlay Br #48009/48010, Br #48011/48012, Br #48015/48016 and Br #71007/71008 on US 169

RECENT CHANGES & UPDATES

SP 7106-88 tied to this project. Bridge 71007 and 71008

PROJECT HISTORY

December 2020, combined projects SP 4811-77, 4811-78 and SP 4811-79 into one project. Tied SP 7106-88 to SP 4811-77

PROJECT RISKS

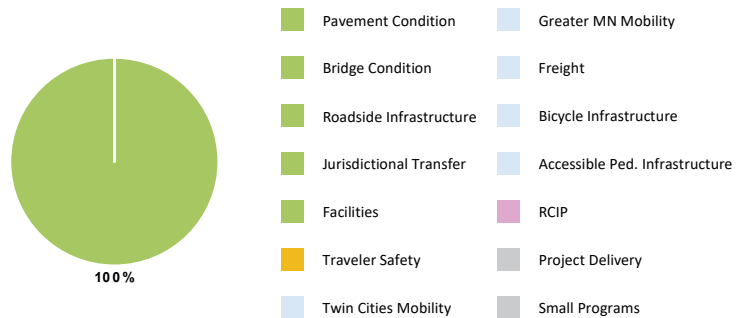
No significant risks associated with this project

SCHEDULE

Date in which project entered the STIP:	2022
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:	2/28/2025
Current Letting Date:	2/28/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

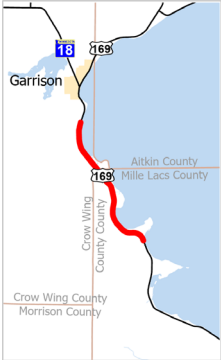
	Baseline Estimate	Current Estimate
Construction Letting:	1.4	6.3
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.8
Construction Engineering:	0.1	0.5
Right of Way:	0	0
Total:	1.7	7.9

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

Project cost estimate increased due to the increase in construction costs in 2021 and the additional cost to add crossovers. It was deemed necessary to have crossovers at each of the bridge locations to facilitate traffic which increased the construction costs.

PROJECT SUMMARY



US 169

State Project Number 4814-56

Resurface US 169 from north of Ojibwe Dr to Crow Wing CSAH 26

RECENT CHANGES & UPDATES

This is a new project for the state transportation improvement program. A design team was procured in 2022 and has begun preliminary engineering and environmental review. Construction limits were established for the project in fall of 2022. Environmental coordination and review are currently being conducted.

PROJECT HISTORY

Preventative maintenance needs are increasing on this roadway, its structures and supporting elements. The bituminous pavement in this section of roadway was last resurfaced under SP 1814-48 in 2001. There are many culverts within the project that have met the end of their design life or are in need of repair or replacement based on the deteriorated condition ratings identified by recent culvert inspections. While major geometric improvements are not planned, the project will aim to address safety and mobility of all users currently using the route where low cost high benefit solutions exist with the scope of the project, this will likely include upgrading existing guardrail to current standards.

PROJECT RISKS

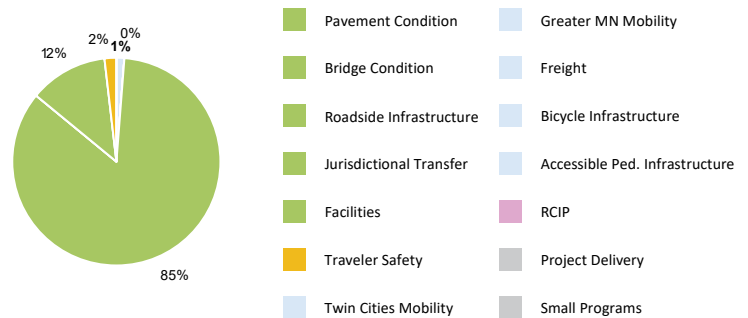
Excavation impacts to cultural resources in the region.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/27/2022
Construction Limits Established Date:	9/27/2022
Original Letting Date:	12/15/2023
Current Letting Date:	12/1/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

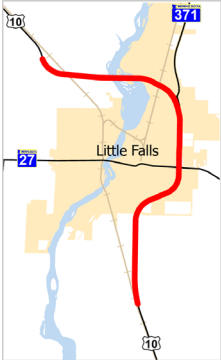
	Baseline Estimate	Current Estimate
Construction Letting:	4.5	4.2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	5.6	5.2

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 used estimated quantities and average bid prices. The current estimate is based on actual bid and letting.

PROJECT SUMMARY



US 10

State Project Number 4902-63

Resurface US 10, Little Falls bypass eastbound and westbound, includes first 0.4 miles of TH 371

RECENT CHANGES & UPDATES

Getting developed by a consultant as a shelf project

PROJECT HISTORY

Programmed for mill and overlay for 2025 due to pavement condition

PROJECT RISKS

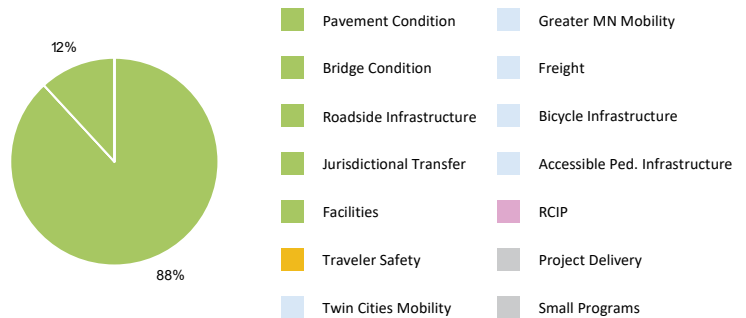
Conditions worsen faster than estimated

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:	12/1/2021
Original Letting Date:	4/26/2024
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



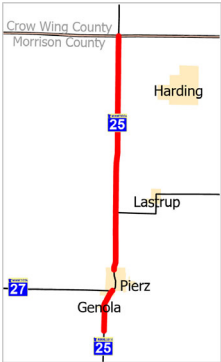
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.6	7.6
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:	9.4	9.4

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 25

Bridge 6321, 88062, 88081

State Project Number 4911-15

Resurface MN 25 from Pierz to Morrison/Crow Wing County line, and resurface MN 25 from the Skunk River to south junction of MN 27 in Pierz. Includes Bridges #6322 and 88062 (boxes)

RECENT CHANGES & UPDATES

Project was initial scoped to be a cold in place recycle (CIR) and is now a thick mill and overlay. Bridge 88081 added to project.

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. A few areas have been pointed out for areas of overtopping concerns as well.

PROJECT RISKS

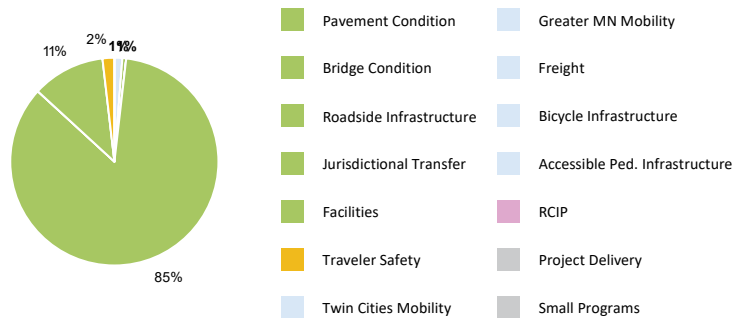
Wolf Creek Box Culvert replacement may require replacement of 1930's era Bridge 88081 on CR 48 to establish stream bank alignment and stabilization with the additional width needed required for roadside safety.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	6/21/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/10/2022
Original Letting Date:	1/24/2025
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

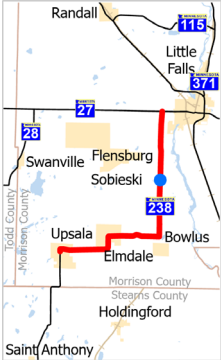
	Baseline Estimate	Current Estimate
Construction Letting:	7	7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	8.4	8.7

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 and current estimate values are based on estimated quantities of average bid prices. Project costs increased because identified risk could not be avoided.

PROJECT SUMMARY



MN 238
 Bridge 88490
 State Project Number 4913-26
 Resurface MN 238 from Upsala to MN 27 and Br #88490 over Hay Creek

RECENT CHANGES & UPDATES

Pavement fix downscoped from FDR (Full depth reclaim) to CIP (cold in place) recycle to the current mill and overlay. Added intersection realignment at TH 238 and CR 228, north of Upsala.

PROJECT HISTORY

This project was selected to address the deteriorating pavement needs and current box culvert conditions.

PROJECT RISKS

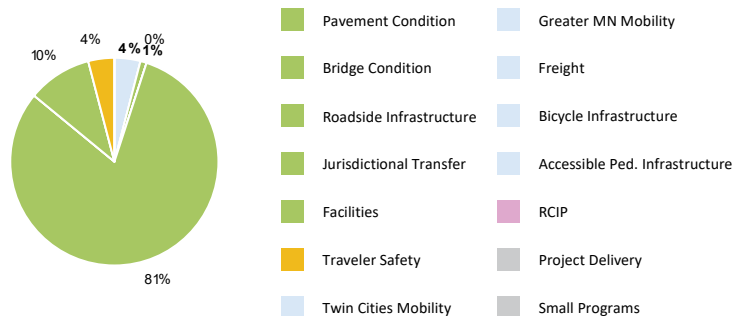
Traffic control for bridge (box culvert) replacement, pipe replacements and intersection realignment.

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:	7/27/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	12/15/2023
Current Letting Date:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.6	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.5	0.6
Right of Way:	0	0
Total:	8.2	9.3

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

COST ESTIMATE ASSUMPTIONS

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. 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

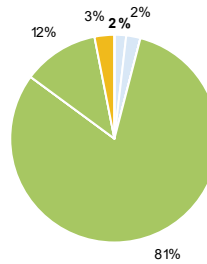
A potential risk is in costs due to maintenance of traffic during construction.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/9/2020
Municipal Consent Approval Date:	2/5/2020
Geometric Layout Approval Date:	6/25/2019
Construction Limits Established Date:	11/15/2019
Original Letting Date:	12/18/2020
Current Letting Date:	3/9/2021
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



- 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:	8.8	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 reflects the awarded bid price.

PROJECT SUMMARY


US 169

State Project Number 7106-87

Reconstruct US 169 in Elk River, TH 101 to 197th Ave. Convert to freeway design. Replace Bridge 71002 with new Bridge 71020 northbound 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 CMGC method and is currently in the final design process.

PROJECT RISKS

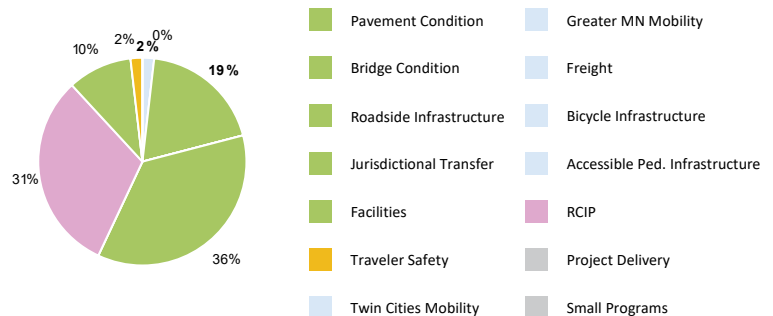
Cost increases at the time of letting due to inflation related to material delivery/availability because of COVID. Delay in utility relocations may cause construction delays and thus delay the schedule and result in contractor delay costs. Traffic congestion on the local streets and Hwy 169 require temporary 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
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition


TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current 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 SRC. Total Project Cost estimate = \$165 M Construction Cost = \$123M Corridors of Commerce + \$3M anticipated local cost participation + \$3M District 3 Bridge funds + \$1M CAV-X funds = \$130M. Right of way cost = \$12M Delivery Costs = \$17.5M Construction Engineering = \$5.5M

PROJECT SUMMARY



MN 27
 Bridge 758, 92372, 77022, 77x04, 8915, 77x03, 77x02
 State Project Number 7703-16

[Hwy 27: Osakis area, I-94 in Douglas County to Hwy 71 in Todd County](#)

Resurface MN 27 from the junction of Douglas CSAH 82 in Osakis to junction US 71 with shoulder widening and to the junction with I-94, replace Wobegon Trail Bridge #758 and Bridge #92372 with new Bridge #77022 and new box culvert #77X04; and replace Bridge #8915 with new box culvert #77X03 at the junction of CSAH 37; and replace old pipe with new box culvert #77X02 at the junction of CSAH 82

RECENT CHANGES & UPDATES

A revised scoping level estimate was made to update the current estimate in 2020. Plans are complete. Currently under construction in 2022.

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 TH 27 and Bridge #92372 were 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

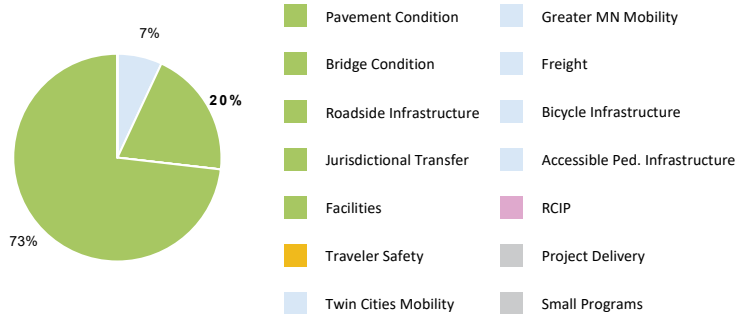
Utility relocation, coordination, and scheduling relating to new highway right of way title and possession dates and the timing to meet winter tree clearing requirements, excessive rain events that could saturate open subgrade of the reclamation which is anticipated to be mitigated through the project 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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

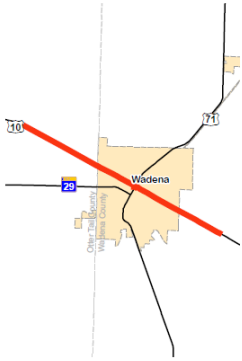
	Baseline Estimate	Current Estimate
Construction Letting:	16.1	19.6
Post Letting Construction Costs:	1.8	0.8
Other Construction Elements:	1.8	0
Preliminary Engineering:	1.3	2.4
Construction Engineering:	0.9	1.6
Right of Way:	3	0
Total:	23.1	24.4

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

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. The current estimate is the awarded bid price.

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

SUBSTANTIALLY COMPLETE

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

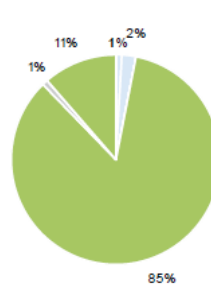
The lack of detour routes may complicate the replacement of storm sewer.

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

Pavement Condition



- 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	
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 reconstruction Wadena: Wadena and Ottertail Counties

Road reconstruction on US 10 from west of CSAH 75 to 3rd St in Wadena and from Wadena CSAH 4 to east of Oink Joint Rd and road reconfiguration from 3rd St in Wadena to CSAH 4.

RECENT CHANGES & UPDATES

Design procurement is complete. Preliminary Engineering, Public Engagement, and Environmental Review are underway, with an open house recently held on 8/25/2022 in Wadena and an online survey opportunity ending in October.

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

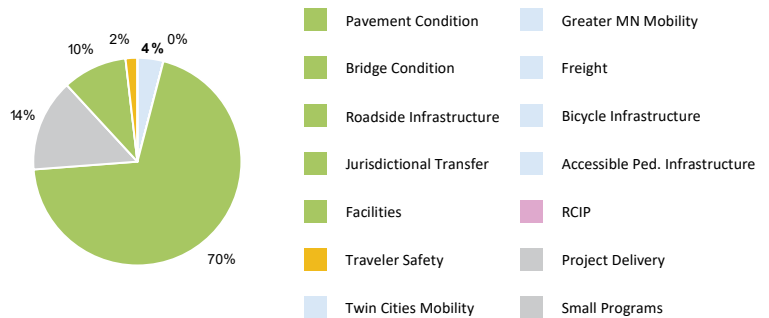
Accelerated schedule to develop layout and construction limits for ROW acquisition and contaminated property investigations, Environmental Coordination/Documentation of Sunnybrook Park [L], utility relocation in advance of construction balanced with need for winter tree clearing and having early title 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 Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	6/15/2022
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

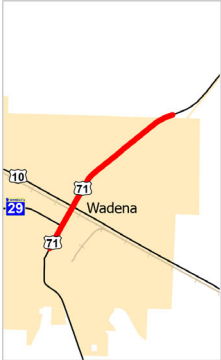
	Baseline Estimate	Current Estimate
Construction Letting:	35	35
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	0	0
Construction Engineering:	0	0
Right of Way:	12.6	12.6
Total:	47.6	47.6

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 estimated total project cost is \$60 million. The estimated construction cost is \$42 million (in a year of expenditure dollars), including \$7 million in contingency. The remaining \$18 million includes design, right of way, and construction verification. While there are \$30 million trunk highway bond funds identified for construction and \$5 million trunk highway bond funds identified for project development, there is a remaining funding gap. District 3 has applied for the IJIA Multimodal Discretionary Grants Program under the Rural Surface Transportation Category. Awards from USDOT are anticipated in fall of 2022.

PROJECT SUMMARY



US 71

State Project Number 8003-37

Hwy 71/Hwy 29 Improvements in Wadena

Resurface US 71 from Franklin Ave to Aldrich Ave and from Elm Ave to north of Alfred Street. Reconstruct US 71 from Birch Ave to Elm Ave. Resurface MN 29 in Wadena, from the Otter Tail / Wadena County line to the junction of US 71. Includes ADA pedestrian upgrades.

RECENT CHANGES & UPDATES

Design team procurement is complete with design and environmental review underway. A virtual open house was held from April 20 - May 11, 2022 leading to a geometric layout being prepared for the reconstruction portion of the project on US71.

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 of 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

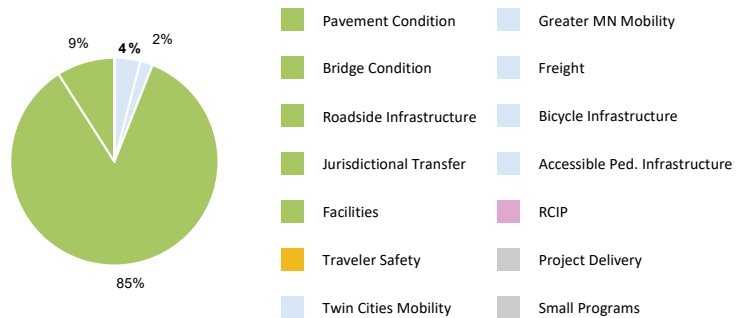
Segment will be evaluated for contaminated material, maintenance of traffic timing and detour coordination with SP8001-44 (4-lane expansion), timely utility relocation including coordination of conflicts with an existing underground pedestrian tunnel to the old Wesley Hospital.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	6/17/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/24/2025
Current Letting Date:	2/28/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

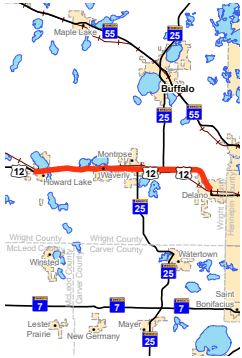
	Baseline Estimate	Current Estimate
Construction Letting:	7.3	7.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9.2	9.2

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

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

PROJECT SUMMARY



US 12

State Project Number 8601-62

[Hwy 12: Howard Lake, Waverly and Montrose: Wright County](#)

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 letting for this project was pushed due to budgetary constraints and continuing negotiations with the city of Howard Lake. The current letting is now January 31, 2025. The project now includes overlaying the multi-use path from Howard Lake to Lion's Park at the intersection of US12 and CSAH 6, realignment of path over the BNSF railroad tracks to meet current design standards, increasing the sidewalk width from the intersection of 10th Ave to 8th Ave and from 7th Ave to 6th Ave to facilitate PAR.

PROJECT HISTORY

This project originally extended from Howard Lake to Delano. The project scope was modified to allow for the Montrose to Delano segment to be completed in 2021 and the Montrose to Howard Lake segment to be completed in 2022. The project was selected to address deteriorating pavement and provide for accessible pedestrian facilities within the communities.

PROJECT RISKS

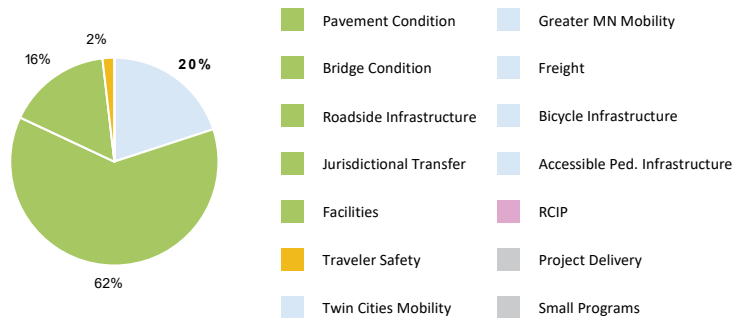
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	7/26/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/29/2021
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

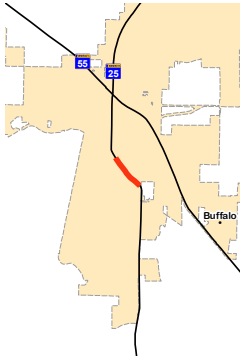
	Baseline Estimate	Current Estimate
Construction Letting:	7.7	7.3
Post Letting Construction Costs:	0.8	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0.1	0
Total:	10.1	9.1

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 cost increase includes scope creep and additional cross section changes required to ensure the sidewalk is ADA compliant. The project now includes overlaying the multi-use path from Howard Lake to Lion's Park at the intersection of US12 and CSAH 6, realignment of path over the BNSF railroad tracks to meet current design standards, increasing the sidewalk width from the intersection of 10th Ave to 8th Ave and from 7th Ave to 6th Ave to facilitate PAR.

PROJECT SUMMARY



MN 25

State Project Number 8604-37

Reconstruct MN 25, from north of Settlers Parkway to 1st St south 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 upscoped 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.

PROJECT RISKS

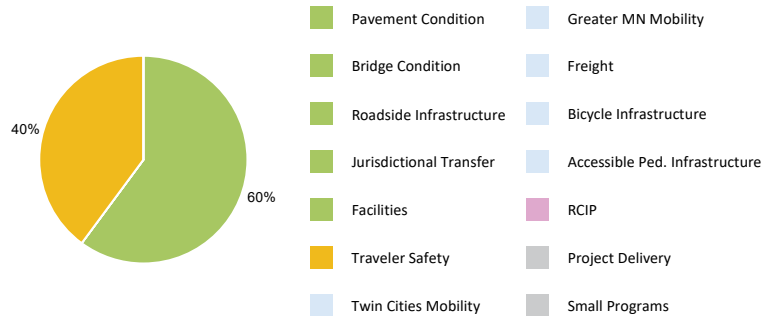
There are no known risks at this time besides traffic control needs during construction.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

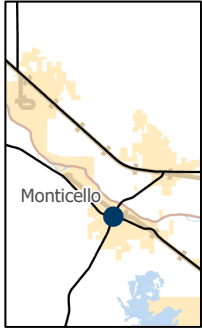
	Baseline Estimate	Current Estimate
Construction Letting:	6.2	10.9
Post Letting Construction Costs:	0.7	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.3
Construction Engineering:	0.4	0.9
Right of Way:	0.1	0
Total:	8.1	13.5

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 estimate is based on estimated quantities and average bid prices for similar projects.

PROJECT SUMMARY



MN 25
 Bridge 86803
 State Project Number 8605-58
 Redeck Bridge #86803 on MN 25 over I-94 in Monticello.

RECENT CHANGES & UPDATES

New to STIP for FY 2026 letting.

PROJECT HISTORY

This project was originally programmed as a deck re-overlay. As a result of the condition analysis of the bridge deck and superstructure, the fix was upscaled to a re-deck. The District is working with the Bridge Office to try to coordinate Accelerated Bridge Construction (ABC) for this project. Project includes sidewalk widening and extension of the NB left turn lane queue further to the south off the end of the bridge.

PROJECT RISKS

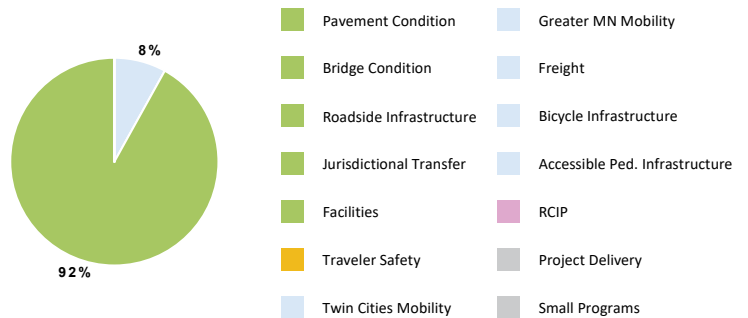
Traffic Control and Construction Staging

SCHEDULE

Date in which project entered the STIP:	2023
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:	1/30/2026
Current Letting Date:	1/30/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge



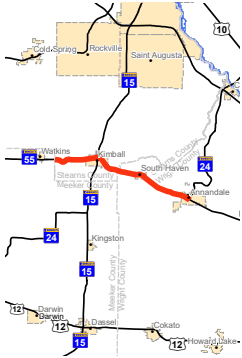
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.6	5.6

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 55

State Project Number 8606-63

Reconstruct MN 55, Brown Ave to Poplar Ave and resurface from Poplar Ave to east of Annandale Blvd in Annandale. Includes ADA improvements

RECENT CHANGES & UPDATES

A consultant has been hired to deliver the final design plans. Moved to FY 2025

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

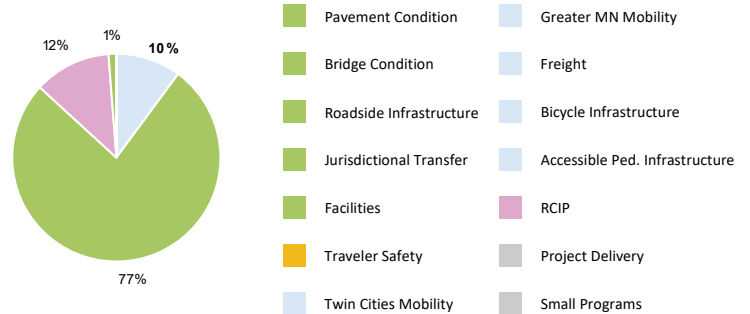
City will design its own utility plans for inclusion in the plan set.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/24/2020
Construction Limits Established Date:	Pending Approval
Original Letting Date:	7/24/2020
Current Letting Date:	9/27/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8	8
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:	9.9	9.9

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 55

State Project Number 8606-64

Resurface MN 55, Meeker/Stearns County Line to Brown Ave S in Annandale

RECENT CHANGES & UPDATES

This project was originally part of 8606-63, however this portion of the project is rural and will be constructed separately 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 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 is a now Mill and Overlay with ADA work in South Haven and Kimball. The detour will no longer be needed.

PROJECT RISKS

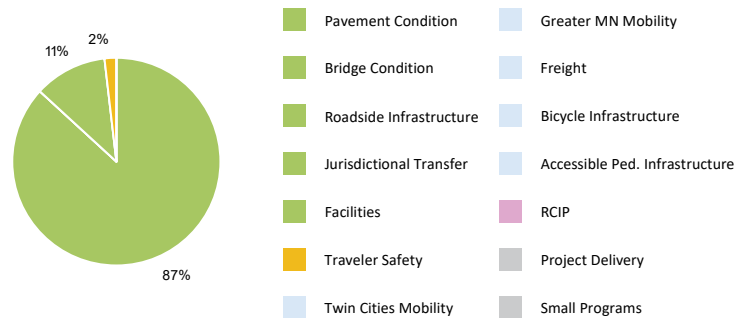
There are no known risks at this time.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.2	4.7
Post Letting Construction Costs:	0.4	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:	6.4	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 estimate is based on estimated quantities and average bid prices for similar projects. The current estimate is awarded bid price.

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

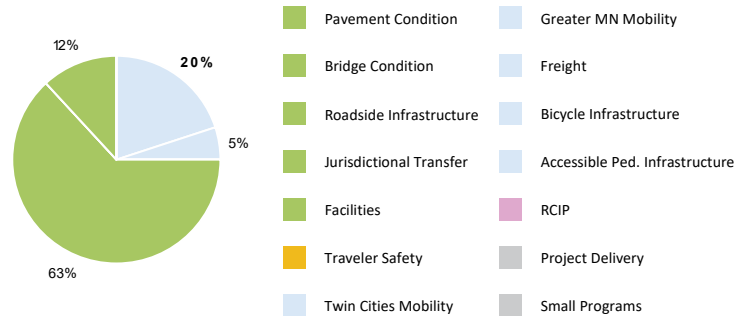
This project was an urban project, so traffic control and pedestrian traffic was difficult.

SCHEDULE

Date in which project entered the STIP:	2015
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

Pavement Condition



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	0.5
Right of Way:	0	0.2
Total:	5.8	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 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.

PROJECT HISTORY

Project was let through the design-build process. This project addresses needs in pavement, bridge and capacity improvements on I-94. The purpose is to add capacity between CSAH 37 and TH 241, replace pavement and rehab or replace bridges. The proposed project will add a 3rd general purpose lane in each direction on I-94 between CSAH 37 in Albertville and TH 241 in St. Michael. Pavement will be replaced from the east end of MnROAD to TH 241. Bridges at CSAH 19, CSAH 37 and TH 241 will be rehabbed or replaced. The eastbound collector-distributor lane between CSAH 19 and CSAH 37 will be constructed. The interchange at TH 241 will be reconfigured to improve operations.

PROJECT RISKS

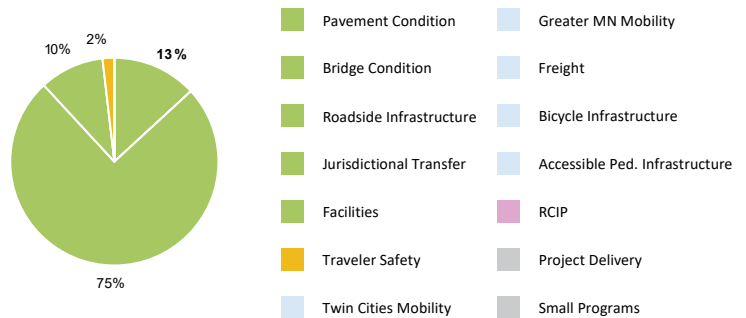
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	3/1/2018
Municipal Consent Approval Date:	1/22/2019
Geometric Layout Approval Date:	5/8/2018
Construction Limits Established Date:	5/8/2019
Original Letting Date:	3/20/2019
Current Letting Date:	3/20/2019
Construction Season:	2019
Estimated Substantial Completion:	August 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

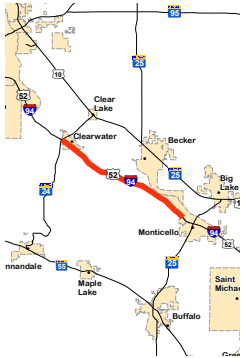
	Baseline Estimate	Current Estimate
Construction Letting:	63.6	63.6
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0.1	1.1
Preliminary Engineering:	8.1	8.1
Construction Engineering:	5.1	5.1
Right of Way:	1.2	1.2
Total:	80.6	81.6

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 in Monticello, improve drainage

RECENT CHANGES & UPDATES

This project came in substantially above the baseline estimate with the bidding process. It was decided to move forward with the project. This is an advance construction project with paybacks in FY 20 & FY 21.

PROJECT HISTORY

The project was programmed to address deteriorating pavement. Project development staff were not available so a consultant was hired to develop the layout, environmental document and maintenance of traffic staging.

PROJECT RISKS

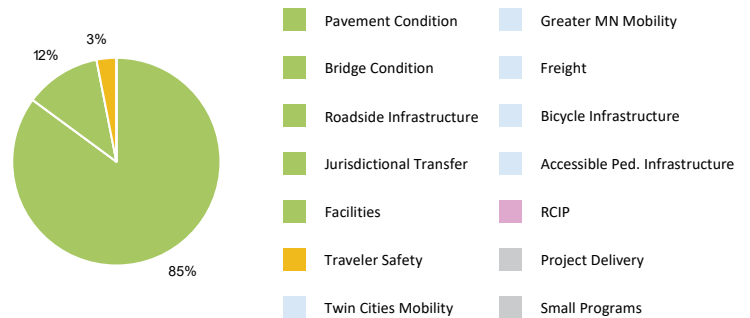
The project needed to maintain freight mobility and address traffic concerns while under construction. Extensive temporary pavement widening was needed for maintenance of traffic. The I-94 Corridor Coalition tried to expand I-94 to 3-lanes in each direction when removal of temporary pavement was discussed. Ultimately the decision was made to deliver a project with three lanes in each direction, which added risk to the budget.

SCHEDULE

Date in which project entered the STIP:	2017
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:	5/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

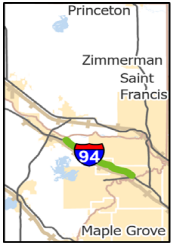
	Baseline Estimate	Current Estimate
Construction Letting:	38.1	97.4
Post Letting Construction Costs:	0	2.5
Other Construction Elements:	0	0.6
Preliminary Engineering:	1.92	8.5
Construction Engineering:	1.28	2.5
Right of Way:	0	0.1
Total:	41.3	111.6

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.

PROJECT SUMMARY



I-94

State Project Number 8680-189

Resurface I-94, from east Monticello to CSAH 19 in Albertville.

RECENT CHANGES & UPDATES

Change from \$130 M in construction cost to \$100.6 M.

PROJECT HISTORY

This section is the last remaining portion of I-94 to be expanded from 4-lane to 6-lane from Clearwater to Maple Grove. The project will widen I-94 to the inside and provide an additional lane in each direction. Existing westbound bridge at CSAH 19 in Albertville will be removed and reconstructed to accommodate lane widening. The westbound bridge over CSAH 75/BNSF Railroad will be widened to accommodate an additional traffic lane. Noise walls are proposed on the east end of Monticello and will run on the south side of I-94 starting at Fenning Ave and heading eastward past the ball fields and on the north side of I-94 starting at CSAH 75 and heading eastward to the city limits.

PROJECT RISKS

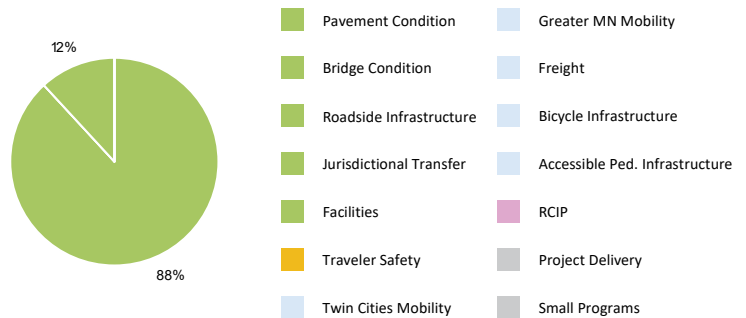
1. Funding – Greatly underfunded for full expansion - How much is secured will result in how much we can build and when, 2. Construction staging at the pinch points – CSAH 19 Bridge in Albertville and CSAH 75 overpass bridges in Monticello, 3. Final EA documentation results, and more specifically, potential noise walls and their locations. 4. Additional grading may be required to mitigate poor soils. 5) Maintenance of traffic and temp construction at ends of project. 6. On hand bridge beams being able to be reused for construction of Br 86825 7. Storm water treatment and management within right of way. 8. Securing needed funding for "whole" project.

SCHEDULE

Date in which project entered the STIP:	2023
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

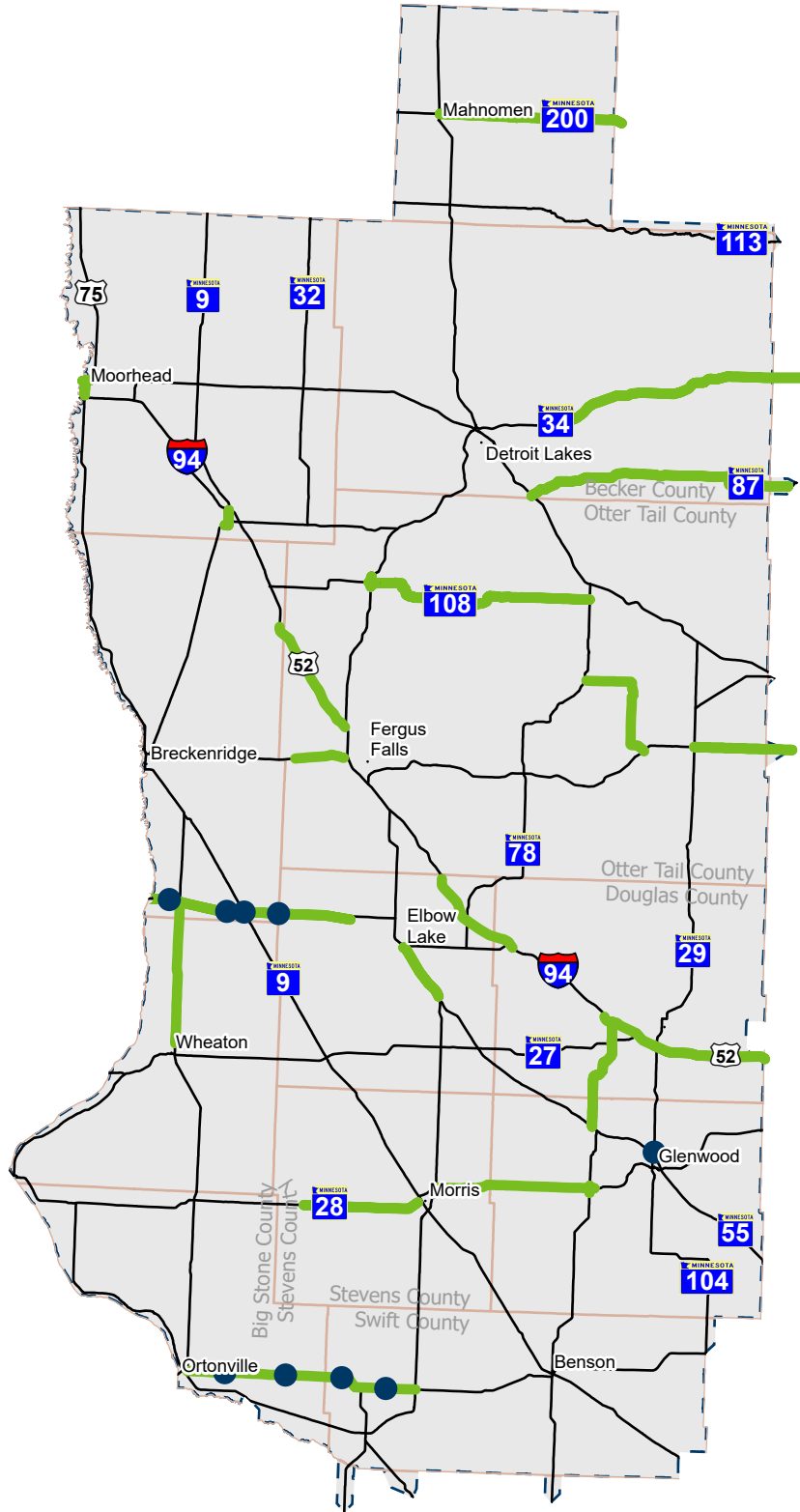
	Baseline Estimate	Current Estimate
Construction Letting:	6.8	100.6
Post Letting Construction Costs:	0.3	2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	6
Construction Engineering:	0.5	4
Right of Way:	0	0
Total:	8.4	112.6

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

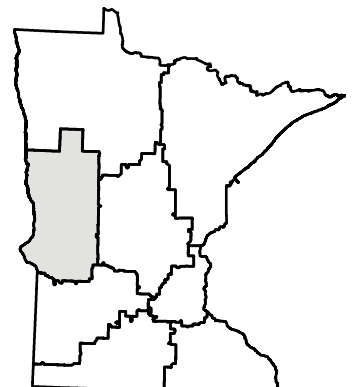
1. \$6.85 M of District 3 SRC funds programmed in FY 2024 of the draft STIP for WB pavement fix, 2. 2021 Legislature approved an additional \$27 M in funding for WB expansion, still \$16.5 M short of estimated \$50.3 M construction cost for WB expansion, 3. EB expansion is estimated to cost an additional \$50.3 M, 4. Total six lane expansion construction cost is estimated at \$100.6 M.

D4- DETROIT LAKES



Major Highway Projects

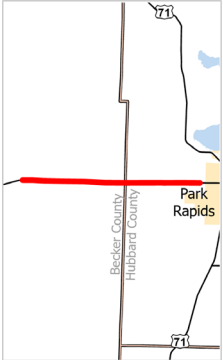
-  Bridge Projects
-  Roadway Projects
-  County Line
-  Construction District



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	195
MN 34	0303-68	On MN 34 from east of CSAH 29 to Ponsford in Becker County			D2	196
MN 87	0306-30	On MN 87 from US 10 to the eastern city limits in Frazee			D3	197
MN 87	0306-31	On MN 87 from Frazee to Menagha	✓	1st	D4	198
US 12	0603-16	On US 12 from US 75 IN Ortonville to US 59 in Big Stone County	✓	1st	D5	199
US 10	1401-177	Highway 10/75 Moorhead 11th street underpass			D6	200
US 75	1406-76	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			D7	201
MN 9	1409-25	On MN 9 from Barnesville to I-94 in Barnesville			D8	202
MN 114	2110-10	Resurface from west of Hwy 55 to Jct. north ramp of Hwy 94			D9	203
I-94	2180-118	On I-94 from the west junction of 114 to the west of Hwy 29 in Douglas County			D10	204
I-94	2180-125	Resurface I-94 from Alexandria to Douglas/Todd County line			D11	205
MN 55	2609-28	On MN 55 from Elbow Lake to Barret in Grant County			D12	206
I-94	2680-44	Rehabilitate concrete on westbound lanes from Grant/Otter Tail County line to Hwy 79			D13	207
MN 200	4402-22	On MN 200 from 59 to E. of Roy Lake in Clearwater and Mahnommen Counties			D14	208
MN 210	5601-33	On MN 210 from 94 to County Line in Otter Tail County	✓	1st	D15	209
MN 210	5604-09	Resurface from Hwy 29 to west of Hwy 71			D16	210
US 59 & MN 108	5618-117	City of Pelican Rapids			D17	211
MN 108	5623-38	Resurface from east of Pelican Rapids to Hwy 78			D18	212
MN 108	5624-19	Resurface from the south junction of Hwy 78 to 4th Street in Henning.			D19	213
MN 108	5624-20	Reconstruction from 4th street in Henning to Jct. of Hwy 210			D20	214
I-94	5680-147	Concrete resurface EB lanes from west of CR 11 to Hwy 59			D21	215
MN 28	6102-25	Resurface from Pomme de Terre Bridge near Morris to Starbuck			D22	216
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	✓	1st	D23	217
MN 29	6106-25	On MN 29 bridge 61006 in Glenwood			D24	218
MN 28	7503-38	On MN 28 from Chokio to Morris in Stevens County	✓	2nd	D25	219
US 75	7806-32	Resurface from Mustinka River Bridge to railroad crossing north of Hwy 55			D26	220
MN 55	8404-47	On MN 55 from State Line to Wendell in Wilkin County			D27	221

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

Current estimate, 1/24/22, is showing an inflated construction letting cost of \$9,038,451. Increase in cost due to D4 and D2 snow fence risk increase.

PROJECT HISTORY

New project, no changes.

PROJECT RISKS

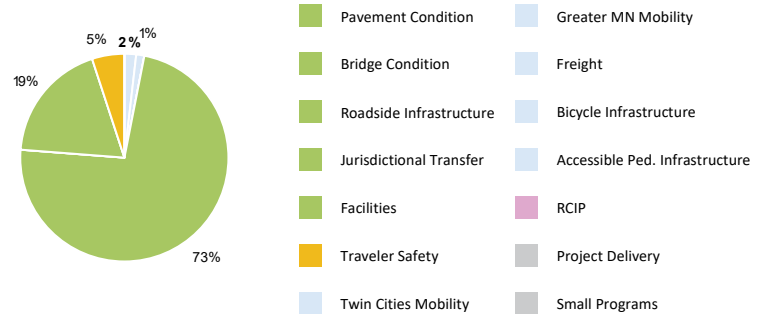
Developing snow fence needs.

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:	1/1/2022
Original Letting Date:	9/22/2023
Current Letting Date:	9/22/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	7.9	9.1
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.2
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	10.1	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

The estimate, dated 1/24/2022, applied a rate of 7% to the 2022 estimate to adjust to the 2024 construction year.

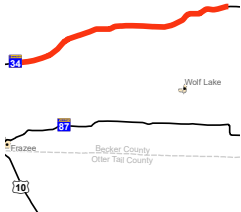
PROJECT SUMMARY

MN 34

State Project Number 0303-68

Hwy 34 Resurfacing

Resurface Hwy 34 from Becker CR 29 to Ponsford Road



RECENT CHANGES & UPDATES

Selective logging will occur for 7-mile stretch on the south side of the road.

PROJECT HISTORY

This project is a two lane rural highway that is intended to improve pavement quality, ride quality and reduce future anticipated maintenance costs. 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

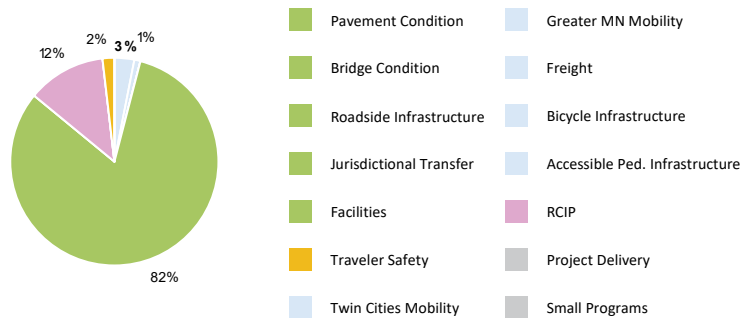
Bridge 03X06 at Shell River

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:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.8	14
Post Letting Construction Costs:	0	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	8.8	18.3

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

COST ESTIMATE ASSUMPTIONS

\$8.8 million comes from a 1/11/22 cost estimate. The bit price per ton was \$45 The district's design estimate, 5/6/22, had the bit price per ton at \$54 and increased other unit prices.

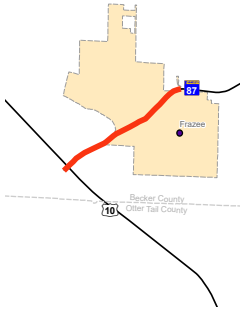
PROJECT SUMMARY

MN 87

State Project Number 0306-30

[Hwy 87: Frazee](#)

Complete streets reconstruction in Frazee, from CR 29 to Otter Tail River bridge



RECENT CHANGES & UPDATES

Plans completed. Project is let and under construction.

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 RISKS

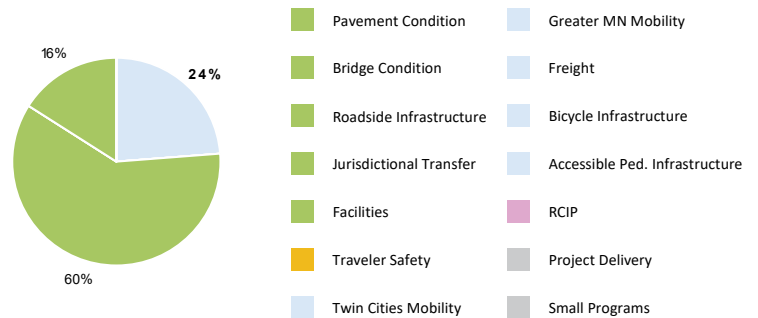
City utility coordination, environmental impacts, tree removals, retaining wall impacts and railroad coordination. Cooperative agreement with the city. Complete in one construction season and utility coordination.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/28/2021
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

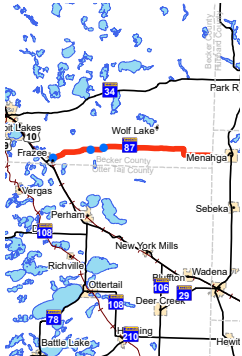
	Baseline Estimate	Current Estimate
Construction Letting:	5	5.3
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	0.7
Construction Engineering:	0	0.4
Right of Way:	0	0
Total:	5	6.8

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

Baseline estimate comes from the consultant as a 60% cost estimate on 12-14-20. D4 had an estimate from 1-23-20 that had \$5.9 million. The consultant estimate had more accurate quantity amounts and items as they used the 60% SEQ. D4's final design estimate (10/28/21) was \$5.19 million plus \$124,000 for the bridge work which made the total construction letting cost \$5.31 million. The cost increase is due to a more accurate cost estimate.

PROJECT SUMMARY



MN 87

State Project Number 0306-31

Resurface, widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was constructed summer of 2021 and is substantially 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. Toad River Box Culvert Replacement was removed from the project to environmental/DNR concerns with an artesian well. Project Design is 100% Complete, to be let September 25, 2020.

PROJECT RISKS

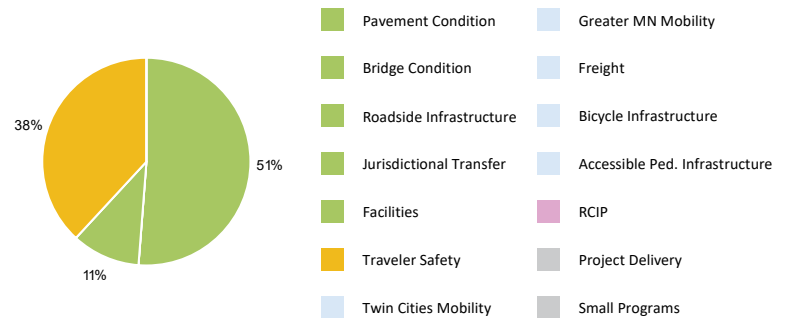
No risks remaining

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:	7/10/2019
Construction Limits Established Date:	7/10/2019
Original Letting Date:	12/18/2020
Current Letting Date:	9/25/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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 current estimate reflects bid amounts.

