DEPARTMENT OF TRANSPORTATION

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2023

Prepared by:

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Cover photo: MnDOT District 1 Twin Ports Interchange project taken from a drone, Duluth, Minnesota

DEPARTMENT OF TRANSPORTATION

395 John Ireland Boulevard
Saint Paul, Minnesota 55155

December 15, 2023

The Honorable Frank Hornstein
Chair
House Transportation Finance & Policy Committee
563 State Office Building
Saint Paul, Minnesota 55155

The Honorable Scott Dibble
Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, Minnesota 55155

The Honorable John Petersburg
GOP Lead
House Transportation Finance & Policy Committee
217 State Office Building
Saint Paul, Minnesota 55155

The Honorable John Jasinski
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2227 Minnesota Senate Building
St. Paul, Minnesota 55155

Re: 2023 Major Highway Projects Report

Dear Legislators,

The Minnesota Department of Transportation is pleased to present the annual report to the Legislature on major highway projects, trunk highway fund expenditures and efficiencies.

As required by Minnesota Statute 174.56, the report details the projects that are either under construction, programmed for construction or planned for construction within the next 15 years. The report includes the status of major highway projects around the state, an environmental mitigation cost comparison for representative projects and trunk highway fund expenditures.

Please let me know if you have questions. You can also contact Erik Rudeen, at erik.rudeen@state.mn.us, or 612-430-2487.

Sincerely,

Nancy Daubenberger, P.E.
Commissioner

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Legislative Request

This report was completed to comply with Minn. Stat. 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 $105,000.

The costs reported for the 2023 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 Minn. Stat. 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 (2022-2023) or identified for construction in the next four years (2024-2027), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2028-2038 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 2023.

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, Highway 36 in Ramsey and Washington Counties, highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. For Greater Minnesota, the Highway 12 project in Big Stone and Swift Counties, located in MnDOT's District 4, provides an example of the types of environmental mitigation in rural areas in Greater Minnesota.

Trunk Highway Fund Expenditures

Fiscal year 2023 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 2023, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2022, but due to processing time would have been paid in fiscal year 2023.

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 2023 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, snow and ice cost per plow mile driven, 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. Five productivity measures show an increasing or slightly increasing trend over the analysis period (bridge inspection cost per square foot of deck area, bridge maintenance 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 2023, MnDOT identified an estimated $94 million in savings from new and revised practices deployed across the organization. Including both fiscal year 2022 and 2023 savings, MnDOT achieved an estimated $161.9 million in saving from these practices. Most of these efficiencies identified in FY 2023 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 447 projects that met the statutory cost threshold. The information provided in this report is current as of November 2023.

Table 1: Projects included in 2023 Major Highway Projects Report

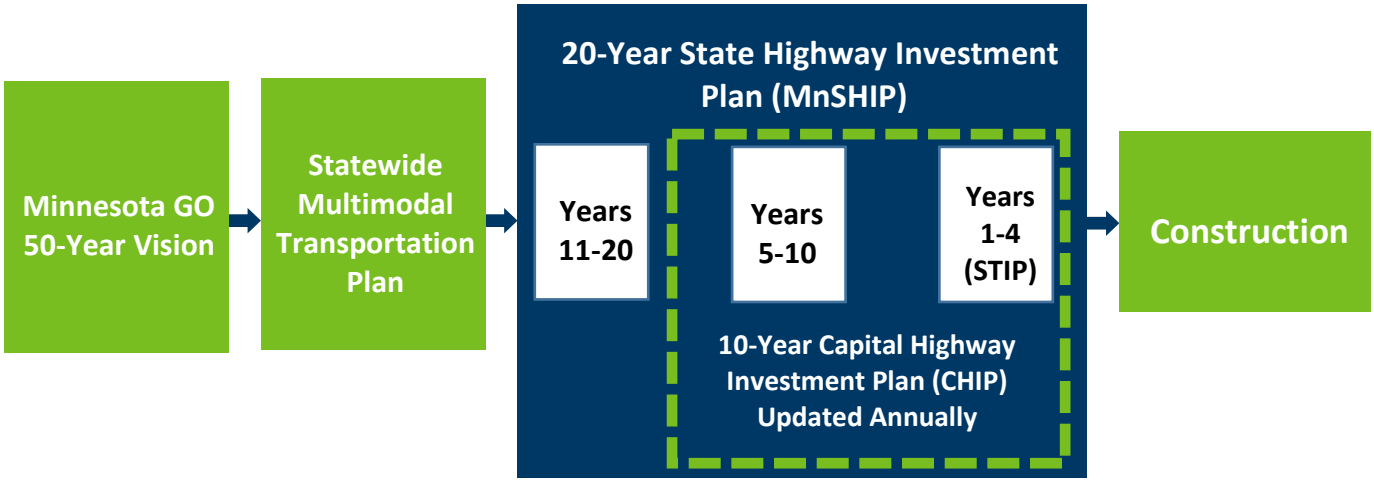
MnDOT District	Number of projects completed, under construction or listed in the STIP	Projects in years 2022-2033	Total Projects
1	29	41	70
2	20	38	58
3	15	50	65
4	13	32	45
6	26	43	69
7	21	34	55
8	11	20	31
Metro	6	48	54
Total	**141**	**306**	**447**