PROJECT SUMMARY



US 12

Bridge 1060, 1121, 76012, 794

State Project Number 0603-16

[Hwy 12 Ortonville to Hwy 59](#)

Resurface and widen shoulders from Hwy 75 in Ortonville to Hwy 59, includes culvert replacements, bridge improvements and snow trap improvements

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is substantially 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

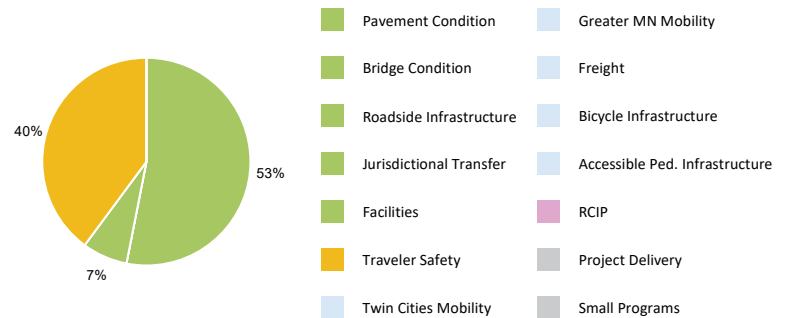
Environmental impacts material prices due to the large quantities of aggregate and bituminous for project. Time to deliver project due to 118 parcels of new right of way required. Contaminated material and superelevation of curve at east end of project. Possible additional drainage needs

SCHEDULE

Date in which project entered the STIP:	2017
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

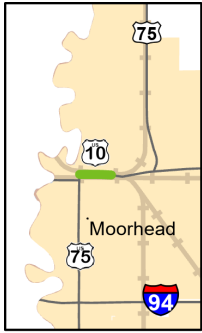
	Baseline Estimate	Current Estimate
Construction Letting:	8.5	22
Post Letting Construction Costs:	0.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.96	2.6
Construction Engineering:	0.64	1.8
Right of Way:	0.1	1.1
Total:	11	29.3

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



US 10

State Project Number 1401-177

[Hwy 10, 75 -11th St underpass: Moorhead](#)

Highway 10/75 Moorhead 11th street underpass

RECENT CHANGES & UPDATES

Design is currently between 30 and 60 percent. MnDOT is working with FHWA to hopefully have a signed CATEX by November. The team is still working with BNSF to get concurrence on the both the Hillsboro and KO bridges.

PROJECT HISTORY

This project is a part of a comprehensive effort to improve safety and state of good repair along US Highway 10 (MnDOT Trunk Highway 10 or TH10) and US Highway 75 (MnDOT Trunk Highway 75 or TH75) through Downtown Moorhead. The project is being delivered through the CMGC process.

PROJECT RISKS

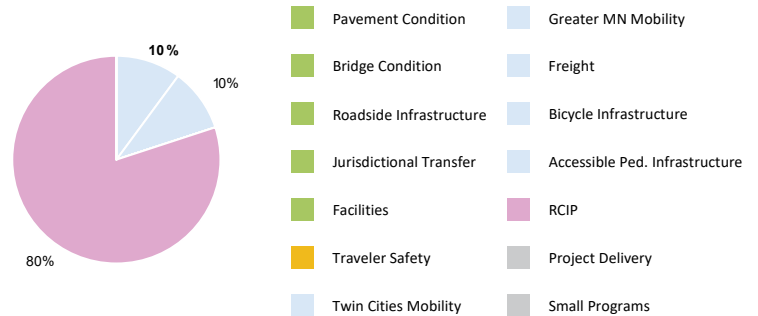
Top risks include: 1. Contaminated materials, 2. Groundwater, 3. Temporary shoring for railroad bridges and retaining walls, 4. Railroad coordination and agreement, 5. Utility relocation and coordination 6. Funding shortfall

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	8/4/2021
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

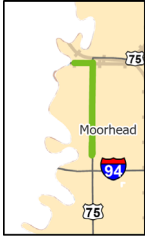
	Baseline Estimate	Current Estimate
Construction Letting:	81	90
Post Letting Construction Costs:	0	4
Other Construction Elements:	4	10
Preliminary Engineering:	9.4	13
Construction Engineering:	6.5	1
Right of Way:	12.7	20
Total:	127.1	145.7

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

COST ESTIMATE ASSUMPTIONS

Current costs are based on pricing completed by the consultant the ICE and EE for the 60% plan with the CMGC process. A Monte Carlo analysis has not been completed yet.

PROJECT SUMMARY



US 75

State Project Number 1406-76

[Hwy 10 & 75 downtown Moorhead reconstruction](#)

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

RECENT CHANGES & UPDATES

A demonstration project on Main Avenue between the Red River and 8th street is underway to simulate 1 traffic lane in each direction with parking on both sides of Main Ave. (Highway 10). Curb extensions, or bump outs, at intersection crossings for pedestrian visibility are part of the demonstration project. Preliminary design will begin in the winter of 2022-2023

PROJECT HISTORY

A planning study was completed for this corridor in 2019 by consultant. The project has been scoped and a consultant selection has been completed for its design. Project was originally scoped to be constructed in FY 25 but with the funding received for the 11th Street Underpass and wanting to construct it in FY 24, it was decided to move this project back to FY 26.

PROJECT RISKS

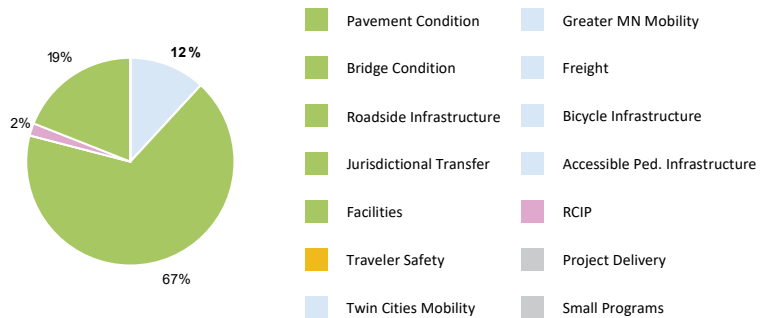
Contaminated materials, municipal consent, cultural resources, traffic control and Staging, and tree removal.

SCHEDULE

Date in which project entered the STIP:	2023
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:	12/20/2024
Current Letting Date:	8/22/2025
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

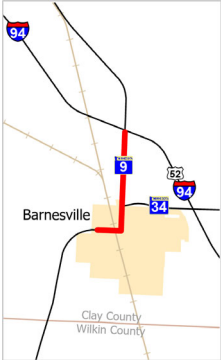
	Baseline Estimate	Current Estimate
Construction Letting:	14.8	14.8
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0.1	0.1
Total:	18.8	18.8

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

COST ESTIMATE ASSUMPTIONS

Estimate based on FY 22 costs and inflated 18% to FY 25.

PROJECT SUMMARY



MN 9

State Project Number 1409-25

[Hwy 9, Barnesville Complete Streets Project: Barnesville to I-94](#)

Reconstruct and resurface from Barnesville to I-94; includes pedestrian accessibility improvements and local utility replacements

RECENT CHANGES & UPDATES

The railroad agreement is in place 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

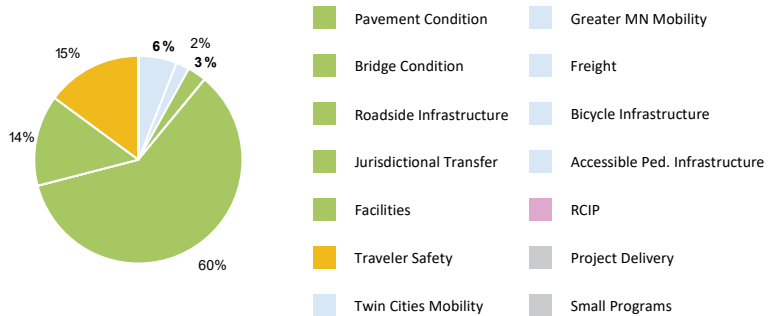
Project risks include construction survey needing to be done by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in right of way, cultural resources requirement for historical structures, coordination with railroad to 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:	9/23/2022
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	6.2
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	6	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

The estimate dated 02/18/2021, applied a 8% inflation rate to the 2021 cost estimate to adjust for the 2023 construction year. The \$4.8 million comes from cost estimate done 2-18-21 and has the bituminous price per ton as \$55. \$6.2 million is from the final design estimate 8-4-22 and has the bituminous price per ton as \$100. There are also other items from the 2-18-21 estimate that have gone up significantly in price by the time the final design estimate was done.

PROJECT SUMMARY



MN 114

State Project Number 2110-10

[Hwy 114 Lowry to Hwy 28](#)

Resurface from west of Hwy 55 to Jct. north ramp of Hwy 94

RECENT CHANGES & UPDATES

No changes

PROJECT HISTORY

Highway 114, from Lowry to Starbuck, is expected to be in poor condition by 2024, increasing the resource needs from maintenance. The sidewalk and pedestrian ramps in Lowry are currently non-compliant and will be replaced as part of this project. The project will include placing new sidewalk and ramps on the west side of Highway 114 and between Cherry and Maple Street in Lowry.

PROJECT RISKS

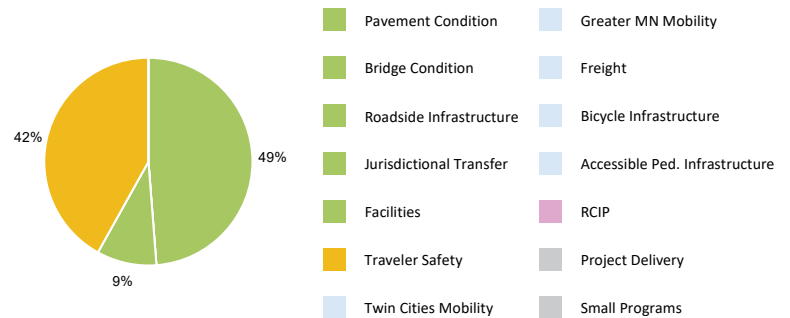
Intersection at highway 27, potential guardrail.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	6/1/2026
Current Letting Date:	12/6/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

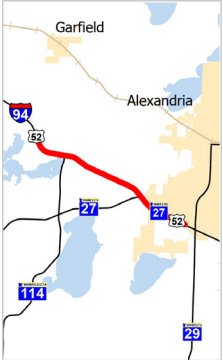
	Baseline Estimate	Current Estimate
Construction Letting:	6.7	6.7
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	9	9

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

COST ESTIMATE ASSUMPTIONS

The estimate 03/17/2021 applied a 19% inflation rate, to the 2021 cost estimate to adjust for the 2025 construction year. Previous baseline until 3/2022 was inflated \$3.75 million. Then the price increased to inflated \$6.7m because the district received HSIP funds for the construction of a roundabout at the intersection of TH 27 and TH 114. The roundabout has a lump sum estimate of \$2.5m.

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 extend the concrete unbonded overlay the length of the project due to more rapid deterioration of the of the pavement in the areas calling for repair.

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. The project scope was amended to remove transverse joint repair between the TH 27 cross overs and to add a cross over 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 RISKS

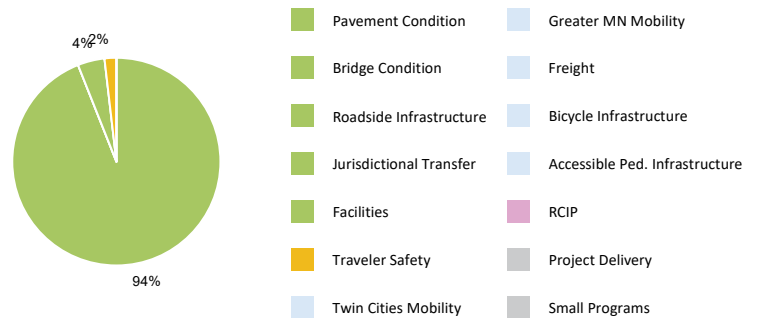
The project risks will include an additional cross over at TH 114.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	10/18/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/20/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

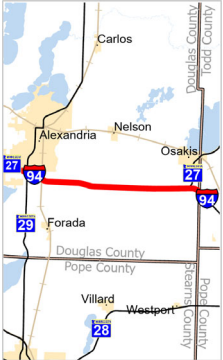
	Baseline Estimate	Current Estimate
Construction Letting:	8.6	6.3
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	10.6	8.3

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 scoping estimate, dated 01/08/2021, applied an 8 percent inflation rate to the 2021 cost estimate to adjust for the 2023 construction year. 8-2-21 estimate was inflated \$4.5million. Most recent estimate 1-18-22 was inflated \$6.64 million. 4 joint repairs were added, and amount of concrete pavement quantity doubled between the 2 estimates

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

A federal Bridge Improvement Grant has been applied for to fund potential bridge replacements.

PROJECT HISTORY

Project was scoped in March of 2020. The project includes and unbonded concrete overlay of the westbound lanes, guardrail replacement, extending acceleration lanes to meet current standards, pipe lining, The scope also includes redecking the eastbound and westbound bridges over the Canadian Pacific Railway and CSAH 23. Crash struts are proposed for the bridges under CSAH 2, CSAH 17 and TH 27.

PROJECT RISKS

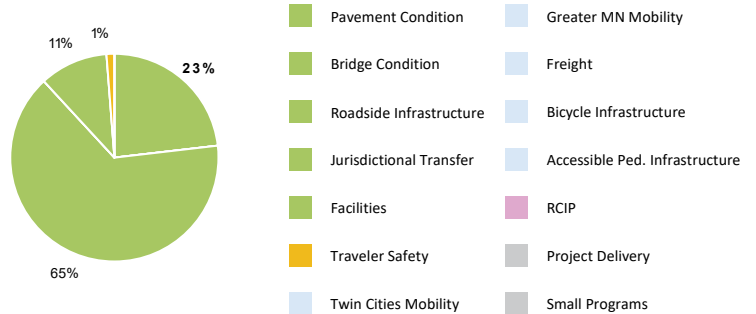
One or more bridges may become full replacements. Snow fence may require Right of Way.

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:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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 55/59: Elbow Lake to Barrett](#)
 Resurface and widen shoulders from Elbow Lake to Barrett

RECENT CHANGES & UPDATES

Plans completed. Project is let and construction is currently ongoing.

PROJECT HISTORY

Project is a road reclamation project to include shoulder widening, inslope and ditch grading. The project includes a road realignment of County Road 54. Advanced Letting Date to March 25-2022 as an ELLA (Early Let, Late Award)

PROJECT RISKS

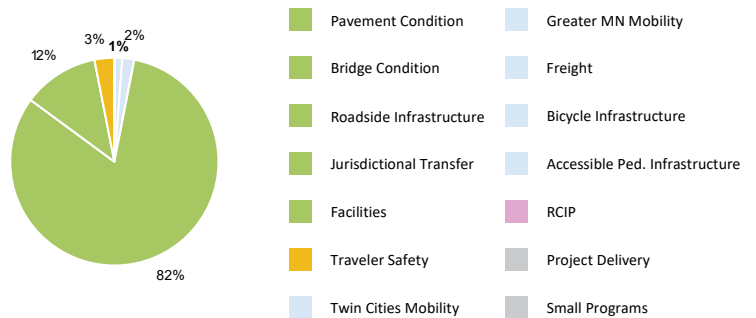
There is a risk to advancing the letting date to March 25, 2022 compressing the schedule. Other risks include snow trap grading, right of way acquisition, and city/county coordination/COOP agreements.

SCHEDULE

Date in which project entered the STIP:	2020
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:	11/18/2022
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

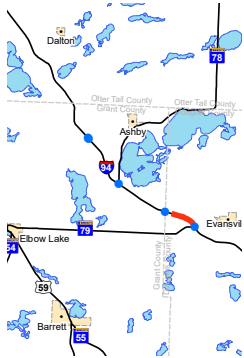
	Baseline Estimate	Current Estimate
Construction Letting:	7.2	5.8
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.7
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	9	7.5

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, dated 01/22/2021, applied an 8 percent inflation rate to the 2021 cost estimates to adjust for the 2022 construction year. The current reflects bid price.

PROJECT SUMMARY



I-94

State Project Number 2680-44

Rehabilitate concrete on westbound lanes from Grant/Otter Tail County line to Hwy 79

RECENT CHANGES & UPDATES

No changes.

PROJECT HISTORY

Project was originally in FY 22 and then moved out of the CHIP based on the surface rating. Project moved to FY 26.

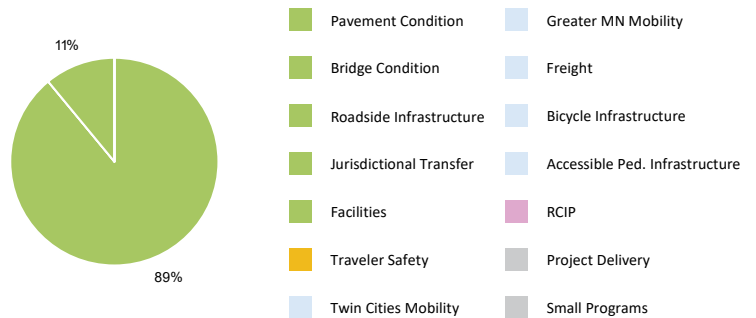
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
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:	3/27/2020
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

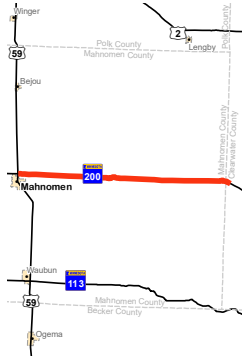
	Baseline Estimate	Current Estimate
Construction Letting:	12	12
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	15.9	15.9

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

COST ESTIMATE ASSUMPTIONS

\$11 Million estimate was completed in FY18, inflation rate factored at 15% to FY21. This will need to be updated after the first of the year.

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

Project is underway and scheduled to be completed in the fall of 2022.

PROJECT HISTORY

This project was identified as a need after a recent mill and overlay. 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 held monthly meetings to discuss project development and deal with issues as they developed. After 90% plans were prepared, more communication took place. This resulted in the addition of sidewalk to the project. Comments on 90% plans included the addition of a bike ped counter at Roy Lake. This project has been let and is currently being constructed.

PROJECT RISKS

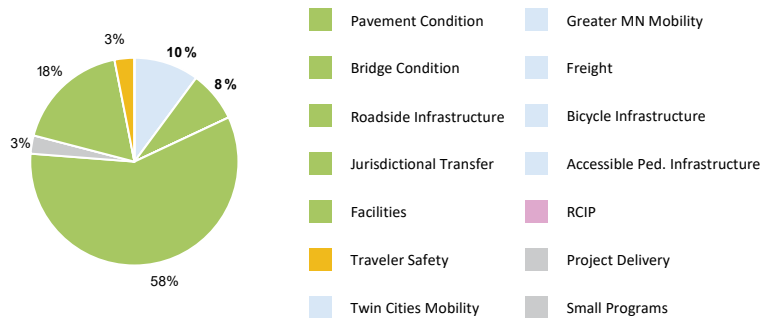
Obtaining grant of easement through tribal trust land for widening from White Earth. Traffic control and construction staging in the Roy Lake area while placing overburden over an existing box culvert needing to be replaced and maintaining drainage. Obtaining grant of easement through tribal trust land for widening from White Earth. Traffic control and construction staging in the Roy Lake area while placing overburden over an existing box culvert needing to be replaced and

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:	3/1/2021
Original Letting Date:	3/25/2022
Current Letting Date:	3/25/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

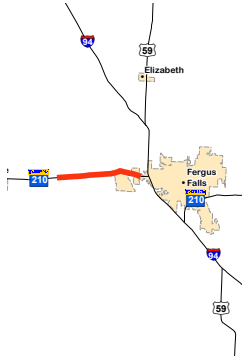
	Baseline Estimate	Current Estimate
Construction Letting:	13.2	14
Post Letting Construction Costs:	0.5	0.9
Other Construction Elements:	0.8	0.4
Preliminary Engineering:	1.6	1.8
Construction Engineering:	1	1.2
Right of Way:	0.2	0.2
Total:	17.4	18.5

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. The \$4.4M is from a cost estimate in 12-22-16 when the project was originally a mill to concrete surface, pave 4.5" bit and 2" PASB. Then in 2017, the fix was upgraded to a concrete reconstruct with a letting \$11M. The district's final design estimate was \$8.7M but the final engineer's estimate was \$12.9M because unit prices were higher than the district's. The biggest difference was in mobilization, the district had \$150,000 but the engineer estimate had \$1,041,000 for a unit price. The current estimate reflects the bid price.

PROJECT SUMMARY



MN 210

State Project Number 5601-33

[Hwy 210: West of I-94 near Fergus Falls](#)

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

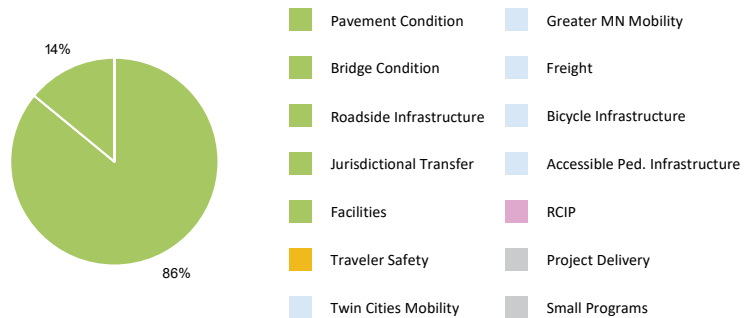
No risks remaining

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	8/1/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	4/1/2019
Construction Limits Established Date:	2/1/2019
Original Letting Date:	2/28/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	September 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

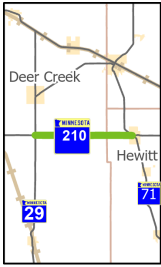
	Baseline Estimate	Current Estimate
Construction Letting:	4.4	12.8
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.5
Construction Engineering:	0.36	0.7
Right of Way:	1	0.2
Total:	6.8	14.2

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

The current estimate reflects bid amounts.

PROJECT SUMMARY



MN 210
 State Project Number 5604-09
 Resurface from Hwy 29 to west of Hwy 71

RECENT CHANGES & UPDATES

30% plans have been completed.

PROJECT HISTORY

Project entered the STIP in 2021 and is an ELLA to be let 3-23-24. Project scope was completed and approved on December 9, 2019.

PROJECT RISKS

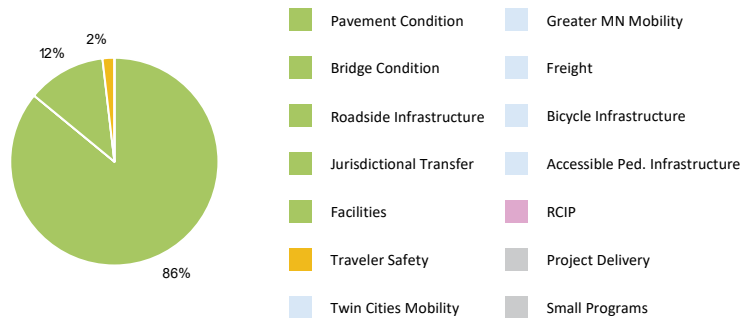
Potential to be upscoped to a full depth reclamation, need right of way acquisition, and have environmental impacts

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:	3/23/2024
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

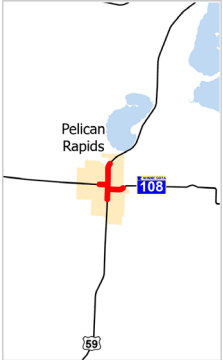
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	4.8	5

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

COST ESTIMATE ASSUMPTIONS

Cost dated 01/08/2021, applied a 14% inflation rate, to the 2021 estimate to apply to the 2024 construction year. 1/24/22 has inflated letting cost of \$3.94M. Increase comes from the increase unit prices of all line paint items, and bituminous items, and the increase lump sum items for state patrol truck pull off lane and traffic control.

PROJECT SUMMARY



MN 108

State Project Number 5618-117

[Hwy 59, 108, Pelican Rapids Complete Streets Project](#)

Complete streets reconstruction in Pelican Rapids; resurface bridge

RECENT CHANGES & UPDATES

Value engineering study completed. ICE report, 30% plans and draft CATEX completed. City has accepted the proposed layout, which includes mini roundabouts.

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

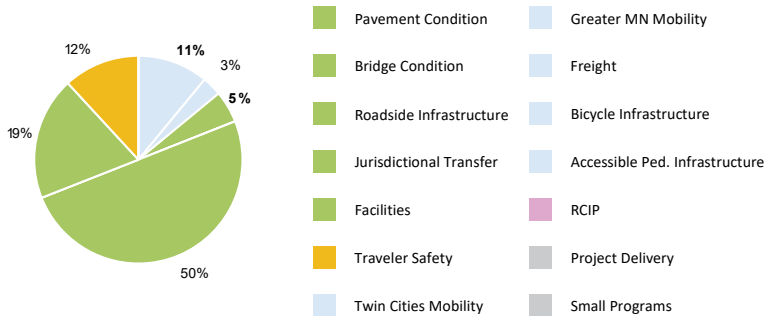
TH 108 Intersections design, possible mini roundabouts. City utility replacements limits growing. Municipal consent from the City. Construction seasons (1 or 2 years). Bridge construction could grow. City acceptance of proposed layout.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	7/7/2022
Construction Limits Established Date:	7/7/2022
Original Letting Date:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	13	25.1
Post Letting Construction Costs:	0	2.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	3.1
Construction Engineering:	0	2
Right of Way:	0	0.4
Total:	13	39.1

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 14 percent inflation rate to the 2021 cost estimate to adjust for the 2024 construction year. Baseline estimate is the estimate without the city utility costs. Oldest TPCE from 4/14/20 has a letting cost of \$18.4mill. 30% plan cost estimate, 9-9-22, has an inflated cost of \$25.18mill. Increase of city utility cost from \$5.2mill to \$8.3mill. Increase because mini roundabouts became included in project along with realignment of County Road 9 and a trail on the south side of the west leg of Hwy 108. Other increase comes from higher unit prices for most items in plan.

PROJECT SUMMARY



MN 108
 State Project Number 5623-38
 Resurface from east of Pelican Rapids to Hwy 78

RECENT CHANGES & UPDATES

Project is in the geometric design stage. MDR is in the process of being completed. Project scope has been completed and approved.

PROJECT HISTORY

Project is a rural bituminous mill and overlay with snow fence installations.

PROJECT RISKS

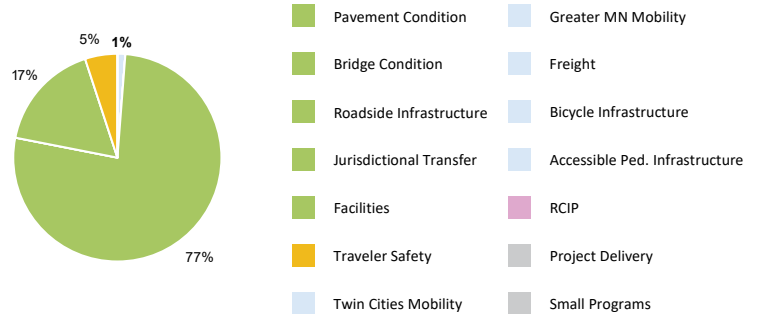
Right of way impacts, environmental document and tree impacts

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	6/1/2026
Current Letting Date:	9/26/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11	11
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	13.3	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

Most recent cost estimate, 1/24/22, has an inflated cost of 10.66M. Increase in price because of updated unit prices, addition of a truck pull off lane, striping, erosion, traffic control, and ADA ramps

PROJECT SUMMARY



MN 108

State Project Number 5624-19

Resurface from the south junction of Hwy 78 to 4th Street in Henning.

RECENT CHANGES & UPDATES

No changes

PROJECT HISTORY

The project is a 3" mill and overlay from the south junction of TH 78 to the north junction with 4th St in Henning.

PROJECT RISKS

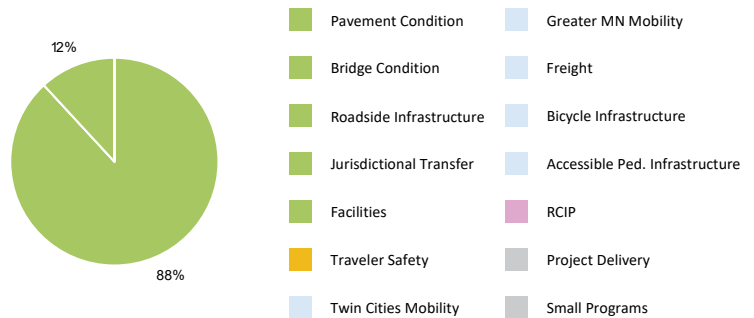
City may want rural rectangular flashing beacons at TH 108 junction with TH 78. It has been decided not to advance the project due to an archaeological investigation and needed coordination.

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:	4/26/2021
Construction Limits Established Date:	11/19/2021
Original Letting Date:	1/27/2023
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

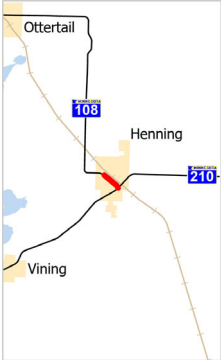
	Baseline Estimate	Current Estimate
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	6.8	6.8

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate dated 01/08/2021, applied a 14% inflation rate to the 2021 cost estimate to adjust for the 2024 construction year. Most recent cost estimate, 9/7/22, has inflated letting cost to \$4.90M. Increase in city utility cost, 7/29/22, from \$914,000 to \$1.2M. Increase in unit prices, and there is a risk for aesthetic items

PROJECT SUMMARY



MN 108

State Project Number 5624-20

[Hwy 108: Henning](#)

Reconstruction from 4th street in Henning to the junction with Hwy 210

RECENT CHANGES & UPDATES

ADA funding was added to the project.

PROJECT HISTORY

The Minnesota Department of Transportation is partnering with the City of Henning for the 2024 reconstruction project on Highway 108 in Henning. The project will address pavement concerns, pedestrian accessibility (ADA) requirements, and city utilities. The City of Henning worked with MnDOT and PartnerSHIP 4 Health to conduct a planning study ahead of MnDOT's design phase. The planning study helped the city in securing a Transportation Alternative grant for sidewalk/trail improvements.

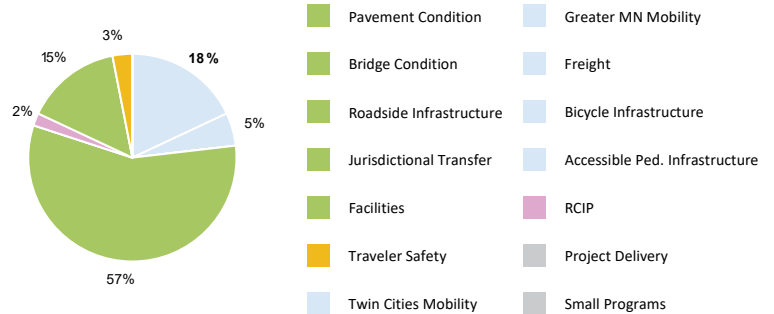
PROJECT RISKS

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:	6/29/2022
Construction Limits Established Date:	3/8/2022
Original Letting Date:	11/17/2023
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

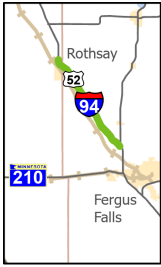
	Baseline Estimate	Current Estimate
Construction Letting:	4	4.1
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.4
Construction Engineering:	0	0.3
Right of Way:	0	0
Total:	4	5

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 scoping estimate, dated 03/26/2021, applied a 14 percent inflation rate to the 2021 cost estimates 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

An unbonded overlay is planned to restore the pavement condition. Ramps at CSAH 11 and 88 will be milled and overlaid. Guardrail replacement will be included in the project. The project will also include culvert lining.

PROJECT HISTORY

New project

PROJECT RISKS

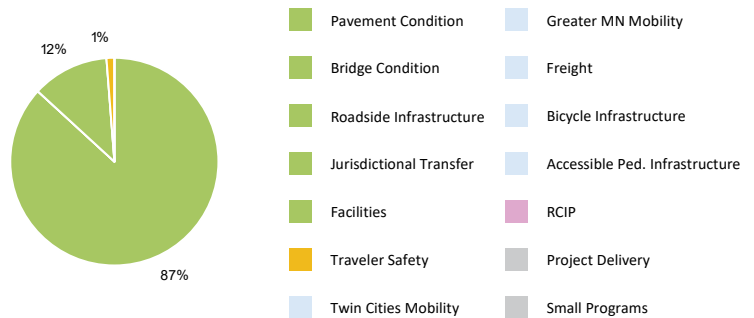
Side slope correction may be needed due to 4-5" grade raise , Culvert extensions may be needed for side slope correction and elimination of hazard for guardrail . There may be wetland impacts resulting from the grade raise

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:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

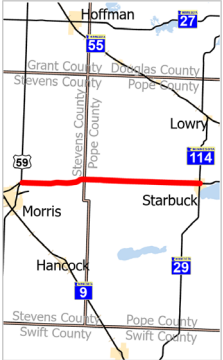
	Baseline Estimate	Current Estimate
Construction Letting:	16.5	16.5
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	20.8	20.8

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 8th, 2021, applied a 19% rate inflation rate to the 2021 cost estimate to adjust for the 2025 construction year. Increase in current estimate comes from the project moving to 2025 instead of 2023, so the inflation factor increased from 1.04 to 1.19 from 2020 to 2021. The contingency also increased from 6% to 7%. Most recent cost estimate was done 9/8/22, inflated construction letting is \$16.33mill. Change in letting cost comes from unit prices being updated, items updated to match the 30% typical sections, and quantities updated to match the 30%.

PROJECT SUMMARY



MN 28
 State Project Number 6102-25
 Resurface from Pomme de Terre Bridge near Morris to Starbuck

RECENT CHANGES & UPDATES

No changes.

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

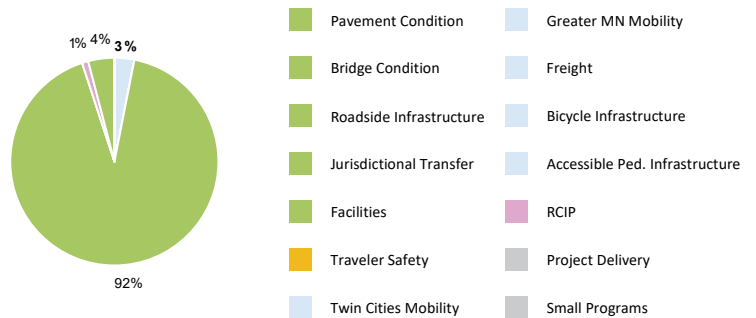
Risks may include shoulder widening west of Starbuck, replacement of edge drain and the possibility of contaminated materials.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	10/19/2021
Original Letting Date:	12/15/2023
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

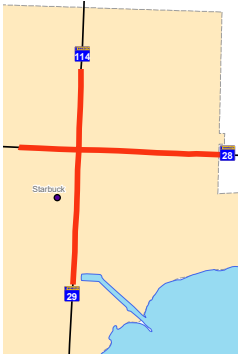
	<i>Baseline Estimate</i>	<i>Current Estimate</i>
Construction Letting:	11	11
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	14.1	14.1

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 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

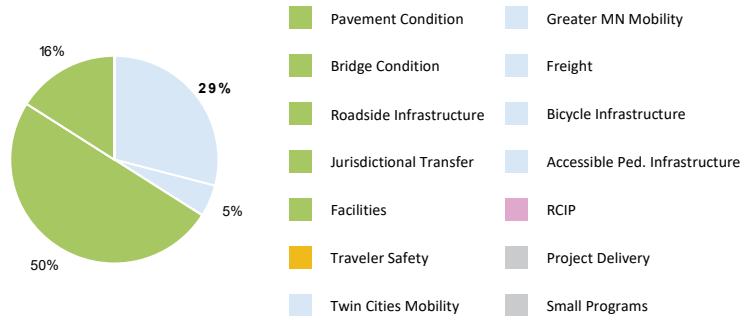
Hydraulic issues, construction staging and accessibility work are all project risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/20/2019
Municipal Consent Approval Date:	8/13/2019
Geometric Layout Approval Date:	8/8/2019
Construction Limits Established Date:	8/9/2019
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

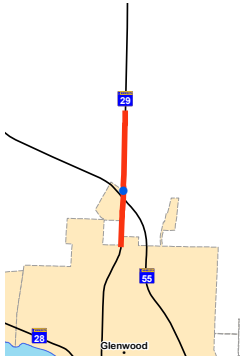
	Baseline Estimate	Current Estimate
Construction Letting:	5.8	7.6
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0	1
Construction Engineering:	0	0.7
Right of Way:	0	0
Total:	5.8	9.9

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: Near Glenwood](#)

Construct Hwy 29 overpass in Glenwood, includes new bridge, resurfacing and roundabouts.

RECENT CHANGES & UPDATES

Open to traffic.

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 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 constructed and the majority of 160th St.

PROJECT RISKS

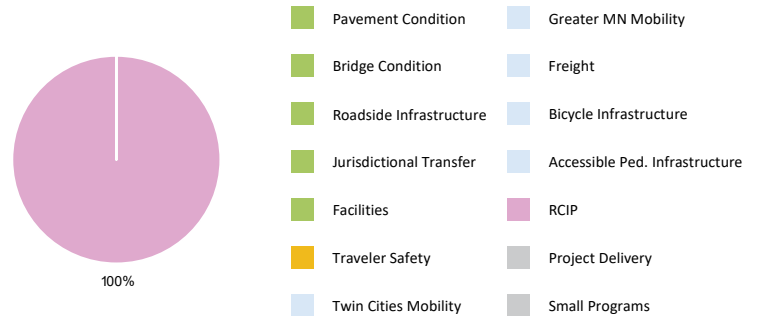
Risk associated with right of way has been addressed. Risk associated with utility impacts has been worked through with the utility coordination process. A rail agreement was successfully negotiated with CP Rail. Any poor or contaminated soils encountered during construction are addressed in the special provisions.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	3/17/2018
Municipal Consent Approval Date:	Pending Approval
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

Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

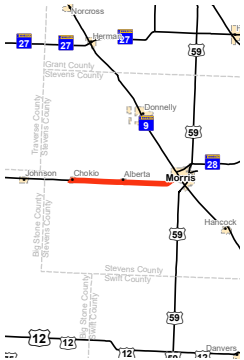
	Baseline Estimate	Current Estimate
Construction Letting:	13	9.1
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.7
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	13	14.2

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 bid amounts.

PROJECT SUMMARY



MN 28

State Project Number 7503-38

[Hwy 28: Chokio to Morris](#)

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

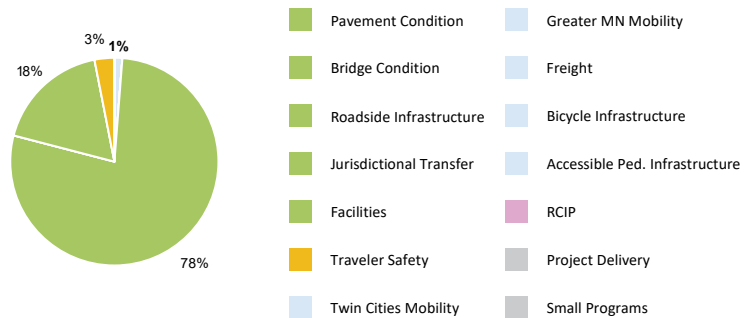
All project risks have been retired. The project risks include a possible snow fence near Spooner. Previous risks of adding guardrail were retired after further review of the existing conditions. The additional lighting at the railroad crossing was dismissed as sufficient lighting already exists. Removing 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:	11/22/2019
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	September 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

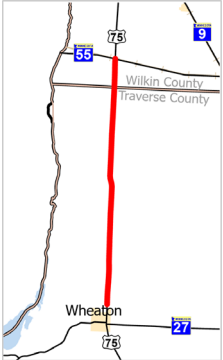
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	6.6
Post Letting Construction Costs:	0.6	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.2
Right of Way:	0.1	0.1
Total:	6.5	7.4

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 represents the estimated quantities and average bid prices of the project at that time. The current estimate reflects low bid amount for the project. The project was awarded for \$6,640,459.56. In the final design estimate, 10/29/19, increase in unit price of bituminous pavement, milling bit pavement, and snow fence from the 8-1-19 estimate. Lump sum prices in the 8/1/19 estimate were less than the final design estimate unit prices/quantities for ADA and hydraulics

PROJECT SUMMARY



US 75

State Project Number 7806-32

Resurface from Mustinka River Bridge to railroad crossing north of Highway 55

RECENT CHANGES & UPDATES

The project is currently at 30% plans and the 60% plans have not been started.

PROJECT HISTORY

The project was moved from a 2024 to 2025 letting and 60 % plans have not been started.

PROJECT RISKS

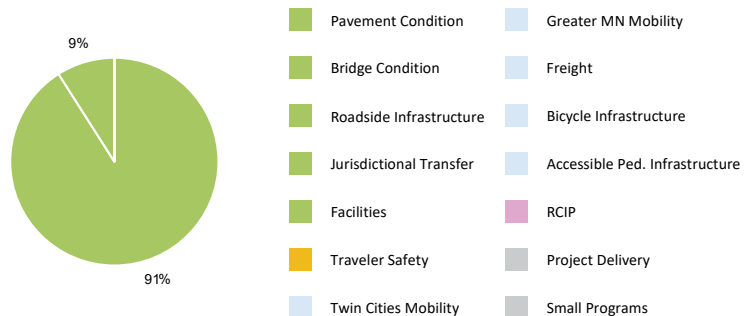
Potential snow fence needed. Rural intersection conflict warning system impacts.

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:	6/1/2024
Current Letting Date:	2/28/2025
Construction Season:	2023
Estimated Substantial Completion:	August 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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. Cost estimate 1/20/22 updated inflation factor, contingency percentage, retired snow trap risk, and updated bit unit price. Inflated construction letting is \$4.75M.

PROJECT SUMMARY



MN 55

Bridge 6385, 84001A, 8806, 8807, 8874

State Project Number 8404-47

[Hwy 55 Wendell to MN/ND border](#)

Resurface from MN/ND border to southern jct of CR 11 in Wendell; replace 4 box culverts

RECENT CHANGES & UPDATES

Project has been constructed.

PROJECT HISTORY

This was a project funded in 2017. The project scoping document was signed on 4/25/2018. The letting date of this project is now 11/19/2021. This change has been made due to funding issues. 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

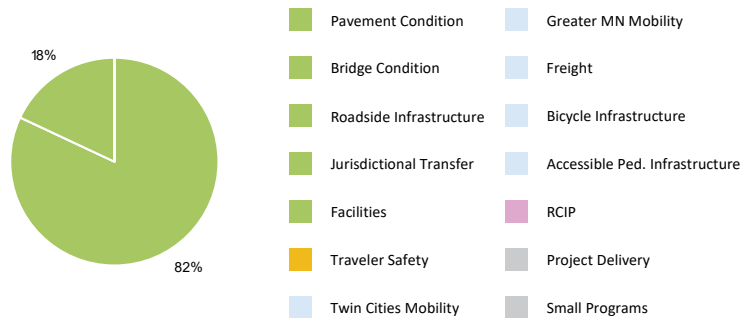
Hydraulic issues on this project are considered to be a risk.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

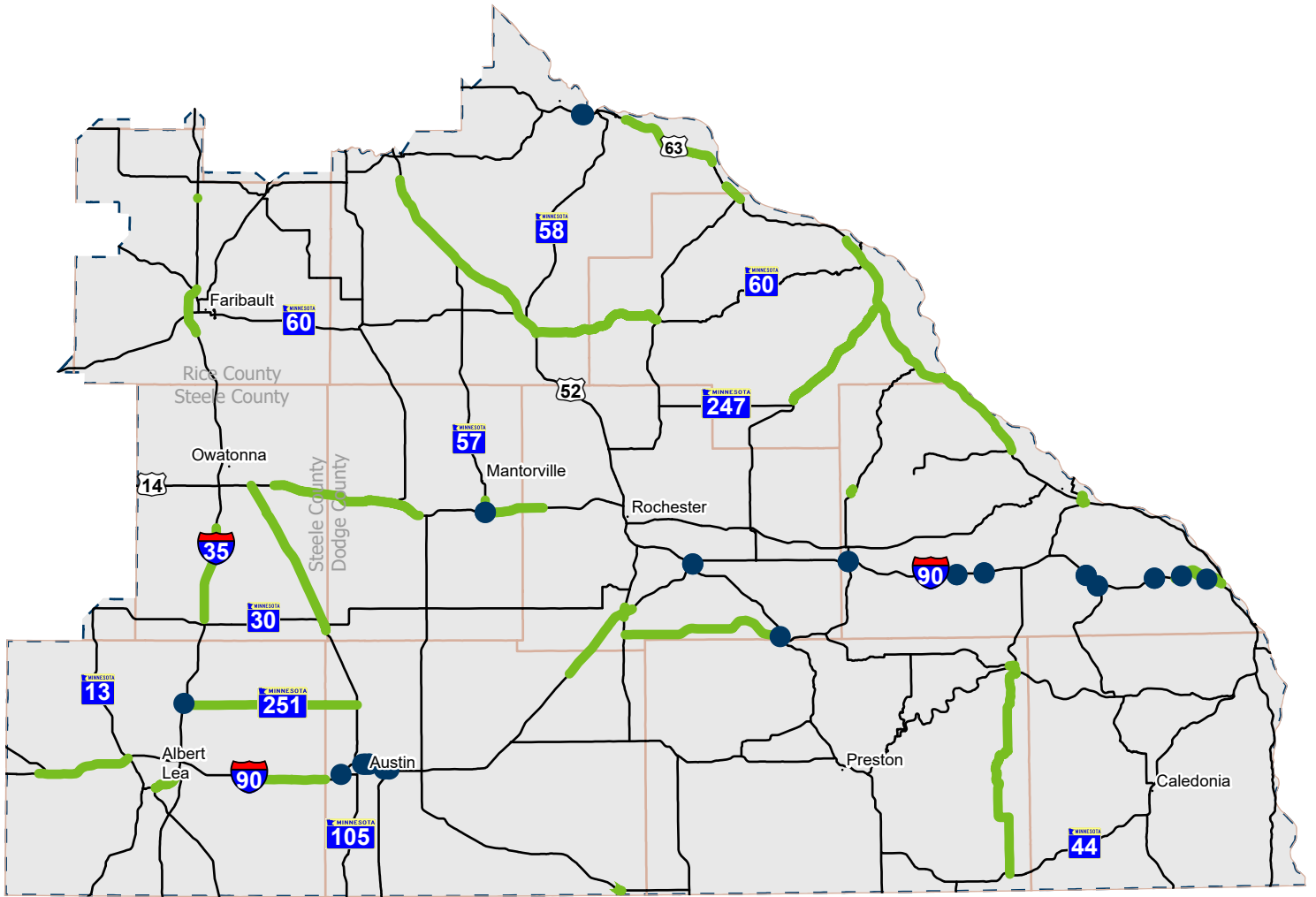
	Baseline Estimate	Current Estimate
Construction Letting:	9.6	10.4
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.3
Construction Engineering:	0.76	0.9
Right of Way:	0.1	0
Total:	12.6	13.5

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

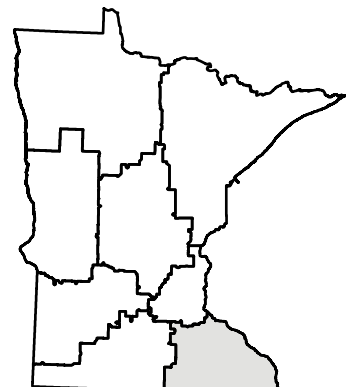
The scoping estimate, dated 04/23/2021, applied a 4 percent inflation rate to the 2021 cost estimates to adjust for the 2022 construction year. The current estimate reflects awarded bid amount.

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	✓	1st	E1	225
US 14	2002-37, 2002-36	US 14 from CR 9 to CR 5			E2	226
MN 57	2007-43	On TH 57, from CSAH 34 to 11th St in Kasson			E3	227
MN 30	2305-30	On MN 30 from Rushford West City Limits to MN 43 in Rushford			E4	228
MN 43	2306-26	On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County			E5	229
MN 250	2319-20	On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County			E6	230
US 65	2405-32	On US 65 from Newton Ave to the I-35 ramps in Albert Lea			E7	231
MN 251	2408-23	On MN 251 from I-35 in Freeborn County to TH 218 in Mower County	✓	1st	E8	232
I-90	2481-61	I-90 westbound from Alden to Highway 13			E9	233
I-90	2482-77	On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin	✓	1st	E10	234
I-90	2482-78, 2482-79	On I-90 at Oakland Woods Rest Area in Freeborn County	✓	2nd	E11	235
US 52	2506-83	On US 52 from MN 60 to MN 19 in Goodhue County			E12	236
US 61	2513-97	On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing			E13	237
US 61	2513-98	On Hwy 61, Bridge 6776 in Red Wing			E14	238
US 61	2514-121	On US 61, bridges 6483 and 6482 in Red Wing			E15	239
US 63	2515-21	Hwy 63 bridge over the Mississippi River and Hwy 61	✓	2nd	E16	240
MN 56	5005-68	On MN 56 from eastern city line to 770th Ave in Le Roy			E17	241
MN 105	5007-34	On Hwy 105 from Iowa state line along 11 miles towards Austin			E18	242
I-90	5080-166	Replace 28th St bridge over I-90 in Austin			E19	243
I-90	5080-170	On I-90, bridge replacements over Cedar River at CSAH 45 and at US 218 and rehab of bridges over 6th Street NE (Austin) and Hwy 105			E20	244
MN 30	5505-27	On MN 30 replace bridges 9008 and 9009 in Olmsted County			E21	245
MN 30	5505-30	On MN 30 from US 63 in Stewartville to US in Chatfield			E22	246
US 63	5509-84	On US 63 from eastbound I 90 to westbound I 90 in Stewartville	✓	1st	E23	247
I-90	5580-94	On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties			E24	248
I-90	5580-99	Replace I-90 bridges over Hwy 52 and Reconstruct Interchange Ramps			E25	249
I-35	6680-116, 7480-131	On I-35 at Heath Creek Rest Area in Rice County	✓	2nd	E26	250
I-35	6680-117, 6680-118	On I 35, northbound and southbound from Rice CR 48 to north of MN 21			E27	251
US 218	7408-50	Resurface Hwy 218 from Hwy 30 to Hwy 14			E28	252
US 218	7408-54	On US 218 from TH 30 to TH 30 in Blooming Prairie			E29	253
I-35	7480-133	Resurface southbound I-35 north of Hwy 30 to north of bridge in Steele County			E30	254

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 42	7901-52	On MN 42 from MN 247 to US 61 in Wabasha County	✓	2nd	E31	255
MN 60	7902-25	On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties			E32	256
US 61	7904-44	Resurface southbound lanes of Hwy 61 from Hwy 248 to Hwy 60 and on Hwy 74 from Wabasha County Road 26 to Hwy 61			E33	257
US 61	7906-97	On US 61 In Lake City from West Elm Street to Central Point Road	✓	2nd	E34	258
MN 43	8503-53	On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.			E35	259
MN 74	8508-42	On TH 74 from Bridge 8592 to 8595 in Whitewater State Park			E36	260
I-90	8580-172, 8580-173	On I-90 twelve repaired bridges in Winona County	✓	2nd	E37	261
I-90	8580-174, 8580-177	On I-90 bridge(s) 85814, 85816 in Winona County	✓	2nd	E38	262
I-90	8580-175	On I-90 from CSAH-12 to near TH-61 in Dakota			E39	263

PROJECT SUMMARY



US 14

State Project Number 2001-42

[Hwy 14: Owatonna to Dodge Center](#)

Hwy 14 construction of a new 4-lane alignment - from Steele County Road 43 to Hwy 56 north

SUBSTANTIALLY COMPLETE

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

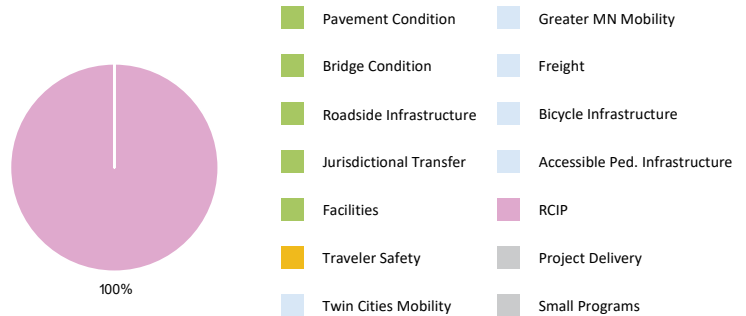
Risks retired

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

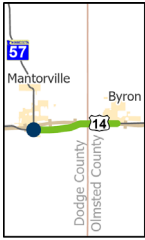
	Baseline Estimate	Current Estimate
Construction Letting:	107	99.6
Post Letting Construction Costs:	5.8	6.3
Other Construction Elements:	6.3	0.6
Preliminary Engineering:	9.8	16.6
Construction Engineering:	6.3	6.2
Right of Way:	10.4	9.2
Total:	145.6	138.5

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is from the project financial plan developed as part of the project procurement documentation including the Engineers Cost Estimate for letting along with other known and estimated project expenditures. Following the August 21st, 2019 project letting, the winning bid was less than the Engineers Cost Estimate for the project so the current estimate has updated the construction letting costs to known. Current estimate reflects let cost.

PROJECT SUMMARY



US 14

Bridge 20001, 20002

State Project Number 2002-37

[Hwy 14 and County Road 9: Reduced Conflict Intersection](#)

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. Additionally this project has been tied with two other projects (construction of an RCI at Dodge County Road 9 and installation of high tension cable median barrier).

PROJECT HISTORY

This section of Trunk Highway 14 (US 14) is a four-lane divided highway with an Annual Average Daily Traffic (AADT) ranging from 14,000 to 20,500 (2019 counts). The pavement along eastbound (EB) and westbound (WB) 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

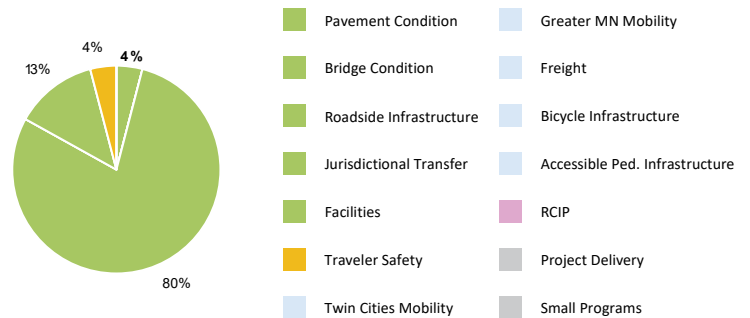
Competitive bid may be higher or lower than expected.

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:	10/7/2022
Original Letting Date:	1/1/2025
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

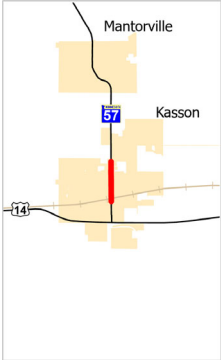
	Baseline Estimate	Current Estimate
Construction Letting:	8.4	12.4
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.4
Construction Engineering:	0.6	1.1
Right of Way:	0	0
Total:	10.5	15.6

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

Baseline estimate is based on an high level planning estimate. Current estimate includes additional work added to scope.

PROJECT SUMMARY



MN 57

State Project Number 2007-43

[Hwy 57 reconstruction from Veterans Memorial Highway/Dodge County Road 34 to 11th St NE: Kasson](#)

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 roundabouts.

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards. In January 2019, MnDOT and City executed a Partnership Agreement for the City to be the lead for delivery of the project. Geometric layout was revised to include round-a-bouts at Dodge CSAH 34 and Main Street. These will improve operations and safety at these intersections.

PROJECT RISKS

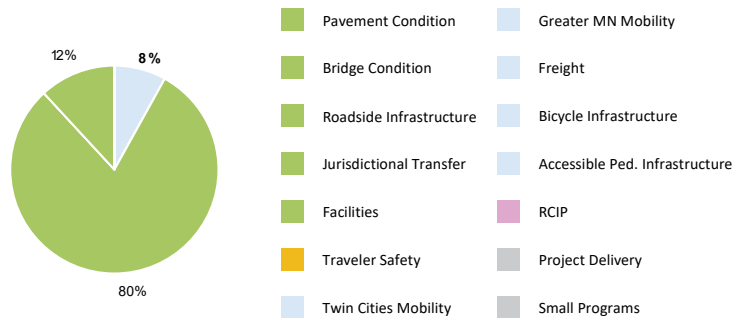
Risks have been retired.

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:	3/25/2022
Construction Season:	2021
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

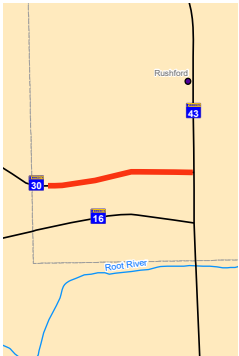
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	8
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.1	0.5
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	6.6	9.7

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

COST ESTIMATE ASSUMPTIONS

Current/baseline estimate is based on an high level planning estimate. Current estimate includes additional safety funds for implementing round-a-bouts as part of the project and reflects let cost.

PROJECT SUMMARY



MN 30
 State Project Number 2305-30
[Hwy 30 reconstruction: Rushford](#)
 Reconstruct Hwy 30 in Rushford

RECENT CHANGES & UPDATES

Construction completion is on schedule for November 2022.

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

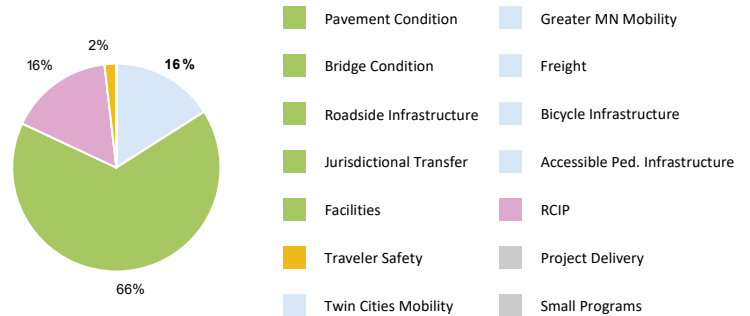
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/19/2021
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

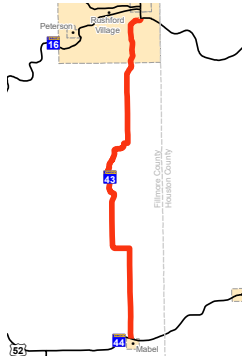
	Baseline Estimate	Current Estimate
Construction Letting:	4.3	4.9
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.5
Right of Way:	0	0.1
Total:	5.1	6.2

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

The baseline estimate is based on a scoping report finalized in 2019. Cost splits with the city have been determined. Current estimate reflects let cost.

PROJECT SUMMARY



MN 43
 State Project Number 2306-26
[Hwy 43 repaving: Rushford to Mabel](#)
 Resurfacing Highway 43 from Highway 44 to Highway 16

RECENT CHANGES & UPDATES

Project is scheduled for completion in November 2022.

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

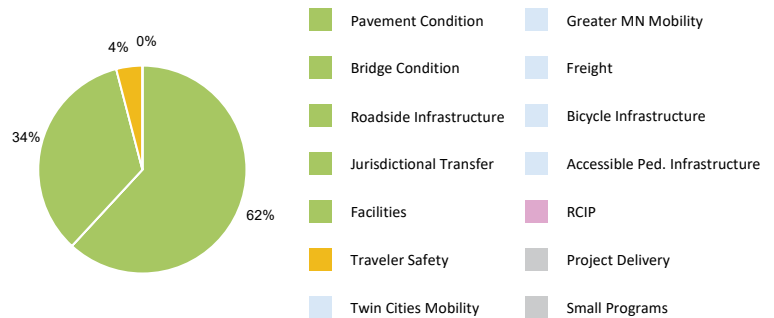
Risks retired.

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:	2/24/2023
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.1	13
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0.71	0
Preliminary Engineering:	1	1.5
Construction Engineering:	0.9	1.1
Right of Way:	0	0.1
Total:	12.71	16.3

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

COST ESTIMATE ASSUMPTIONS

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 and actual let cost.

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

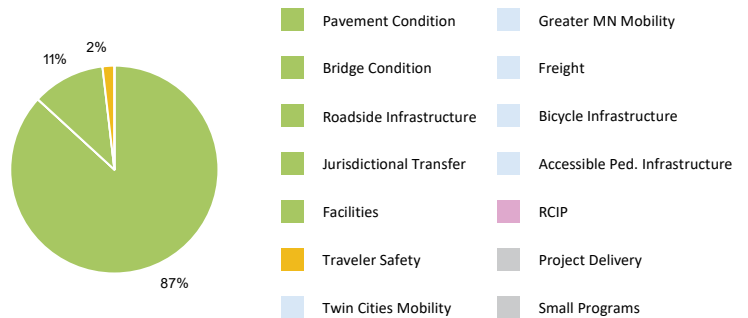
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2021
Original Letting Date:	1/22/2021
Current Letting Date:	1/29/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

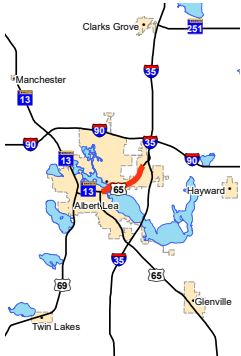
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.2
Right of Way:	0.6	0.1
Total:	5.2	3.9

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 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. The current estimate reflects awarded bid amount.

PROJECT SUMMARY



US 65

State Project Number 2405-32

[Hwy 65 Albert Lea Main St project: Albert Lea](#)

Resurface Hwy 65 in Albert Lea from Newton Ave to the I-35 ramps and repair storm sewer.

RECENT CHANGES & UPDATES

Construction is scheduled for completion November 2022

PROJECT HISTORY

In 2018 the City of Albert Lea and MnDOT partnered to complete a flood study of the project area. Based on recommendations of the flood study final report the elevation of Hwy 65 will be raised by 2-feet requiring the reconstruction of approximately 1,600 linear feet of Hwy 65. This flood mitigation was identified in the original project scoping report as a need but was not funded. The city was recently granted funding by the legislature to fund flood mitigation with the Hwy 65 roadway project. In addition, approximately 700 linear feet of Hwy 65 will be reconstructed to provide an inclusive transition between the project beginning point at Newton Avenue and the end of the reconstruction segment at the Shellrock River bridge. The flood mitigation will include a road diet and the added reconstruction will incorporate the reduced roadway width. In addition to the flood mitigation the original project scope identified several intersection modifications that were rejected by the City. After further collaboration and study the City has agreed to the inclusion of intersection safety modifications at St. Thomas, Columbus, St. Peter, Ulstad, Fenton, Morningside, and Prospect Avenues and these modification are included in this change request along with a shared-use path on the south side of Hwy 65 from Garfield Ave to Syverson Avenue.

PROJECT RISKS

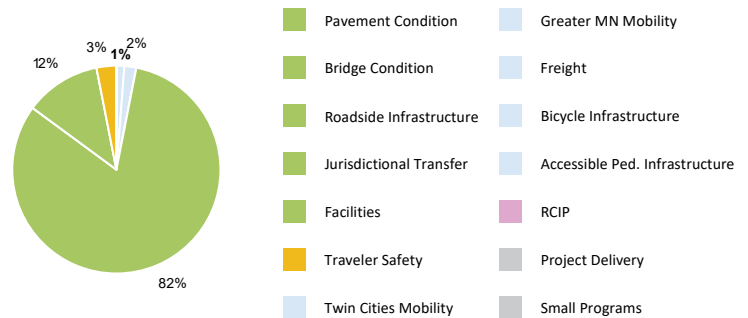
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/8/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	2/2/2021
Construction Limits Established Date:	11/18/2020
Original Letting Date:	11/20/2020
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

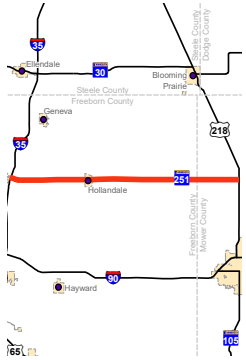
	Baseline Estimate	Current Estimate
Construction Letting:	4.1	13.5
Post Letting Construction Costs:	0.3	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.7
Construction Engineering:	0.4	1.2
Right of Way:	0.1	0.1
Total:	5.2	17.3

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 based on scoping report finalized in 2017. Current estimate reflects costs for grade raise and actual let cost.

PROJECT SUMMARY



MN 251

Bridge 24801

State Project Number 2408-23

Hwy 251 repave with asphalt from I-35 in Freeborn County to Hwy 218 in Mower County

SUBSTANTIALLY COMPLETE

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

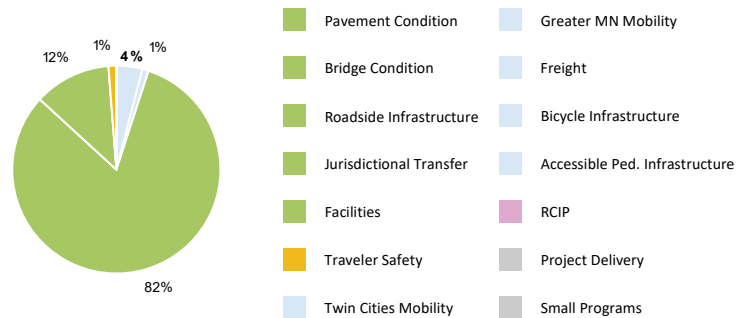
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/23/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/20/2018
Original Letting Date:	2/28/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

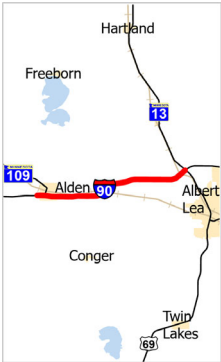
	Baseline Estimate	Current Estimate
Construction Letting:	6.5	6.1
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	8.4	7.9

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

COST ESTIMATE ASSUMPTIONS

Baseline is a scoping level cost estimate. Current estimate reflects let cost.

PROJECT SUMMARY



I-90

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 (AADT) 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

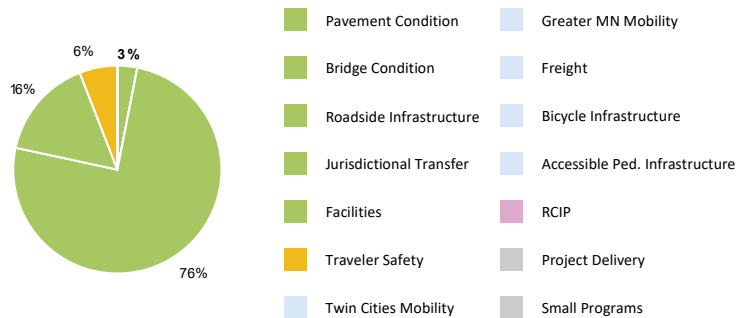
Competitive bid may be higher or lower than expected.

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:	2/25/2022
Original Letting Date:	1/1/2025
Current Letting Date:	11/21/2025
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

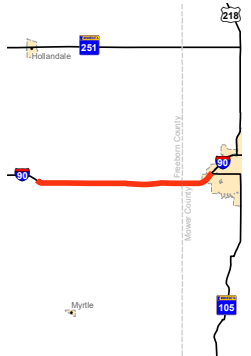
	Baseline Estimate	Current Estimate
Construction Letting:	16.3	16.5
Post Letting Construction Costs:	1.3	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.8
Construction Engineering:	1.1	1.2
Right of Way:	0	0
Total:	20.4	20.8

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

State Project Number 2482-77

Resurface eastbound lanes I-90 from Mower CR 46 to Hwy 105 in Austin

Substantially Complete

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

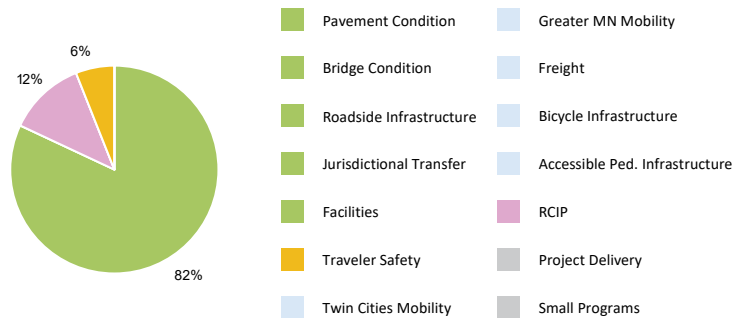
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	11/7/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	6/14/2019
Original Letting Date:	10/22/2021
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	17.5	13.9
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	1.6	0
Preliminary Engineering:	1.4	0.2
Construction Engineering:	1.4	0.9
Right of Way:	0	0
Total:	21.9	16.3

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2018 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate. Current estimate reflects let cost.

PROJECT SUMMARY



I-90

State Project Number 2482-78, 2482-79

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.

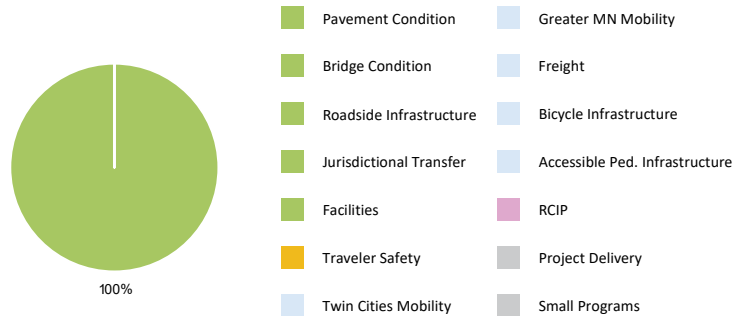
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/27/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2/27/2020
Original Letting Date:	2/22/2019
Current Letting Date:	4/26/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.4	5.4

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices. Current estimate reflects let cost.

PROJECT SUMMARY



US 52

State Project Number 2506-83

Hwy 52 Southbound Improvements: Hader

Reconstruct southbound lanes of Hwy 52 near Hwy 19 to near Hwy 60. 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. Acquisition of land through condemnation process is delayed, 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. Utility Relocation. 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

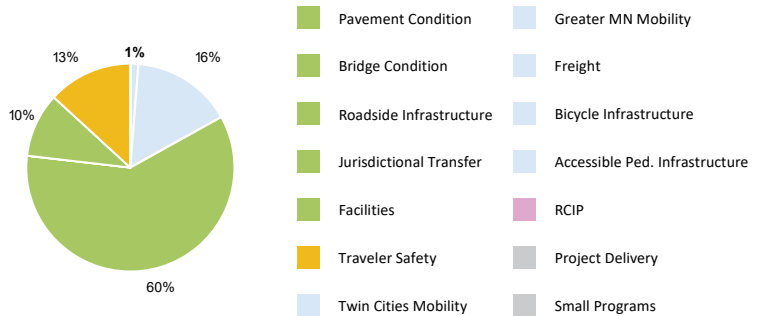
Risks retired.

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:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/29/2021
Current Letting Date:	2/24/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.7	53.6
Post Letting Construction Costs:	0.4	3.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	7.8
Construction Engineering:	0.32	2.8
Right of Way:	0	2.9
Total:	6.9	70.2

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.

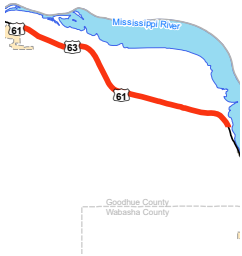
PROJECT SUMMARY

US 61

State Project Number 2513-97

Hwy 61 Resurfacing: North of Lake City to South of Red Wing

Resurface Hwy 61 from north of Lake City to Red Wing



RECENT CHANGES & UPDATES

The project was turned in and advertised. Two addenda were issued. One was because of a change to the special provision's boiler plate. The other was to correct a quantity for rolled erosion control in the statement of estimated quantities (SEQ). This project is scheduled to let 11-18-22.

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. The equipment being proposed by the pedestrian and bike group was not approved for installation at this time by MNDOT, so only the conduit crossing needed for the system was added. When the equipment gets approval, it can be added later.

PROJECT RISKS

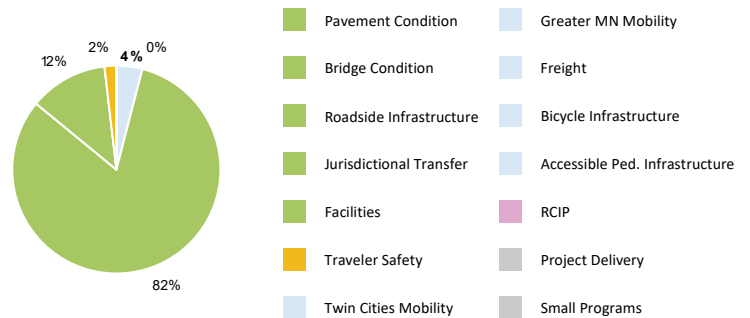
- Competitive bid may be higher than expected.
- Supply chain delays
- Inflation

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	4/21/2022
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.6	10.9
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0.5	0.1
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	1
Right of Way:	0	0
Total:	7.2	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

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 is under contract and responsible for leading the design. A 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. The Golf Links Drive intersection and several business accesses within the project limits are the source of safety concerns and recent crashes. They also have a negative impact on the through traffic operations on TH 61. Left turn lanes will be constructed at these intersections to improve the safety and mobility of traffic on this corridor.

PROJECT RISKS

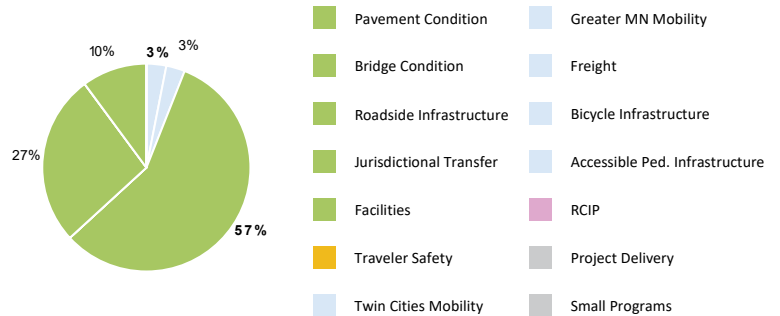
Competitive bids may be higher or lower than expected. Coordination with the CP Railroad will be needed. A separate contract will be needed to remove trees in advance of the project due to timing restrictions associated with endangered bats. right-of-way acquisition will be needed early enough so that access will be available within the clearing window for trees. The project is near the limits for the high potential zone for rusty patch bumblebees. If this zone is extended further to the south before the project is underway, additional environmental review 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:	1/24/2025
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

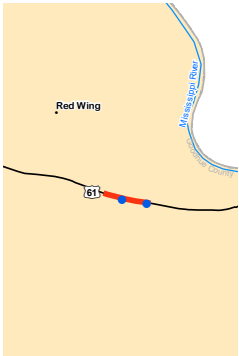
	Baseline Estimate	Current Estimate
Construction Letting:	7.2	13.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.6
Construction Engineering:	0.5	1.1
Right of Way:	0.1	0.1
Total:	9.2	16.9

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 cost estimate is based on the 60% final design plans. The current cost estimate also reflects recent inflationary increases that are above historical levels.

PROJECT SUMMARY



US 61

Bridge 6483; 6482

State Project Number 2514-121

[Hwy 61 Bridge replacement: Red Wing](#)

Replace bridge on Hwy 61 in Red Wing over Withers Harbor Dr. Fill in abandoned railroad tunnel under Hwy 61

RECENT CHANGES & UPDATES

Project is scheduled for December 2022 letting.

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 includes plugging and abandoning bridge 6482 in Red Wing. The project team worked with a visual quality advisory committee from the city of Red Wing to develop aesthetic recommendations for the project. The committee recommended and the city approved a pedestrian/bicycle plaza under the bridge along with trail improvements to Hay Creek to be constructed with the bridge project.

PROJECT RISKS

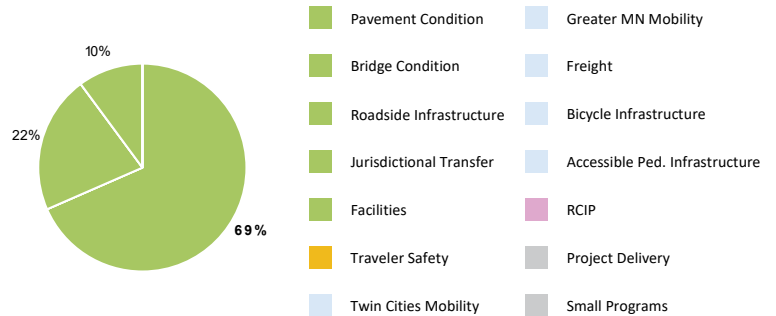
Competitive bids may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	2/25/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	12/15/2020
Construction Limits Established Date:	7/12/2021
Original Letting Date:	12/16/2022
Current Letting Date:	12/2/2022
Construction Season:	2023-2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.3	13.7
Post Letting Construction Costs:	0	0
Other Construction Elements:	0.4	0.6
Preliminary Engineering:	0.8	1.7
Construction Engineering:	0.6	1.2
Right of Way:	0	0
Total:	10.1	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

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 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

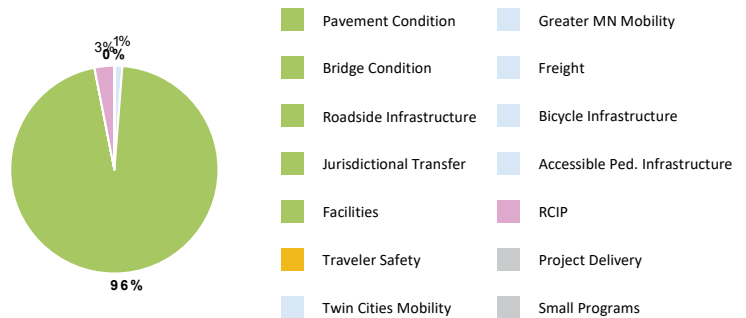
No outstanding risks.

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:	3/8/2017
Current Letting Date:	3/8/2017
Construction Season:	2017
Estimated Substantial Completion:	August 2020

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

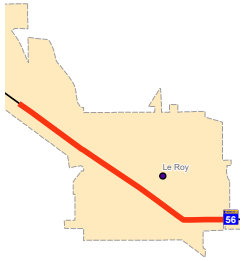
	Baseline Estimate	Current Estimate
Construction Letting:	80	63.5
Post Letting Construction Costs:	8	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	6	8
Construction Engineering:	4	5.3
Right of Way:	2	1.4
Total:	100	80.9

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is assumed project costs for all agencies (Minnesota and Wisconsin), but the current estimate is the letting cost and includes the Minnesota portion only.

PROJECT SUMMARY



MN 56

State Project Number 5005-68

Highway 56 Reconstruction: LeRoy

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

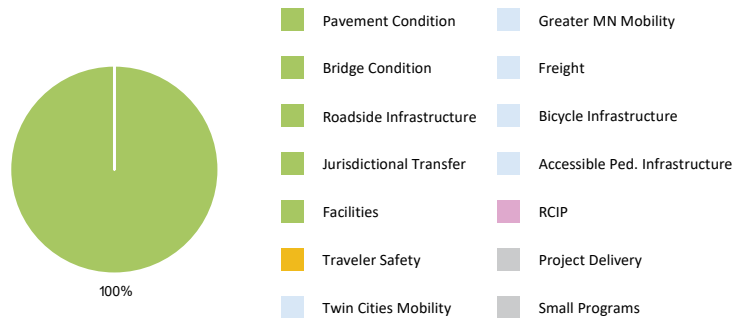
Competitive bids may be higher or lower than expected.

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:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

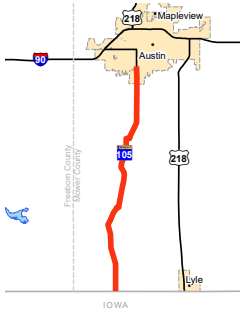
	Baseline Estimate	Current Estimate
Construction Letting:	4.9	13.1
Post Letting Construction Costs:	0	1
Other Construction Elements:	2.1	0
Preliminary Engineering:	0.7	1.5
Construction Engineering:	0.5	1
Right of Way:	0.05	0
Total:	8.25	16.6

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 current project scope with current inflation factors and the current estimate includes local costs.

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

Construction completion is expected November 2022.

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 was delayed to FY22 due to negotiations for turnback of Hwy 105 which did not occur.

PROJECT RISKS

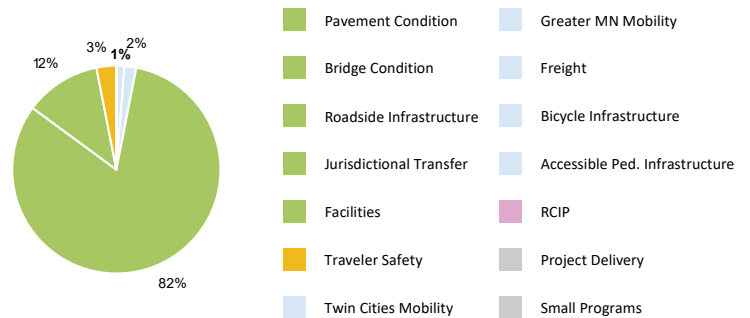
Risks retired.

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:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

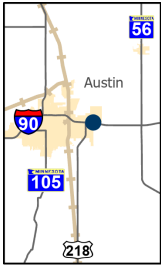
	Baseline Estimate	Current Estimate
Construction Letting:	4.5	2.9
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	0.3
Construction Engineering:	0.36	0.2
Right of Way:	0.1	0
Total:	5.8	3.6

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 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
 Replace 28th St bridge over I-90 in Austin

RECENT CHANGES & UPDATES

Construction is complete

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

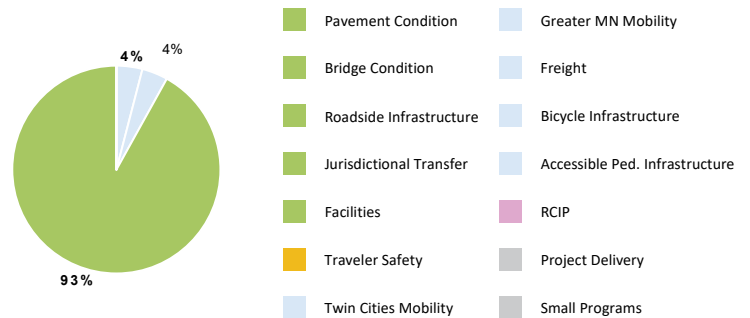
No outstanding risks.

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 2021

PRIMARY INVESTMENT CATEGORY

Bridge



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 estimate is based off a signed scoping report. Current estimate reflects current let costs.

PROJECT SUMMARY



I-90

Bridge 6868; 6869; 9178; 9179; 9180; 9183; 9201

State Project Number 5080-170

I-90 Bridge Reconstruction: Austin

Replace 8 bridges and repair 2 along I-90 (over Cedar River and at Mower CR 45, Hwy 105 and Hwy 218) and repair I-90 bridges over 6th St in Austin

RECENT CHANGES & UPDATES

The project was awarded a \$25M federal INFRA grant in September 2022.

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 10 bridges, 8 were recommended for replacement, 2 for repairs. These were recommended for replacement: 9180, 9183, 9201, 6868, and 6869. Bridges 9178 and 9179 are recommended for repairs 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. The US 218 N bridge replacement (SP 5009-34) is now included in this project. Project has been determined not to require a Noise Analysis.

PROJECT RISKS

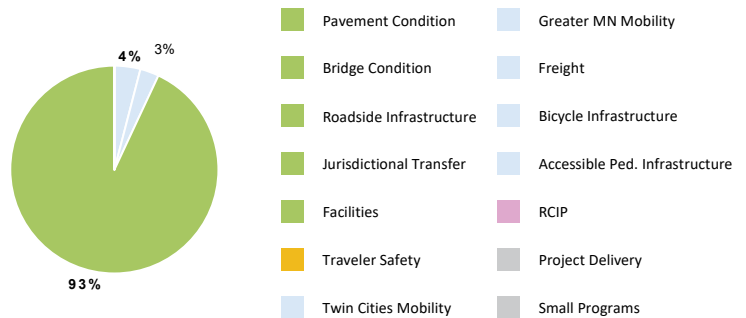
Risks currently being managed include: cost escalation risk; construction staging consensus with stakeholders; flood event mitigation during construction.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	9/19/2022
Geometric Layout Approval Date:	3/28/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/27/2023
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

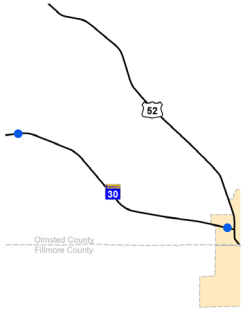
	Baseline Estimate	Current Estimate
Construction Letting:	30.4	44.6
Post Letting Construction Costs:	0	2.7
Other Construction Elements:	2.4	1.1
Preliminary Engineering:	2.2	7.2
Construction Engineering:	2.2	3.6
Right of Way:	0.1	0.6
Total:	37.3	59.8

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 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 local cost share for construction. Construction letting cost also includes estimated local share of project (\$0.91 million). 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 is a single point urban interchange (SPUI). Costs included in the baseline estimate assumed a tight-diamond interchange at this location. Costs do not include replacement of pedestrian bridge (Br. 9218).

PROJECT SUMMARY



MN 30

Bridge 9008

State Project Number 5505-27

[Hwy 30 Bridge replacements: Chatfield](#)

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 a small realignment of Mill Creek which has been coordinated with the DNR.

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. 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

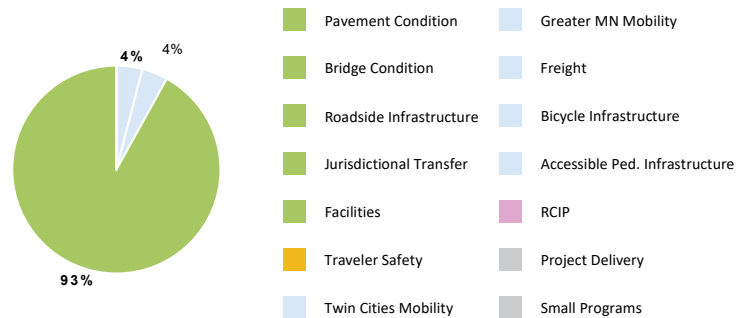
Coordination with the city for inclusion of additional features on the bridge is a risk.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	8/16/2021
Construction Limits Established Date:	9/23/2021
Original Letting Date:	1/28/2022
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

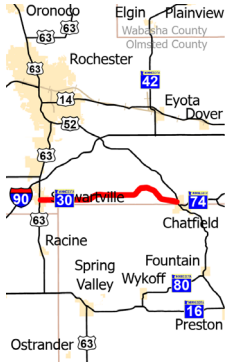
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	8
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0.14	0
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.7
Right of Way:	0	0.1
Total:	4.34	10.1

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

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

The project limits are being reviewed to consider dividing it into a rural project and an urban project. The urban project limits would be from US 63 to eastern city limit of Stewartville.

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

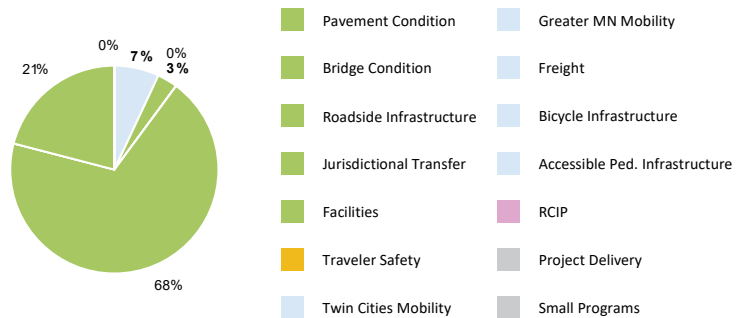
Competitive bid may be higher or lower than expected. Municipal consent may be needed if bike path is added as part of the project.

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:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

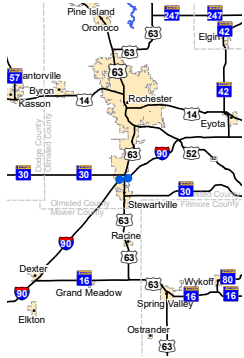
	Baseline Estimate	Current Estimate
Construction Letting:	7.7	7.7
Post Letting Construction Costs:	0.1	0.6
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0.1	0.1
Total:	9.8	9.8

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 63

Bridge 9889, 9890

State Project Number 5509-84

Replace the northbound and southbound Hwy 63 bridges over I-90. Construct and expand interchange ramps and install cable median barrier

SUBSTANTIALLY COMPLETE

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

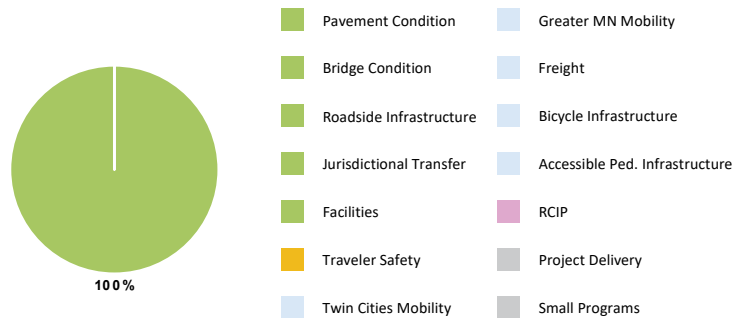
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/26/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	10/29/2018
Construction Limits Established Date:	1/2/2019
Original Letting Date:	1/31/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

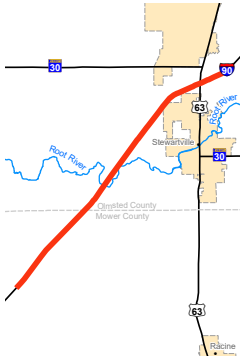
	Baseline Estimate	Current Estimate
Construction Letting:	14.9	15.4
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0.4
Preliminary Engineering:	1.56	1.7
Construction Engineering:	1.04	1.1
Right of Way:	0	2.4
Total:	18.6	21.5

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

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. Current estimate reflects let cost.

PROJECT SUMMARY



I-90

State Project Number 5580-94

Resurface I-90 from east of Mower CR 1 to east of Hwy 63, Bridges 9858, 9857, 9856, & 9706

RECENT CHANGES & UPDATES

This project was advanced and constructed in 2022.

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

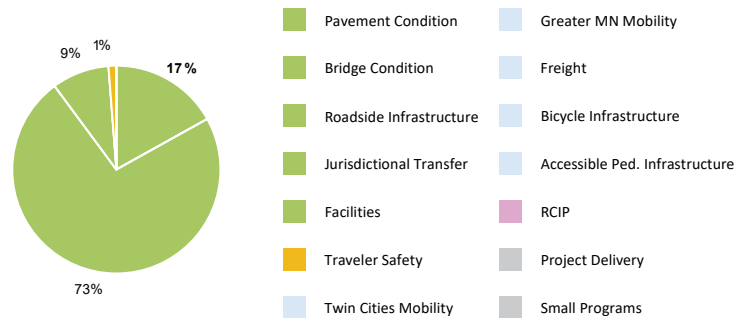
No outstanding risks.

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:	1/1/2023
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.5	7.1
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	6.9	8.6

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a scoping report signed in 2019. The current estimate reflects awarded let costs.

PROJECT SUMMARY



I-90
 Bridge 55823, 55824
 State Project Number 5580-99
[I-90/Hwy 52 Interchange reconstruction: Olmstead county](#)
 Replace I-90 bridges over Hwy 52 and Reconstruct Interchange Ramps

RECENT CHANGES & UPDATES

Project letting is changing to April 2024 with construction completion expected by Fall 2026.

PROJECT HISTORY

The purpose of the I-90/US 52 Interchange Project is to enhance safety conditions and traffic operations for freight and passenger vehicles throughout the I-90 and US 52 interchange area. Project work will include replacing I90 EB and WB bridges over US 52, constructing new SB US 52 to I90 EB ramp, construct a new ramp over US 52, reconstruct existing interchange ramps and loops to current standards, lengthen EB I90 deceleration and WB acceleration lanes for loops, and replace culverts.

PROJECT RISKS

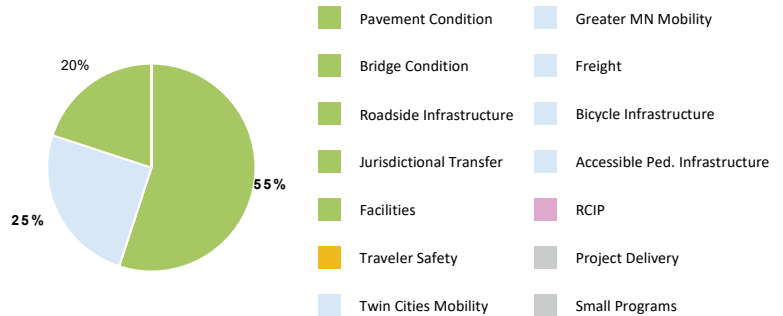
Projects risks are: 1. Prices of steel and oil may rise faster than inflation, 2. A major utility is impacted, resulting in higher costs & schedule delays, 3. Complex construction staging results in costs over budget, and 4. Muck and poor soils are more extensive than anticipated.

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:	9/16/2022
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	04/26/2024
Construction Season:	2024-2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

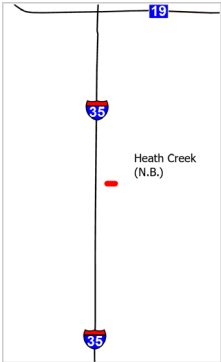
	Baseline Estimate	Current Estimate
Construction Letting:	22	38.4
Post Letting Construction Costs:	1.9	0.8
Other Construction Elements:	0	0.4
Preliminary Engineering:	2.6	4.8
Construction Engineering:	1.6	3.2
Right of Way:	0.1	0.1
Total:	28.2	47.7

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

Key cost assumptions are that the project will maintain schedule of November 2023 letting, actual geotechnical conditions are consistent with borings, and project costs are based on 2022 estimates, which have been volatile.

PROJECT SUMMARY



I-35

State Project Number 6680-116, 7480-131

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 Health Creek Rest Area off I-35 northbound which includes the reconstruction of existing parking lots, portions of the access ramp connections and the sidewalks, and upgrading the parking area lighting system. The proposed project is a major freight route highway in the upper Midwest and eastern Minnesota. I-35 is a rural four-lane interstate with a 2016 traffic count of 39,500 Average Annual Daily Traffic and 2016 heavy commercial vehicle traffic count of 6,500 Heavy Commercial Average Annual Daily Traffic near the rest area. The general setting on the project area is rural with scattered commercial and residential land uses, with most of the area undeveloped. The Health Creek rest Area is a modern rest area with a small building, an outdoor play and pet exercise area, picnic shelters and tables and separate parking areas for cars and trucks. There are currently approximately 58 car parking stalls and 20 truck parking stalls. A paved sidewalk is located along both sides of the vehicle parking area and the north side of the truck parking lot that connects to the rest area building.

PROJECT RISKS

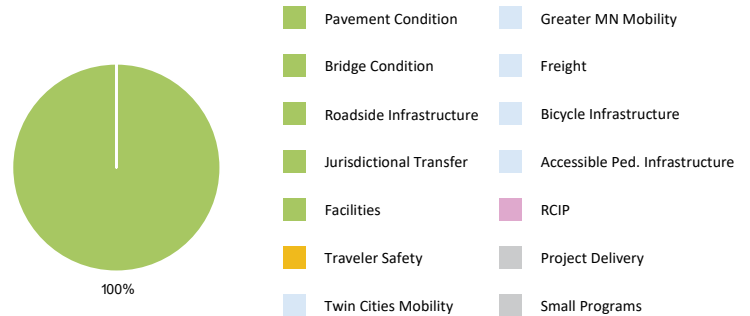
No outstanding risks.

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

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

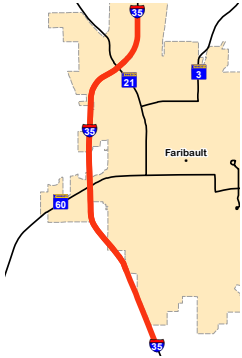
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	4.6
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.7	5.7

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates were developed with the standard practice of using estimated quantities and average bid prices. Current estimate reflects let cost.

PROJECT SUMMARY



I-35
 State Project Number 6680-117, 6680-118
[I-35 Resurfacing: Faribault, Rice County](#)
 Resurface all I-35 lanes from Rice CR 48 to Hwy 21

RECENT CHANGES & UPDATES

This project was recently converted to an ELLE just before advertising. The project letting date was 10-28-22. This project had 3 addenda.

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 NB & SB 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 SB 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

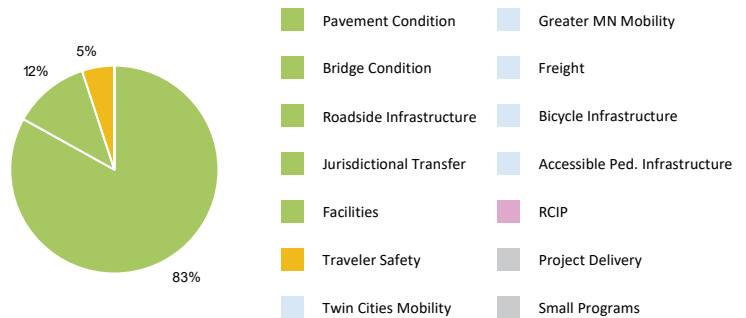
- Competitive bid may be higher than expected.
- Supply chain delays
- Inflation

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	1/11/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/2/2021
Construction Limits Established Date:	4/13/2022
Original Letting Date:	1/1/2024
Current Letting Date:	10/28/2022
Construction Season:	2023-2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

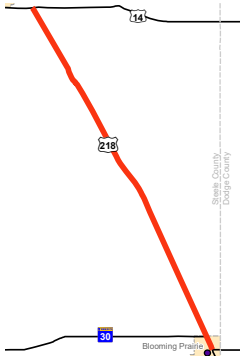
	Baseline Estimate	Current Estimate
Construction Letting:	12.9	23.9
Post Letting Construction Costs:	0.6	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	3
Construction Engineering:	1	2
Right of Way:	0	0
Total:	16	30.4

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 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 traveled way. TH 218 within the project limits is a 2-lane undivided, rural highway with an AADT between 5600 - 4600 (2015 counts) and a HCADT range of 335 – 380 (2013 counts). TH218 became a NHS route in 2016. TH 218 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH218 has a ride quality index (RQI) of 3.3 which is considered good but the roadway pavement does have a moderate remaining service life of 8 years due to condition and age. Multiple intersection have been identified in the District Safety Plan for needing improvement as well.

PROJECT RISKS

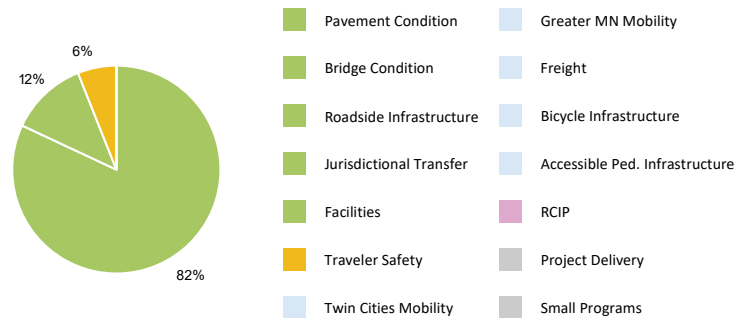
Competitive bid may be higher or lower than expected. Agreement with the railroad is needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	4/12/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/11/2022
Original Letting Date:	11/17/2023
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.9	6.1
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0
Total:	8.9	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 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 were extended to include additional geometric and traffic safety improvements.

PROJECT HISTORY

This segment of TH218 is an urban 4-lane highway with undivided sections. The current Pavement Ride Quality Index is "very poor" and service life has been exceeded within the Blooming Prairie city limits. The pavement is showing signs of deterioration, which is expected to accelerate over the upcoming years. There is an existing concrete pavement that was placed in 1954. The exposed concrete has excessive failed joints and cracking. The purpose of the project is to reconstruct the roadway providing for a safer travel way and to include bicycle and pedestrian needs within the corridor.

PROJECT RISKS

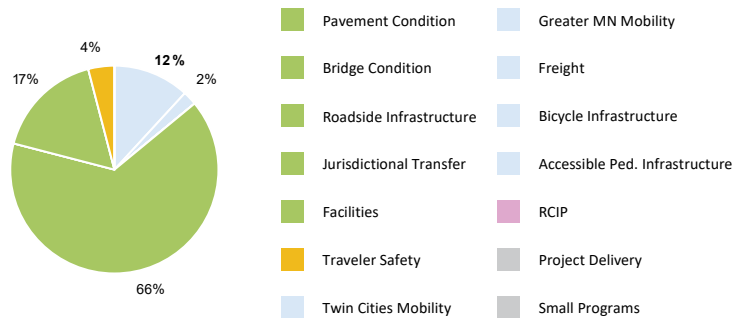
There is a high risk of contaminated materials needing mitigation as part of the construction.

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:	11/18/2022
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

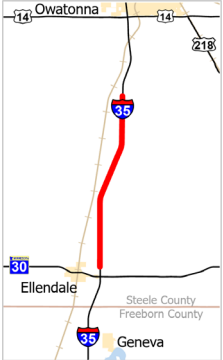
	Baseline Estimate	Current Estimate
Construction Letting:	6	10.9
Post Letting Construction Costs:	1.8	1.2
Other Construction Elements:	1.3	0
Preliminary Engineering:	0.9	2.4
Construction Engineering:	0.7	0.9
Right of Way:	0.2	0.4
Total:	10.9	15.8

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based off a signed scoping report. The current estimate is the preliminary construction estimate based off of estimated quantities and average bid prices.

PROJECT SUMMARY



I-35

State Project Number 7480-133

Resurface southbound I-35 north of Hwy 30 to north of bridge in Steele County

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

Purpose of the project is to improve ride quality and service life on I-35. This segment of roadway received a bituminous overlay in 2009 and the proposed treatment will be to mill and overlay the entire segment. Minor hydraulic repairs and replacement of weigh in motion and RWIS sensors will be included along with guardrail replacement as required.

PROJECT RISKS

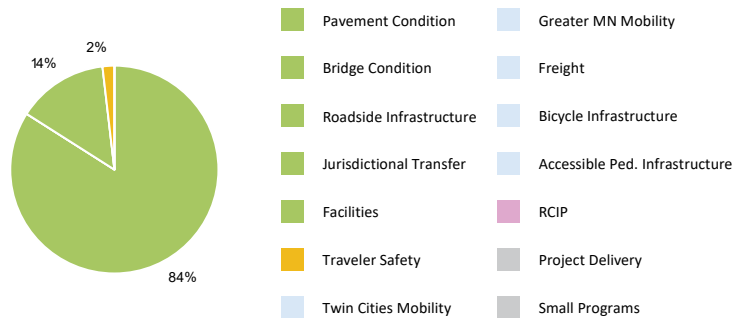
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	9/9/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2/24/2022
Original Letting Date:	1/27/2023
Current Letting Date:	1/27/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4	6.2
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.7
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	5	7.7

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a high level planning estimate from when the project entered the CHIP. The current estimate reflects scope outlined in the Scoping Report, dated 03/12/2021.

PROJECT SUMMARY



MN 42

State Project Number 7901-52

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

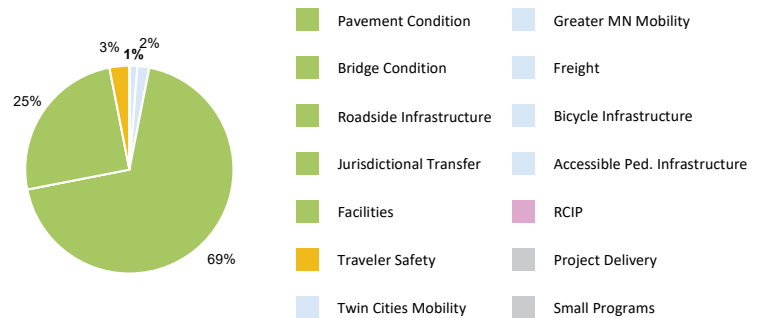
No outstanding risks.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

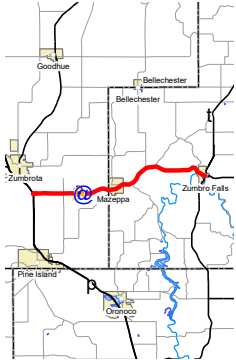
	Baseline Estimate	Current Estimate
Construction Letting:	5.7	4.3
Post Letting Construction Costs:	0.7	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.66	0.3
Construction Engineering:	0.44	0.4
Right of Way:	0.3	0
Total:	7.8	5.3

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is from 2016 scoping report. Current cost estimate reflects change in project scope and updated inflationary factors, which decreased the estimate from the baseline estimate.

PROJECT SUMMARY



MN 60

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

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 in the project limits is showing signs of deterioration. The ride quality is expected to be poor in 2022. TH60 within Zumbro Falls has non-compliant ADA facilities and sanitary sewers from the 1920s that need replacement. Additionally the storm sewer is not designed to meet current standards. ADA facilities within Mazzeppa 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

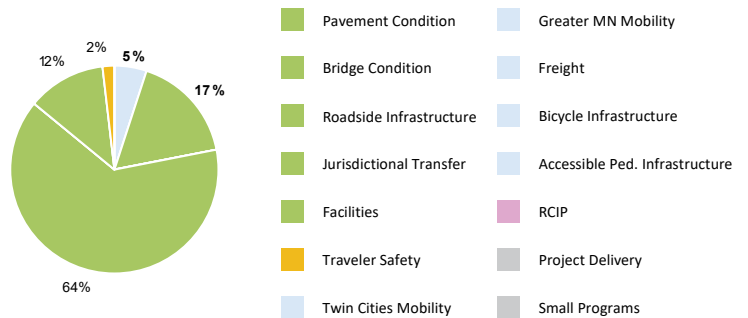
No outstanding risks.

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:	10/22/2021
Current Letting Date:	10/22/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.6	10.5
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	1.7
Construction Engineering:	0.72	0.8
Right of Way:	0.2	0.1
Total:	12.3	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 is based on a scoping report finalized in June 2018. The current estimate reflects adjustments to updated inflation factors and detailed construction quantities.

PROJECT SUMMARY



US 61

State Project Number 7904-44

[Hwy 61 resurfacing: Wabasha to Minnesota City](#)

Resurface southbound lanes of Hwy 61 from Hwy 248 to Hwy 60 and on Hwy 74 from Wabasha County Road 26 to Hwy 61

RECENT CHANGES & UPDATES

Construction completion is expected on October 2022.

PROJECT HISTORY

US 61 within the project limits is a divided 4-lane highway. The peak ADT along the route is 6200 (2016) and the peak HCADT is 960 (2016). TH 61 southbound pavement in the project limits is showing signs of deterioration. The ride quality index (RQI) was 3.2 in 2017 which is considered good but has been steadily reducing since the last overlay in 2000. The roadway pavement has a moderate remaining service life of 4-11 years due to condition and age. TH74 from RP 55.074 to RP 55.393 is a rural 2-lane roadway that is located on the west side of TH61 within the town of Weaver. ADT is 470 (2014) and HCADT is 10 (2012). The RQI was 1.0 in 2015. The pavement has a low remaining service life of 0-3 years. Additionally, sidewalk and pedestrian ramps do not meet current ADA standards.

PROJECT RISKS

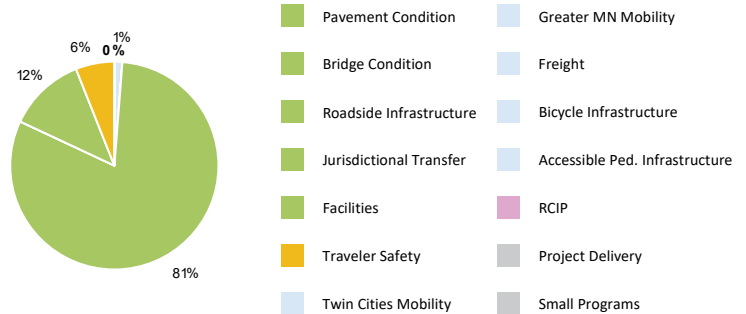
Risks retired.

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:	11/10/2020
Construction Limits Established Date:	3/11/2021
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

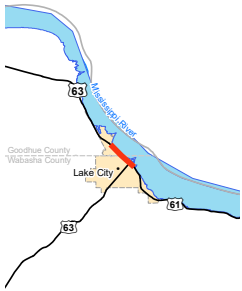
	Baseline Estimate	Current Estimate
Construction Letting:	12	19.2
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.3	1.1
Construction Engineering:	0.9	1.5
Right of Way:	0	0
Total:	15.2	22.9

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on high-level planning estimation. Current estimate reflects let cost.

PROJECT SUMMARY



US 61

State Project Number 7906-97

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

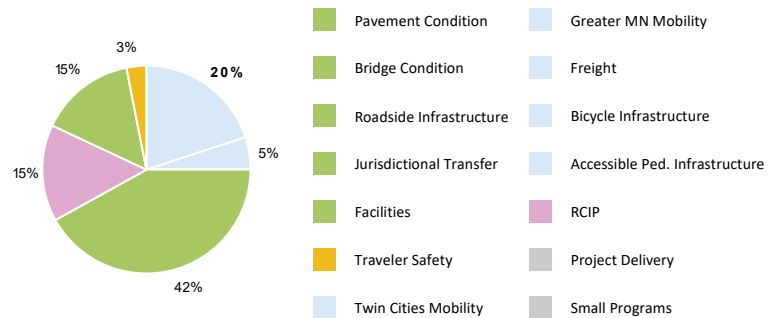
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/30/2019
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

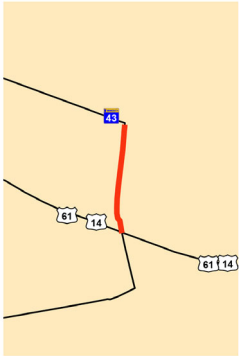
	Baseline Estimate	Current Estimate
Construction Letting:	8.7	14.6
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	1.1
Construction Engineering:	0.28	0.7
Right of Way:	0	0
Total:	9.9	16.8

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

COST ESTIMATE ASSUMPTIONS

The cost estimate includes MnDOT's portion only and is based on a conceptual pavement section. The current estimate reflects changes in project scope from pavement preservation to reconstruction. Current estimate reflects let cost.

PROJECT SUMMARY



MN 43

State Project Number 8503-53

[Hwy 43 reconstruction: Winona](#)

Reconstruct Hwy 43 from Hwy 61 to Mankato Ave/Sarnia Ave in Winona and replace box culvert #3937

RECENT CHANGES & UPDATES

Project has been let and construction completion is on schedule for November 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

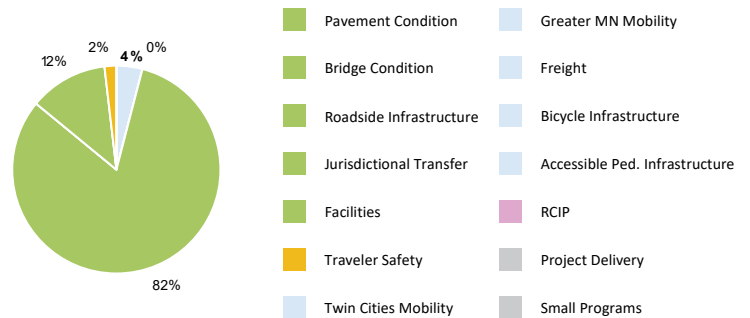
Risks retired.

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:	1/28/2022
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

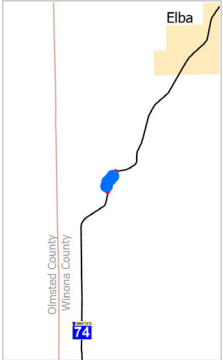
	Baseline Estimate	Current Estimate
Construction Letting:	9.5	17.4
Post Letting Construction Costs:	0.1	1.3
Other Construction Elements:	0.6	0
Preliminary Engineering:	1.1	2.4
Construction Engineering:	0.7	1.5
Right of Way:	0.3	0.8
Total:	12.3	23.4

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on high-level planning estimation. Current cost reflects HSIP funding awarded to the project for construction of round-a-bouts and let cost.

PROJECT SUMMARY



MN 74

State Project Number 8508-42

Rehabilitate four bridges on Highway 74 (Bridge Nos. 8592, 8593, 8594 and 8595) in Whitewater State Park

RECENT CHANGES & UPDATES

Project was complete in October 2021.

PROJECT HISTORY

The purpose of the project is to improve the condition of four bridges carrying Trunk Highway (TH) 74 over a dry run through Whitewater State Park. Bridges 8592, 8593, 8594 and 8595 were constructed between 1936 and 1938 as part of an overall project to reconstruct TH 74 and to further protect it from ongoing erosion. The bridges lie within the Whitewater State Park Historic District, which is listed in the National Register of Historic Places and are contributing resources. They are also contributing resources for the National Register-eligible Trunk Highway Historic Corridor. The bridges are not individually eligible for the National Register.

PROJECT RISKS

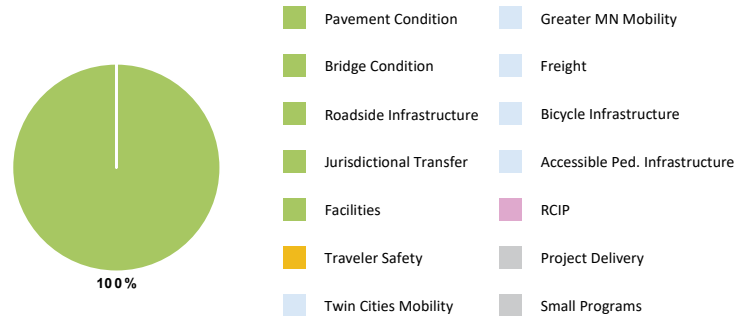
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	9/25/2020
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

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

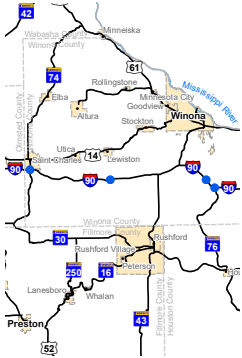
	Baseline Estimate	Current Estimate
Construction Letting:	6.5	4.7
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.5
Construction Engineering:	0.6	0.1
Right of Way:	0	0
Total:	9.4	6.5

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

Baseline estimate reflects when the project did not consist of all four bridges and bridges were to be reconstructed. Current estimate reflects construction cost to rehab all bridges under one S.P.

PROJECT SUMMARY



I-90

Bridge 85817, 85818, 85823, 85824, 85829, 85830, 85841, 85842, 85843, 85844, 85845, 85846

State Project Number 8580-172, 8580-173

Repair 12 bridges on I-90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete.

PROJECT HISTORY

The project started as a district set-a-side and is incorporating needs identified from the MnDOT Bridge Office. The purpose of this project is to preserve the structural integrity, repair the deterioration, prevent further deterioration and extend the service life of all identified bridges that will in turn, preserve MnDOT's investment in their bridges along this segment of the I-90 corridor. The primary need for this project is to address the deterioration of existing bridges located on I-90. These bridges have been inspected and reported by the MnDOT Bridge Maintenance Unit. The identified deficiencies include approach panels spalling, abutments cracking and spalling, failing neoprene compression joints, deck joint spalling, concrete girder chips and galvanized expansion bearing surfaces requiring repair. The bridges have positive sufficiency ratings requiring some minor repairs. The bridge decks have a satisfactory condition, but are in need of concrete wearing course removal and replacement. Cross-overs will be needed to direct traffic to bridge work.

PROJECT RISKS

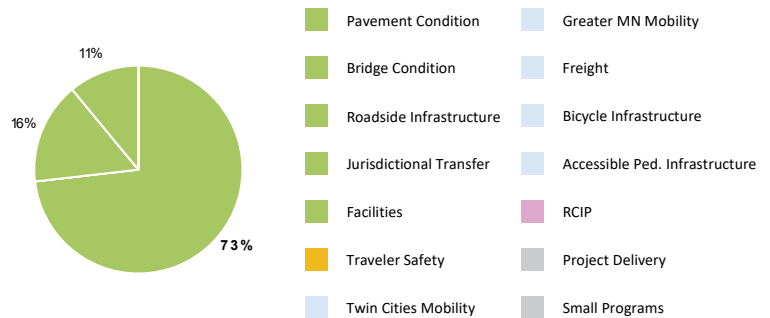
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2015
Environmental Document Approval Date:	4/3/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2019
Original Letting Date:	12/18/2018
Current Letting Date:	2/22/2019
Construction Season:	2018-2019
Estimated Substantial Completion:	September 2020

PRIMARY INVESTMENT CATEGORY

Bridge



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. The current estimate reflects the awarded cost.

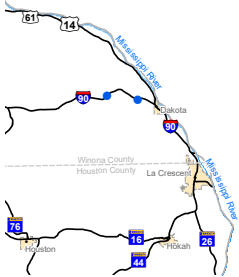
PROJECT SUMMARY

I-90

Bridge 85862, 85863

State Project Number 8580-174, 8580-177

I-90: replace bridge at Winona County Road 12 near Nodine (Bridge No. 85814) and eastbound I-90 bridge (Bridge No. 85816) over Dakota Valley Road west of Dakota



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

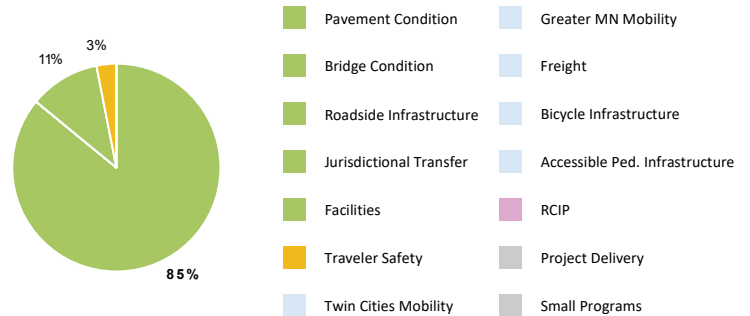
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	2/26/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/19/2019
Construction Limits Established Date:	9/19/2019
Original Letting Date:	3/27/2020
Current Letting Date:	3/27/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5	9
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	6.4	11

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate reflects the scoping estimate. The current estimate reflects the awarded cost.

PROJECT SUMMARY



I-90

State Project Number 8580-175

Resurface I-90 from Winona CR 12 to Hwy 61 near Dakota

RECENT CHANGES & UPDATES

No recent changes. Project development is underway.

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.

PROJECT RISKS

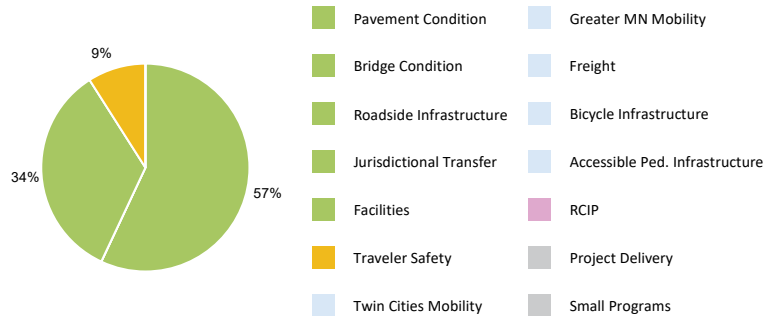
Competitive bids may come in higher or lower than expected.

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:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	11/18/2022
Current Letting Date:	11/1/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

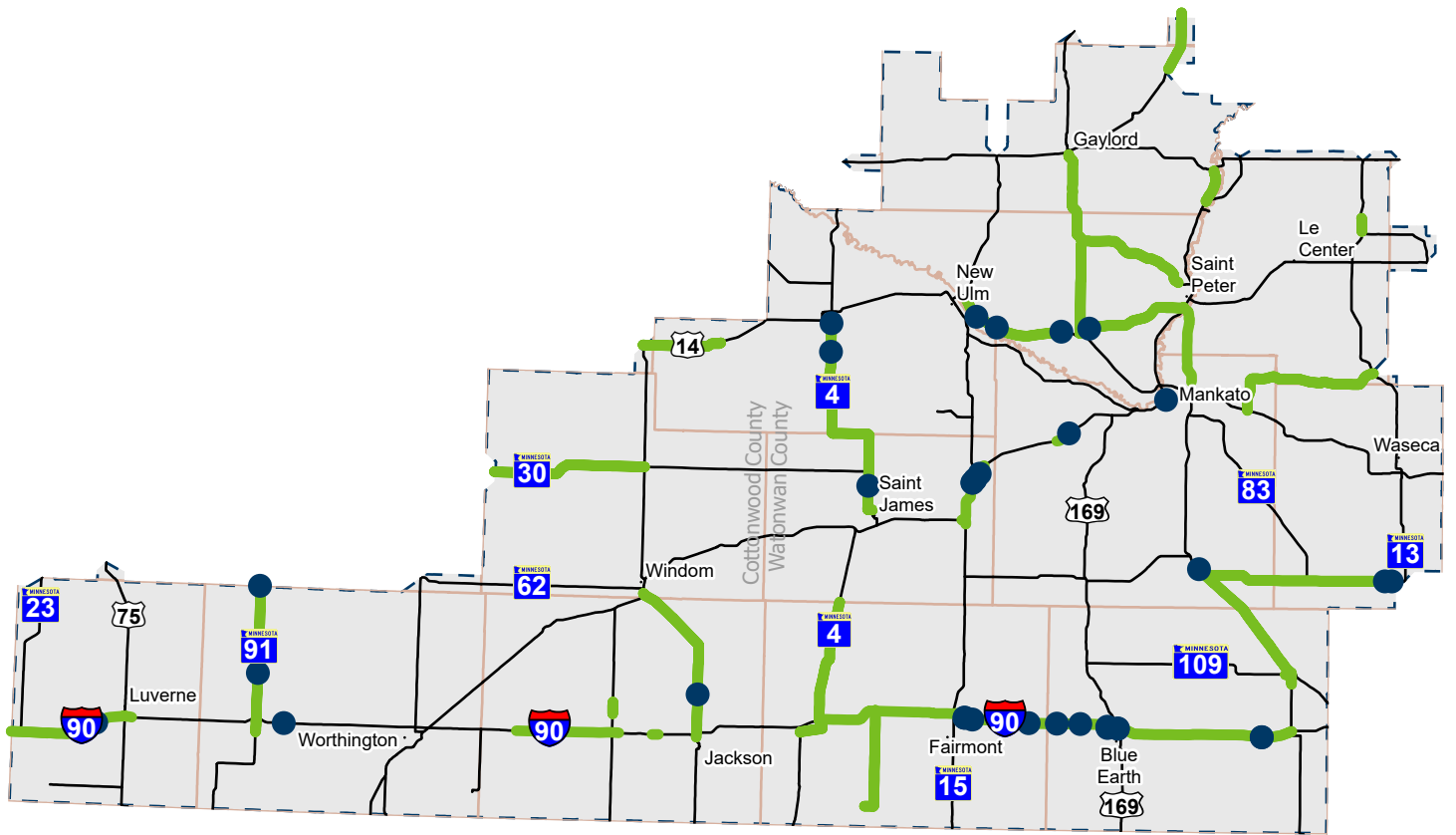
	Baseline Estimate	Current Estimate
Construction Letting:	5.1	10.4
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.6
Construction Engineering:	0.3	0.9
Right of Way:	0	0
Total:	6.1	13.7

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





COST ESTIMATE ASSUMPTIONS

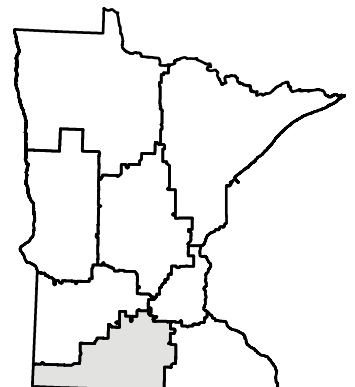
The baseline and current estimate reflects the scoping estimate from 2019. The estimate has been adjusted to reflect adjusted inflation factors.

D7- MANKATO



Major Highway Projects

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



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			F1	267
MN 22	0714-35	Resurface Hwy 22 from Mankato to St. Peter			F2	268
MN 4	0801-35	On MN 4 from CSAH 18 to Ellsworth St. in Brown County			F3	269
US 14	0803-44	On US 14 from TH 71 to Springfield in Brown County			F4	270
MN 30	1701-27	On MN 30 from CSAH 7 to TH 71 in Cottonwood County	✓	2nd	F5	271
MN 22	2204-26	Reconstruct Hwy 22 and Hwy 109 in Wells			F6	272
MN 22	2205-13	On MN 22 from CSAH 29 in Wells to TH 30 in Mapleton in Mapleton and Wells			F7	273
US 169	2207-118	Resurface Hwy 169 from Elmore to Blue Earth			F8	274
I-90	2280-143	Resurface I-90 from west of Hwy 169 to Hwy 22			F9	275
US 71	3206-20	On US 71 from CSAH 38 to the end of 4-lane divided road in Jackson County	✓	2nd	F10	276
MN 86	3208-19	Reconstruct Hwy 86 in Lakefield and improve sidewalks			F11	277
I-90	3280-129, 3280-130, 3280-136	Replace rest area on EB I-90 (Clear Lake) near Jackson			F12	278
I 90	3280-131	On I-90 from CSAH 5 to TH 86 in Jackson County	✓	1st	F13	279
MN 13	4002-49	On MN 13 from Milwaukee Ave to N Welco Dr in Montgomery			F14	280
MN 60	4006-35	On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville	✓	1st	F15	281
MN 4	4602-27	On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James			F16	282
MN 263	4609-17	On MN 263 from CR 125 (Clark St) in Ceylon to I90			F17	283
I-90	4680-129	On I-90 from TH 15 to two miles west of TH 169	✓	2nd	F18	284
I-90	4680-132	On I-90 from TH 4 to TH 15 in Martin County			F19	285
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)			F20	286
MN 22	5205-113	Resurface Hwy 22 from St Peter to Hwy 111			F21	287
US 169, MN 99	5206-31, 5211-66	Nicollet to St. Peter	✓	1st	F22	288
MN 111	5208-22	On MN 111 from 1st St in Nicollet to MN 22 in Gaylord	✓	1st	F23	289
US 169	5209-81	Reconstruct from Broadway Ave to Union St in St Peter			F24	290
US 169	5212-35	Rehabilitate Veterans Bridge			F25	291
MN 91	5308-29	On MN 91 from Adrian to I-90 in Nobles County	✓	2nd	F26	292
CSAH 15	5380-152	Repair I-90 bridges in Nobles County			F27	293
I-90	6780-117	On I-90 from Beaver Creek to Luverne in Rock County.	✓	1st	F28	294
I-90	6780-124	Resurface I-90 lanes from South Dakota State line to Beaver Creek to Hwy 11			F29	295
MN 5	7201-119	Resurface Hwy 5 from 5th St in Green Isle to Hwy 212	✓	1st	F30	296

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 93	7212-21	Reconstruct Hwy 93 from Hwy 169 to flood wall in Henderson; repair 1 bridge			F31	297
MN 30	8105-21	On MN 30 from TH 22 to New Richland in Blue Earth and Waseca Counties.	✓	2nd	F32	298
MN 4	8302-48	On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.			F33	299
MN 15 & MN 60	8303-48	On TH 15/60 from the S interchange of TH 15/60 to the north interchange of TH 15/60 near Madelia			F34	300
MN 60	8304-118	Resurface roadways district wide; Hwy 91 from N Nobles County line to 10 mi N			F35	301

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 was completed Fall 2021. Project is needed to replace the pavement and improve the riding surface and extend the life of the roadway.

PROJECT RISKS

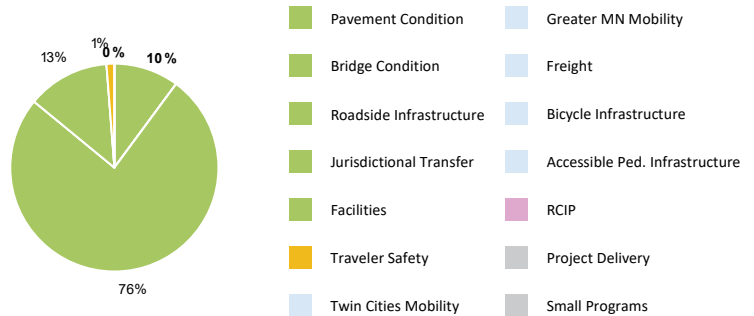
Project risks include managing traffic during construction (under traffic or detour). Right of way acquisitions will be needed.

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:	12/6/2021
Construction Limits Established Date:	6/24/2021
Original Letting Date:	12/15/2023
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

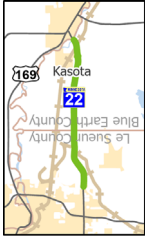
	Baseline Estimate	Current Estimate
Construction Letting:	6.8	16.8
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.9
Construction Engineering:	0.5	1.3
Right of Way:	0	0.2
Total:	8.7	21.6

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 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

State Project Number 0714-35

[Hwy 22 Reconstruction: Mankato to St. Peter](#)

Reconstruct Hwy 22 from Mankato to St. Peter; add turn lanes, replace 1 bridge and repair 3 bridges and construct 1 new bridge and grade for future trail; construct roundabout at Le Sueur Co Hwy 21 and Hwy 22.

RECENT CHANGES & UPDATES

Environmental document and geometric layouts are in process and intended to be completed by the end of the year.

PROJECT HISTORY

Augusta Roundabout has been removed to a separate project again.(0714-40)

PROJECT RISKS

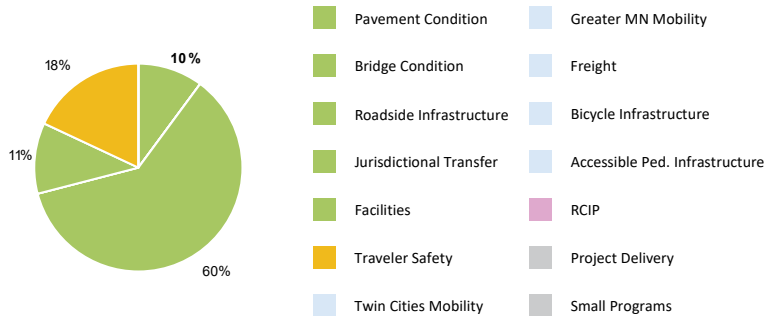
Risks include securing funding for the trail as this is not currently funded, completing construction in one year and possible property impacts.

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:	1/1/2024
Current Letting Date:	5/17/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	22	41.0
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	50.7

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 a scoping level estimate based off of estimated quantities and average bid prices. Cost increase due to incomplete scoping estimate and inflation.

PROJECT SUMMARY



MN 4

Bridge 6757, 8852

State Project Number 0801-35

[Highway 4 improvements: St. James to Sleepy Eye](#)

Resurface Hwy 4 from Brown Hwy 18 to Ellsworth St in the City of Sleepy Eye; replace 2 bridges

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

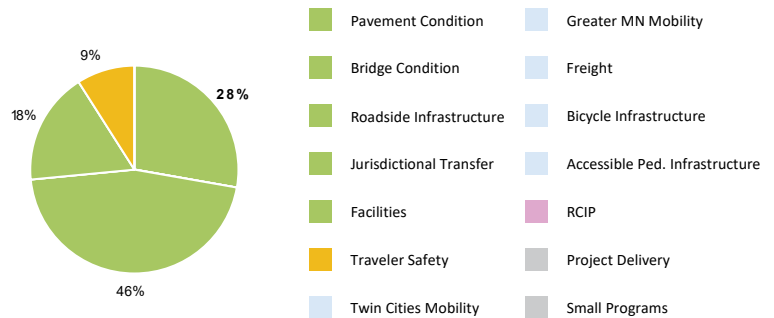
There are risks that the pavement condition continues to deteriorate resulting in a thicker and more costlier repair measure. With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages 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:	5/31/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	2/8/2022
Construction Limits Established Date:	3/2/2021
Original Letting Date:	10/22/2021
Current Letting Date:	9/22/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

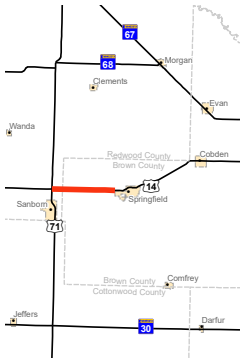
	Baseline Estimate	Current Estimate
Construction Letting:	10	12.6
Post Letting Construction Costs:	0.82	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1.6
Construction Engineering:	0.76	1
Right of Way:	0	0
Total:	12.7	16.2

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

COST ESTIMATE ASSUMPTIONS

Project cost estimate based on preliminary pavement fix of milling the existing roadway, and placement of a four-inch overlay. The project was moved from Fiscal Year 2023 to Fiscal Year 2024. Costs estimate has seen an overall cost increase after updating the estimate with more recent comparable bridge and pavement construction cost data.

PROJECT SUMMARY



US 14

State Project Number 0803-44

Hwy 14 resurfacing: Sanborn to Springfield

Resurface Hwy 14 from Hwy 71 to Springfield; improve pedestrian crossings, lighting and signal improvements

RECENT CHANGES & UPDATES

Construction will be complete Fall 2022

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

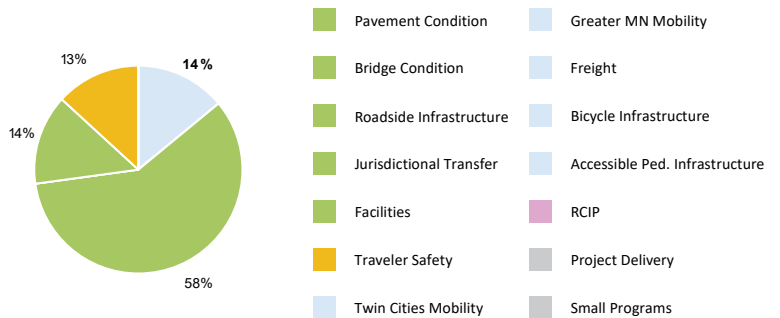
Risks include right of way acquisitions and tree clearing prior to project letting.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

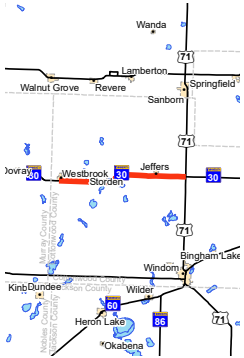
	Baseline Estimate	Current Estimate
Construction Letting:	4.8	4.6
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.7
Right of Way:	0	0.8
Total:	6.9	7.4

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

Current cost estimate is due to removal of city utilities and contingencies and updating the conversion factor table to be the current year.

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

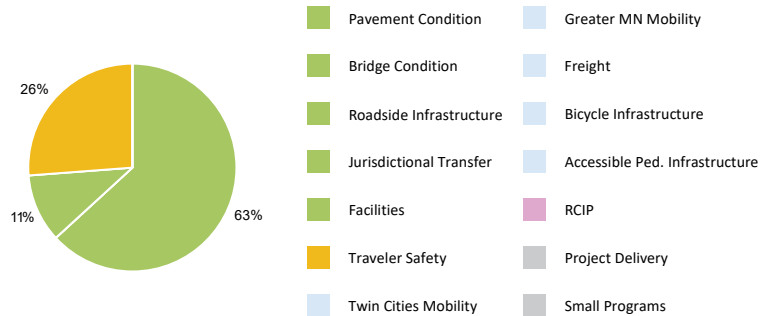
All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/17/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	12/18/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

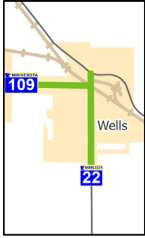
	Baseline Estimate	Current Estimate
Construction Letting:	5.6	4
Post Letting Construction Costs:	0.45	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7.1	5.4

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the actual construction letting. Reasons that the cost was lower include:- lighting was removed from the project and put in a county let project. - the project had been inflated to 2021, but was let in 2020.

PROJECT SUMMARY



MN 22

State Project Number 2204-26

[Improvements to Highway 22 and Highway 109 in Wells](#)

Reconstruct Hwy 22 and Hwy 109 in Wells

RECENT CHANGES & UPDATES

City Council approved concept Summer 2022. Scoping report finalized Summer 2022.

PROJECT HISTORY

Public engagement for this project began in 2020. The public engagement and coordination with the City led to a City Council approved project concept in the Summer of 2022. Once the concept was approved, the scoping report for this project was finalized.

PROJECT RISKS

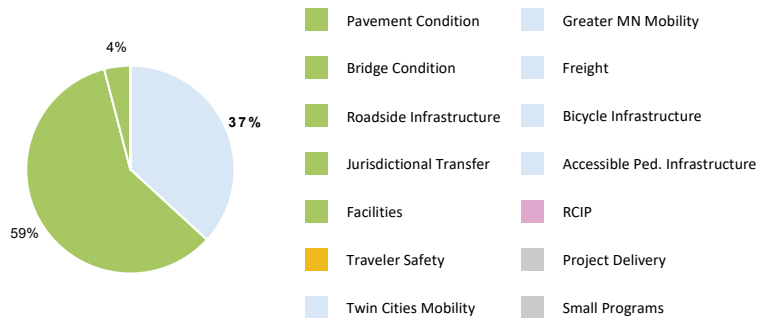
Increase project costs due to inflation. Managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	In progress
Municipal Consent Approval Date:	2023
Geometric Layout Approval Date:	2023
Construction Limits Established Date:	10/24/2025
Original Letting Date:	1/1/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11.5	12.4
Post Letting Construction Costs:	0.9	1.0
Other Construction Elements:	0.29	0.3
Preliminary Engineering:	1.2	1.3
Construction Engineering:	0.8	0.6
Right of Way:	0.21	0.2
Total:	14.9	16.1

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 on a reconstruction of Hwy 22 and the west leg of Hwy 109 in Wells. The current estimate is based on 2022 dollars, then inflated to 2026 dollars.

PROJECT SUMMARY



MN 22

Bridge 07X04

State Project Number 2205-13

[Hwy 22: Mapleton to Wells](#)

Resurface Hwy 22 from Hwy 29 in Wells to Hwy 30 in Mapleton; extend 1 bridge

RECENT CHANGES & UPDATES

Letting in December 2022

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. Only one of the bridges along this segment will have work on the actual structure to extend the arch pipe that makes up Bridge 07X04. The work on the other bridges will be performed by bridge maintenance staff outside of the project.

PROJECT RISKS

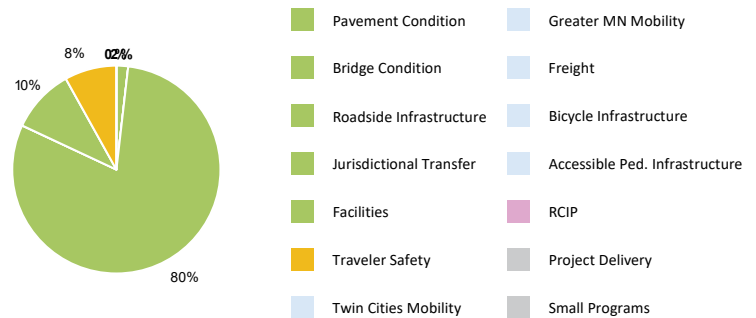
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	3/11/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/9/2021
Original Letting Date:	12/16/2022
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	July 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

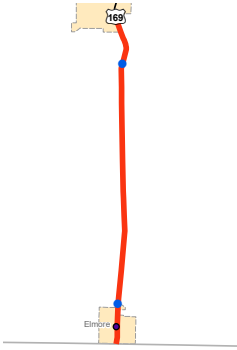
	Baseline Estimate	Current Estimate
Construction Letting:	9.2	9.1
Post Letting Construction Costs:	0.4	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0.3
Total:	11.4	11.9

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

COST ESTIMATE ASSUMPTIONS

The 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. This estimate was updated to reflect the project refinement that took place during design. The updated estimate also accounts for the recent increase in unit prices.

PROJECT SUMMARY



US 169

State Project Number 2207-118

Resurface Hwy 169 from Elmore to Blue Earth; improve drainage and lighting

RECENT CHANGES & UPDATES

Construction is complete.

PROJECT HISTORY

This project was moved from CY 2023 to 2022 due to funding availability and pavement need. Originally was intended for a longer-term pavement fix, but has been reduced in scope to a mill and overlay due to cost-saving measures.

PROJECT RISKS

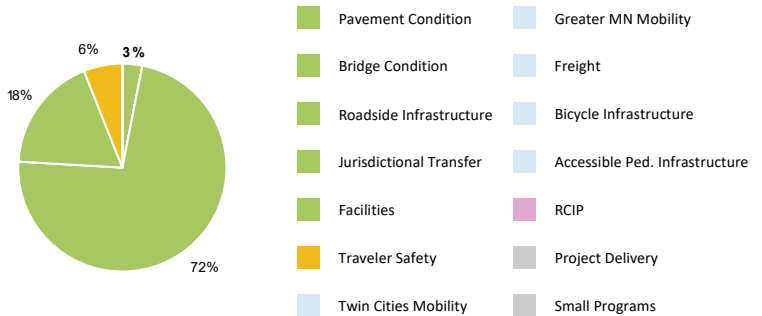
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	6/15/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	7/1/2021
Original Letting Date:	2/25/2022
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.1	2.3
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.6	0.2
Right of Way:	0	0
Total:	7	3.2

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

Cost savings are needed due to reduced revenue because of COVID-19 emergency repair projects, such as caused by heavy rains in the summer of 2020. Cost savings were due to removal of bridge work and adjusted quantities.

PROJECT SUMMARY



I-90
 Bridge 22803, 22804, 22815, 22816, 22825, 22826
 State Project Number 2280-143
 Resurface I-90 from west of Hwy 169 to Hwy 22

RECENT CHANGES & UPDATES

Project was advanced and upscooped to an Unbonded Concrete Overlay. Project is being delivered as a Design-Build project.

PROJECT HISTORY

Project was originally scoped as a Bituminous Mill & Overlay. Central Office was able to provide additional funding to upscoop the project to a Concrete Overlay.

PROJECT RISKS

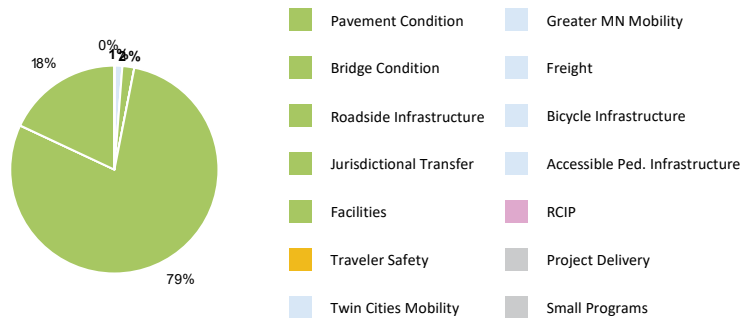
Projects risks are: 1. Material availability due to shortages in items like steel, culverts, and other materials, 2. Contractor availability, 3. Complex construction staging results in costs over budget, and 4. Inflation unknowns

SCHEDULE

Date in which project entered the STIP:	2022
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:	1/1/2028
Current Letting Date:	10/12/2022
Construction Season:	2022
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	81	81
Post Letting Construction Costs:	3.9	3.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.3
Construction Engineering:	1.9	1.9
Right of Way:	0	0
Total:	89.1	89.1

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

Key cost assumptions are that the project will maintain schedule of October 2022 letting and utilize the Design Build process. The project will span 2 construction seasons and project costs are based on mid-point project estimates (accounts for some inflation); however, estimates have been volatile.

PROJECT SUMMARY



US 71

Bridge 8325

State Project Number 3206-20

Resurface Hwy 71 from Jackson to to Hwy 60 in Winmond; 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

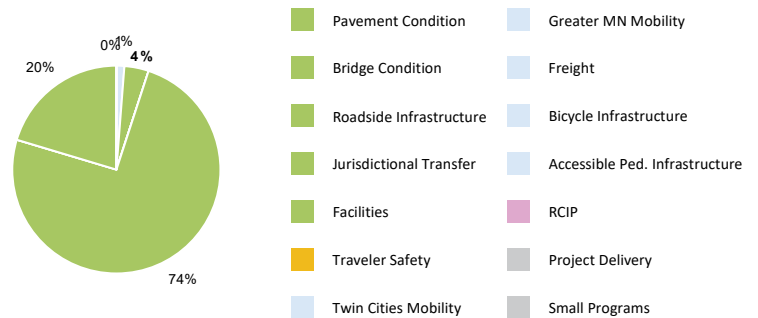
Project is complete so all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	6/24/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	5/17/2018
Original Letting Date:	12/20/2019
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

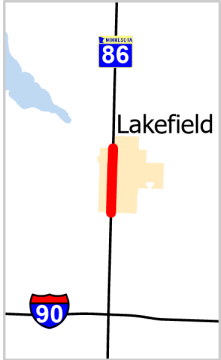
	Baseline Estimate	Current Estimate
Construction Letting:	9.3	8.1
Post Letting Construction Costs:	0.75	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	0.5
Construction Engineering:	0.76	0.3
Right of Way:	0	0.1
Total:	12	9

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 8 reconstruction: Lakefield](#)

Reconstruct Hwy 86 in Lakefield from 9th Ave S to Funk Ave; improve sidewalks

RECENT CHANGES & UPDATES

Construction is expected to be complete Fall 2022

PROJECT HISTORY

MNDOT and city of Lakefield are planning to reconstruct Hwy 86 through Lakefield. Includes storm sewer and ADA.

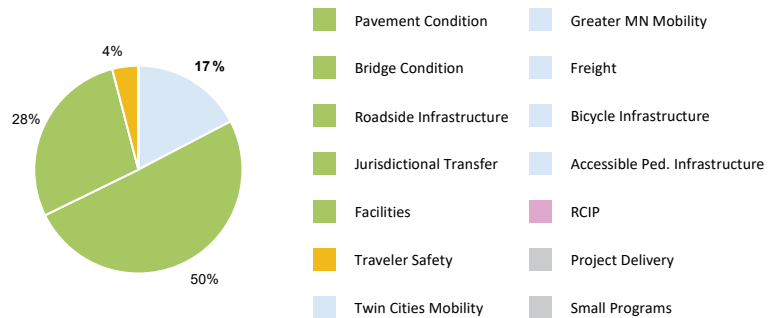
PROJECT RISKS

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:	4/1/2021
Original Letting Date:	3/1/2022
Current Letting Date:	2/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.8	8.3
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:	0.2	0.6
Total:	7.7	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

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete

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

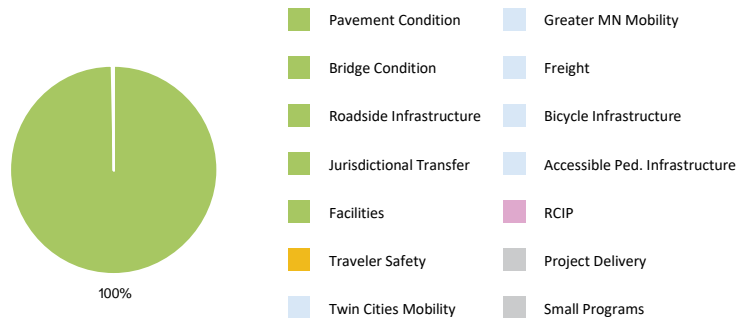
- 1) Coordination with SP3280-136, -137 vehicular pavement project at the rest area.
- 2) Coordination with adjacent mainline project on eastbound I-90.
- 3) Bidding when many contractors have their work aligned for the current construction season.
- 4) Few architectural construction contractors in the 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

Roadside Infrastructure.



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.7	13
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.6
Construction Engineering:	0.4	1
Right of Way:	0	0
Total:	5.8	16.1

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 estimates prepared by an independent cost estimating company familiar with estimating public architectural projects in the region. Baseline estimate is for just the one rest area. Current estimate is based on realized costs for both rest areas as project has been let.

PROJECT SUMMARY



I-90

State Project Number 3280-131

Resurface eastbound I-90 from Jackson Hwy 5 to Hwy 86

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Substantially complete

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

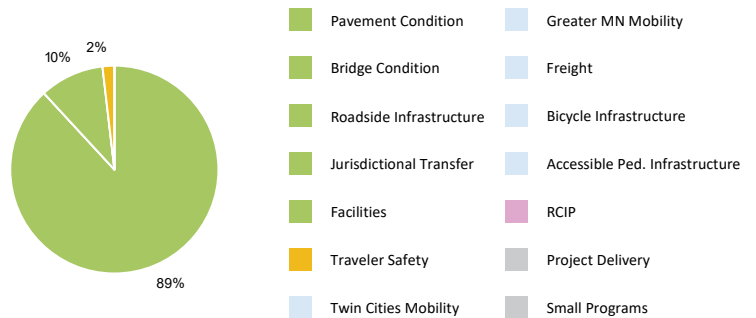
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	11/5/2020
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

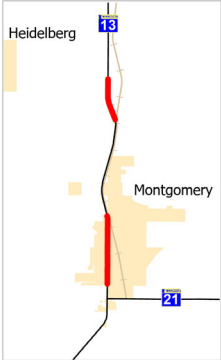
	Baseline Estimate	Current Estimate
Construction Letting:	4.5	9.9
Post Letting Construction Costs:	0.36	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.48	0.2
Construction Engineering:	0.32	0.5
Right of Way:	0	0
Total:	5.7	11.7

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

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: 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

Project has been turned into Central Office for final review before letting.

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

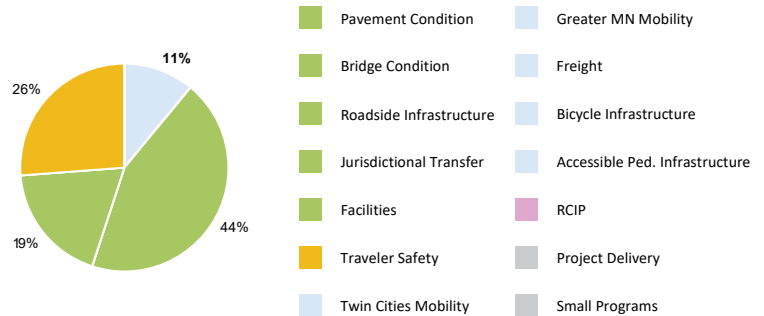
Narrowing roadway due to elimination of parking. Increased cost for potential contaminated soils. Condemnation for ROW, which moved the letting date back.

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:	4/28/2023
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

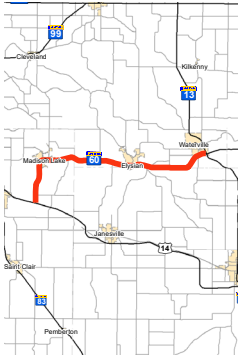
	Baseline Estimate	Current Estimate
Construction Letting:	5.9	8
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.2
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.4
Total:	7.7	10.7

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

Cost estimate was inflated to 2023 and includes the roundabout and in town work in Montgomery. Updated for turn in values.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Substantially complete

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

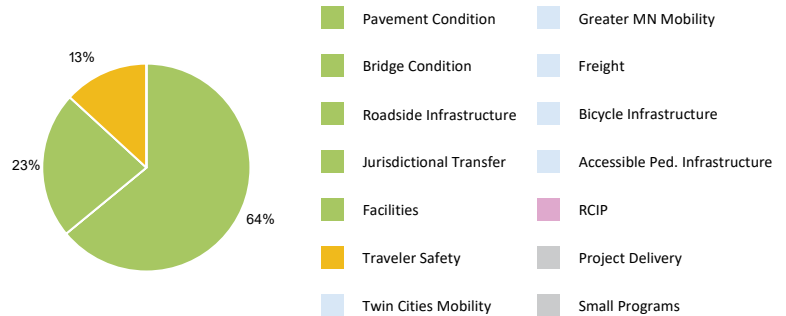
Current risks included: Phase one completion schedule. Phase one is very aggressive schedule and Geofoam availability. The factories that make the foam are significantly behind.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	7/7/2020
Municipal Consent Approval Date:	12/2/2019
Geometric Layout Approval Date:	Approved
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

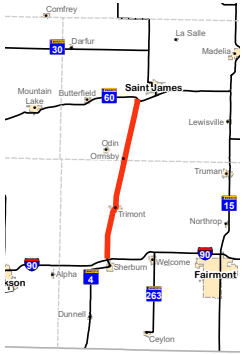
	Baseline Estimate	Current Estimate
Construction Letting:	11	20.2
Post Letting Construction Costs:	0.9	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	2.2
Construction Engineering:	0.8	1
Right of Way:	0	0.7
Total:	13.9	25.5

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 off of estimated quantities and average bid prices. Project increase was due to upscoping of the project from a mill and overlay to a reclaim.

PROJECT SUMMARY



MN 4

Bridges: 46003, 6504, 8567, 5965

State Project Number 4602-27

[Hwy 4: Sherburn to St. James](#)

Resurface Hwy 4 from Martin Hwy 26 to Hwy 60; replace 1 bridge and repair 3 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. Due to budgetary constraints, the project was not able to be advanced to 2023 construction and therefore remains in 2024.

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

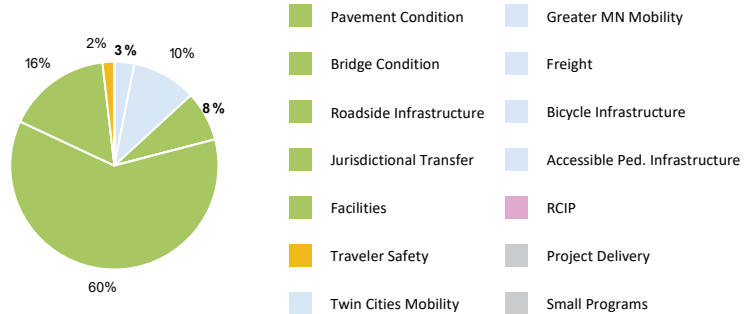
Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/4/2022
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	9/10/2021
Original Letting Date:	11/19/2021
Current Letting Date:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

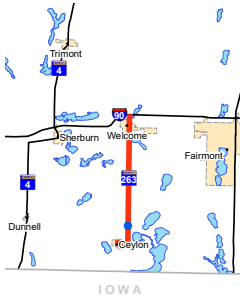
	Baseline Estimate	Current Estimate
Construction Letting:	16	17.8
Post Letting Construction Costs:	1.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.74	2
Construction Engineering:	1.16	1.4
Right of Way:	0	0.4
Total:	20.7	23.1

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 replace of Bridge 8567. Costs were updated based on inflation updates and scope changes.

PROJECT SUMMARY



MN 263

State Project Number 4609-17

Highway 263 Ceylon to I-90: Turnback resurfacing

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

RECENT CHANGES & UPDATES

Construction will be complete in Fall 2022.

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 upscoped using turnback dollars to a reclaim overlay rather than a thin mill and overlay.

PROJECT RISKS

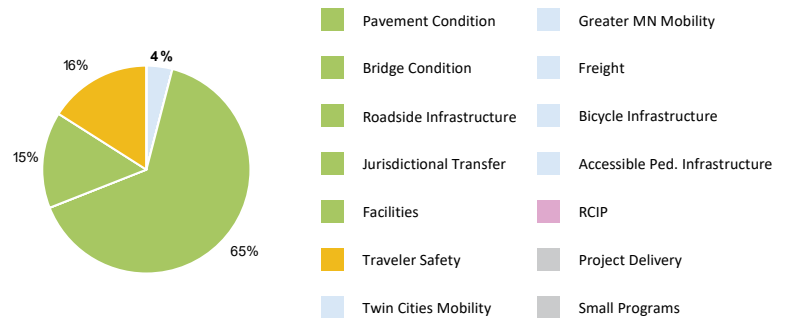
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/30/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/6/2019
Original Letting Date:	11/20/2020
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



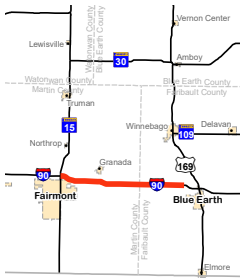
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.6	12.4
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.72	1
Construction Engineering:	0.48	0.5
Right of Way:	0	0.3
Total:	7.3	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

The baseline estimate is based on a mill and overlay. The current estimate is based on the upscoped reclaim and ADA work. This is estimated in 2021 dollars.

PROJECT SUMMARY

I-90

Bridge 22801, 22802, 46824, 46831, 46835, 46836

State Project Number 4680-129

[I-90 Fairmont to Blue Earth](#)

Resurface I-90, Hwy 15 to 2 miles west of Hwy 169 and repair multiple bridges

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

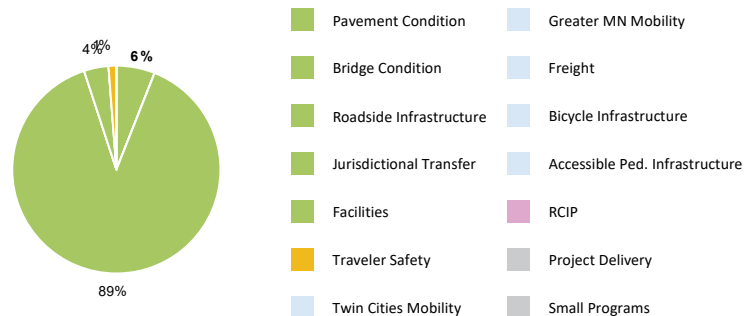
All risks have been mitigated.

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

Pavement Condition


TOTAL PROJECT COST ESTIMATE (MILLIONS)

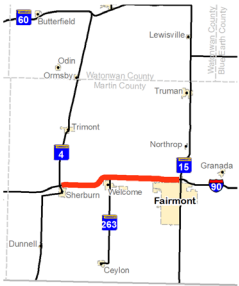
	Baseline Estimate	Current Estimate
Construction Letting:	40	38.5
Post Letting Construction Costs:	3.3	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	3.12	1.6
Construction Engineering:	2.08	1.4
Right of Way:	0	0
Total:	48.5	43.1

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: Sherburne to Fairmont

Resurface I-90 from Hwy 4 to Hwy 15; upgrade lighting

RECENT CHANGES & UPDATES

Construction is expected to be complete Fall 2022

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

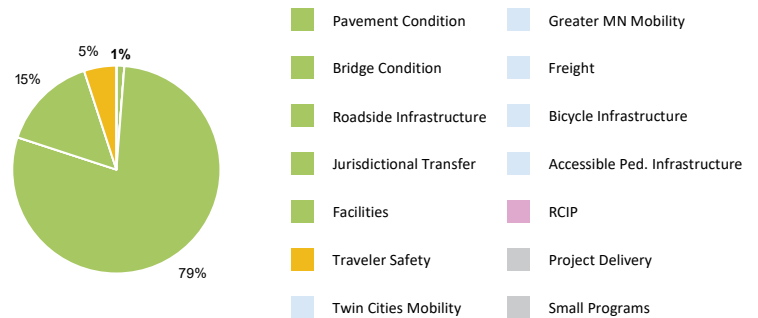
All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	6/11/2021
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

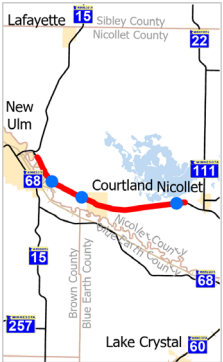
	Baseline Estimate	Current Estimate
Construction Letting:	11.5	5.7
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.08	0.6
Construction Engineering:	0.72	0.6
Right of Way:	0	0
Total:	13.3	7.4

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 cost estimate is based on mill & overlay prices inflated to 2022. Cost is reduced due to scope change from CIR to mill and 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

Year 1 of construction will be completed this Fall. Construction continuing in 2023.

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. In early 2020 the Governor announced that MnDOT would seek a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. The state Legislature passed a bill that will dedicate oversize vehicle permit fees to repaying TIFIA loans. In September 2020 the US DOT announced that MnDOT would receive a \$22M BUILD Grant for Hwy 14. receive a \$22M BUILD Grant for Hwy 14.

PROJECT RISKS

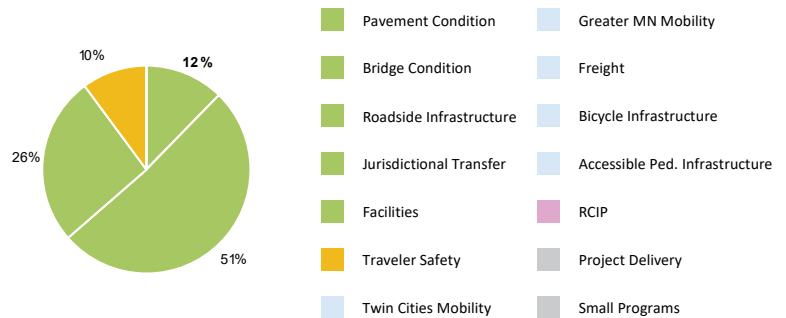
1. A TIFIA loan is not awarded for the project. 2. Inflation. If prices of steel and oil rise faster than anticipated, the budget could be insufficient. 3. Construction Schedule. Rain and wet conditions limit the contractor's ability to work on the road resulting in delays to schedule. MnDOT is also 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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

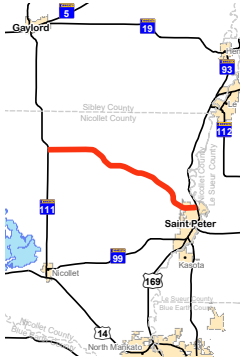
	Baseline Estimate	Current Estimate
Construction Letting:	74	83.5
Post Letting Construction Costs:	3.5	3.3
Other Construction Elements:	2.2	11.5
Preliminary Engineering:	2.5	4.4
Construction Engineering:	1.5	2
Right of Way:	9	9.2
Total:	92.7	113.9

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

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 and better defined costs.

PROJECT SUMMARY



MN 22

State Project Number 5205-113

[Hwy 22 reconstruction: St.Peter to Hwy 111](#)

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

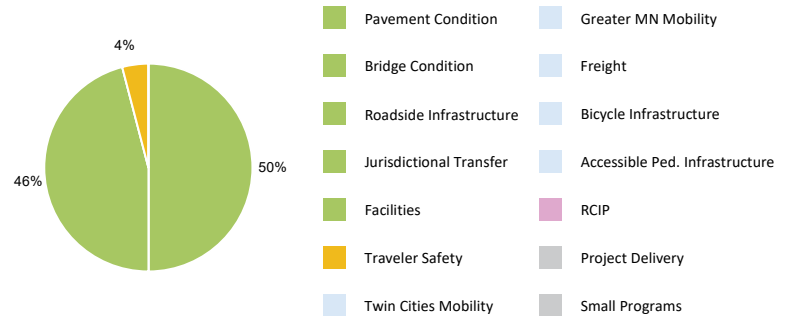
Increased scope of work due to hydraulic issues. Project is in FY 26, with a FLEX into FY24. If money is not available to FLEX, cost would need to be inflated to 2026 dollars.

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:	1/23/2026
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	6.6	5.9
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0.45
Preliminary Engineering:	0.8	0.7
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	8.2	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

Cost will be high 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

[Hwy 160/Hwy22/Hwy 99 intersection improvements: St.Peter](#)

Resurface Hwy 99 from Birch St in Nicollet to Hwy 169 in St Peter; replace 1 bridge and 1 culvert, and lighting

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete

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

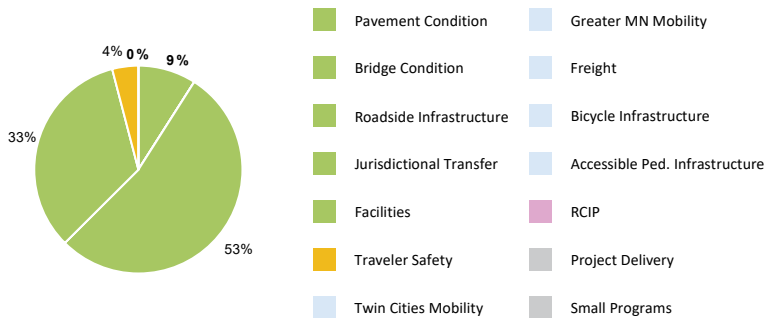
Project was constructed this year and all risk were mitigated.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	6/1/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	5/1/2018
Original Letting Date:	10/23/2020
Current Letting Date:	10/23/2020
Construction Season:	2021
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

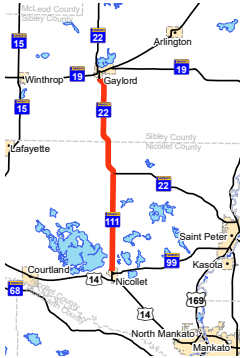
	Baseline Estimate	Current Estimate
Construction Letting:	8.1	4.9
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.4
Right of Way:	0	0.2
Total:	10.4	6.6

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

COST ESTIMATE ASSUMPTIONS

Used current 2020 construction costs for design engineer's estimate at project turn-in. Recent downscoping roadway and shoulder fix to thin 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

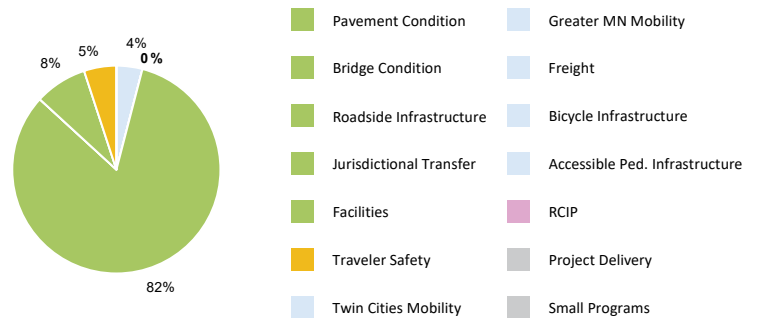
All risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	12/14/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	11/1/2017
Original Letting Date:	11/22/2019
Current Letting Date:	11/22/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

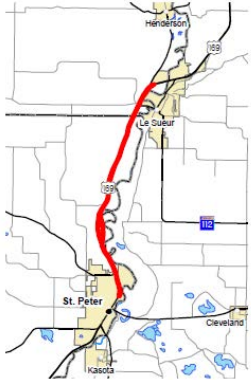
	Baseline Estimate	Current Estimate
Construction Letting:	13.4	13.5
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.44	0.6
Construction Engineering:	0.96	0.6
Right of Way:	0.12	0.2
Total:	17.2	15.3

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
 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).

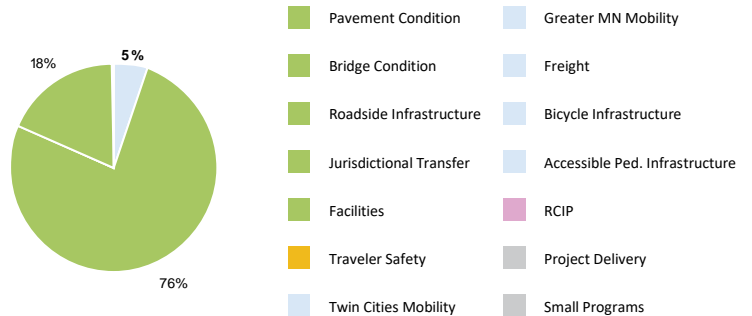
PROJECT RISKS

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)

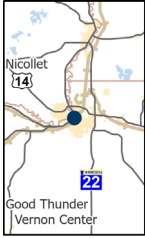
	Baseline Estimate	Current Estimate
Construction Letting:	3.5	3.9
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	4.3	5

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 and Hwy 169/Blegrade Ave interchange improvements

RECENT CHANGES & UPDATES

Intersection Control Evaluation (ICE) report was completed in the summer of 2022 at the Hwy 169 and Belgrade Ave interchange ramps. Retaining signalize intersection control at the ramps is recommended and supported by the City of North Mankato.

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

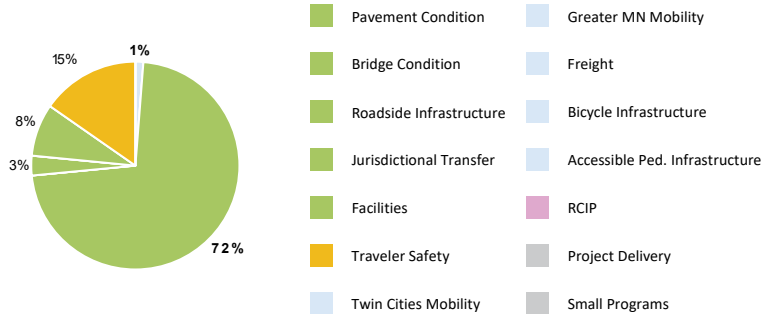
This is a major bridge rehabilitation project spanning the MN River, railroad, and Riverfront Drive. There are risks to construction costs due to unforeseen or unknowns due to the specialty type of work involved. The results of the Belgrade/Hwy 169 interchange and Hwy 169 corridor study may impact the 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

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

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

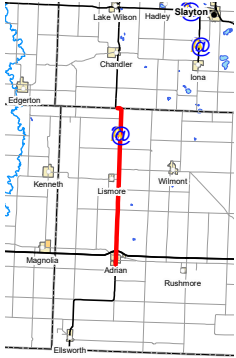
	Baseline Estimate	Current Estimate
Construction Letting:	15.3	24.3
Post Letting Construction Costs:	1.5	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	2.7
Construction Engineering:	1.4	1.8
Right of Way:	0	0
Total:	20.3	30.5

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 estimate based on finalized scope and TPCE once the ICE was completed.

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

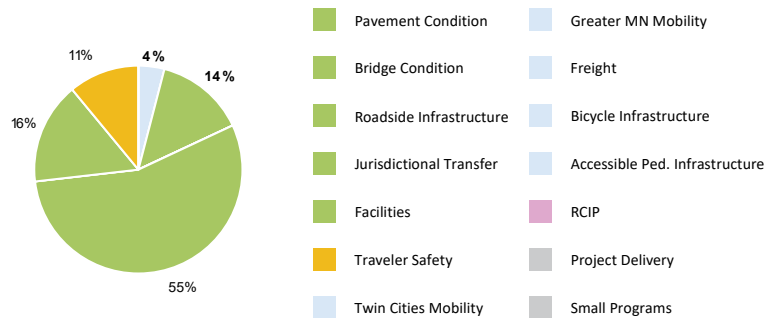
Risks have been retired.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	6/27/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/1/2017
Original Letting Date:	2/22/2019
Current Letting Date:	2/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

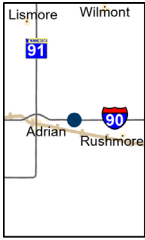
	Baseline Estimate	Current Estimate
Construction Letting:	6.9	9
Post Letting Construction Costs:	4.7	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.78	1.1
Construction Engineering:	0.52	0.8
Right of Way:	0	0.3
Total:	12.9	12.1

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate assumes a medium mill and overlay, extensive ADA work, and the replacement of two box culverts. There is no work at other box culverts. The current cost estimate reflects the awarded bid price.

PROJECT SUMMARY



I-90
 Bridge 53815, 53816, 53818
 State Project Number 5380-152
 Replace I-90 bridges in Nobles County

RECENT CHANGES & UPDATES

Scoping report has been finalized during Fall 2022

PROJECT HISTORY

Scope changed from bridge rehabilitation to bridge replacements.

PROJECT RISKS

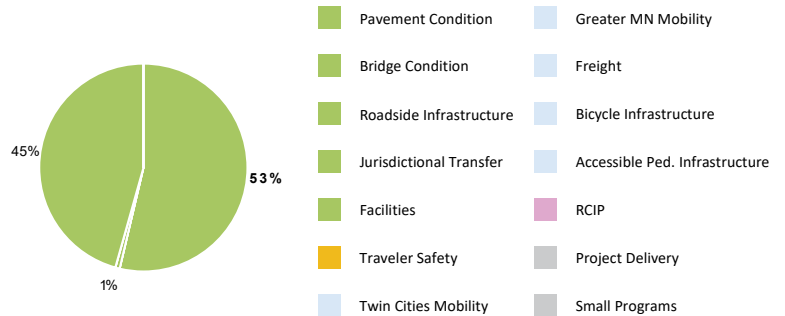
Managing traffic through temporary traffic control and staging.

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:	7/25/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.3	17.4
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.9
Construction Engineering:	0.6	1.2
Right of Way:	0	0
Total:	10.4	21.9

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

Estimate is based on a bridge replacement with prices inflated to 2026.

PROJECT SUMMARY



I-90

Bridge 67801

State Project Number 6780-117

[I-90 pavement improvement: South Dakota to Beaver Creek](#)

Resurface I-90 from just east of South Dakota to Luverne on westbound lanes; repair 1 bridge

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete

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

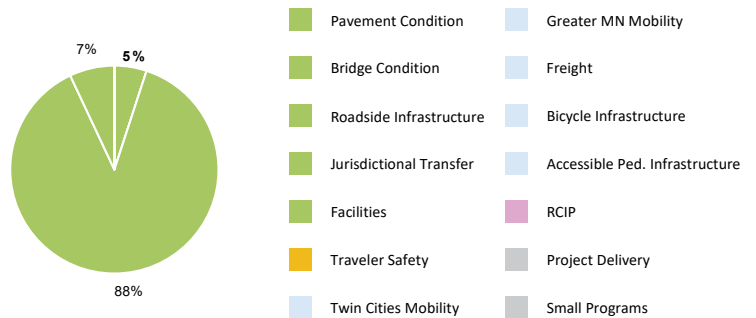
All risks have been mitigated.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

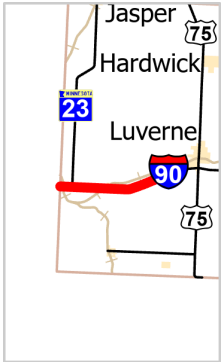
	Baseline Estimate	Current Estimate
Construction Letting:	13.6	4.8
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.38	0.2
Construction Engineering:	0.92	0.4
Right of Way:	0	0
Total:	17	5.8

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 eastbound lanes from South Dakota State line to Beaver Creek and westbound lanes from South Dakota State line to Hwy 11; install guardrail and lighting

RECENT CHANGES & UPDATES

Project was changed from a five inch bituminous overlay to a seven and a half inch unbonded concrete overlay. Construction expected to be complete Fall 2024

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

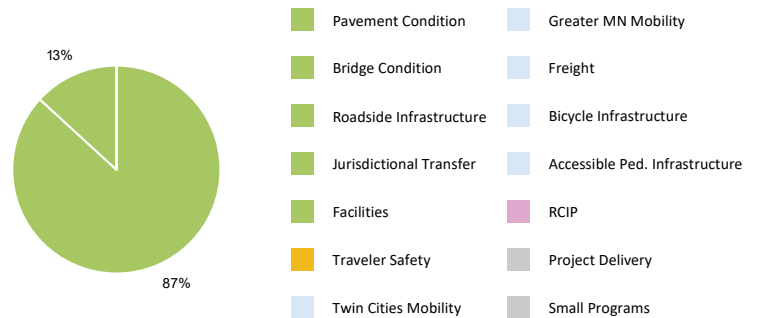
Accelerated project schedule which could cause a delay to the letting.

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:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	8.9	22.5
Post Letting Construction Costs:	0.7	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	1.4
Right of Way:	0	0
Total:	11.1	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

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 WB lanes from South Dakota to CSAH 11 and inflation.

PROJECT SUMMARY



MN 5

State Project Number 7201-119

[Hwy 5: Green Isle](#)

Resurface Hwy 5 from 5th St in Green Isle to Hwy 212

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is substantially complete.

PROJECT HISTORY

Originally scoped as a mill and overlay in 2017. Pavement was in fair condition and is expected to continue to deteriorate. Project will improve road surface and achieve a smooth riding surface. Project includes Metro District associated SP 1001-17 in Carver County. This project has been upscaled to include the Metro portion (Carver County) and for cold in-place recycle fix. Project has changed to remove full-width paved shoulders at the north end of the project between 134th Street and TH 212. The change will remove the auxiliary lane present along this stretch up to the point where it would be necessary as a turn lane. The project scope has changed to include paving of the easternmost 200' of 180th Street on the west side of MN 5 just north of Green Isle. Project will also correct the crown of MN 5 to 2% along the project segment.

PROJECT RISKS

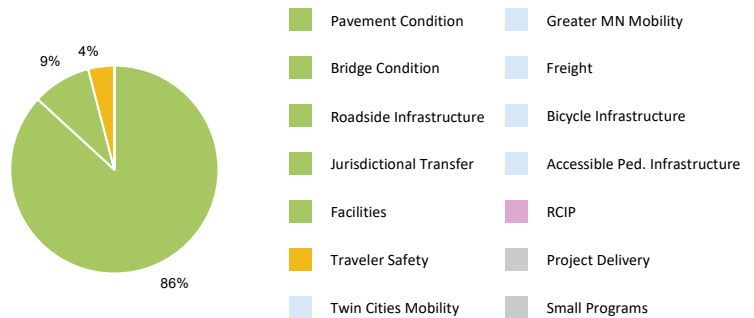
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	10/9/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/8/2019
Original Letting Date:	10/23/2020
Current Letting Date:	5/19/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	2.7	3.5
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.6
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	3.3	4.6

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

COST ESTIMATE ASSUMPTIONS

The estimate is based on cold in-place recycle and bituminous overlay. The estimate prior to letting decreased from 5.6 million to 4.5 million due to scope changes and moving the construction up a calendar year. Some contingency was included based on additional pipe replacements, pavement items, and traffic safety needs. This estimate prior to letting was based on 2019 dollars, then inflated to 2020 dollars. The number reflected in the current estimate column for construction letting is the actual let amount. MnDOT District 7 is leading this project. MnDOT Metro District has funded 1.8 million of the project.

PROJECT SUMMARY



MN 93

State Project Number 7212-21

[Highway 93 Henderson Floodwall](#)

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. Items of cultural significance have been identified along the corridor, which have required rework and redesign.

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

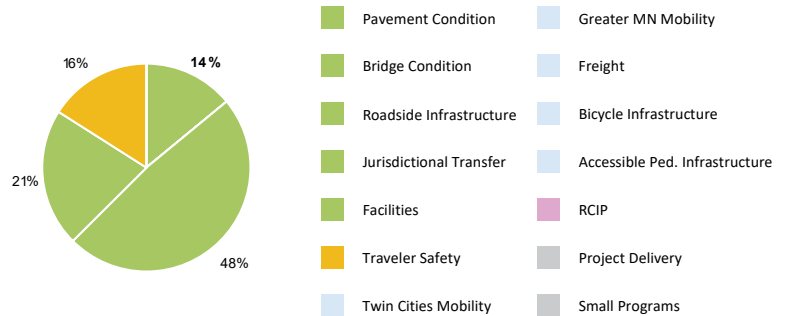
Geotechnical analysis may identify some poor soils. Coordination with the city of Henderson's levy reconstruction.

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:	10/27/2023
Construction Season:	2024-2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

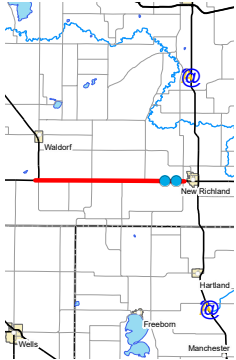
	Baseline Estimate	Current Estimate
Construction Letting:	3.2	17.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	3
Construction Engineering:	0.2	0.9
Right of Way:	1	2
Total:	4.9	24

Construction cost 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.

PROJECT SUMMARY



MN 30

Bridge 6789, 8131

State Project Number 8105-21

[Hwy 30: New Richland](#)

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

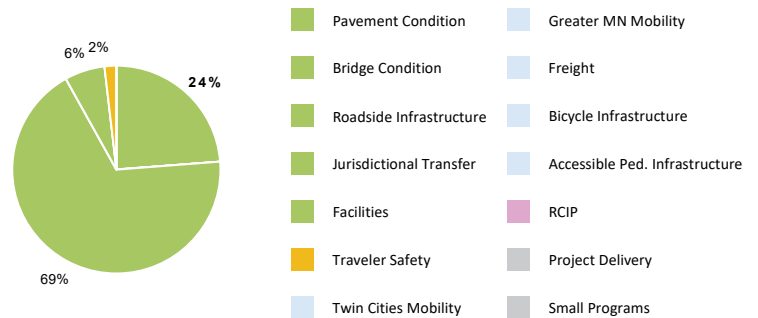
Risks retired.

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:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

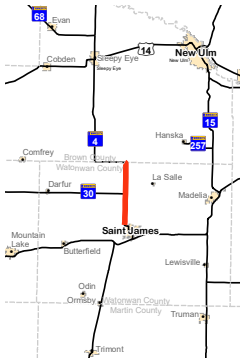
	Baseline Estimate	Current Estimate
Construction Letting:	9	9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.6
Construction Engineering:	0.9	0.9
Right of Way:	0	0.4
Total:	12.2	11.8

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

COST ESTIMATE ASSUMPTIONS

Estimate assumes inflation to mid-point of construction year 2020. A 1.21 inflation factor was used (from baseline FY 2017). Let on 12/18/2019, current estimates shown. The current estimate is based on the construction letting and the awarded construction contract.

PROJECT SUMMARY



MN 4

Bridge 5076

State Project Number 8302-48

[Highway 4: St. James to Sleepy Eye](#)

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

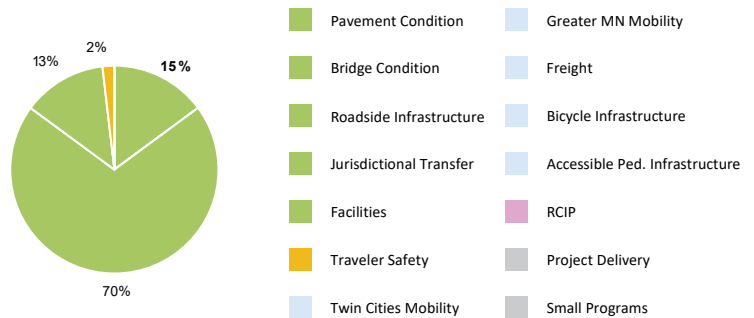
There are risks that the pavement condition continues to deteriorate resulting in a thicker and more costlier repair measure. Additional environmental investigations may result in potential construction schedule impacts or other mitigation measures. Due to material shortages and supply chain issues, increased costs associated with material and labor remain a cost risk.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/24/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2/25/2021
Original Letting Date:	10/22/2021
Current Letting Date:	9/22/2023
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

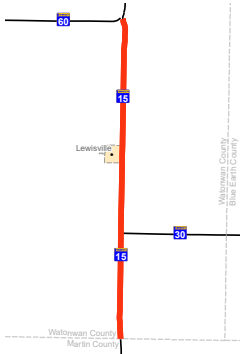
	Baseline Estimate	Current Estimate
Construction Letting:	11	8.2
Post Letting Construction Costs:	0.87	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.14	1
Construction Engineering:	0.76	0.7
Right of Way:	0	0.1
Total:	14	10.6

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

COST ESTIMATE ASSUMPTIONS

The baseline 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. Cost decrease due to down scoping of project to a mill and overlay, instead of stabilized full-depth reclamation.

PROJECT SUMMARY



MN 15

State Project Number 8303-48

Hwy 15: Lewisville

Resurface Hwy 15 from Watonwan/Martin County line to south jct Hwy 60/Hwy 15; lighting and snowfence

RECENT CHANGES & UPDATES

Scoping report has been signed during the summer of 2019.

PROJECT HISTORY

Project scoped as a mill and overlay.

PROJECT RISKS

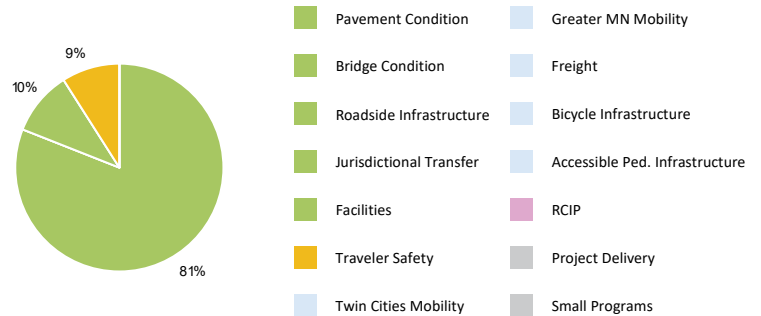
Project risks include managing traffic through temporary traffic control and staging.

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:	Pending Approval
Original Letting Date:	2/24/2023
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

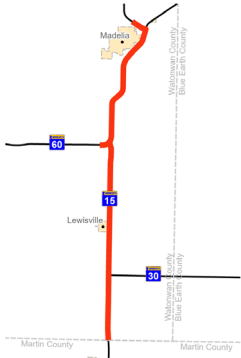
	Baseline Estimate	Current Estimate
Construction Letting:	5.9	5.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	7.4	7.4

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on pavement resurfacing prices inflated to 2023.

PROJECT SUMMARY



MN 60

Bridge 83012, 83015, 83016, 83017, 83018

State Project Number 8304-118

[Hwy 15/Hwy 60 Madelia](#)

Resurface Hwy 60 W interchange to Hwy 60 E interchange near Madelia; lighting and repair 5 bridges

RECENT CHANGES & UPDATES

Year one of construction will be wrapping up this Fall. Construction will continue in 2023

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

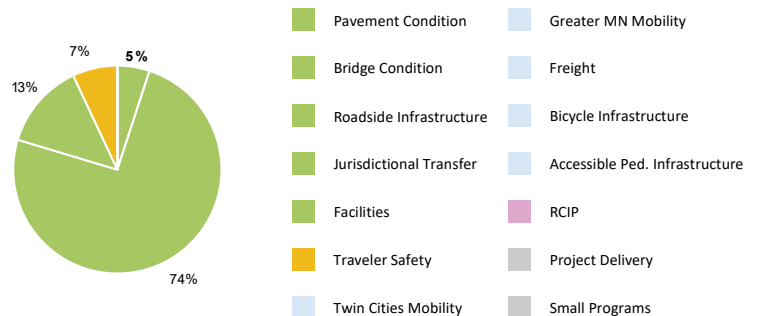
Coordination needed with City of Madelia and Watonwan County on detours and local traffic control.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	7/6/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/1/2021
Original Letting Date:	1/1/2024
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

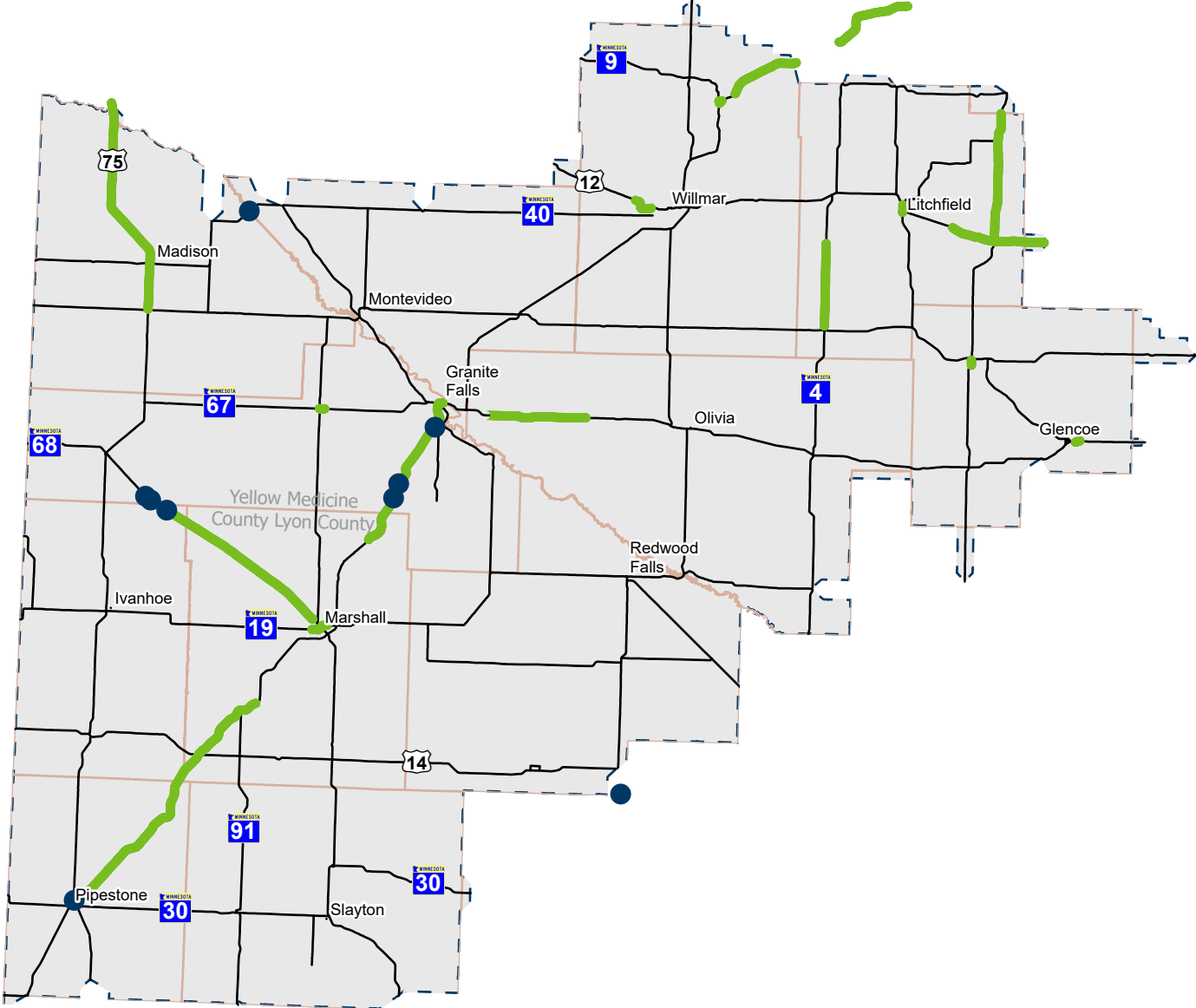
	Baseline Estimate	Current Estimate
Construction Letting:	18.1	25
Post Letting Construction Costs:	1.5	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.4
Construction Engineering:	1.5	1.7
Right of Way:	0	0
Total:	23.4	30.7

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

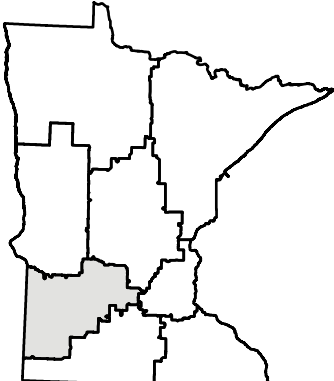
The cost estimate is based on pavement resurfacing prices inflated to 2022. Cost increase due to reconstruction of sections of roadway.

D8- WILLMAR



Major Highway Projects

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



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.	✓	2nd	G1	304
US 12	3403-74	On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.			G2	305
MN 23	3408-18	On MN 23, from New London to Paynesville in Kandiyohi County.			G3	306
MN 23	3413-92, 3408-90	On MN 23, construct reduced conflict intersection in New London			G4	307
US 75	3703-25	On US 75 from Township 127 to MN 7 in Bellingham.	✓	2nd	G5	308
MN 23	4203-50	On MN 23 from Cottonwood to Hwy 212 in Granite Falls.	✓	2nd	G6	309
MN 19	4204-40	Reconstruct Hwy 19			G7	310
MN 68	4210-49	On MN 68 from Minneota to Marshall in Lyon County.			G8	311
MN 15	4304-53	On MN 15 from 5th Avenue SW to 2nd Avenue NE in Mcleod County.	✓	2nd	G9	312
US 212	4310-95	Construct roundabout on Hwy 212 in Glencoe			G10	313
MN 4	4701-32	On MN 4 from Cosmos to CSAH 23 in Meeker County.			G11	314
US 12	4704-89	On US 12 from 4th Street to Holcombe Avenue in Meeker County.	✓	2nd	G12	315
US 12	4705-49	Resurface (concrete) Hwy 12 from CR 14 in Darwin			G13	316
MN 15	4707-26	On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.			G14	317
MN 30	5103-91	On MN 30 from US 59 to Murray/Cottonwood County line.			G15	318
MN 23	5902-25	Resurface Hwy 23 from Hwy 75			G16	319
US 71	6405-68	.5 miles south of Sanborn			G17	320
US 212	6510-67	On US 212 from MN 23 to CSAH 6 in Sacred Heart.			G18	321
MN 23	7305-124	On MN 23 from Paynesville to Richmond in Stearns County.			G19	322
MN 67	8706-89, 8706-91	On MN 67 from US 59 to 6th St. in Clarkfield in Yellow Medicine County			G20	323

PROJECT SUMMARY



MN 40

Bridge 12017

State Project Number 1209-22

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

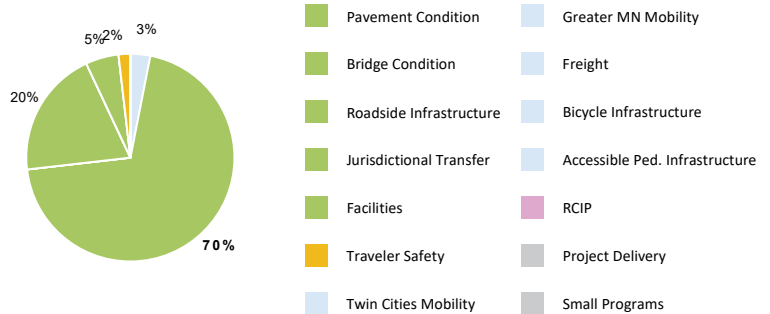
Risks retired

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

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	5.3	7.8
Post Letting Construction Costs:	0.2	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.2
Construction Engineering:	0.4	1.3
Right of Way:	0.3	0
Total:	6.8	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

Engineering is 20 percent of construction total and right of way costs are based on previous scopes to replace the bridge in 2009. The cost estimates went up when the project shifted from rehab to replacement due to the historic nature of the bridge. It is more costly to rehab when following historic guidelines.

PROJECT SUMMARY


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

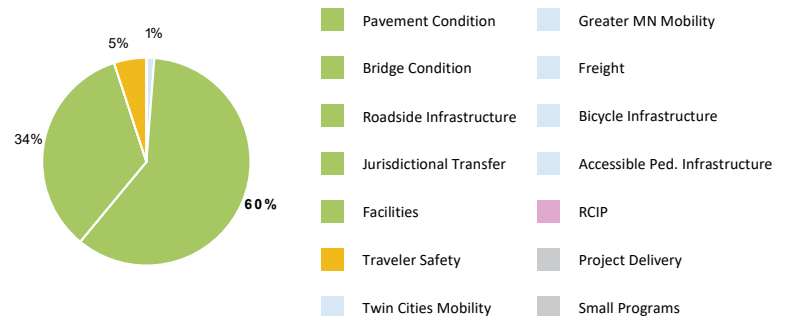
Given that this project is a public/private partnership, there are risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway. One example would be the master cooperative agreement between public and private entities and complexity of the agreement affecting project schedule.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	5/4/2017
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/28/2017
Construction Limits Established Date:	9/28/2017
Original Letting Date:	2/8/2018
Current Letting Date:	9/26/2018
Construction Season:	2019
Estimated Substantial Completion:	September 2021

PRIMARY INVESTMENT CATEGORY

Bridge


TOTAL PROJECT COST ESTIMATE (MILLIONS)

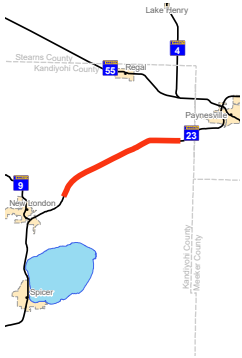
	Baseline Estimate	Current Estimate
Construction Letting:	36.2	23.9
Post Letting Construction Costs:	0	4.8
Other Construction Elements:	0	0.5
Preliminary Engineering:	1.8	13.3
Construction Engineering:	1.2	1.2
Right of Way:	2.5	3.5
Total:	41.7	47.2

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 estimate is awarded bid price.

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

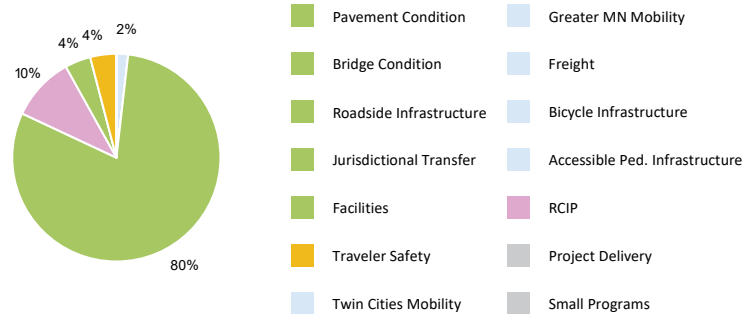
There are several project risks including utility impacts, wetland coordination, potential contaminated materials, hydraulics, and permits for DNR/NPDES.

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:	1/9/2020
Construction Limits Established Date:	1/31/2022
Original Letting Date:	12/16/2022
Current Letting Date:	12/2/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
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.

PROJECT SUMMARY



MN 23

State Project Number 3413-92, 3408-90

[Hwy 23 New London Safety Project](#)

Construct safety improvements at Hwy 23 and Hwy 9 in New London; add pedestrian underpass.

RECENT CHANGES & UPDATES

Went back into planning phase to determine intersection type which will be determined this winter with a project being programmed thereafter.

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. Due to public outreach the project was paused and the intersection was placed back into the planning phase to determine the intersection type which is planned to be determined this winter, with a project forthcoming after funding is secured. The other elements of this project which didn't entail changing the intersection control of TH 23 and TH 9 will be moving forward next summer (2023) as a much smaller project.

PROJECT RISKS

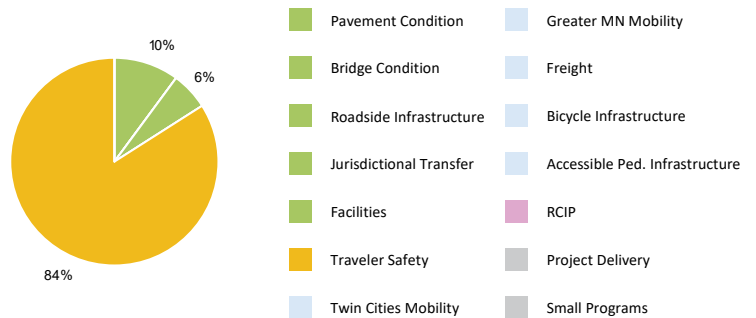
One risk with the new intersection control evaluation will be the public engagement and getting public and local government support for whichever option is selected.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/8/2021
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/28/2022
Current Letting Date:	3/22/2024
Construction Season:	2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.8	4.8
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0.1	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

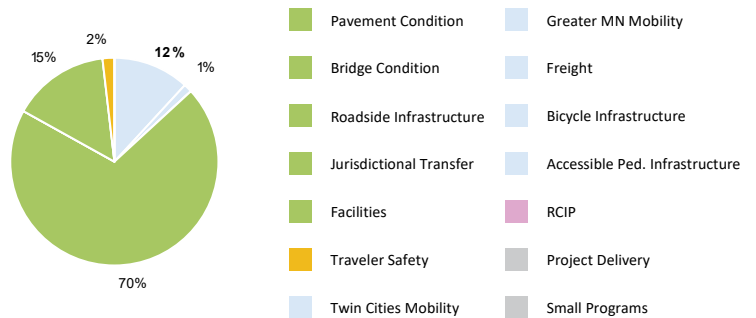
All risks retired.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/21/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	6/25/2018
Construction Limits Established Date:	6/25/2018
Original Letting Date:	12/18/2020
Current Letting Date:	4/24/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

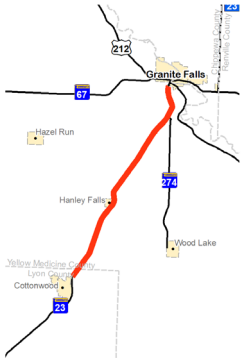
	Baseline Estimate	Current Estimate
Construction Letting:	6	7.9
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0.1
Total:	7	9.2

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 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
 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

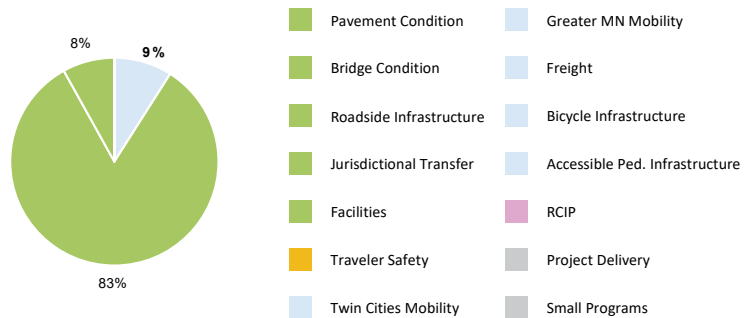
All risks retired.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/31/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	7/9/2019
Construction Limits Established Date:	11/15/2018
Original Letting Date:	1/31/2020
Current Letting Date:	1/31/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

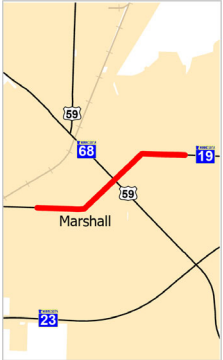
	Baseline Estimate	Current Estimate
Construction Letting:	26.2	37.2
Post Letting Construction Costs:	0.9	1.8
Other Construction Elements:	0	0.2
Preliminary Engineering:	2.6	2.2
Construction Engineering:	1.8	1.2
Right of Way:	0.4	0.1
Total:	31.9	42.7

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. 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 and bike lane striping from Channel Parkway to 4th St.

RECENT CHANGES & UPDATES

Project addition of ADA from Marlene St. to 4th St and Bruce St intersection. Public engagement continues.

PROJECT HISTORY

The summer of 2021 the district obtained a signed level one layout and Municipal consent. This project change from last year, additional work packages have now been added to this project.

PROJECT RISKS

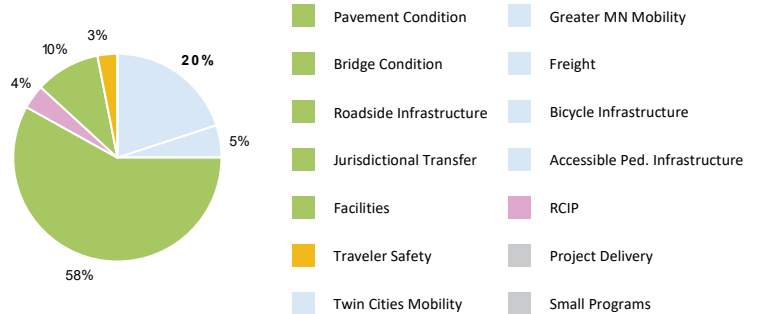
Utility Impacts, potential contaminated materials and de-watering.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	8/24/2021
Geometric Layout Approval Date:	7/13/2021
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/24/2025
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	21.1	21.1
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0.8	0
Preliminary Engineering:	2.5	2.5
Construction Engineering:	1.4	1.4
Right of Way:	0.7	0.7
Total:	26.5	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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



MN 68
 Bridge 5324, 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

Construction underway summer 2022.

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. Final construction plans were submitted in June 2021. Project was let on 10/22/2021. This project changed from last year, additional work packages have now been added to this project.

PROJECT RISKS

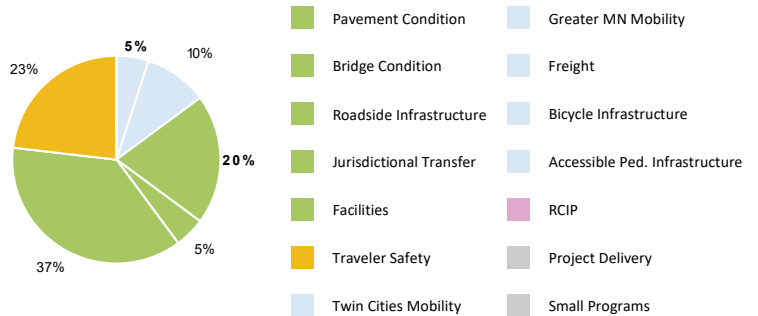
This project has some risks in hydraulics as well as contaminated materials management.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	9/9/2020
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

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

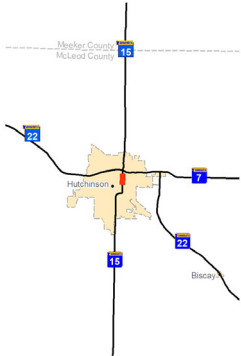
	Baseline Estimate	Current Estimate
Construction Letting:	7	9.6
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	1	1
Total:	9.7	12.1

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

COST ESTIMATE ASSUMPTIONS

Engineering is assumed to be 20% of the construction cost. The increase in the cost seen in the current estimate compared to the baseline estimate is due to an increased need for excavation of 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
 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

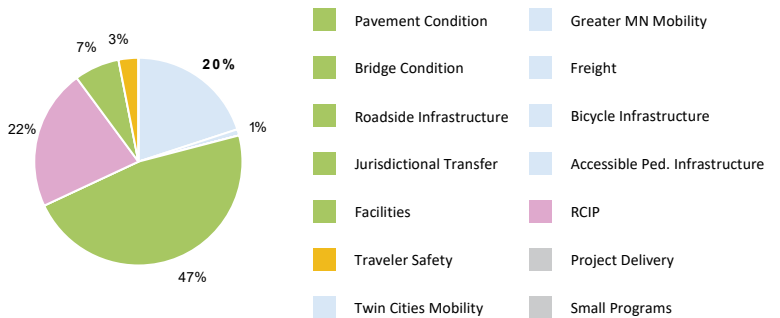
Risks retired

SCHEDULE

Date in which project entered the STIP:	2016
Environmental Document Approval Date:	1/7/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	6/8/2018
Construction Limits Established Date:	9/13/2019
Original Letting Date:	11/22/2019
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

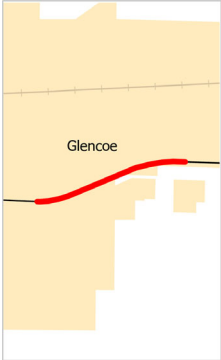
	Baseline Estimate	Current Estimate
Construction Letting:	6.3	9.5
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.6
Construction Engineering:	0.4	1.1
Right of Way:	0.2	0.1
Total:	7.5	12.5

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

COST ESTIMATE ASSUMPTIONS

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. The current estimate is the awarded bid price.

PROJECT SUMMARY



US 212

State Project Number 4310-95

[Hwy 12 Roundabout construction: Glencoe](#)

Construct roundabout on Hwy 212 at Morningside Dr in Glencoe.

RECENT CHANGES & UPDATES

Currently reviewing the 30% final design plans and the city if working on the design to move their watermain outside the roundabout. Right of way acquisition also underway.

PROJECT HISTORY

The Scoping Report was complete November 2020. Concept Layout 1 Submittal was January 2021. Concept Layout 2 Submittal was March 2021. 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 RISKS

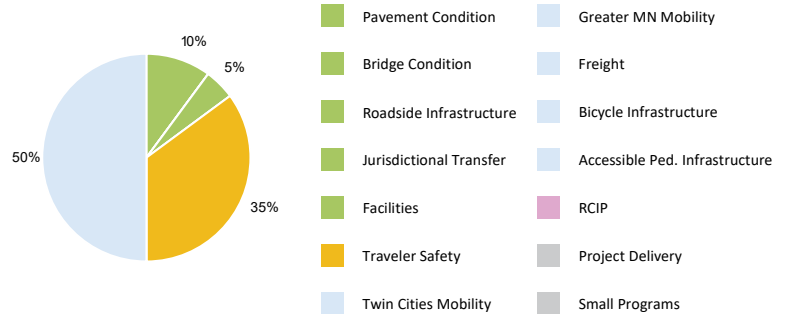
Some potential risks include right of way acquisition, trail adjustments, watershed permit requirements, and determining route for detour during construction. City watermain replacement

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	6/22/2022
Construction Limits Established Date:	6/30/2022
Original Letting Date:	10/27/2023
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Facilities



TOTAL PROJECT COST ESTIMATE (MILLIONS)

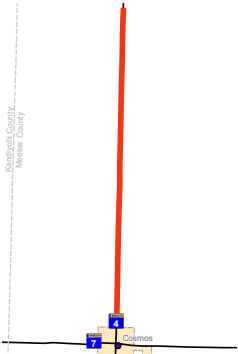
	Baseline Estimate	Current Estimate
Construction Letting:	4.4	4.4
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	5.7	5.7

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

Assume approximate 2/3 MnDOT 1/3 County split on roundabout cost.

PROJECT SUMMARY



MN 4
 State Project Number 4701-32
[Hwy 4 Cosmos resurfacing](#)
 Resurface Hwy 4 from Cosmos to Meeker CR 23.

RECENT CHANGES & UPDATES

Construction began May 23, 2022. The paving has been completed, and the detour was removed. Once the permanent striping is completed this September, the project will be complete.

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. 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 RISKS

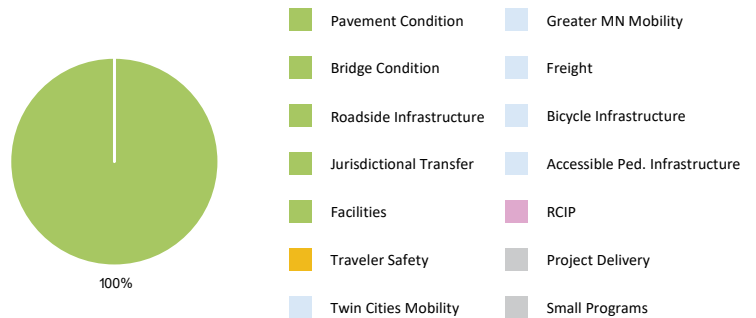
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	11/19/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

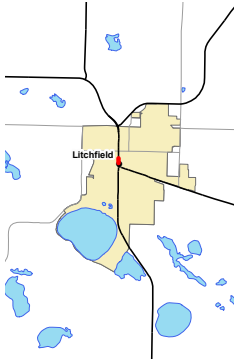
	Baseline Estimate	Current Estimate
Construction Letting:	5.3	4.5
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.1
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	6.4	5.2

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

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The current estimate is lower due to some items being removed from the project.

PROJECT SUMMARY



US 12
 State Project Number 4704-89
 Reconstruct 4th St in Litchfield from Hwy 12 to N Donnelly Ave

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

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

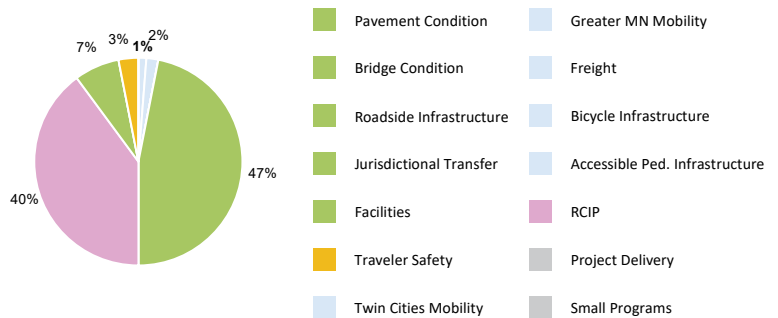
All risks retired

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	7/18/2018
Municipal Consent Approval Date:	12/8/2017
Geometric Layout Approval Date:	11/6/2017
Construction Limits Established Date:	11/6/2017
Original Letting Date:	11/16/2018
Current Letting Date:	3/22/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

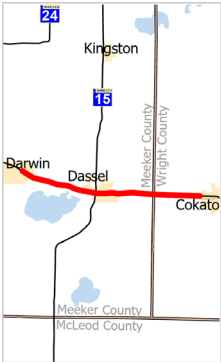
	Baseline Estimate	Current Estimate
Construction Letting:	3.7	11
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0.7
Preliminary Engineering:	0.36	2.3
Construction Engineering:	0.24	0.9
Right of Way:	0	0.3
Total:	4.5	16

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

COST ESTIMATE ASSUMPTIONS

The cost estimate includes many of the risks described in the project risks section. Several factors caused the cost estimates to increase as follows: the project limits were extended two blocks on TH 12 to the east, five city blocks had to be added to the project in order to accommodate storm sewer needs, and finally a water quality pond was added that was not in the original scope.

PROJECT SUMMARY



US 12

State Project Number 4705-49

Hwy 12 resurfacing: Litchfield to Cokato

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

The District determined to tie SP 4705-46 and SP 4705-59 to save construction costs, coordinate detour routes, and to meet construction staffing needs.

PROJECT HISTORY

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 RISKS

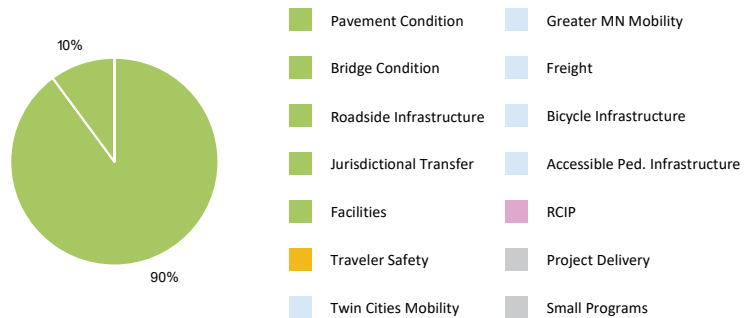
City 2022 TA Fund Project Coordination, Right of Way Acquisition, CMMT Impacts, RRFB / Pedestrian Crossing Coordination, and determining route for detour during construction. All ADA sidewalk, ramps, and driveways replaced in Dassel. The bituminous shoulder to be replaced all entire project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	10/1/2021
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

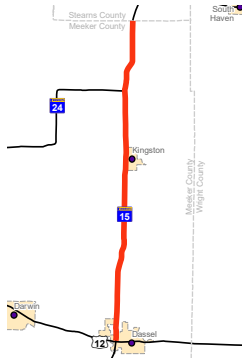
	Baseline Estimate	Current Estimate
Construction Letting:	4.6	5.3
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	5.6	6.3

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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



MN 15

State Project Number 4707-26

[Hwy 15 resurfacing from Dassel to the Meeker/Stearns County Line](#)

Resurface Hwy 15 from Hwy 12 in Dassel to Meeker/Stearns county line.

RECENT CHANGES & UPDATES

This project has been fully designed and turned in. It is on track for a 10/28/2022 letting. There will be no bridge work with this project. This project will also now be tied to SP 7302-25, a 2 mile chip seal just north of 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. 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 RISKS

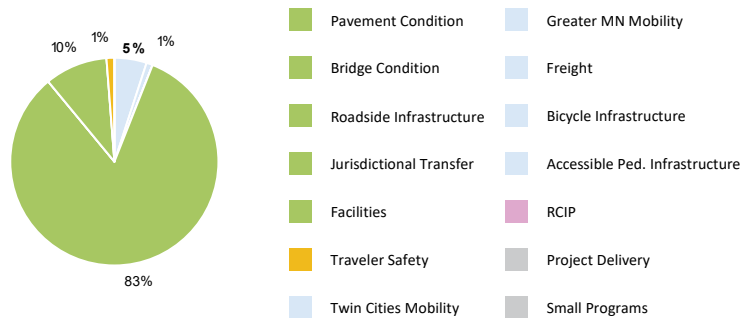
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	10/10/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	10/10/2022
Original Letting Date:	3/24/2023
Current Letting Date:	10/28/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	9.4	9.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	11.3	11.3

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The project has no right of way costs.

PROJECT SUMMARY



MN 30

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 re-scoped 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

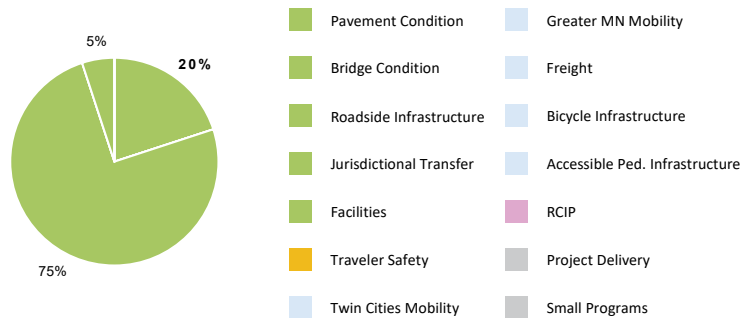
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	9/25/2020
Current Letting Date:	10/22/2027
Construction Season:	2028
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

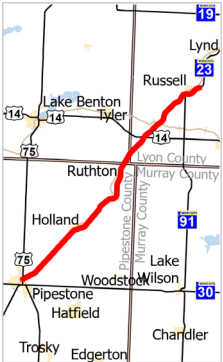
	Baseline Estimate	Current Estimate
Construction Letting:	4.2	10.9
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.42	1
Construction Engineering:	0.28	0.7
Right of Way:	0	0
Total:	5	13.1

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

Engineering estimates reflect 20 percent of construction letting.

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

The project team has started detail design activities. The team is also coordinating with Bridge staff on the bridge work on project.

PROJECT HISTORY

The project team has completed the construction limits and geometric layout for the bridge rehab including the new profile for the bridge.

PROJECT RISKS

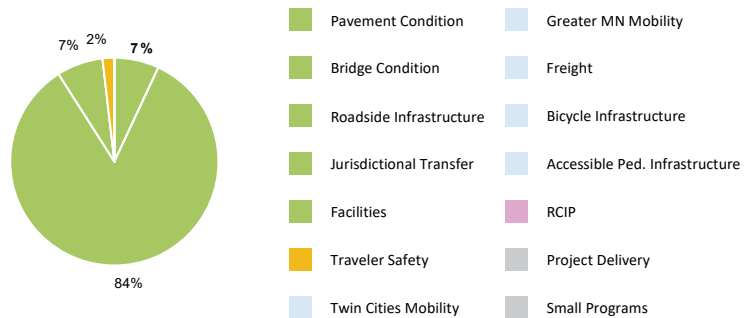
Right of way and drainage needs being determined.

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:	1/21/2022
Construction Limits Established Date:	1/21/2022
Original Letting Date:	1/26/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	10.9	10.9
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	13.5	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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY


US 71

Bridge 5543

State Project Number 6405-68

Replace bridge on Hwy 71 over the Cottonwood River south of Sanborn.

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. This project is complete.

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.

PROJECT RISKS

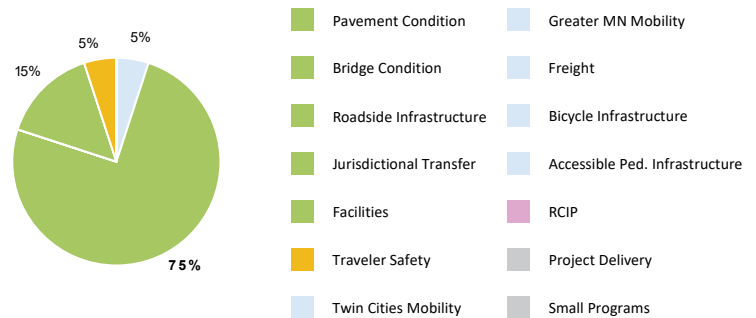
Project complete. All risks retired

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:	2/19/2019
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:	September 2021

PRIMARY INVESTMENT CATEGORY

Bridge


TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	4.3	3.6
Post Letting Construction Costs:	0.1	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.2	0.2
Right of Way:	0	0
Total:	5	4.3

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 project was let on 11/20/2020. The letting amount was \$3,590,939. No other changes on the estimate. The current estimate is the awarded bid price.

PROJECT SUMMARY



US 212

State Project Number 6510-67

Hwy 212 Reconstruction: Sacred Heart



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

The final design plan set has been completed and is currently being advised for construction bids. A box culvert replacement near Renville was added to the project's scope.

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 9/23/2021. The layout and construction limits are complete. The 30% plan has been submitted and reviewed. Right of way acquisition has begun.

PROJECT RISKS

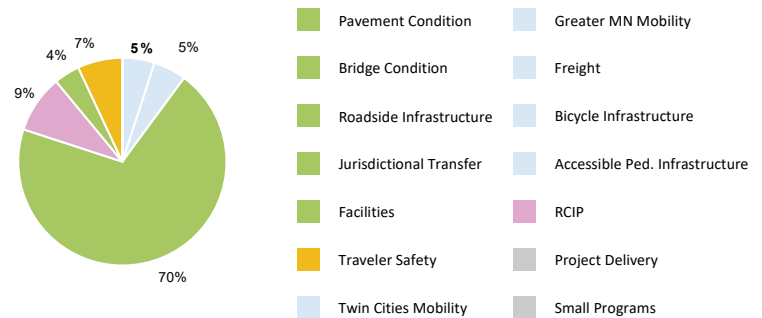
Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/10/2021
Municipal Consent Approval Date:	9/13/2021
Geometric Layout Approval Date:	4/5/2021
Construction Limits Established Date:	3/26/2021
Original Letting Date:	3/26/2021
Current Letting Date:	9/23/2022
Construction Season:	2023
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

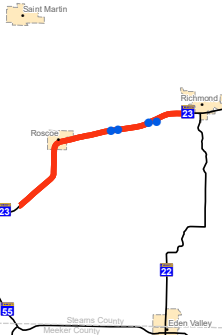
	Baseline Estimate	Current Estimate
Construction Letting:	17.3	21
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.6	2.2
Construction Engineering:	1	1.4
Right of Way:	0	0.2
Total:	20.5	25.5

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

COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The change in the baseline estimate to the current estimate is due to a passing lane being added to the scope as well as the project being done by alternate bid (both of which adds to engineering costs). The increase in construction cost is due to the box culvert addition and mostly inflation. The other items are percentages of the construction cost.

PROJECT SUMMARY



MN 23

State Project Number 7305-124

[Hwy 23 North Gap: Paynesville to Richmond](#)

Expand Hwy 23 from 2 lanes to a 4-lane roadway from Paynesville to Richmond (North Gap).

RECENT CHANGES & UPDATES

Project let in November 2021. Construction started spring of 2022. Utility relocations completed spring of 2022. 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

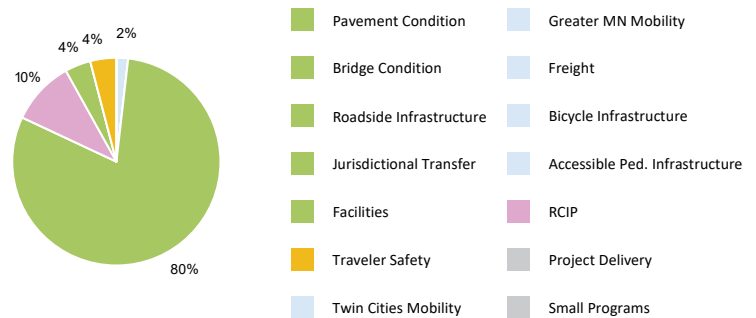
No known risks at this time.

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:	2/2/2020
Original Letting Date:	11/19/2021
Current Letting Date:	11/10/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

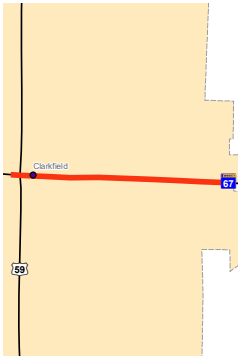
	Baseline Estimate	Current Estimate
Construction Letting:	44.4	48.5
Post Letting Construction Costs:	1.9	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	4	6
Construction Engineering:	3	3.6
Right of Way:	6.4	8.3
Total:	59.7	69.1

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

Project development continues. The city gave municipal consent on June 21, 2022. The city is currently working on a plan for their utilities that will be included with the project. The next step for MnDOT is to work with the city to develop an aesthetics plan for TH 67.

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 to due to budget constraint. 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 RISKS

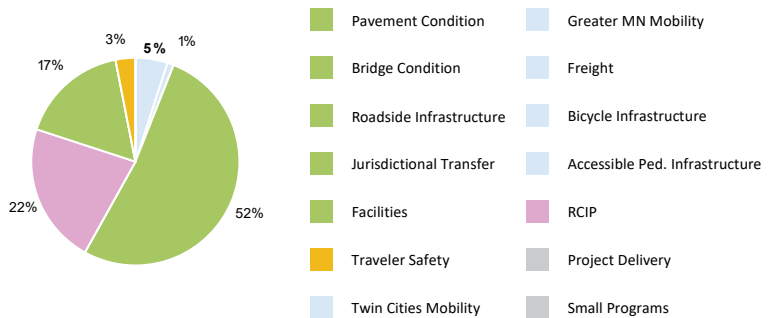
This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	11/28/2019
Municipal Consent Approval Date:	6/21/2022
Geometric Layout Approval Date:	6/18/2021
Construction Limits Established Date:	6/18/2021
Original Letting Date:	11/18/2022
Current Letting Date:	11/17/2023
Construction Season:	2021-2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

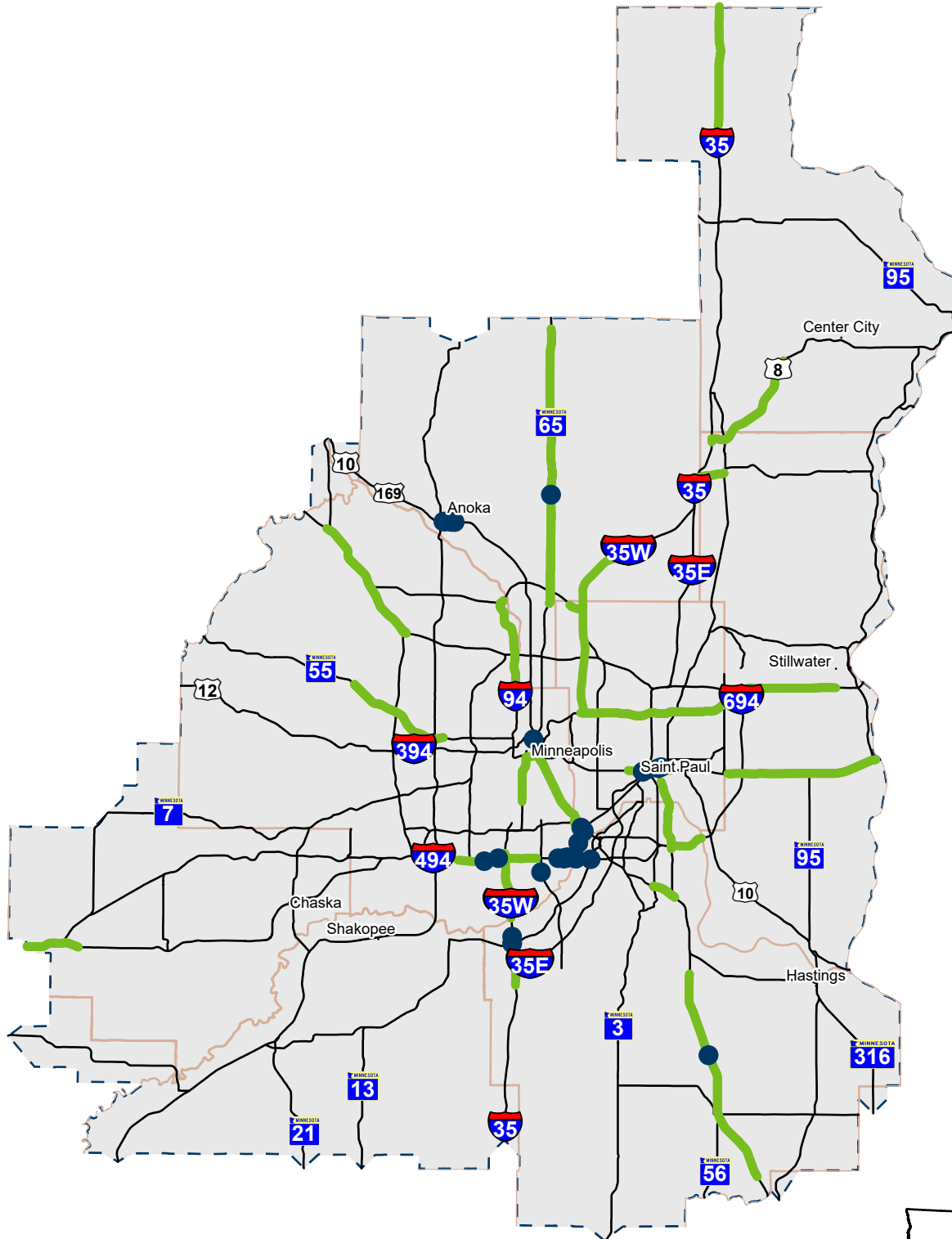
	Baseline Estimate	Current Estimate
Construction Letting:	4.4	4.6
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.5
Construction Engineering:	0.3	0.4
Right of Way:	0.2	0.1
Total:	5.4	7.1

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

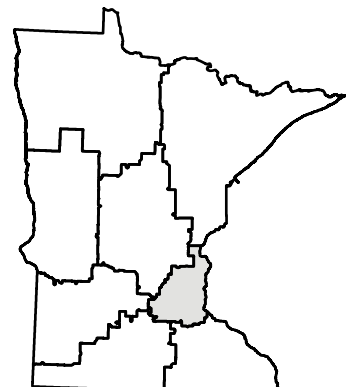
12 percent engineering and 8 percent for construction administration. It is also assumed there will be some right of way costs.

METRO DISTRICT



Major Highway Projects

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

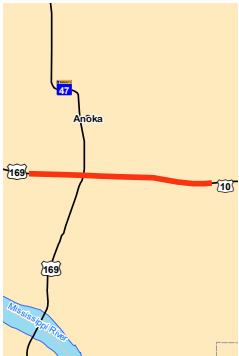


Metro District Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 10	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	✓	1st	H1	327
MN 65	0207-110	On MN 65 from CSAH10 to Coon Creek in Ham Lake, Blaine and Spring Lake Park			H2	328
MN 65	0208-165	Repair pavement and replace bridges			H3	329
US 212	1012-24	On US 212 from MN 5 to Carver CSAH 34 in Norwood Young America	✓	2nd	H4	330
US 8	1308-27	Resurface, drainage repair, construct pond, construct left turn lane on Hwy 8			H5	331
I-35	1380-84	On I-35 from south of Chisago CSAH 9 to Chisago/Pine County line in Chisago County	✓	1st	H6	332
US 52	1906-71, 1906-74	On US 52 from north of CR 86 to north of CSAH 42 in Rosemount			H7	333
MN 55	1909-99	Resurface, drainage, ADA, rehab bridges on MN 55			H8	334
US 52	1928-71	Resurface, concrete repair, weight enforcement facility improvements, pedestrian crossing and signing on US 52	✓	1st	H9	335
I-35W	1981-124	On I-35W bridge(s) 5983, 5983;9043;9044 in Bloomington and Burnsville			H10	336
I-35W	1981-140	Resurface road, replace bridge 6583 and ADA improvements from I-35W/I-35E split in Burnsville			H11	337
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	✓	2nd	H12	338
MN 65	2710-47, 2710-52	On MN 65 bridge 2440 in Minneapolis			H13	339
MN 55	2723-144	Repair pavement, bridge culverts and other improvements on Hwy 55			H14	340
MN 55	2724-124	Redeck bridges, pavement repair, replace sign structures, ADA, lighting, drainage repair on Hwy 55 in Mpls			H15	341
MN 55	2724-126	Resurface, repair sidewalk, pedestrian ramp upgrades, APS, upgrade guardrail, drainage and traffic signals on Hwy 55 from			H16	342
MN 5	2732-105	32nd St to Hwy 62 junction in Mpls	✓	2nd	H17	343
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.			H18	344
MN 77	2758-77	On MN 77 from north end of MN River Bridge to Edgewater Blvd in Bloomington and Mpls			H19	345
I-94	2780-97, 2780-99, 2780-101	On I-94 from MN610 to MN101 in Maple Grove and Rogers	✓	1st	H20	346
I-35W	2782-327, 2782-347, 2782-354	On I-35W from 43rd St to 11th Ave in Minneapolis	✓	1st	H21	347
I-35W	2782-352	On I-35W from W 106th St. to south of W 82nd St in Bloomington			H22	348

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-494	2785-424	On I-494, from East Bush Lake Rd to I-35W in both directions			H23	349
I-494	2785-433, 2732-111	Rehab bridges, pavement, shoulders and other work in Eagan			H24	350
MN 36	6212-192	Resurface pavement on Hwy 36 from Roseville to Maplewood/Little Canada			H25	351
MN 120	6227-86	Reconstruct road in Maplewood and White Bear Lake			H26	352
I-94	6282-216	Repair and replace 11 bridges on I-94 in St. Paul			H27	353
I-94	6283-247	On I-94 from Western Ave to Mound Blvd and I-35E from 10th St to University Ave and in St Paul			H28	354
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	✓	1st	H29	355
US 169	7009-85	Repair pavement on Hwy 169			H30	356
MN 97	8201-21	Reconstruct road, trail on Hwy 97 (Scandia Trail N) from 0.24 miles east of I-35/Hwy 61 (Forest Blvd N) and add turn lanes and			H31	357
MN 36	8204-77	Resurface, ADA, and replace signal on Hwy 36 from .023 miles east of Edgerton in Maplewood to .2 miles west of Greeley Avenue in Stillwater			H32	358
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	✓	2nd	H33	359
I-35, CSAH 54	8280-47, 0283-32	On CSAH 54, bridges in Anoka and Washington Counties	✓	2nd	H34	360
I-94	8282-132, 8282-145	On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale			H35	361

PROJECT SUMMARY



US 10

Bridges 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, add noisewalls, construct auxiliary lanes and apply ADA improvements

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was let in 2022

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

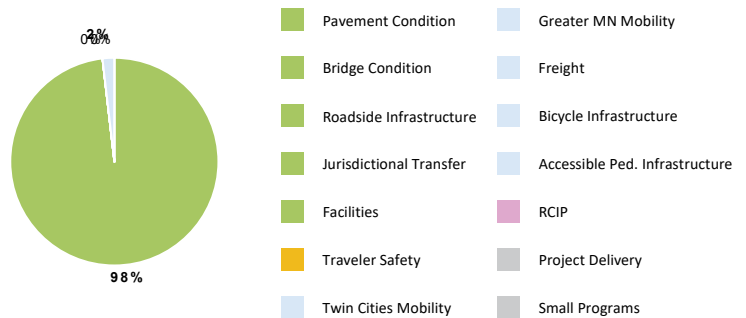
Project risks include: work over water (Rum River) contaminated groundwater, and coordination with regional projects

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

Bridge



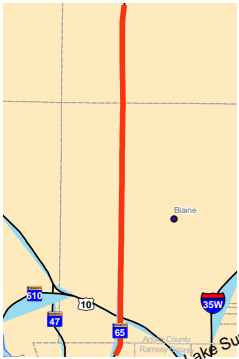
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current 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. Cost decreases due to changes in calculating estimate.

PROJECT SUMMARY


MN 65

State Project Number 0207-110

Resurface road, drainage repairs and ADA improvements on Hwy 65 from CR 10 in Spring Lake Park to Coon Creek in Blaine

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)

PRIMARY INVESTMENT CATEGORY
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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	<i>Baseline Estimate</i>	
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 SUMMARY



MN 65

Bridges 6817, 9417

State Project Number 0208-165

Repair pavement and replace bridges 6817 (new bridge # 02X06) and 9417 (02X07) over Coon Creek and ADA. On Hwy 65 (Central Ave) from CR 10 (Mounds View Blvd) in Spring Lake Park to 217th Ave in East Bethel, cable median barrier from Bunker Lake Blvd to 237th and some signal replacements

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 it's 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, and some signal replacements along the corridor.

PROJECT RISKS

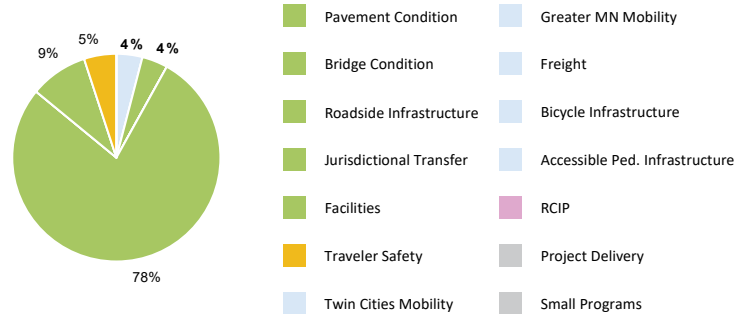
Coordination/combination with the adjacent project to the south (SP 0207-110). Right of way needs for sidewalk connections to adjacent property are not known yet.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	39.9	39.9
Post Letting Construction Costs:	1.6	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	4.8	4.8
Construction Engineering:	3.2	3.2
Right of Way:	0	0
Total:	49.5	49.5

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

COST ESTIMATE ASSUMPTIONS

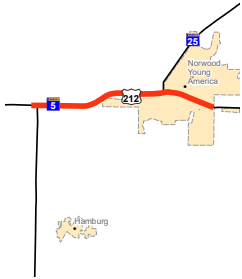
This project was combined with another project on this corridor in the same year (2024). The current estimate is reflective of both projects.

PROJECT SUMMARY

US 212

State Project Number 1012-24

Resurface, replace signals and improve pedestrian ramps, extend turn lanes and close access from west of MN Hwy 25/MN Hwy 5 to Carver CR 34 in Norwood Young America. Extend turn lanes at US 212 at CR 131, at CSAH 31, at Railroad St, Salem Ave, CSAH 51, CR 153 and construct intersection conversion at CSAH 34 in Norwood Young America and construct pedestrian underpass.



SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction complete.

PROJECT HISTORY

The locals included a grade separation, pedestrian underpass, access control and signal work.

PROJECT RISKS

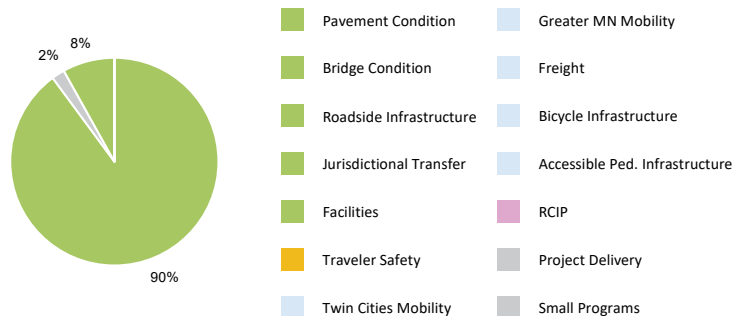
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	2/28/2020
Current Letting Date:	4/24/2020
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	13.9	15.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2.5
Construction Engineering:	1.1	1.1
Right of Way:	0	0.2
Total:	17.5	19.9

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. The current estimate reflects the awarded bid.

PROJECT SUMMARY



US 8

State Project Number 1308-27

Resurface, drainage repair, construct pond from I-35 in Forest Lake to west of Wyoming Ave in Chisago City, and construct left turn lane on Hwy 8 (Lake Blvd) 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.

PROJECT RISKS

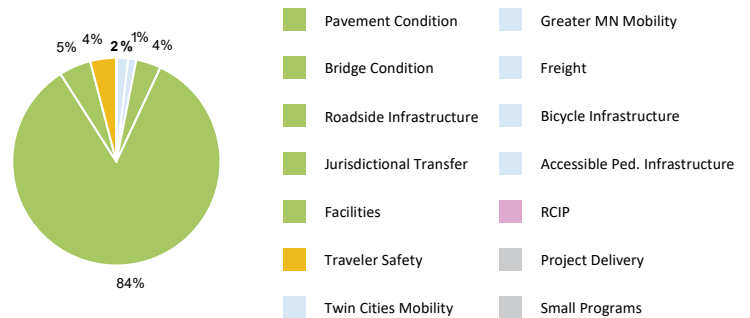
Chisago County is planning a parallel 2025 project to reconstruct TH 8 to a four lane section. If locals receive funding, MnDOT would contribute funding from this pavement preservation project to the County's project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	3/28/2025
Current Letting Date:	3/28/2025
Construction Season:	2025
Estimated Substantial Completion:	September 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



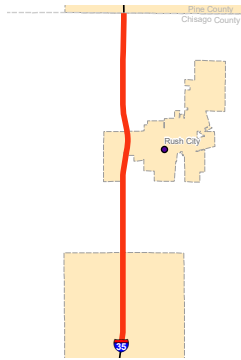
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	14	14
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:	17.4	17.4

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



I-35

State Project Number 1380-84

Concrete pavement, stormwater drainage repair on I-35 from Chisago CR 9 to Chisago/Pine county line

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project completed southbound lanes in 2019 and northbound lanes in 2020.

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. 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

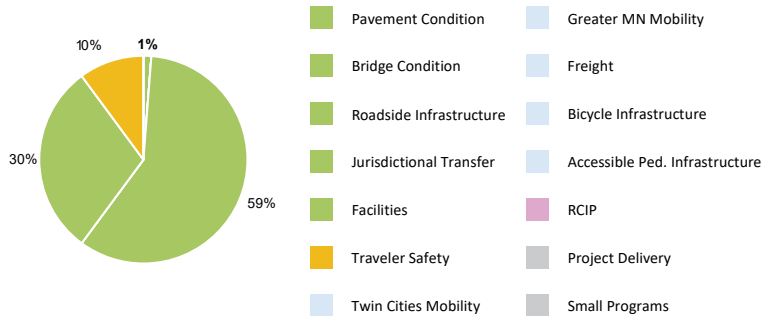
There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/25/2019
Current Letting Date:	1/25/2019
Construction Season:	2019
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

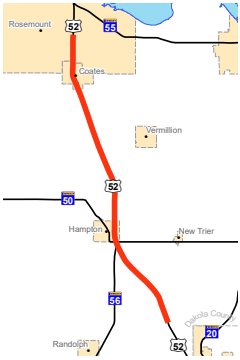
	Baseline Estimate	Current Estimate
Construction Letting:	26.7	22.5
Post Letting Construction Costs:	1	0
Other Construction Elements:	0	0
Preliminary Engineering:	3.2	5.1
Construction Engineering:	2.1	0
Right of Way:	0	0
Total:	33.1	27.6

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

Please see baseline/30% estimate breakdown and low bid/current estimate break down. Construction completed. Project received good bids below the baseline and engineer estimate at turn in.

PROJECT SUMMARY



US 52

Bridges 19033; 9675

State Project Number 1906-71, 1906-74

[Highway 52: Rosemount, Coates and Hampton](#)

Resurface road, cable median guardrail and repair 2 bridges on Hwy 52 from north of CR 86 (280th St/Rochester Blvd) in Hampton Township to north of CR 42 (145th St) in Rosemount

RECENT CHANGES & UPDATES

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

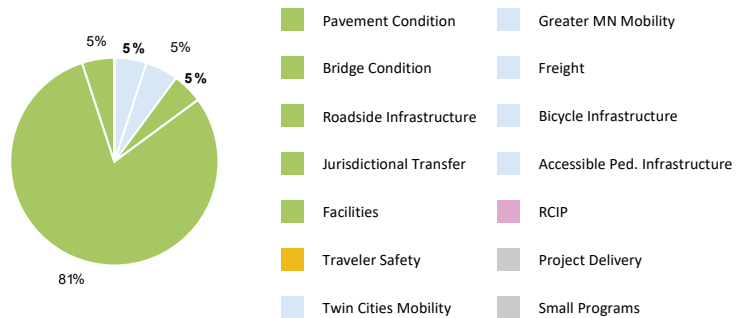
Floodplain mitigation at Pine Creek. Originally intended to hold the profile elevation, moved to carrying the unbonded overlay through and constructing a mitigation pond. Will increase right of way needs and change environmental documents. The pond will cost less than rebuilding the section, however there are some schedule concerns within project delivery particularly within the right of way 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 right of way 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:	7/22/2022
Current Letting Date:	11/9/2022
Construction Season:	2023-2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

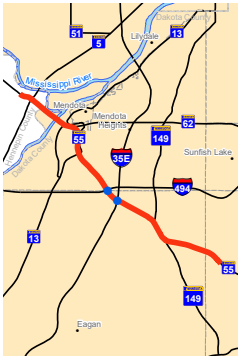
	Baseline Estimate	Current Estimate
Construction Letting:	61.9	67.9
Post Letting Construction Costs:	2.5	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	8.2
Construction Engineering:	5	5.5
Right of Way:	0	0
Total:	76.8	84.3

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

8.5" concrete unbonded overlay mainline; 7" concrete UBOL 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 TH50: stage 1 is north portion, stage 2 is the south portion), (crossovers at all interchanges, except TH 50)

PROJECT SUMMARY



MN 55

State Project Number 1909-99

Highway 55: Inver Grove Heights, Eagan, Mendota Heights and Minneapolis

Resurface roadway, drainage, ADA, rehab bridges on MN 55 from east end of bridge over Bloomington Road in Minneapolis 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

Construction complete.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

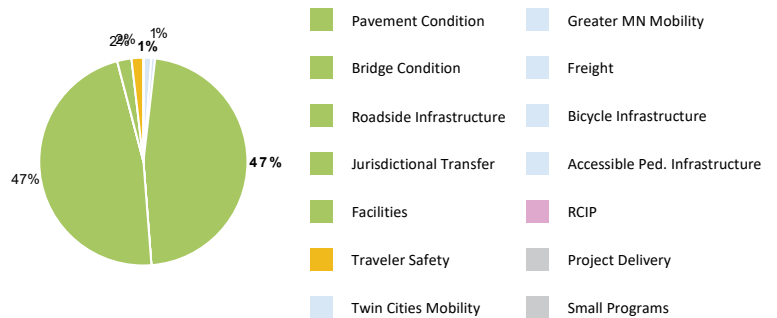
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	1/25/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/25/2020
Construction Limits Established Date:	9/25/2020
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

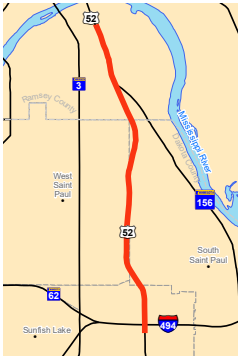
	Baseline Estimate	Current Estimate
Construction Letting:	27	29
Post Letting Construction Costs:	1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.5
Construction Engineering:	2	2.3
Right of Way:	0	0
Total:	33	36

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 add the scope of work from SP 1907-122.

PROJECT SUMMARY



US 52

State Project Number 1928-71

Resurface, concrete repair; improvement to the weight enforcement facility and pedestrian crossing and signing on US Hwy 52 from MN Highway 52/I-494 interchange in Inver Grove Heights to Plato Avenue in St. Paul

Substantially Complete

RECENT CHANGES & UPDATES

Construction complete.

PROJECT HISTORY

PROJECT RISKS

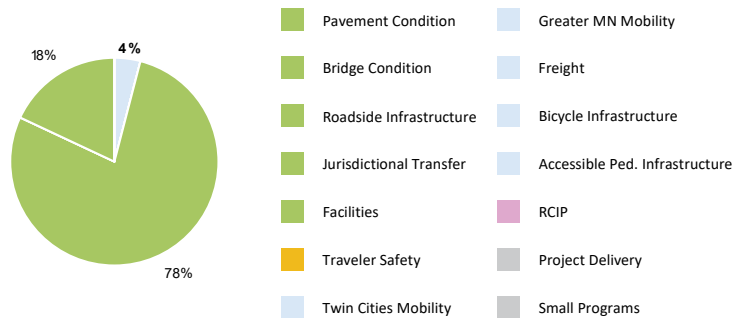
Risks retired

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:	12/18/2020
Current Letting Date:	12/4/2020
Construction Season:	2021
Estimated Substantial Completion:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	12.6	12.6
Post Letting Construction Costs:	0.6	0
Other Construction Elements:	0	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

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

SUBSTANTIALLY COMPLETE

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.

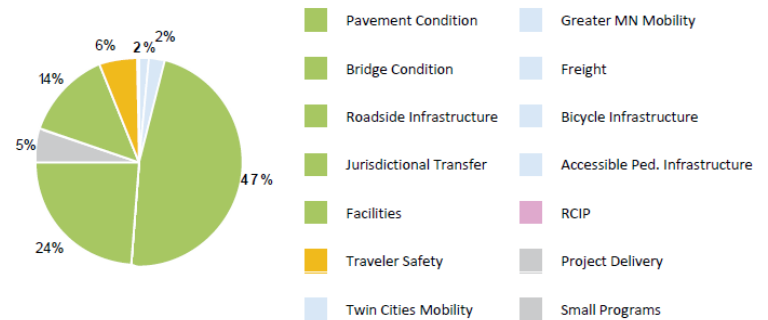
PROJECT RISKS

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, 6583, 9779, 9780, 9779, 9780

State Project Number 1981-140

I-35 Burnsville

Resurface road, replace Bridge 6583 and ADA improvements from I-35W/I-35E split to north of Cliff Rd in Burnsville and replace Bridges 9779 and 9780 on Hwy 13

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 accessible pedestrian signals (APS). This project will also replace the bridge at Burnsville Parkway.

PROJECT RISKS

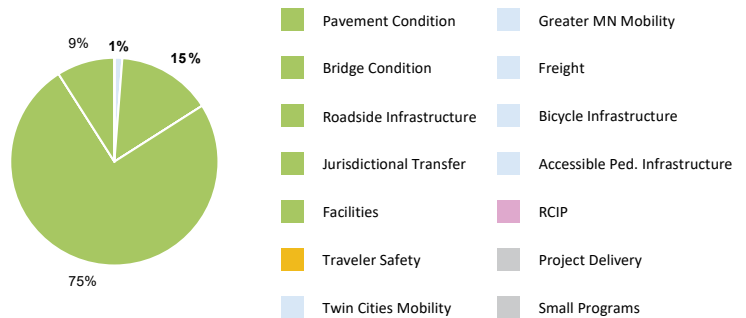
The pier for Bridge No. 6583 over Cliff Rd. sits in the Union Pacific Railroad right-of-way, 15 feet from the track centerline. The current plan is to increase the clearance to 25 feet, but there is a risk the UP will require MnDOT to move the pier outside it's right-of-way. A study identified cost effective 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. FHWA could require more lanes kept open than can be accommodated by existing bridge widths. Coordination with the SB I-35W exit ramp to CR 42 improvement (Burnsville TED project) that we will deliver with our project.

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 Unknow
Original Letting Date:	1/24/2025
Current Letting Date:	1/24/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	82.2	80.4
Post Letting Construction Costs:	3.3	3.2
Other Construction Elements:	0	0
Preliminary Engineering:	9.9	9.6
Construction Engineering:	6.6	6.4
Right of Way:	0	0
Total:	102	99.6

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

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

State Project Number 1985-149

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 Avenue in South St. Paul to Blaine Avenue East in Inver Grove Heights

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was complete in 2019

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

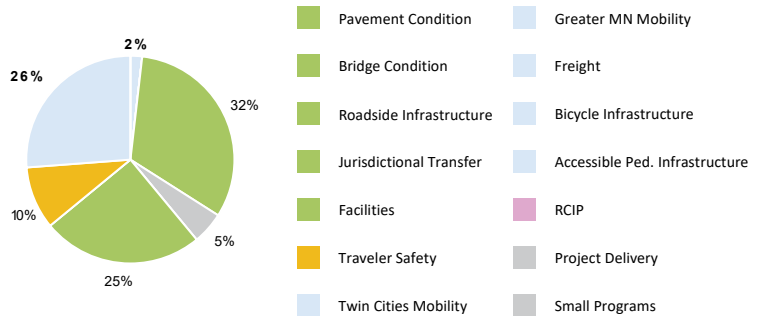
There are no remaining risks to be mitigated. The project has been let and construction completed.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	1/23/2018
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/14/2016
Construction Limits Established Date:	3/8/2018
Original Letting Date:	6/8/2018
Current Letting Date:	6/8/2018
Construction Season:	2018
Estimated Substantial Completion:	June 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current 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

Bridges 2440, 2440

State Project Number 2710-47, 2710-52

[Historic Bridges: Third Avenue Bridge \(Bridge 2440\)](#)

Rehabilitate bridge on Hwy 65 at 3rd Ave S over Mississippi river in Minneapolis

RECENT CHANGES & UPDATES

The project is in its 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

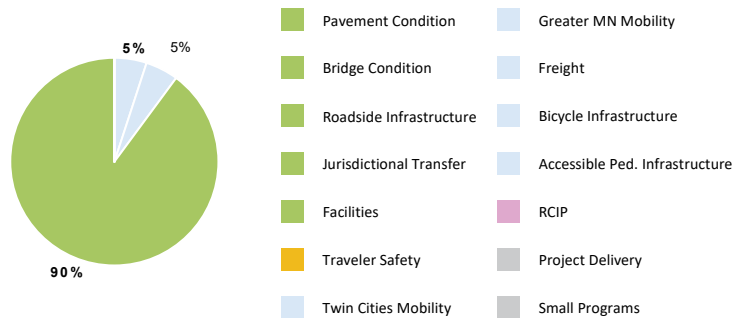
Project risks include additional unknown conditions, Construction Manager/General Contractor costs, construction access to the bridge, traffic control, the number of construction seasons and historic/cultural resource mitigation.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/10/2019
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	8/23/2019
Current Letting Date:	3/25/2020
Construction Season:	2020-2023
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

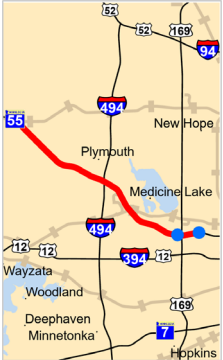
	Baseline Estimate	Current Estimate
Construction Letting:	50	129.3
Post Letting Construction Costs:	0	5
Other Construction Elements:	0	0
Preliminary Engineering:	4.38	15.1
Construction Engineering:	2.92	10.1
Right of Way:	0	0.3
Total:	67.3	159.8

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

State Project Number 2723-144

Highway 55: Golden Valley and Plymouth

Repair pavement and bridge culverts 6732 and 6745 and add turn lane on Hwy 55 (Olson Memorial Hwy) from Old Rockford Rd in Plymouth to just east General Mills Blvd in Golden Valley

RECENT CHANGES & UPDATES

Desire to tie the City of Plymouth pedestrian underpass S.P. 2723-149. However, due to schedule risks from environmental clearance, this is not possible. MOT needs to be closely coordinated.

PROJECT HISTORY

Projects 2722-93 and 2723-139 were associated with this project.

PROJECT RISKS

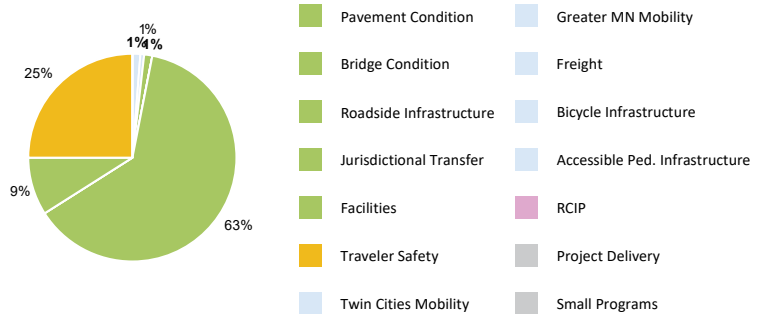
No major risks have been identified with this project.

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:	7/28/2023
Current Letting Date:	2/23/2024
Construction Season:	2023
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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

[Highway 55/Hiawatha Ave: 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 Minneapolis

RECENT CHANGES & UPDATES

Construction started on this project in 2022 and will wrap up this construction season.

PROJECT HISTORY

2019 was the first year the project entered the major projects report.

PROJECT RISKS

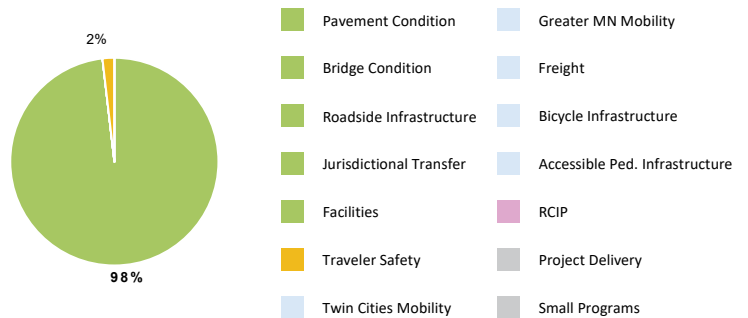
No major risks have been identified yet for this project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2021
Original Letting Date:	7/23/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge



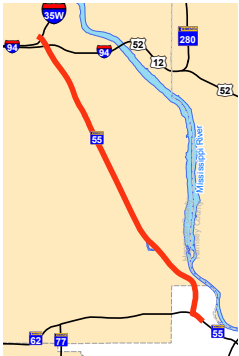
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

PROJECT SUMMARY



MN 55

State Project Number 2724-126

Resurface, repair sidewalk, pedestrian ramp upgrades, accessible pedestrian signals (APS), upgrade guardrail, drainage and traffic signals on Hwy 55 from 32nd St to Hwy 62 junction in Minneapolis.

RECENT CHANGES & UPDATES

The project started in 2022 and is expected to wrap up this construction season. Supply issues have pushed some of the signal work later into the fall than was anticipated.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

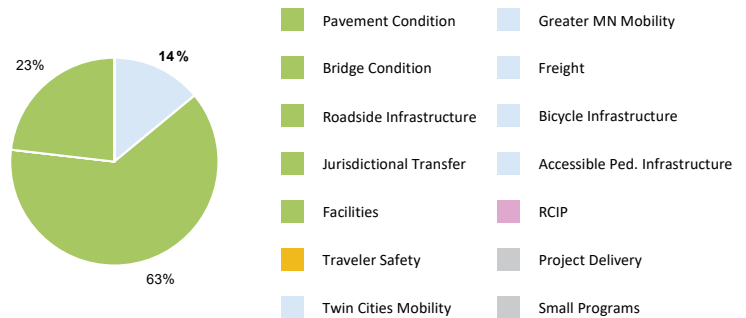
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2022
Original Letting Date:	7/23/2021
Current Letting Date:	4/22/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

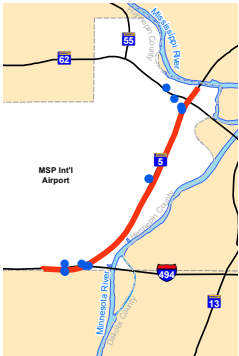
	Baseline Estimate	Current Estimate
Construction Letting:	15.7	11.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.4
Construction Engineering:	1.3	0.9
Right of Way:	0	0
Total:	19.5	14.6

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. The current estimate reflects awarded bid amount.

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

Construction was complete in 2020

PROJECT HISTORY

The project was let in 2019 for \$26 million. Cost increase from baseline due to extending project limits to I-494 (CPR), bridge repair scope increased, including 3 additional bridge redecks.

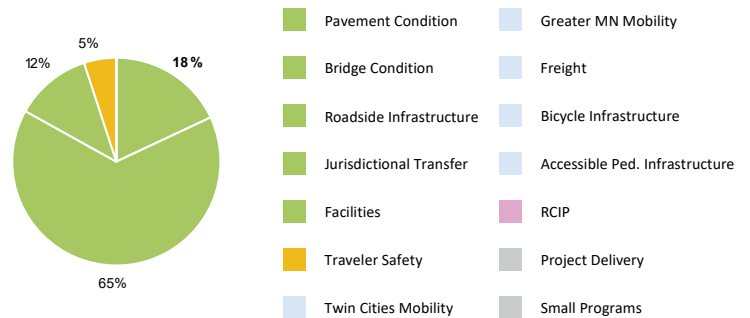
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2019
Original Letting Date:	10/25/2019
Current Letting Date:	12/18/2019
Construction Season:	2020
Estimated Substantial Completion:	October 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



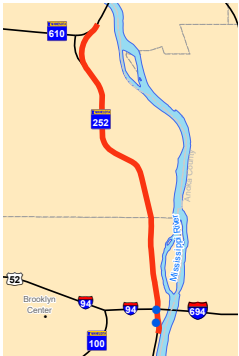
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	18.3	26
Post Letting Construction Costs:	0	4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.8	2.9
Construction Engineering:	1.2	1.5
Right of Way:		0.1
Total:	21.3	34.6

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

COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop cost estimates for this project. 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

State Project Number 2748-65

[Highway 252/I-94 Environmental Review: Brooklyn Center, Brooklyn Park and Minneapolis](#)

Improve the safe and reliable movement of people and goods across multiple modes on and across Hwy 252 from I-94 to Hwy 610 and on I-94 from 4th St N to Hwy 252 in Minneapolis, Brooklyn Center and Brooklyn Park

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

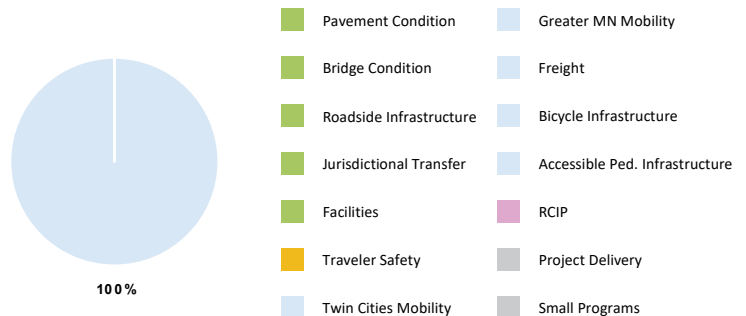
There are significant risks to the project including, transit alternatives, # of lanes, interchange locations, & bike ability and walkability alternatives. There is a risk of the schedule, scope and cost changing significantly depending on the outcome of the EIS.

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:	7/22/2022
Current Letting Date:	7/1/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility


TOTAL PROJECT COST ESTIMATE (MILLIONS)

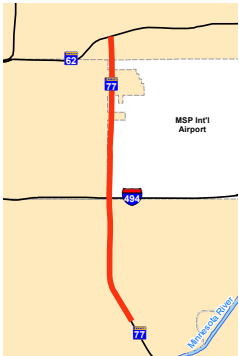
	Baseline Estimate	Current Estimate
Construction Letting:	138	96
Post Letting Construction Costs:	0	3.8
Other Construction Elements:	0	0
Preliminary Engineering:	5	11.5
Construction Engineering:	10	7.7
Right of Way:	10	10
Total:	163	129

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

COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The current estimate includes the Corridors of Commerce scope. However, MnDOT cannot predetermine the scope of the project before the NEPA process is complete. Therefore, both the scope and cost could significantly change. **Local funds have been pursued and secured prior to the CoC award for safety improvements within the corridor, and it is assumed that these improvements and funds will be included in the final project that is developed.

PROJECT SUMMARY



MN 77

Bridge 27060

State Project Number 2758-77

Resurface, extend right turn lane on Hwy 77 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

Construction complete.

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

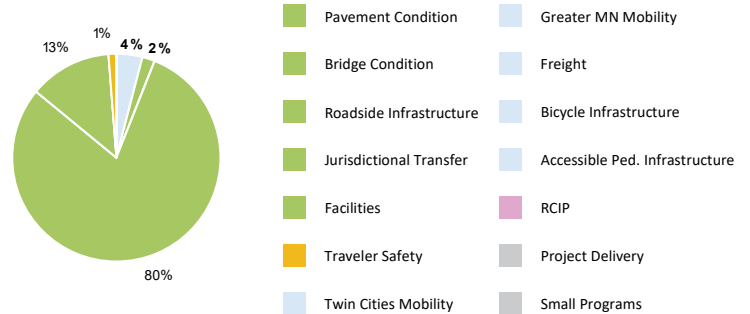
No major risks have been identified yet for this project

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	4/2/2019
Construction Limits Established Date:	6/19/2020
Original Letting Date:	11/22/2019
Current Letting Date:	3/25/2022
Construction Season:	2022
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

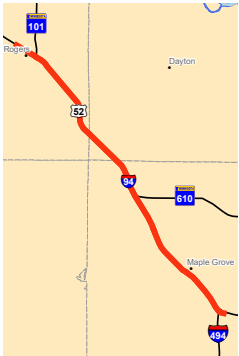
	Baseline Estimate	Current Estimate
Construction Letting:	13.1	14.4
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.7
Construction Engineering:	1	1.2
Right of Way:	0	0
Total:	16	17.9

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 TH 62 loops.

PROJECT SUMMARY



I-94

State Project Number 2780-97, 2780-99, 2780-101

I-94 Maple Grove to Clearwater

Reconstruction of eastbound and westbound lanes between MN 610 and MN 101, traffic management systems (TMS), rest area parking lot improvements, weight in motion, ADA and lighting from MN 101 in Rogers to I-494 junction in Maple Grove

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Metro District portion from Maple Grove to Rogers was complete as of Spring 2021

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

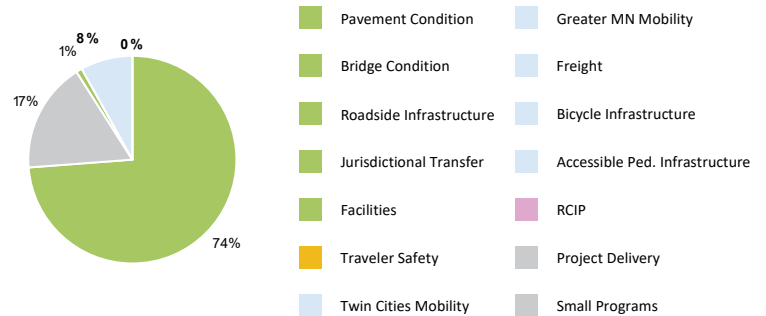
Project has let. There are no additional risks.

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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

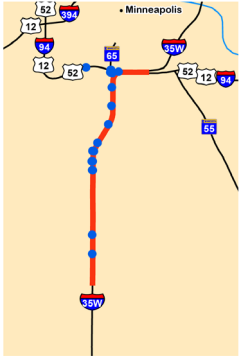
	Baseline Estimate	Current Estimate
Construction Letting:	139.9	157.6
Post Letting Construction Costs:	1.8	2.1
Other Construction Elements:	0.1	0
Preliminary Engineering:	7	16.2
Construction Engineering:	14.8	10.9
Right of Way:	1	0.5
Total:	165.6	187.3

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

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 and 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in 2021

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

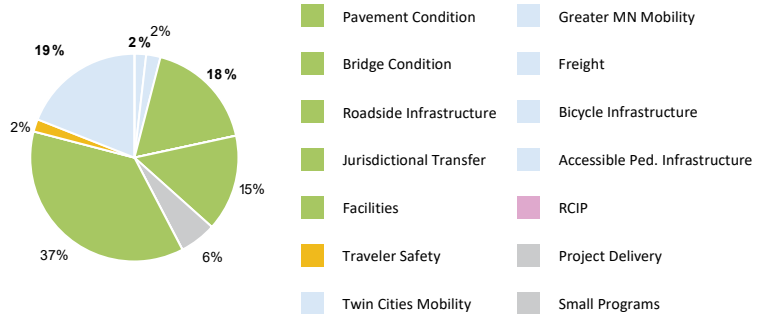
The inclusion of the projects for the construction of the Storm Water Storage Facility add risk to the project based upon the need to coordinate that construction with the contractor for the project to reconstruct Interstate 35W from 43rd Street to downtown. This is mitigated to some extent by having 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

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

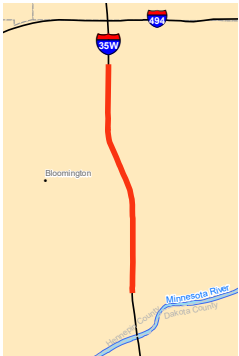
	Baseline Estimate	Current Estimate
Construction Letting:	265.5	318.5
Post Letting Construction Costs:	0	10.6
Other Construction Elements:	0	4.5
Preliminary Engineering:	26.7	38.5
Construction Engineering:	17.8	22.2
Right of Way:	3.6	0.2
Total:	313.6	394.5

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, add auxiliary lane, acceleration lane, drainage and ADA improvements on I-35W from MN River bridge to south of W 82nd St in Bloomington

RECENT CHANGES & UPDATES

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.

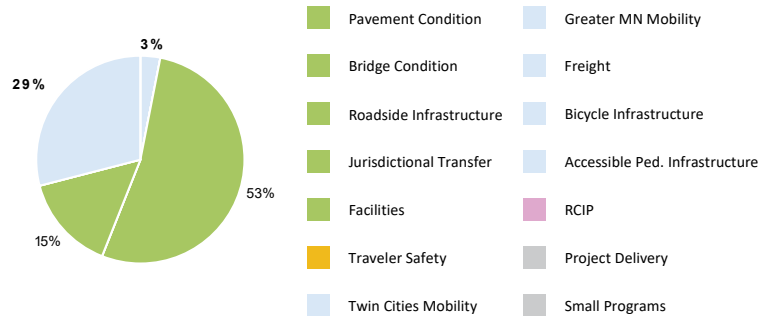
PROJECT RISKS

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:	10/28/2022
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

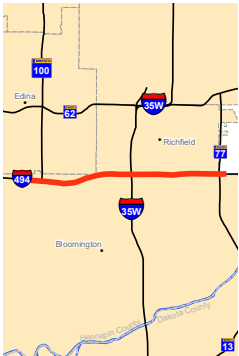
	Baseline Estimate	Current Estimate
Construction Letting:	16.2	12.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.5
Construction Engineering:	1.3	1
Right of Way:	0	0
Total:	20	15.8

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are preliminary construction program estimates based off of estimated quantities and average bid prices.

PROJECT SUMMARY



I-494

Bridge 27422, 27423, 27424, 27W50, 27W51, 27V45, 27892, 27W47, 27X48, 27W49, 27418, 27419, 27420, 27421

State Project Number 2785-424

[I-494: Airport to Highway 169](#)

Improve mobility, reconstruct I-35W/I-494 interchange (construct 7 new bridges), replace 5 bridges and repair 2 on I-494 eastbound from East Bush Lake Rd to Hwy 77, westbound from Hwy 77 to MN 100 and northbound I-35W to westbound I-494 in Bloomington, Richfield and Edina

RECENT CHANGES & UPDATES

This project is a design build type of project delivery; the project is currently under the Request for Proposal (RFP) procurement phase.

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

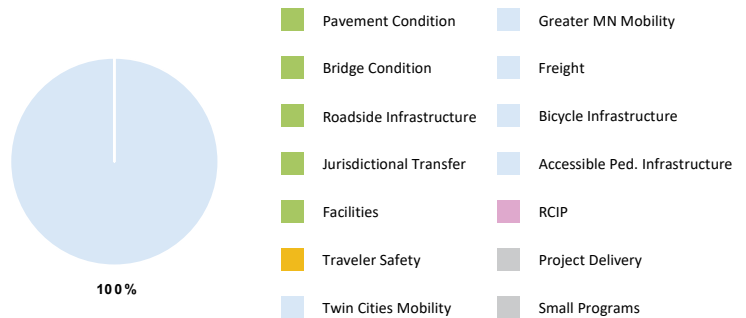
Fixing existing drainage capacity constraints east of 35W. Urbanized corridor with high potential of contamination of soil and groundwater that needs to be handled during construction. Management of traffic/staging during construction and impacts from traffic diverting to local streets and adjacent corridors. Right of way 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:	7/1/2021
Current Letting Date:	1/18/2023
Construction Season:	2023
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

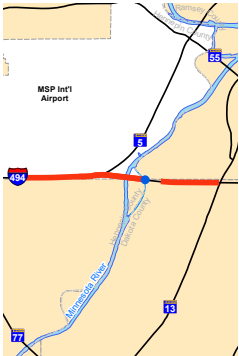
	Baseline Estimate	Current Estimate
Construction Letting:	173	324
Post Letting Construction Costs:	0	13
Other Construction Elements:	0	0
Preliminary Engineering:	13	38.9
Construction Engineering:	13	25.9
Right of Way:	5	0
Total:	204	401.8

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

This particular project is funded through the Corridors of Commerce program and was under developed at the time. The scope and estimate for this project falls within the original proposed scope and estimate submitted to the CoC program with certain risks. The risks include preservation elements that have a direct impact on the projects overall estimate. The baseline and current estimate of \$204 million combines two projects that were submitted to the CoC program: the first project involving the construction of the MnPASS lane on 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.

PROJECT SUMMARY



I-494

Bridges 9217E, 9217W, 19825, 27765, 27767

State Project Number 2785-433, 2732-111

I-494 Bridge Over Minnesota River

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 and Metro bridge is adding scope on Bridges 19825 & 27767, CPR work from bridge 9217 to Hwy 5 and replace highway.

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

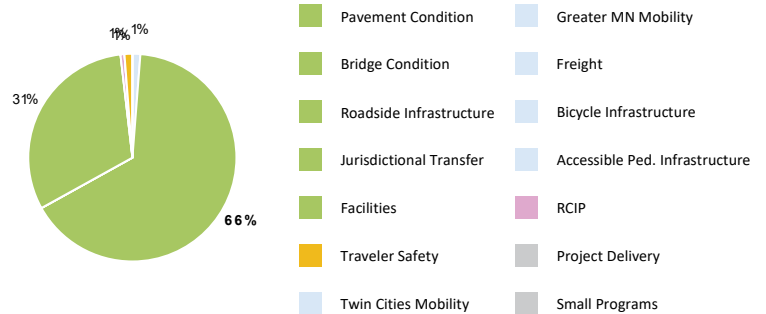
Limited right of way in area for drainage pond and MN Valley trail reconstruction. Environmental impact to local wildlife, additional traffic management .

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2022
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

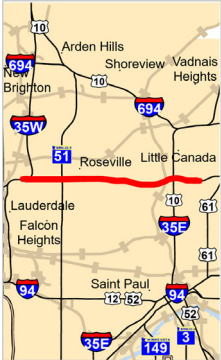
	Baseline Estimate	Current Estimate
Construction Letting:	69.5	69.5
Post Letting Construction Costs:	2.8	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	8.3	8.3
Construction Engineering:	5.6	5.6
Right of Way:	0	0
Total:	86.2	86.2

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

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 I-35W in Roseville to just east of Edgerton in Maplewood/Little Canada and extend auxiliary lane and reconstruct ramp at I-35W southbound/Cleveland Ave to Hwy 36 eastbound.

RECENT CHANGES & UPDATES

Layout developed for auxiliary lane.

PROJECT HISTORY

Auxiliary lane added from northbound Cleveland Ave entrance to Hwy 36 eastbound to improve merging and lane drop at the end of the bridge carrying Hwy 36 eastbound over Cleveland.

PROJECT RISKS

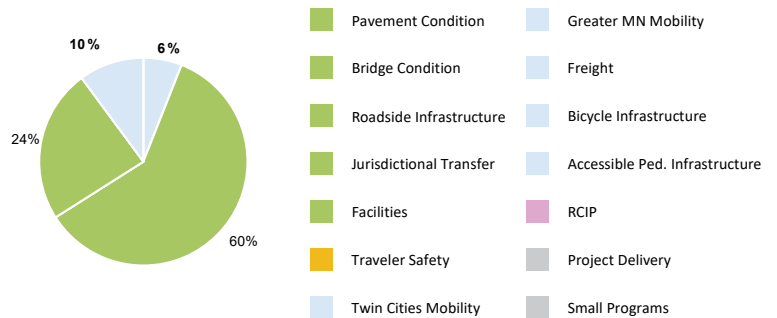
Project risks include: Additional drainage infrastructure repairs, impacts on scope

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:	4/26/2024
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

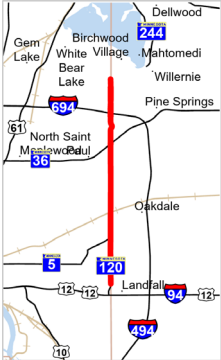
	Baseline Estimate	Current Estimate
Construction Letting:	12.4	12.4
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	15.4	15.4

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

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

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

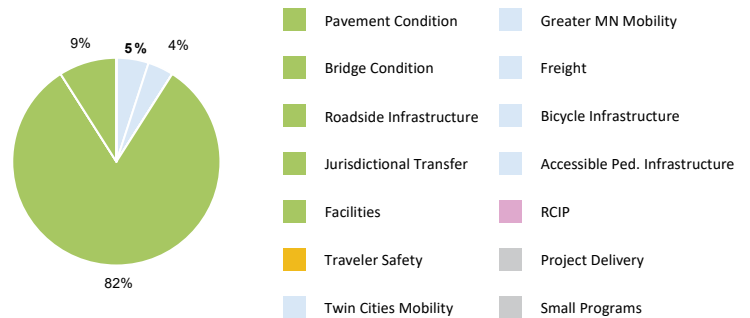
Utility impacts, adjacent studies and projects in progress.

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:	10/27/2023
Current Letting Date:	4/15/2024
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	15	15
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	18.6	18.6

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on standard practices using estimated quantities and average bid prices.

PROJECT SUMMARY



I-94

Bridge 62706; 62703; 62877; 9631; 9632, 62888; 62889; 62891; 62893; 62894; 62898

State Project Number 6282-216

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

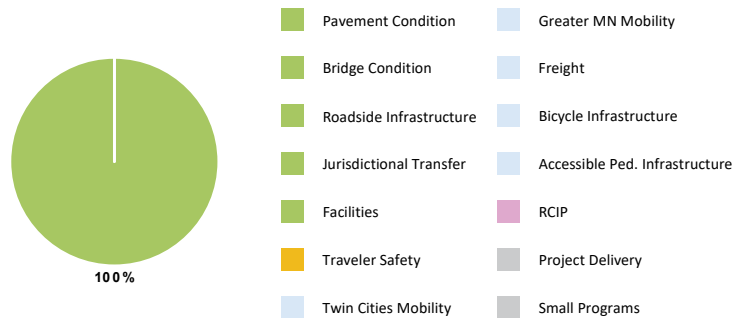
RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

PROJECT HISTORY

This was originally planned as a bridge painting maintenance project, but replacement of John Ireland bridges was added after those bridges were load posted in 2020.

Bridge



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:	16.2	16.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2	1.9
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	20	20

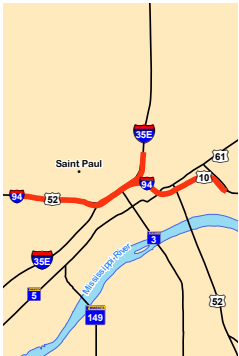
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

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:	3/23/2024
Current Letting Date:	3/22/2024
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: St. 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

Construction complete fall 2022

PROJECT HISTORY

2019 was the first time this project entered the major highway projects report. This project repairs concrete roadway including several bridge repairs, install seepage mitigation, and repair drainage infrastructure. A primary need for the project is deteriorated pavement on I-94 and I-35E. The ride quality index (RQI) of this section of I-94 is in the poor to fair category. A minor CPR was completed on I-94 in 2006 and bituminous patching done in 2016. The RQI of this section of I-35E places it in the fair category. Pavement on both highways has deteriorated with scattered blow ups, shallow pop outs, some failed joints, and increasing panel cracks. For bridge work, recent inspections of bridges identified issues with decks, superstructures, substructures and approach panels. The purpose of the project is to restore the pavement condition in anticipation of a more extensive reconstruction project in 12-15 years and to repair select bridges to extend their serviceable life.

PROJECT RISKS

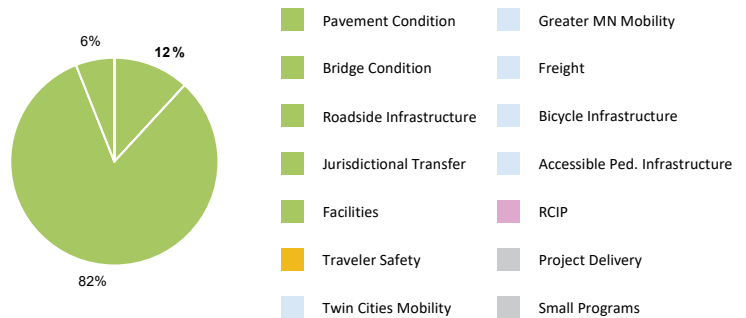
Risks retired

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/28/2020
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
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

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

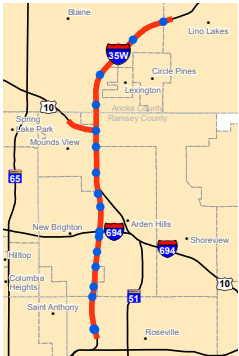
	Baseline Estimate	Current Estimate
Construction Letting:	27.3	23.9
Post Letting Construction Costs:	1.1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3.3	2.9
Construction Engineering:	2.2	1.9
Right of Way:	0	0
Total:	33.9	29.7

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

State Project Number 6284-180, 6284-185

[I-35W North MnPASS: Roseville, Lino Lakes](#)

Construct MnPASS lane, resurface and repair 17 bridges, replace 5 bridges. Project on I-35W is from CR B-2 in Roseville north of Sunset Ave in Lino Lakes; on Hwy 10 project is from I-35W east of CR C to CR 53.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is complete.

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

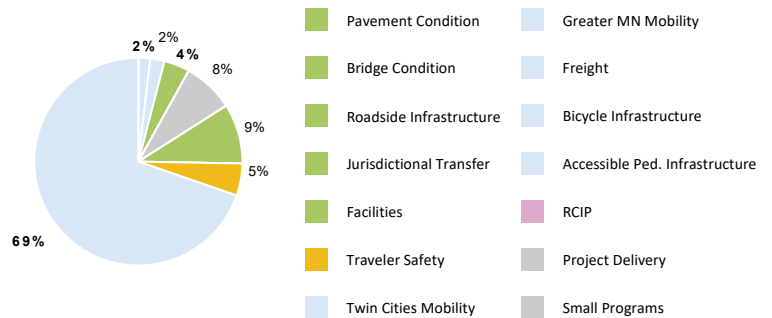
Risks retired.

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

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

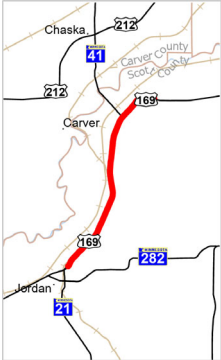
	Baseline Estimate	Current Estimate
Construction Letting:	208	198.3
Post Letting Construction Costs:	6.1	6.8
Other Construction Elements:	0	2.5
Preliminary Engineering:	2.2	23.8
Construction Engineering:	1.4	12.2
Right of Way:	0	0.2
Total:	217.7	243.8

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 estimate cost were a unbonded overlay for a 9 mile long project while maintaining 4 lanes of traffic in year 1 and 5 lanes in year 2.

PROJECT SUMMARY



US 169

State Project Number 7009-85

[Highway 169: Jordan, Sand Creek Township, Louisville Township, and Shakopee](#)

Repair pavement on Hwy 169 (Johnson Memorial Hwy) from Hwy 21 (Broadway St N) to 0.54 mile west of CR 15 (Marystown Rd) in Shakopee and modify access on Hwy 169 (Johnson Memorial Hwy) from Hwy 21 (Broadway St N) to Bluff Dr in Shakopee

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

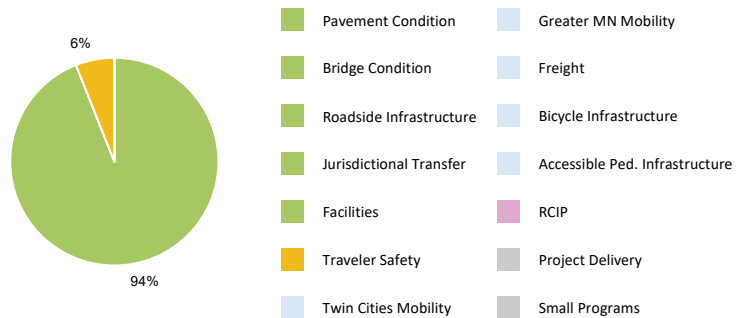
There are 3 projects 7009-85, -87 and -89 all occurring along the same corridor which will need to coordinate improvements and timing.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	4/13/2021
Construction Limits Established Date:	4/13/2021
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

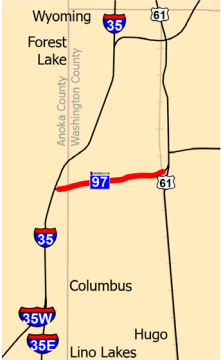
	Baseline Estimate	Current Estimate
Construction Letting:	12.9	11.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.4
Construction Engineering:	1	0.9
Right of Way:	0.3	0
Total:	16.2	14.4

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

COST ESTIMATE ASSUMPTIONS

The baseline and current estimates are based on estimated quantities and average bid prices.

PROJECT SUMMARY



MN 97

State Project Number 8201-21

[Hwy 97: Forest Lake](#)

Reconstruct road, trail on Hwy 97 (Scandia Trail N) from east of I-35/Hwy 61 (Forest Blvd N) and add turn lanes and lighting on Hwy 97 (Scandia Trail N) from west of Everton Ave N to Hwy 61 (Forest Blvd N) in Forest Lake

RECENT CHANGES & UPDATES

Recent changes and updates: project includes roundabout at Fenway, raised median for access control, trail on south side of MN 97, urban drainage. Forest Lake City Council was updated on project in September 2022, a public open house was held November 2022, favorable response from council and public.

PROJECT HISTORY

Project started as a mill and overlay, due to poor soils project has been changed to pavement reconstruction

PROJECT RISKS

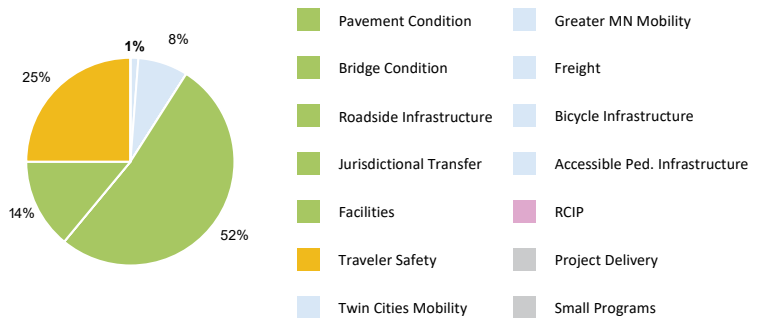
Drainage, poor soils, construction staging, costs

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:	TBD
Original Letting Date:	2/23/2024
Current Letting Date:	7/1/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



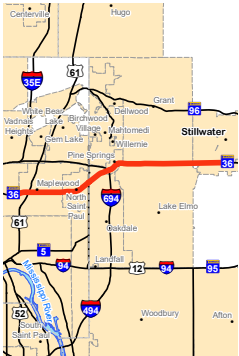
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	11.9	10.8
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.3
Construction Engineering:	1	0.9
Right of Way:	1.1	1.1
Total:	15.8	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

Standard practices were used to develop estimates for this project.

PROJECT SUMMARY


MN 36

State Project Number 8204-77

[Highway 36: Little Canada, Maplewood, North Saint Paul, Oakdale, Pine Springs, Lake Elmo, Stillwater and Oak Park Heights](#)

Resurface, ADA, and replace signal on Hwy 36 from east of Edgerton in Maplewood to west of Greeley Avenue in Stillwater

RECENT CHANGES & UPDATES

Construction complete fall 2022

PROJECT HISTORY

This project was first introduced in 2019 in the major highway projects report. In addition, this section of TH 36 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.

PROJECT RISKS

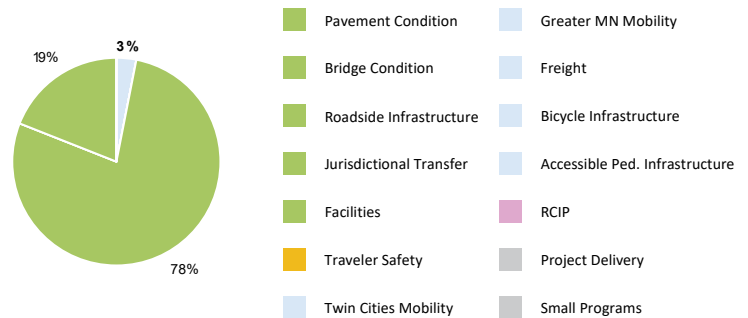
All risks retired.

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:	7/8/2020
Original Letting Date:	8/27/2021
Current Letting Date:	1/28/2022
Construction Season:	2022
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition


TOTAL PROJECT COST ESTIMATE (MILLIONS)

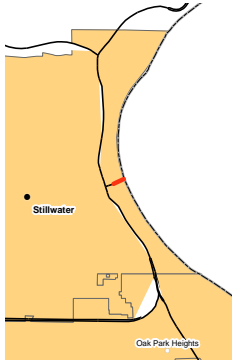
	Baseline Estimate	Current Estimate
Construction Letting:	17.2	15.7
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	1.9
Construction Engineering:	1.4	1.3
Right of Way:	0	0
Total:	21.4	19.5

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 preliminary estimates based off of plan quantities and average bid prices. Some work was removed from the scope or transferred to a local project resulting in a lower current 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.

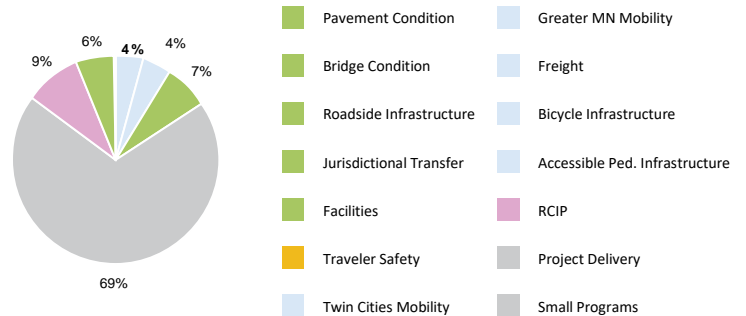
PROJECT RISKS

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



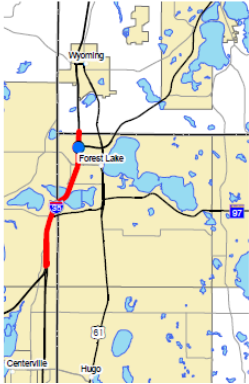
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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 its 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 Minnesota 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

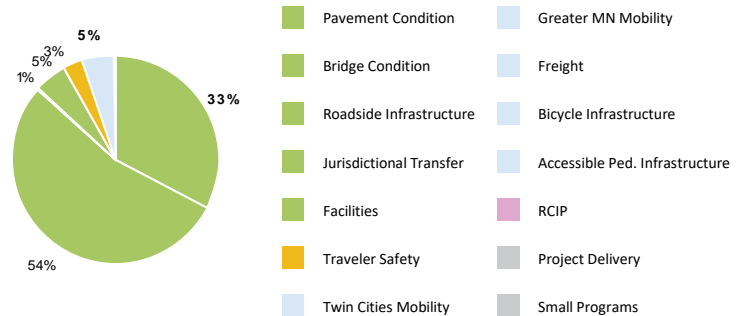
This project was let in June 2017 for close to the \$61.1 million estimate in the 2017 major highway projects report. Engineering costs increased to \$9.5 million as project design needs increased. In 2016, the TPCE was \$58.6 million, with construction letting increasing to \$50.1 million and engineering 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)

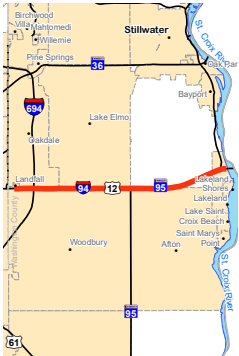
	Baseline Estimate	Current Estimate
Construction Letting:	39.6	55.2
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	3.84	5.7
Construction Engineering:	2.56	3.8
Right of Way:	0	0
Total:	46	64.7

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

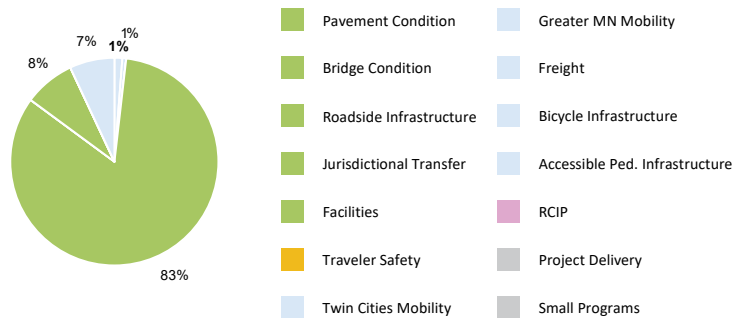
[I-94: Oakdale, Woodbury, Landfall, Lake Elmo, and Lakeland](#)

Resurface road, update traffic management system, improve drainage system, signing, lighting, guardrail, noise wall, resurface Hudson frontage Rd resurfacing, median barrier and ADA improvements on I-94 from Hwy 120 (Century Ave) in Oakdale to St Croix River in Lakeland. Construct eastbound auxiliary lane on I-94 from I-94/494/694 in Oakdale to Hwy 19 (Woodbury Dr) in Woodbury. Widen and strengthen bituminous shoulders, update traffic management system, improve drainage and add bituminous cross overs on I-94 from MN 120 in Oakdale to St Croix River in Lakeland

RECENT CHANGES & UPDATES

PRIMARY INVESTMENT CATEGORY

Pavement Condition



PROJECT HISTORY

This project is for a long term concrete pavement repair. Project received freight funding to add an eastbound 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:	TBD
Original Letting Date:	7/22/2022
Current Letting Date:	2/10/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	November 2024

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	Current Estimate
Construction Letting:	103.7	126
Post Letting Construction Costs:	4.1	5
Other Construction Elements:	0	0
Preliminary Engineering:	12.5	15.1
Construction Engineering:	8.4	10.1
Right of Way:	0	0
Total:	128.7	156.2

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 both the baseline and current estimates for this project.

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	2028	COOK	Resurface Hwy 61 from just south of CR 14 to Reservation Bay Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.6	18.1
1	US 169	3116-155	Peritz, Alex	2032	ITASCA	Resurface Hwy 169 from 10th Ave NE in Grand Rapids to Morrison Ave in Coleraine	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.4	12.9
1	MN 1	6902-28	Richardson, Landon	2028	ST LOUIS	Resurface Hwy 1 from Hwy 53 to Hwy 169	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.9	8.6
1	MN 135	6913-38	Costley, Randy	2028	ST LOUIS	Resurface Hwy 135 from just south of CR 21 to Hwy 1	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
1	US 53	6915-139	Kerfeld, Douglas	2028	ST LOUIS	Resurface Hwy 53 from just north of Piedmont Ave to just south of Mall Dr	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	US 53	6916-116	Kerfeld, Douglas	2032	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	22	27.3
1	US 53	6917-140	Peritz, Alex	2031	ST LOUIS	Resurface Hwy 53 NB from north of Swan Lake Rd to just south of Cemetery Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.8	12.1
1	MN 61	6926-56	Lamb, Tom	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	7.5
1	MN 73	6930-42	Peritz, Alex	2027	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	5.5	6.8
1	MN 194	6933-99	Kerfeld, Douglas	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	14.3	17.7
1	I-535	6981-26	Krysiak, John	2028 - 2030	ST LOUIS	Repair or replace the Blatnik Bridge on I-535 between Duluth and Superior	Need Unknown	Need Unknown	Need Unknown	Need Unknown	215.8	267.6
1	US 169	3115-128	Richardson, Landon	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 38	3108-86	Richardson, Landon	2028	ITASCA	Resurface Hwy 38 from just north of CR 49 to just north of CR 19 and from 0.9 miles south of CR 262 to Newburg Bay Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	MN 11	3605-43	Peritz, Alex	2028	KOOCHICHING	Resurface Hwy 11 from just west of CR 332 to 6th Ave W in International Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
1	I-35	0980-1038133	Olson, Josie	2029	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	6.2	7.7
1	I-35	6982-1072803	Kerfeld, Douglas	2029-2031	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	28.5	35.3
1	MN 23	0901-81	Olson, Josie	2030	CARLTON	Resurface Hwy 23 from 0.4 miles east of Pine/Carlton County line to St. Louis River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
1	MN 23	5801-1039097	Olson, Josie	2030	PINE	Resurface Hwy 23 from Hwy 107 to I-35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.6
1	US 2	3103-71	Costley, Randy	2031	ITASCA	Resurface Hwy 2 from just west of 19th Ave NW to Hwy 169 and intersection improvements at Hwy 2 and 7th Ave SE/8th Ave NE in Grand Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
1	MN 210	0910-36	Olson, Josie	2031	CARLTON	Resurface Hwy 210 from just east of CR 61 in Carlton to Hwy 23 in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9
1	US 53	6920-57	Peritz, Alex	2031	ST LOUIS	Resurface SB Hwy 53 from just north of Hwy 169 to Rice River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.3	7.9
1	I-35	6982-347	Kerfeld, Douglas	2031	ST LOUIS	Repair the 5th Ave West bridge over I-35 in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.6	7
1	MN 18	5808-25	Johnson, Haydn	2032	PINE	Resurface Hwy 18 in Finlayson to Hwy 23	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	MN 11	3606-68	Peritz, Alex	2032	KOOCHICHING	Resurface Hwy 11 from just east of CR 23 to end of Hwy 11	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.3
1	MN 11	3613-18	Peritz, Alex	2032	KOOCHICHING	Replace bridge over Little Fork River on Hwy 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
1	MN 33	0906-51	Olson, Josie	2032	CARLTON	Resurface bridges over St Louis River on Hwy 33 in Cloquet	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
2	MN 1	0404-39	Mason, Jonathon	2031	BELTRAMI	Reconstruct 1-mile of Hwy 1 in Redby	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.5
2	US 71	0410-53	Mason, Jonathon	2028	BELTRAMI	Resurface Hwy 71 from Tenstrike to Blackduck and resurface one mile of Hwy 72 north of Blackduck	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.9	6.1
2	MN 197	0416-55	Mason, Jonathon	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	MN 34	1105-10	Mason, Jonathon	2032	CASS	Resurface Hwy 34 from Hubbard/Cass County line to Lake May Drive in Walker	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
2	MN 371	1119-42	Mason, Jonathon	2029	CASS	Reconstruct Hwy 371 and Hwy 34 in Walker	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.7	12.1
2	MN 92	1507-68	Mason, Jonathon	2027	CLEARWATER	Resurface Hwy 92 between Gonvick and Bagley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11	13.6
2	MN 34	2902-46	Mason, Jonathon	2029	HUBBARD	Resurface Hwy 34 in Park Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1
2	US 71	2904-20	Mason, Jonathon	2029	HUBBARD	Reconstruct 1-mile of Hwy 71 in Park Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.8	9.6
2	MN 46	3109-47	Mason, Jonathon	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	9
2	US 75	3508-29	Mason, Jonathon	2029	KITSON	Resurface Hwy 75 and replace 3 culverts between Donaldson and Hallock	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9

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	MN 11	3901-44	Mason, Jonathon	2032	LAKE OF THE WOODS	Resurface Hwy 11 from west of Williams to 9.2 miles west of Williams	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.9	8.6
2	US 75	5406-20	Mason, Jonathon	2030	NORMAN	Resurface Hwy 75 between Hendrum and Perley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.9	6.1
2	US 2	6005-79	Mason, Jonathon	2028	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	6007-15	Mason, Jonathon	2028	POLK	Resurface Hwy 32 between Fertile and Hwy 2	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.5	11.8
2	MN 220	6017-45	Mason, Jonathon	2028	POLK	Recondition Hwy 220 between East Grand Forks and Polk CR 22	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.1	21.7
2	US 2	6019-30	Mason, Jonathon	2027	POLK	Replace Hwy 2 bridge over River Rd NW in East Grand Forks	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
2	MN 11	6803-43	Mason, Jonathon	2027	ROSEAU	Reconstruct Hwy 11 between Roseau and Warroad	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.1	22.4
2	MN 11	6804-28	Mason, Jonathon	2028	ROSEAU	Resurface Hwy 11 between Warroad and Roosevelt	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
2	MN 89	6806-32	Mason, Jonathon	2030	ROSEAU	Resurface Hwy 89 between Wannaska and Roseau	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1
2	MN 89	6806-33	Mason, Jonathon	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 1	Not assigned	Mason, Jonathon	2032	BELTRAMI	Resurface Hwy 1 between Clearwater County line and the south junction of Hwy 89	Need Unknown	Need Unknown	Need Unknown	Need Unknown		7.8
2	MN11	Not assigned	Mason, Jonathon	2032	KITTSOON	Resurface Hwy 11 from Karlstad to Kittson/Roseau County line	Need Unknown	Need Unknown	Need Unknown	Need Unknown		7.7
2	MN 59	Not assigned	Mason, Jonathon	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		8.5
2	MN1	Not assigned	Mason, Jonathon	2030	Marshall	Resurface Hwy 1 between Oslo and Marshall CR 149 west of Warren						8.6
2	US 2	Not assigned	Mason, Jonathon	2030	CLEARWATER, POLK	Resurface westbound lanes of Hwy 2 between Fosston and Bagley						8.1
2	US 2	Not assigned	Mason, Jonathon	2030	POLK	Resurface the eastbound lanes of Hwy 2 between East Grand Forks and Fisher						8.4
3	US 169	0116-52	Saifu, Tadesse	2027	AITKIN	Pavement preservation on Hwy 169 from Mississippi River Br to Hwy 200 in Hill City	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.3	12.7
3	US 10	0502-XX	Fellbaum, Russell	2031	BENTON	US 10, FROM HALFWAY CROSSING CR 40 TO WATAB RD CR 4 MILL & OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.7	15.7
3	MN 95	0505-27	Hoppe, Kelly	2028	BENTON	MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.5	9.3
3	MN 64	1109-XX	Hoppe, Kelly	2030	CASS	MN 64, FROM MN 210 EAST OF MOTLEY TO JCT MN 87, MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.6	15.5
3	MN 87	1113-XX	Not assigned	2032	CASS	MN 87 FROM MN 64 TO JCT MN 371 IN BACKUS, MILL & OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.8	7.2
3	MN 210	1115-28	Scegura, Kelly	2027	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	6.2
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	5.3
3	MN 25	1808-26	Not assigned	2030	CROW WING	Resurface from Morrison/Crow Wing County line to junction MN 210 in Brainerd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.2	11.4
3	MN 371	1810-XX	Not assigned	2031	CROW WING	MN 371, FROM RR TRACKS S OF JCT MN 210 IN BAXTER TO CR 49, RECLAIM; AND FROM CR 49 TO 0.2 MI N OF HAZELWOOD DR IN NISSWA, MILL AND OVERLAY (NB AND SB)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.4	20.3
3	MN 95	3007-37	Fellbaum, Russell	2028	ISANTI	MN 95 FROM 0.35 MI CR 2 E OF CAMBRIDGE TO 0.1 MI E ISANTI TRAIL (R.P. 44.016 TO 53.045) MED M & OL	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
3	MN 95	3007-XX	Not assigned	2032	ISANTI	MN 95 FROM DAVIS ST TO 0.2 M EAST OF CSAH 2 IN CAMBRIDGE, MILL & OVERLAY & SAFETY IMPROVEMENTS	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
3	MN 65	3307-44	Not assigned	2031	KANABEC	Reconstruction MN 65, thru Mora	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.6	14.4
3	MN 27	4804-XX	Not assigned	2031	MILLE LACS	MN 27 FROM N JCT US 169 TO MN 65 M & O	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.7	12
3	MN 95	4809-XX	Not assigned	2029	MILLE LACS	MN 95, FROM BENTON/MILLE LACS CO LINE TO .05 MILE WEST OF CR 35/15, MILL AND OVERLAY + BR 48013	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.2	8
3	US 169	4811-XX	Nixon, Thomas	2031	MILLE LACS	US 169, FROM SOUTH JUNCTION CSAH 36 SO. OF MILACA NORTH TO MILLE LACS CO CSAH 11 (NB AND SB), MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.5	9.3
3	US 169	4812-XX	Not assigned	2032	MILLE LACS	US 169 FROM US 0.1 M N MIKE DREW BROOK TO 0.05 MI S RP 204, MILL AND OVERLAY SOUTHBOUND ONLY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.8

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3	US 169	4812-XX	Not assigned	2032	MILLE LACS	US 169 FROM 0.05 MI S RP 204 TO 1 MI N OF CR103 LT/CS19 RT-SOUTHBOUND ONLY - CONCRETE REHAB	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.6	5.7
3	US 169	4812-XX	Not assigned	2032	MILLE LACS	US 169 FROM 0.7 MI N CSAH9 TO 1 MI N OF CR103 LT/CR19 RT, MILL AND OVERLAY NORTHBOUND	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.8
3	US 169	4812-XX	Not assigned	2032	MILLE LACS	US 169, FROM 1 MI NORTH OF CR 103 TO 0.7 MI NORTH OF OJIBWE DRIVE NB & SB	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.9	16
3	US 10	4901-82	Scegura, Kelly	2027	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	US 10	4902-63	Hoppe, Kelly	2027	MORRISON	**ELLE**US 10, LITTLE FALLS BYPASS (EB AND WB), MILL AND OVERLAY (INCLUDES FIRST 0.4 MILES OF TH 371) (ASSOCIATED SP'S 4901-80, 4912-68)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.6	9.4
3	US 10	4902-XX	Schiller, Eric	2030	MORRISON	US 10, FROM 2 MI SOUTH OF CUSHING TO NORTH OF LITTLE FALLS (EB AND WB), MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.4	15.4
3	US 10	4902-XX	Not assigned	2032	MORRISON	US 10 OVER BNSF RR & CSAH 76 REDECK BR 49009 NORTH OF LITTLE FALLS	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
3	US 10	4903-XX	Schiller, Eric	2030	MORRISON	US 10, FROM MOTLEY TO 2 MILES SOUTH OF CUSHING, 2' MILL AND INLAY, 2" OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19	23.6
3	MN 27	4904-XX	Not assigned	2031	MORRISON	**AC** MN 27, REPLACE BR 5907 OVER MISSISSIPPI RIVER IN LITTLE FALLS (PAYBACK IN 2032)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	21	26
3	MN 27	4904-XX	Not assigned	2031	MORRISON	MN 27 FROM 9TH ST NE LONG PRAIRIE TO W LITTLE FALLS M & O	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.7	15.7
3	MN 27	4906-29	Wehseler, Luke	2028	MORRISON	MN 27, FROM 3.9 MI W OF MORRISON/MILLE LACS CO LINE TO JCT US 169 IN ONAMIA, MILL & OVERLAY (CHECK FOR ADA IN ONAMIA)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.9	8.6
3	US 10	7102-146	Not assigned	2029	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	29.7
3	US 10	7102-XX	Not assigned	2032	SHERBURNE	US 10, FROM 4TH ST TO JARVIS/CLEVELAND AVE IN ELK RIVER	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.1	7.6
3	US 10	7102-XX	Not assigned	2032	SHERBURNE	US 10 OVER BNSF RR REPLACE BR 5444 EAST OF BIG LAKE	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.8	5.9
3	US 10	7103-XX	Not assigned	2032	SHERBURNE	US 10, FROM 1.2 M EAST OF MN 23 IN ST CLOUD TO 0.15 M WEST OF MN 24 IN CLEAR LAKE, MILL & OVERLAY (EB ONLY)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.5	8
3	MN 25	7104-XX	Not assigned	2030	SHERBURNE	MN 25, FROM I 94 BRIDGE #86803 IN MONTICELLO TO US 10 IN BIG LAKE, MILL AND OVERLAY INCLUDE ADA WORK	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
3	MN 25	7107-XX	Not assigned	2031	SHERBURNE	MN 25 FROM W JCT US 10 IN BECKER TO MN 95 M & O	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.5	9.3
3	MN 15	7303-XX	Not assigned	2032	STEARNS	MN 15, FROM CSAH 47 IN ST AUGUSTA TO BENTON CSAH 33 ENTRANCE RAMP IN SAUK RAPIDS MILL & OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.5	15.5
3	MN 23	7305-131	Dumont, Claudia	2027	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	MN 23	7305-XX	ODEGAARD, TERRI	2030	STEARNS	MN 23, FROM 1.1 MI E OF CSAH 12 WEST OF RICHMOND TO 0.5 MI E 93RD AVE (EB & WB), MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.4	20.4
3	MN 23	7306-98	Not assigned	2029	STEARNS	MN 23, Resurface from MN 15 to 4th Ave + ADA in St. Cloud, EB & WB	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.2	9
3	MN 28	7307-XX	Not assigned	2032	STEARNS	MN 28 FROM POPE/STEARNS COUNTY LINE TO SOUTH JCT OF US 71 NEAR SAUK CENTRE M & O	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.8
3	MN 28	7308-XX	Not assigned	2029	MORRISON	MN 28, FROM N JCT US 71 N OF SAUK CENTRE TO JCT MN 27, MILL AND OVERLAY INCLUDE BRIDGE 6078 (BOX) CHECK ADA (GREY EAGLE, BURTRUM, SWANVILLE)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.5	13.2
3	US 71	7319-42	Odegaard, Terri	2028	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	US 71	7319-43	Wehseler, Luke	2029	STEARNS	**AC**US 71, FROM N SAUK CENTRE TO S LONG PRAIRIE, COLD IN PLACE RECYCLE (PAYBACK IN 2030)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.6	16.9
3	MN 22	7326-XX	Not assigned	2029	STEARNS	MN 22, FROM EDEN VALLEY TO MN 23 IN RICHMOND, MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.8
3	I 94	7380-XX	Daniel, Josh	2030	STEARNS	I 94, FROM MELROSE TO 2.5 M EAST OF FREEPORT, MILL AND OVERLAY (EB & WB)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.5	10.4
3	I 94	7380-XX	Daniel, Josh	2030	STEARNS	I 94, FROM SAUK CENTRE TO E OF MELROSE (EB & WB), MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.9	12.2

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3	I 94	7380-XX	Not assigned	2031	STEARNS	I 94, FROM 2.5 M EAST OF FREEPORT TO 0.5 M EAST OF ALBANY, MILL AND OVERLAY (EB & WB)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.6	8.2
3	I 94	7380-XX	Not assigned	2031	STEARNS	I 94, FROM E LIMITS OF ALBANY EAST TO STEARNS CR 159 AT COLLEGEVILLE (EB AND WB), RECLAIM	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19.7	24.4
3	MN 210	7701-41	Schiller, Eric	2029	TODD	Resurface MN 210, from junction US 71 in Hewitt to US 10 in Staples, includes ADA work	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.2	13.8
3	US 71	7709-XX	Not assigned	2032	TODD	US 71 FROM 0.1 MI S CSAH 24 IN BERTHA TO TODD-WADENA CO LINE MILL & OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
3	US 10	8001-XX	Not assigned	2031	WADENA	US 10, FROM OINK JOINT ROAD TO W LIMITS OF STAPLES (EB AND WB), MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.9	19.7
3	US 71	8004-XX	Schiller, Eric	2029	WADENA	US 71, FROM 0.4 MI N OF ALFRED ST IN WADENA TO RED EYE RIVER IN SEBEKA, COLD IN PLACE RECYCLE	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.9	12.3
3	US 71	8005-22	Schiller, Eric	2027	WADENA	Resurface US 71 from N End of Redeye River Bridge in Sebeka to S End of Blueberry River Bridge in Menahga & MN 87 from Becker/Wadena Co line to junction US 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.7	9.5
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	5.1	6.4
3	MN 24	8611-29	Nixon, Thomas	2027	WRIGHT	Replace BR NO 86807 on MN 24 over I-94 in Clearwater	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
4	US 10	0302-89	Oyster, Kalob	2028	BECKER	Resurface from CR 54 in Detroit Lakes to east of county road 10	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10	12.4
4	MN 113	0307-100	Peterson, Jeremy	2027	BECKER	Resurface on Hwy 113 from county road 4 to highway 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.1	10.3
4	US 75	0608-40	Bausman, Brian	2031	BIG STONE	Resurface from Hwy 12 to Hwy 28 in Graceville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.6
4	MN 7	0609-34	Simon, Makala	2032	POPE	Resurface from highway 28/Beardsley to county road 9	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.8
4	US 10	1401-180	Harris, Dan	2029	CLAY	Resurface and bridge replacement from Dilworth to Glyndon	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19	24.1
4	US 10	1401-182	Girodat, Makala	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	US 10	1401-190	Knopf, Justin	2028	CLAY	Reconstruct from 13th Street to 34th Street, both directions	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16.1
4	US 10	1401-193	Oyster, Kalob	2031	CLAY	Resurface from CR 31 to CR 5	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14	17.4
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 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 29	2103-43	Oyster, Kalob	2029	DOUGLAS	Reconstruction from 3rd Ave to Mckay Ave in Alexandria	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.3	15.7
4	MN 210	5601-35	Vanderhider, Lori	2028	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	5605-23	Harris, Dan	2027	OTTER TAIL	Resurface eastbound lane from north of Hwy 106 to east of Bluffton	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.3	5.3
4	US 59	5617-31	Girodat, Makala	2027	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	MN 104	6110-23	Bausman, Brian	2032	POPE	Resurface from highway 9 to Glenwood	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.7	14.1
4	MN 27	7803-13	Pace, Thomas	2027	GRANT, TRAVERSE	Resurface from Wheaton to Herman	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.8	13.4
4	MN 9	8409-26	Harris, Dan	2028	WILKIN	Resurface from Hwy 210 to 6th Street in Barnesville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
4	I-94	2180-130	Not assigned	2029	DOUGLAS	ON I 94 (WB), FROM WEST OF LAKE LATOKA BRIDGE TO WEST OF MN 29 NEAR ALEXANDRIA, UNBONDED OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	6.8
4	US 10	0301-73	Joeb Oyster	2030	Becker, Clay	Resurface EB lanes from Lake Park to west of Airport Road near Detroit Lakes	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.8	19.3
4	MN 27	7802-37	Not assigned	2029	Traverse	Resurface from Hwy 28 to county road 6	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9
4	US 75	8406-24	Tom Pace	2029	Traverse	Resurface from RR north of Hwy 55 to Hwy 9 near Doran	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	6.6
4	TH 78	5620-26	Lori Vanderhider	2030	Otter Tail	Resurface from Wagon Trail to CR 54	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11	12.8
4	TH 7	0609-34	Makala Girodat	2032	Big Stone	Resurface from Hwy 28 near Beardsley to CR 53	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.9
4	US 10	1401-202	Joeb Oyster	2032	Clay	Resurface from Glyndon to Hawley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	20.5	23.5
4	TH 210	5602-25	Makala Girodat	2032	Otter Tail	Resurface from 94 to Battle Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10	11.6
4	TH 210	8401-24	Joeb Oyster	2032	Wilkin	Resurface from Hwy 75 to 110th Ave.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.8	10

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6	MN 56	2005-30	Not assigned	2029	Multicounty	MN 56 FROM CSAH 46 TO E JCT TH 14, BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		13.1
6	MN 16	2301-15	Hanson, Chad	2028	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	US 65	2404-44	Not assigned	2032	Freeborn	IA/MN SL TO 0.5 MI S I-35, MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6
6	I-90	2482-83	Thompson, Tory	2031	Freeborn	REPLACE BRIDGES 24808 & 24807 AND RAMP IMPROVEMENTS	Need Unknown	Need Unknown	Need Unknown	Need Unknown		9.5
6	Us 52	2506-90	Not assigned	2031	Goodhue	B FROM S. Jct. TH 60 to 1.2 mi. N. CSAH 7 & 2.2 Mi. S. TH 19 to Goodhue/Dakota CL	Need Unknown	Need Unknown	Need Unknown	Need Unknown		5
6	US 61	2513-98	Hanson, Chad	2027	Goodhue	US 61, OVER CP RAIL, REPLACE BRIDGE 6776 WITH BRIDGE 25043 (AC PAYBACK IN 2028)	Need Unknown	Need Unknown	Need Unknown	Need Unknown		10.5
6	MN 44	2803-35	Gasper, Jacob	2031	HOUSTON	Resurface Highway 44 from Spring Grove to Caledonia	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
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	US 63	5006-22	Not assigned	2030	OLMSTED	ON US 63 FROM W JCT TH 16 TO ROOT RIVER BR (STEWARTVILLE), BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.3
6	I-90	5080-175	Not assigned	2030	MOWER	Resurface I-90 from Highway 105 to Mower County Road 46	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.1	13.7
6	I-90	5080-179	Not assigned	2028	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	9.6
6	I-90	5080-180	Not assigned	2029	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	26.1
6	US 14	5501-48	Not assigned	2030	OLMSTED	US 14, EB FROM BYRON TO ROCHESTER,	Need Unknown	Need Unknown	Need Unknown	Need Unknown		13.5
6	US 14	5501-50	Not assigned	2027 - 2028	OLMSTED	Resurface WB Highway 14 from Byron to Rochester	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.2	10.2
6	MN30	5505-32	Gasper, Jacob	2027	OLMSTED	MN 30 FROM US 63 TO 0.03 MI. EAST OF 5th AVE NE (STEWARTVILLE), MILL AND OVERLAY, GRADING, ADA AND TRAFFIC SIGNAL	Need Unknown	Need Unknown	Need Unknown	Need Unknown		7.7
6	US 52	5508-130	Kalst, Jai	2027	Multicounty	US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, UNBONDED CONCRETE OVERLAY - (AC PAYBACK IN 2027) SHELF - Actual Letting Date 12/1/2026	Need Unknown	Need Unknown	Need Unknown	Need Unknown		15.9
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	5580-103	Not assigned	2029	OLMSTED	I 90, EB 0.9 MI. E. TH 63 to 1.4 MI. E. CSAH 19, MEDIUM OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		9.3
6	MN 19	6602-30	Trogstad-Isaacson, Mark	2031	RICE	Resurface Highway 19 from Highway 13 to I 35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.2	12.6
6	MN 3	6612-104	Not assigned	2030	RICE	ON MN 3 FROM TH 21 (FARIBAULT) TO RICE/DAKOTA CL, BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		9.6
6	I 35	7480-137	Not assigned	2028	Multicounty	I 35, NB AND SB FROM CSAH 2 TO CSAH 48, BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		12
6	US 61	8505-44	Zager, Paul	2028	WINONA	US 61, NB AND SB FROM HOMER TO WINONA, BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		7.1
6	US61	8506-75	Not assigned	2029	WINONA	US 61 NB FROM 0.24 MI S OF US 14 TO TH 42 AND SB FROM 0.24 MI S OF US 14 TO TH 248, BITUMINOUS MILL AND OVERLAY	Need Unknown	Need Unknown	Need Unknown	Need Unknown		15
6	I-90	8580-178	Gasper, Jacob	2028	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	I-90	8580-179	Zager, Paul	2028	WINONA	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.9	15.9
7	US 14	0702-128	Coudron, Glen	2028	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	US14	0702-XX	Not assigned	2032	BLUE EARTH	Mankato Bypass	Need Unknown	Need Unknown	Need Unknown	Need Unknown		25
7	MN22	0704-XX	Not assigned	2030	Blue Earth	MN 83 to Bassett Dr	Need Unknown	Need Unknown	Need Unknown	Need Unknown		13
7	MN 30	0705-26	Thibert, Mathew	2030-2031	BLUE EARTH, WATONWAN	Resurface from Hwy 15 to Hwy 169	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.1	11.3
7	MN 60	0708-XX	Not assigned	2030	Blue Earth	LAKE CRYSTAL TO CRAY CORNER	Need Unknown	Need Unknown	Need Unknown	Need Unknown		7
7	MN68	0710-XX	Not assigned	2029	Brown, Blue Earth	MN 68 FROM NEW ULM TO MANKATO	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.6

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)
7	US 169	0713-81	Hasty, Forrest L	2028	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 30	1702-XX	Not assigned	2032	Wantonwan	US 71 TO MN 4 - DARFUR SECTION	Need Unknown	Need Unknown	Need Unknown	Need Unknown		9.4
7	MN 60	1703-82	Not assigned	2028	Cottonwood	MOUNTAIN LAKE BYPASS	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.6
7	MN60/ MN62	1703-83	Not assigned	2031	Cottonwood	WINDOM RECONSTRUCT	Need Unknown	Need Unknown	Need Unknown	Need Unknown		16
7	MN 22	2203-115	Thibert, Mathew	2031	FARIBAULT	Resurface from Iowa border to west junction of CR 16	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.4	10.4
7	MN 22	2204-27	Not assigned	2029	FARIBAULT	SOUTH OF WELLS	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.5
7	MN 60	3204-70	Not assigned	2029	Nobles	WORTHINGTON TO WINDOM CONCRETE	Need Unknown	Need Unknown	Need Unknown	Need Unknown		18.2
7	US 71	3205-36	Engelmeyer, Peter	2030	JACKSON	Resurface from Iowa border to CR 38 in Jackson	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.5	8.1
7	I-90	3280-XX	Not assigned	2030	Nobles	WB LANES CR 5 TO RUSHMORE	Need Unknown	Need Unknown	Need Unknown	Need Unknown		11.5
7	I-90	3280-XX	Not assigned	2031	Jackson	WB LANES MN 4 TO MN 86	Need Unknown	Need Unknown	Need Unknown	Need Unknown		10
7	MN 13	4001-48	Hasty, Forrest	2029	LE SUEUR	Resurface from Waterville to Montgomery	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15	29.4
7	MN 19	4004-126	Tess, Zachary	2031	LE SUEUR, SIBLEY	Resurface from Hwy 169 to east junction of Hwy 13	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.9	15.9
7	MN 99	4009-114	Tess, Zachary	2029	LE SUEUR	Resurface from Le Center to Hwy 13	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7	8.7
7	MN 15	4603-52	Coudron, Glen	2032	MARTIN	Resurface from Iowa to Fairmont	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
7	US 59	5304-41	Hasty, Forrest L	2028	NOBLES	Reconstruct in Worthington	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.6	16.8
7	US 59	5304-44	Coudron, Glen	2032	MURRAY, NOBLES	Resurface and replace multiple bridges from Worthington to Fulda	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.9	21
7	I-90	5380-154	Not assigned	2027	Nobles	ADRIAN TO RUSHMORE WB	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.5
7	US 75	6704-116	Tess, Zachary	2031	ROCK	Resurface from Iowa border to Luverne	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.8	11
7	US 75	6705-47	Jones, Robert	2028	PIPESTONE, ROCK	Resurface from Luverne to Trosky	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.1	15.1
7	MN19	7205-118	Not assigned	2028	Sibley	WINTHROP TO GAYLORD	Need Unknown	Need Unknown	Need Unknown	Need Unknown		8.8
7	MN 19	7206-117	Young, Matthew	2029	LE SUEUR, SIBLEY	Resurface from Gaylord to Hwy 169	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.1	16.2
7	MN 13	8102-30	Tess, Zachary	2031	LE SUEUR, WASECA	Resurface from Waseca to Waterville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.7	7.1
7	MN13	8101-XX	Not assigned	2032	Waseca	Waseca reconstruct	Need Unknown	Need Unknown	Need Unknown	Need Unknown		13
8	MN 40	1210-93	DeSchepper, Phillip	2030	CHIPPEWA	Resurface Hwy 40 from CR 4 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.2	16.2
8	US 71	3412-76	Kalthoff, Lance	2028	KANDIYOHI	Resurface southbound 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 junction 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	23.5	28.5
8	US 14	4102-27	Vlaminck, Jesse	2027	LINCOLN	Resurface Hwy 14 from south junction of Hwy 75 in Lake Benton to the Lincoln/Lyon County line; upgrade sidewalks in Lake Benton to meet ADA standards.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.4	7.9
8	US 75	4107-19	Vlaminck, Jesse	2027	LINCOLN	Reconstruct Hwy 75 from S Valley St in Lake Benton to south junction of Hwy 14.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	6.7
8	US 14	4201-91	DeSchepper, Phillip	2030	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	MN 23	4207-58	Pfau, Tony	2029	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 59	4208-66	Dols, Steven	2028	LYON	Resurface Hwy 59 from Hwy 14 to CR 6 in Marshall.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.8	7.2

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)
8	MN 7	4302-97	Dols, Steven	2027	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	US 75	5906-43	Vlaminck, Jesse	2030	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 71	6405-72	Miller, Jacob	2027	REDWOOD	Resurface Hwy 71 from CR 115 in Sanborn to the south junction of Hwy 68.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	10.5
8	MN30	5103-91	Nienaber, Christopher	2029	Murray, Cottonwood	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	10.9	13.1
8	US 71	6405-1053240	Miller, Jacob	2030	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
8	MN 7	1201-1088763	Pfau, Tony	2032	CHIPPEWA	Resurface Hwy 7 from Milan to Montevideo.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		12
8	MN 19	4204-1053221	Pfau, Tony	2032	Lincoln	Resurface Hwy 19 from Ivanhoe to CR 5.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.3	17
8	US 212	6512-1072484	Pfau, Tony	2031	MCLEOD	Resurface Hwy 212 from CR 16 to CR 7 in Stewart.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		8
8	US14	6401-1101283	Pfau, Tony	2032	REDWOOD	Resurface Hwy 14 from Revere to Lamberton.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		8.2
8	MN 22	4307-1101284	Pfau, Tony	2032	MCLEOD	Resurface Hwy 22 from Glencoe to Hutchinson.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.9
8	MN22	4710-28	DeSchepper, Phillip	2032	Meeker	Resurface Hwy 22 from Hwy 12 to Eden Valley.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		9.3
8	MN 68	8709-1053160	Pfau, Tony	2032	LYON	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	US71	3411-1101285	Pfau, Tony	2032	KANDIYOHI	Resurface Hwy 71 from Hwy 7 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		6.6
M	I-35E	1982-207	Not assigned	2031	DAKOTA	Repair road from I-35W/I-35E split to Lone Oak Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	25	31
M	MN 610	2771-110	Not assigned	2031	HENNEPIN	Repair road from US 169 to Mississippi River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.2	17.8
M	MN 5	6201-91	Rabban, Shaker	2027	RAMSEY	Resurface road from Munster Ave to ST. Claire Ave	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14	17.4
M	US169	Not assigned	Not assigned	2032	HENNEPIN	Resurface four US 169 bridges over Minnetonka Blvd, Excelsior/3rd St, 2nd St NE, I-394 Collector Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		16.8
M	US 212	Not assigned	Not assigned	2032	CARVER	Repair road from Highway 41 to County Rd. 4	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.7
M	US 212	Not assigned	Not assigned	2032	HENNEPIN	Resurface road from I-494 to MN 62	Need Unknown	Need Unknown	Need Unknown	Need Unknown		24.8
M	MN7	Not assigned	Not assigned	2027	Anoka	Resurface road from Cleveland/Jarvis to Ramsey Blvd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		13.2
M	US 61	Not assigned	Not assigned	2027	WASHINGTON	Resurface road from Carver Ave to I94	Need Unknown	Need Unknown	Need Unknown	Need Unknown		23.9
M	MN 100	Not assigned	Not assigned	2027	HENNEPIN	Resurface road from the Cedar Lake Rd to I-694	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.7
M	MN 120	Not assigned	Not assigned	2027	RAMSEY	Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown		16.6
M	US52	Not assigned	Not assigned	2028	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		37.4
M	MN 55	Not assigned	Not assigned	2028	HENNEPIN	Resurface road from the Wright-Hennepin County line to Fernbrook	Need Unknown	Need Unknown	Need Unknown	Need Unknown		25.3
M	MN 95	Not assigned	Not assigned	2028	CHISAGO	Resurface MN 95 from the Isanti county line to the bridge over Sunrise River	Need Unknown	Need Unknown	Need Unknown	Need Unknown		17
M	US 169	Not assigned	Not assigned	2028	SCOTT	Repair road from County Rd 15 to Ferry Bridges	Need Unknown	Need Unknown	Need Unknown	Need Unknown		16.1
M	MN 610	Not assigned	Not assigned	2028	ANOKA	Repair and resurface MN 610 from Mississippi River to Coon Rapids Blvd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		17.3
M	I 35	Not assigned	Not assigned	2029	DAKOTA	Repair road surface, from County Rd 70 to 35E/35W split.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		42.6
M	I 394	Not assigned	Not assigned	2029	HENNEPIN	Resurface road from I-494/US 212 to MN 100	Need Unknown	Need Unknown	Need Unknown	Need Unknown		49.5
M	MN 47	Not assigned	Not assigned	2029	Anoka	Resurface road from 153rd Ave (Alpine Dr) to Cree St NW/St. Francis	Need Unknown	Need Unknown	Need Unknown	Need Unknown		17.3
M	MN 95	Not assigned	Not assigned	2029	WASHINGTON	Resurface road from US 8 to MN 36	Need Unknown	Need Unknown	Need Unknown	Need Unknown		32.2
M	I 35E	Not assigned	Not assigned	2030	DAKOTA	Repair road from I-35W/I-35E split to Lone Oak Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		125.6
M	I 494	Not assigned	Not assigned	2030	HENNEPIN	Repair road from France Ave to US 12	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.7
M	I 694	Not assigned	Not assigned	2030	Anoka, Hennepin	Resurface road from E Dupont to I-35W	Need Unknown	Need Unknown	Need Unknown	Need Unknown		46
M	US 10	Not assigned	Not assigned	2030	ANOKA	Resurface road from US169/MN47 to Creek Meadows Bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown		17.3
M	MN 55	Not assigned	Not assigned	2030	DAKOTA	Resurface Road from Highway 52 to US 61	Need Unknown	Need Unknown	Need Unknown	Need Unknown		22.4

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)
M	I-35E	Not assigned	Not assigned	2031	Dakota, Ramsey	Repair and replace road surface from Lone Oak Rd to 10th St bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown		21.2
M	MN 7	Not assigned	Not assigned	2031	Carver, Hennepin	Resurface road from the Hennepin/Carver County line to Division St	Need Unknown	Need Unknown	Need Unknown	Need Unknown		26.6
M	MN36	Not assigned	Not assigned	2031	HENNEPIN	Replace several bridges along MN36, from I-35W to Fairview	Need Unknown	Need Unknown	Need Unknown	Need Unknown		34.5
M	MN 610	Not assigned	Not assigned	2031	HENNEPIN	Repair road from US 169 to Mississippi River	Need Unknown	Need Unknown	Need Unknown	Need Unknown		23
M	I-35W	Not assigned	Not assigned	2032	RAMSEY	Replace Cleveland Ave Bridge and south bound ramp to I-35W bridge.	Need Unknown	Need Unknown	Need Unknown	Need Unknown		15.5
M	I 694	Not assigned	Not assigned	2032	RAMSEY	Repair road from US 61 to CSAH 10	Need Unknown	Need Unknown	Need Unknown	Need Unknown		17.6
M	MN 5	Not assigned	Not assigned	2032	Carver	Repair road from MN 41 to Eden Prairie Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		21
M	US 8	Not assigned	Not assigned	2032	CHISAGO	Resurface road from W Wyoming Ave to Tern Ave	Need Unknown	Need Unknown	Need Unknown	Need Unknown		28.2
M	MN 65	Not assigned	Not assigned	2032	Anoka	Repair road from 217th Ave to Anoka-Isanti County line	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.7
M	US 169	Not assigned	Not assigned	2032	HENNEPIN	Resurface four US 169 bridges over Minnetonka Blvd, Excelsior/3rd St, 2nd St NE, I-394 Collector Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown		16.8
M	US 212	Not assigned	Not assigned	2032	CARVER	Repair road from Highway 41 to County Rd. 4	Need Unknown	Need Unknown	Need Unknown	Need Unknown		20.7
M	US 212	Not assigned	Not assigned	2032	HENNEPIN	Resurface road from I-494 to MN 62	Need Unknown	Need Unknown	Need Unknown	Need Unknown		24.8

Appendix E: Efficiency Pages

Trunk Highway 65 Pavement Resurfacing from Highway 1 to Koochiching County Road 8

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 65	3609-42	1	42 Miles	Itasca and Koochiching Counties	\$8.7M	Josie Olson	June 3, 2022

Project Description:

This project resurfaces Hwy 65 from Trunk Highway 1 to Koochiching County Road 8 south of Littlefork along with miscellaneous drainage improvements and guardrail.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$1,275,000
Performance Based Practical Design	\$1,275,000
Due to the narrow prescriptive right of way and potential for significant environmental impacts, the mainline lane widths were narrow to a consistent 11' wide. This allowed the road to be milled and overlaid within the limits of the shoulder PI's.	\$1,275,000
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.	

Trunk Highway 210 From the Ripple River in Aitkin to US 169 in Hassman and on US 169 from Trunk Highway 210 to the Mississippi River

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 210	0119-30	3	10.5 Miles	Aitkin County	\$36.2M	Luke Wehseler	June 24, 2022

Project Description:

This project completes an unbonded concrete overlay and shoulder widening from the Ripple River in Aitkin to the US 169 Junction in Hassman, including replacing Br #7592 over ditch 24 and on US 169 from Hassman North to the Mississippi River.

Project Limits Map:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$575,000
Performance Based Practical Design	\$575,000
During the design phase of the project, it was determined that MnDOT’s standard ditch section would create significant impacts to wetlands and adjacent properties. The design team thoroughly evaluated the drainage patterns to determine areas where the width and depth of the proposed ditch could be reduced or eliminated. This resulted in significant project savings and reduced environmental impacts	\$350,000
11’ lanes were used through the City of Aitkin to reduce the number of impacts to the existing ditches, wetlands and private property.	\$225,000
Best Practices Summary	
The design team determined that if they widened the existing shoulders along the roadway, it would allow the contractor to pull one pass at full width with the paver. This created significant construction efficiencies and reduced the impacts to the travelling public. Although this didn’t result in direct savings, the cost of the widened shoulders was partially offset by the paving efficiencies.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 23 Reconstruction in Foley and Pavement Rehabilitation Between Foley and Milaca

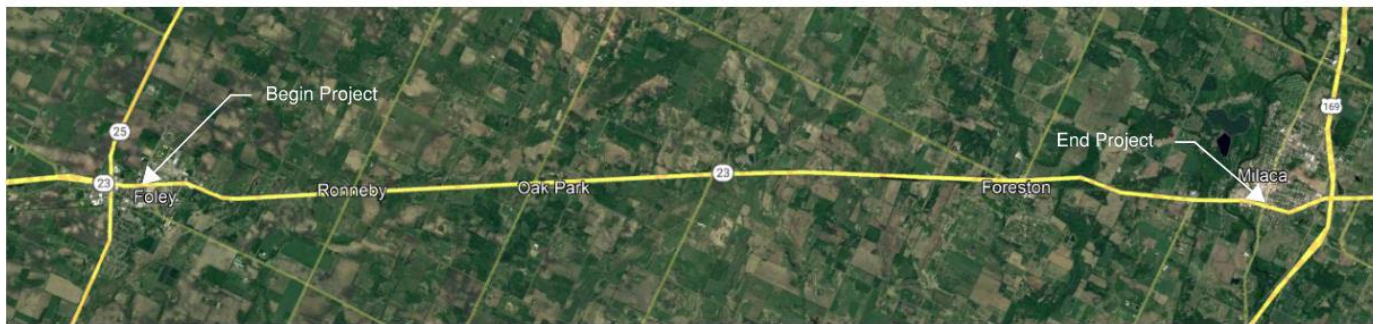
Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 23	0504-20	3	14 Miles	Benton and Mille Lacs Counties	\$18M	Russell Fellbaum	March 25, 2022

Project Description:

On MN 23, reconstruct the roadway from Broadway Ave to just east of 13th Avenue in Foley and perform a mill and overlay from east of 13th Avenue in Foley to the Rum River in Milaca. The project also includes a roundabout in Foley along with ADA improvements.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$800,000
Performance Based Practical Design	\$350,000
11' lanes were utilized through the City of Foley to accommodate the addition of a sidewalk and a trail. Without the road narrowing, the construction of the sidewalks would have required additional right of way and increased the property impacts	\$350,000
Alternative Technical Concepts	\$450,000
The berms between the mainline and the sidewalks were sloped away from the roadway to allow for the addition of the walks and trails through Foley to fit within the existing construction limits	\$450,000
Best Practices Summary	
This primary focus of this project was pavement preservation with limited changes to existing geometry. 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 27 Pavement Rehabilitation from Osakis to US 71

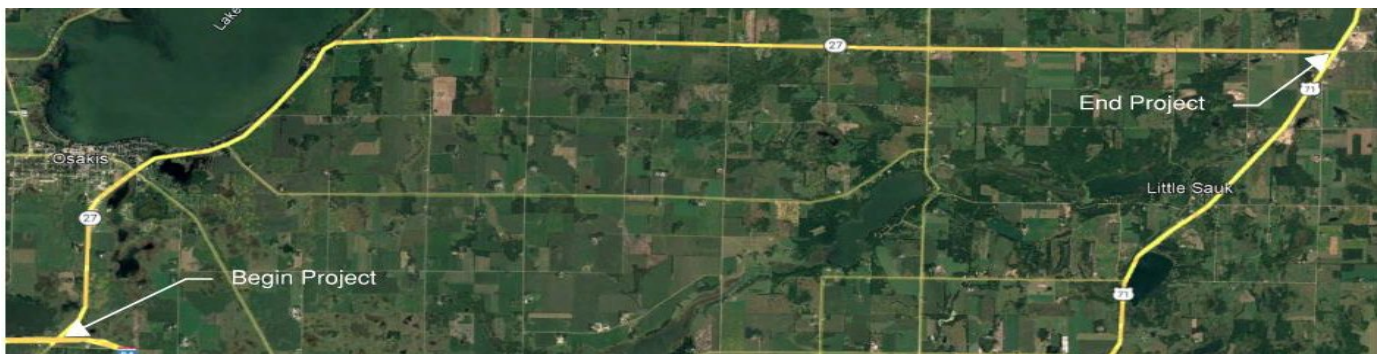
Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 27	7703-16	3	15.5 Miles	Osakis	\$19.6M	Eric Schiller	Jan 7, 2022

Project Description:

This project consists of pavement reclamation with shoulder widening on Trunk Highway 27 from Douglas CSAH 82 in Osakis to the junction with US 71. Mill and Overlay on Trunk Highway 82 from Douglas County CSAH 82 to I-94 along with the replacement of the Wobegon Trail bridge and five additional bridges and box culverts.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$8,600,000
Performance Based Practical Design	\$250,000
A safety study was conducted on the in-place curves. It was determined that a number of curves did not meet current standards. Each of these curves were evaluated for safety and performance issues and only the ones with existing safety issues were upgraded.	\$250,000
Value Engineering	\$8,350,000
The targeted pavement service life for the corridor was set at 20 years. A 20-year pavement life typically results in full reconstruction of the roadway. The geotechnical and pavement engineers developed a pavement section that utilized reclaimed material, geogrid and geotextile fabric. This section achieved the 20-year lifespan without the need to perform full depth reconstruction.	\$8,000,000
A prestressed concrete beam through-girder pedestrian bridge was developed to minimize the grade raise of the Lake Wobegon Trail. The existing bridge only had 14 feet of clearance and the current standard for pedestrian bridges is 17.5'. Using the through girder limited the trail grade raise and significantly reduced the grading and box culvert costs.	\$350,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 371 Reduce Conflict Intersections

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 371	1810-99	3	2 Miles	Baxter	\$6.8M	Luke Wehseler	Apr 22, 2022

Project Description:

To address access and safety issues along the Trunk Highway 371 corridor near the Brainerd International Raceway, a series of reduced conflict intersection are being constructed.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$925,000
Performance Based Practical Design	\$400,000
The installation of five successive reduced conflict intersections (RCI's) will address 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 implementation of RCI's will take the place of constructing a full interchange.	\$400,000
Value Engineering	\$275,000
The addition of the frontage road on the west side of TH 371 in conjunction with the RCI's minimized the amount of full property buyouts and it mitigated the safety issues along the 371 corridor due to the large amount of access points	\$275,000
Alternative Technical Concepts	\$250,000
The entrance to Brainerd Raceway was designed to allow the large race trucks to exit through one of the entrance lanes and make a direct left onto TH 371 south. This design allowed for the elimination of a gate system and additional pavement in the U-turn areas.	\$250,000
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 169 Grade Separation in Elk River

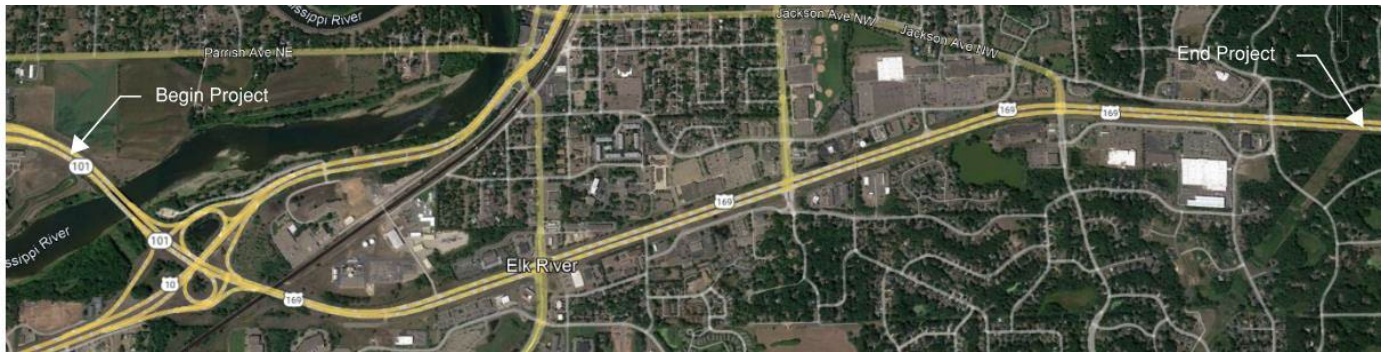
Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
US 169	7106-87	3	3.5 Miles	Elk River	\$123M	Darren Nelson	Feb 18, 2022

Project Description:

This project constructs interchanges at four existing at grade intersections along US 169 in Elk River and converts US 169 to an access controlled highway. The existing interchange at US 69 and US 10 is being reconfigured to accommodate increasing traffic levels.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$24,485,000
Performance Based Practical Design	\$1,500,000
During design, the Main Street and 193 rd St single point urban interchange layouts were optimized to reduce the bridge spans by 50 ft each. This reduction in bridge length not only reduced the overall bridge deck area, but also allowed the bridge beams to be reduced in height by 14 inches. This reduction in height allowed the side street profile to be raised thus reducing earthwork and wall heights.	\$1,500,000
Innovative Construction Staging	\$6,135,000
The mainline profile was designed to alternate from side street under, to side street over as 169 progressed north. This allowed the material cut from a side street over interchange to be used at the adjacent side street under interchange as fill. This reduced the amount of material hauled offsite only to hauled back onsite in a later stage.	\$5,000,000
The permanent ponds were initially partially excavated, and a large portion of the trunk line was installed to use as temporary drainage during early stages of the project. This reduced the amount of BMP's needed in each stage.	\$200,000

The CMGC developed a plan to construct traffic bypasses to allow the Main Street and 193 rd Bridges to be constructed in one stage instead of two.	\$450,000
The construction of the US/169 Interchange and the 197 th Interchange was accelerated to the 2022 construction season. This work had been planned for 2024. The acceleration made for more efficient construction and moved construction from 2025 to 2022 saving inflation costs.	\$485,000
Value Engineering	\$6,850,000
The Value Engineering study evaluated the cost savings for closing the side streets to simplify and expedite the construction of each interchange. The closing of the side streets was implemented into the project and further refined through the CMGC process.	\$3,600,000
The profile of 169 was modified at the 197 th St interchange to balance the earthwork and minimize impacts to utilities in the vicinity of the NE ramp.	\$900,000
During the CGMC process, it was identified that the project was still long material that would need to be hauled off site. The designer and the contractor worked together to identify locations within MnDOT right of way and in the right location based on staging to waste the material onsite.	\$1,800,000
A portion of the retaining wall along the SE ramp of 193 rd Interchange was designed with a gap to allow the trunk storm sewer to outlet into Timeout Pond without the need for a steel casing. This saved both the steel casing cost and the wall cost.	\$300,000
A berm was constructed under the noise wall to reduce the overall wall costs and provide additional area to waste excess material.	\$250,000
Alternative Technical Concepts	\$10,000,000
Single Point Urban Interchanges were designed at three of the intersections to minimize the overall right of way footprint at each interchange. These reduced footprints resulting in needing only two full property acquisitions within the corridor. Utilizing traditional interchange types would have resulted in significant property acquisition along the corridor increasing overall project costs.	\$10,000,000
Best Practices Summary	
The CMGC process generated a large number of efficiencies for this project. Projects with complex staging and MOT are good candidates for CMGC.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 200 Shoulder Widening

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 200	4402-22	4	21 Miles	Mahnomen County	\$13.5M	Justin Knopf	Mar 25, 2022

Project Description:

This project widens the shoulders along TH 200 from the City of Mahnomen to the Mahnomen/Clearwater County Line to address existing safety issues with the existing narrow shoulder and steep inslopes. Turn lanes and a paved sidewalk near Roy Lake was also included in the scope.

Project Map:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$250,000
Performance Based Practical Design	\$250,000
The project consisted of mostly shoulder widening throughout the corridor to address safety issues. Due to environmental and right of way constraints at select locations, a one sized approach of using 1:4 slopes from beginning to end was not an efficient use of funding. Alternative designs with widened shoulders, 1:10 slopes transitioning to 1:3 slopes were used to limit impacts in areas that did not have previous safety concerns.	\$250,000
Best Practices Summary	
This primary focus of this project was pavement preservation with no changes to existing geometry. 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 55 Pavement Rehabilitation from Elbow Lake to Barrett

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
TH 55	2609-28	4	6.8 Miles	Elbow Lake to Barrett	\$8.6M	Tom Pace	Mar 25, 2022

Project Description:

This project consists of a full depth reclamation on Trunk Highway 55 from Elbow Lake to Barrett. The project also included turn lane additions, shoulder widening and ADA improvements.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$100,000
Value Engineering	\$100,000
A snow trap was graded along a portion of the highway in a known blowing snow location. With the available right of way, it was determined to be the most cost effective option.	\$100,000
Best Practices Summary	
This primary focus of this project was pavement preservation with no changes to existing geometry. 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 87 in Frazee

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
TH 87	0306-30	4	2.5 Miles	Frazee	\$6M	Tom Pace	Jan 28, 2022

Project Specific Description:

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. Ponds are being added to treat runoff from both rural and urban projects.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$750,000
Performance Based Practical Design	\$600,000
The overall shoulder pavement width in Frazee was reduced to allow for the construction of a shared use path and ADA improvements reducing the overall right of way needs	\$200,000
Parking was evaluated on a needs basis in partnership with the city. Parking was eliminated in areas with minimal use further reducing the right of way impacts	\$400,000
Value Engineering	\$150,000
The alignment of TH 87 was shifted to better accommodate the new roadway section and reduce the right of way impacts	\$150,000
Best Practices Summary	
The coordination effort between MnDOT and the City 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.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 60 Pavement Rehabilitation from US 52 to TH 63

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
TH 60	7902-25	6	12 Miles	Goodhue and Wabasha Counties	\$11M	Tom Austin	Oct 22, 2021

Project Description:

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement will be rehabilitated with a mill and overlay from US 52 near Zumbrota to TH 63 in Zumbro Falls. The project also consists of replacement of two box culverts, a bridge replacement, reconstruction of TH 60 through Zumbro Falls and ADA improvements.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$500,000
Performance Based Practical Design	\$560,000
The standard shoulder is 8-ft usable width. Performance based practical design was applied and the shoulder width was kept at the existing 4.5-ft usable width	\$560,000
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 65 Pavement Rehabilitation from Newton Ave to I-35

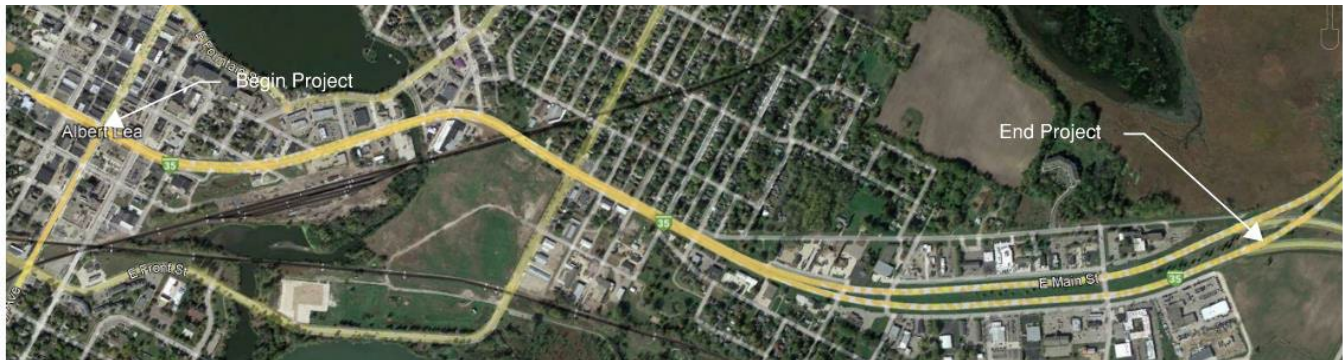
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
TH 65	2405-32	6	2.6 Miles	Albert Lea	\$13M	Tom Austin	Feb 22, 2022

Project Specific Description:

This project will rehabilitate the failing pavement on TH 65 in Albert Lea and improve the ADA facilities throughout the corridor which consist of non-compliant landings and poor pavement. The project also consolidates access and installs RCUTs at Morningside Road and Prospect Avenue. TH 65 will be raised by 2-feet requiring the reconstruction of approximately 1,600 linear feet of Hwy 65. This flood mitigation was identified in the original project scoping report as a need but was not funded. The city was granted funding by the legislature to fund flood mitigation with the Hwy 65 roadway project. In addition, approximately 700 linear feet of Hwy 65 will be reconstructed to provide an inclusive transition between the project beginning point at Newton Avenue and the end of the reconstruction segment at the Shellrock River bridge. The flood mitigation will include a road diet and the added reconstruction will incorporate the reduced roadway width.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$700,000
Performance Based Practical Design	\$700,000
The overall pavement width was reduced by 4 feet in both directions to accommodate reconstruction of the sidewalks and ADA landings within the existing right of way minimizing impacts and costs including avoiding existing retaining walls within the corridor.	\$700,000
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 43 Reconstruction in Winona

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 43	8503-53	6	0.8 Miles	Winona	\$17.3M	Chad Hanson	Feb 9, 2022

Project Description:

The roadway in this section of TH 43 will be reconstructed to improve pavement, construct four roundabouts, manage access, improved drainage, and reconstruct bicycle and pedestrian facilities to improve vehicular, bicycle and pedestrian mobility and safety. The current configuration of the roadway and intersections hinders mobility resulting in safety issues along TH 43 for all user groups. 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.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$650,000
Performance Based Practical Design	\$500,000
The lane width through the project limits was reduced to 11' from the existing 12' wide lanes. The reduction in lane widths reduced the overall right of way needs and the amount of pavement and base construction.	\$500,000
Innovative Construction Staging	\$150,000
The staging of the roundabouts was done in halves to allow traffic through the project site but also minimize the amount of temporary construction.	\$150,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 61 Pavement Rehabilitation from TH 248 to TH 60

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
US 61	7904-44	6	27 Miles	Wabasha and Winona Counties	\$19.1M	Paul Zager	Nov 19, 2021

Project Description:

This project resurfaced southbound Hwy 61 from TH 248 in Wabasha to TH 248 north of Minnesota City with a mill and overlay. The project also included the construction of a reduced conflict intersection at the junction of US 61 and TH 42. Additionally, ADA improvements were made with the City of Weaver. This project resurfaced southbound Hwy 61 from 1.7 mi northwest of MN 60 in Wabasha to 0.1 mi north of TH 248 north of Minnesota City with a mill and overlay. The project also included the construction of a reduced conflict intersection at the junction of US 61 and TH 42. Additionally, ADA improvements were made with the City of Weaver. Bridge work included seven bridges (79001, 79002, 79003, 79004, 79009, and 79010), a road weather information system, lighting, and guard rail improvements. Additional work included a small amount milling and overlay on MN 74 and MN 42

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$2,000,000
Performance Based Practical Design	\$2,000,000
The overall pavement width remained unchanged from the existing. The pavement design was specifically developed to utilize the existing width without impacting the existing inslopes and ditches. A short steepened inslope adjacent to the shoulder also allowed the project to stay within the existing roadway surface.	\$1,500,000
The installation of a reduced conflict intersection (RCI) will address the safety at the TH 42 intersection. The implementation of RCI's will take the place of constructing a full interchange.	\$500,000

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 Highways 15 and 60 Pavement Rehabilitation

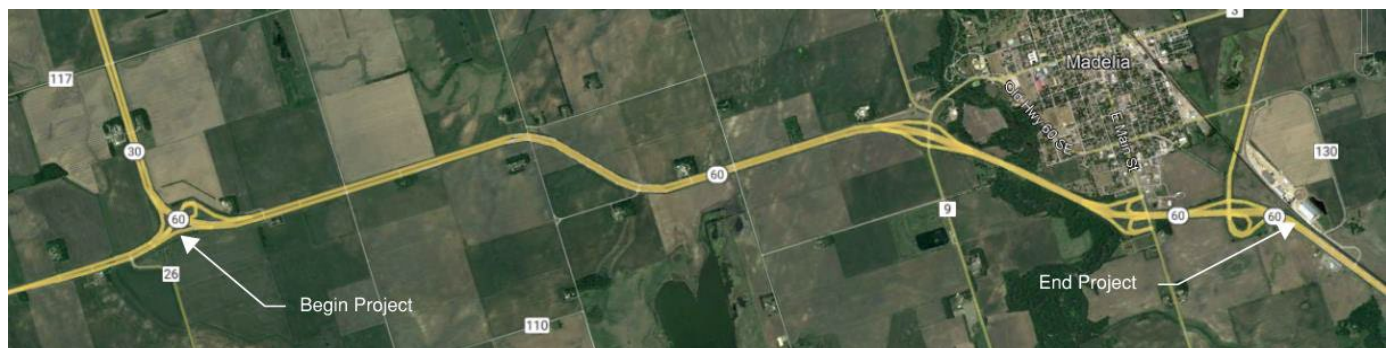
Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 15, MN 60	8304-118	7	7 Miles	Watonwan County	\$25M	Peter Engelmeyer	Jan 28, 2022

Project Description:

This project completes a concrete unbonded overlay on Trunk Highway 60 from the Interchange with Trunk Highway 15 to the east interchange with Trunk Highway 15 in Madelia. from Trunk Highway 4 in the City of Sherburn to Trunk Highway 15 in the City of Fairmont.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$1,025,000
Performance Based Practical Design	\$1,025,000
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	\$750,000
The existing outside shoulder is 10' wide paved. The proposed project maintains a 10' wide useable shoulder with 8' being paved and 2' being aggregate surfacing. This saves the cost of the 2' of bituminous.	\$275,000
Best Practices Summary	
This primary focus of this project was pavement preservation with no changes to existing geometry. 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 263 Pavement Rehabilitation Ceylon to Welcome

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 263	4609-17	7	11 Miles	Martin County	\$12.4M	Forrest Hasty	Mar 25, 2022

Project Description:

This turnback project completes a full-depth reclamation on TH 263 from the City of Ceylon to I-90 along with urban reconstruction in the City of Ceylon. ADA improvements and City of Ceylon utility improvements are also included in the project.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$550,000
Performance Based Practical Design	\$550,000
The existing shoulder on 263 is 7 feet wide with aggregate surfacing. The proposed shoulder is reduced to 4' bituminous with 1.5' aggregate surfacing. This allowed the pavement rehabilitation to remain within the existing road surface eliminating the need to grade the existing inslopes or ditches	\$475,000
The overall pavement width in the parking areas of Ceylon was reduced from 39' to 34'. This reduced the construction cost and future pavement maintenance.	\$75,000
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.	

US 14 Four Lane Expansion New Ulm to Nicollet

Project Specific Summary:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
US 14	5202-58	7	12 Miles	Nicollet County	\$83.5M	Zach Tess	Dec 1, 2021

Project Description:

This project reconstructs US 14 from a two lane highway to a four lane highway from Trunk Highway 15 in New Ulm to the City of Nicollet. The project also constructs two interchanges; one at the junction with Nicollet County Road 37 and one at the intersection with Nicollet County 24 in Courtland. A reduced conflict intersection is also being constructed at 561st Ave.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$8,850,000
Performance Based Practical Design	\$1,350,000
Eleven-foot lanes were utilized on the inside passing lanes in both Used 11' lanes on inside passing lanes for a majority of the project. This saved dollars on pavement, grading and also construction schedule	\$1,250,000
The bridge length was shortened to a 20 foot offset from traveled way instead of the traditional 30 foot offset. This reduced the overall bridge deck by 800 square feet	\$100,000
Value Engineering	\$7,500,000
This project is a portion of an overall US 14 improvement plan from New Ulm to North Mankato. This portion was evaluated as part of an overall Cost Risk Assessment Plus Value Engineering (CRAVE™) study for the corridor. The north portion of this project was recommended to be construct as only a two-lane section instead of a four-lane section. The lower volumes in this segment and limited at-grade intersections allowed this to be implemented.	\$7,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Trunk Highway 36 Pavement Rehabilitation

Project Specific Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Construction Let Cost	Project Manager	Letting Date
MN 36	8204-77	M	12 Miles	Ramsey and Washington Counties	\$17M	Josh Colas	Jan 28, 2022

Project Description:

This project performs a bituminous mill and overlay, signal construction, and ADA improvements on Trunk Highway 36 from Edgerton Street in Maplewood to Greeley Avenue in Stillwater.

Map of Project Limits:



Project Efficiencies Summary:

Total Project Efficiencies Savings	\$500,000
Performance Based Practical Design	\$500,000
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	\$500,000
Best Practices Summary	
This primary focus of this project was pavement preservation with no changes to existing geometry. 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.	