Of the 447 projects reported this year, 54 are in the Twin Cities metro area and 393 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 2024-27) are those listed in the 2024-2027 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 2028-33) 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 2034-40); 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 FAST Act and IIJA 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 2023-26 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2028-40 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 2022-23.

The segment of Highway 36 in Ramsey and Washington Counties is located 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 is located in Big Stone and Swift Counties in MnDOT's District 4. This segment of Highway 12 is an example of the type of environmental mitigation in rural areas of Greater Minnesota.

Metro District Project: Highway 36 (Ramsey and Washington Counties)

This MnDOT Metro District project spanned 9.4 miles along Highway 36 from English Street to Greeley Street South, in the municipality of Stillwater. The work consisted of bituminous milling and surfacing, traffic signals, lighting, accessibility and drainage improvements. Environmental mitigation measures used on the project included an assessment for subsoil contamination and constructing a filtration/infiltration basin to reduce increased stormwater volume due to additional impervious surfaces.

Environmental mitigation and compliance costs of $367,000 are detailed below and account for approximately 1.7 percent of project costs.

The total project cost (also detailed below) was $21 million. The construction cost of the project was $17.5 million, right-of-way costs were $159,000 and project engineering costs were $3.3 million.

Table 2: Environmental Mitigation Percentage for Highway 36 in Ramsey and Washington Counties

Environmental Mitigation & Compliance Costs Breakdown: Hwy 36	
Environmental Process and Documents: Costs NOT included in the mitigation cost total	
Categorical exclusion determination document (employee and contractor costs to write document)	$66,100
TOTAL	**$66,100**
Preconstruction Engineering Costs	
Contamination investigation	$36,700
Sub-Total	**$36,700**
Construction Engineering / Administration Costs	
Wetlands mitigation credits	$300
Sub-Total	**$300**
Construction Costs	
Infiltration basin	$80,000
Erosion control and stormwater management	$171,800
Restoration and revegetation	$78,200
Sub-Total	**$330,000**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$367,000**

*All numbers are rounded

Environmental Mitigation & Compliance Costs Breakdown: Hwy 36

Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,900,200
Construction Engineering / Administration	$1,424,700
Sub-Total	**$3,324,900**
Right of Way Costs (land only)	
Total Project Right of Way Costs	$159,000
Sub-Total	**$159,000**
Construction Costs	
Total Project Construction Costs	$17,530,500
Sub-Total	**$17,530,500**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$3,324,900
Total Right of Way Costs	$159,000
Total Project Construction Costs	$17,530,500
TOTAL	**$21,014,400**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$367,000 Env Cost divided by $21,014,400 Total Cost =	**1.7%**

*All numbers are rounded

Greater Minnesota Project: Highway 12 in Big Stone and Swift Counties

This District 4 project on Highway 12 covered a total of 25.7 miles in rural Big Stone and Swift Counties. The work consisted of resurfacing of the highway, widening of the shoulders by 5 feet, and snowdrift mitigation.

Environmental mitigation measures used on the project included infiltration basins to reduce the increased stormwater volume due to additional impervious surfaces, compensatory wetland mitigation to offset approximately 14.8 acres of permanent aquatic resource impacts, and using a special aggregate material to assist terrestrial wildlife to traverse riprap near Minnesota DNR-managed lands.

Environmental mitigation and compliance costs of $2,259,500 are detailed below and account for approximately 7.8 percent of project costs.

The total project cost, detailed below, was $29 million. The construction cost of the project was $23.9 million, right of way costs were $1.87 million and project engineering costs were $3.2 million.

Table 3: Environmental Mitigation Percentage for Highway 12 in Big Stone and Swift Counties

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 12
Environmental Documents: Costs NOT included in the mitigation cost total	
Categorical exclusion determination document (employee and contractor costs to write document)	$22,600
Environmental documentation and wetland delineation (contractor)	$99,400
TOTAL	**$122,000**
Preconstruction Engineering Costs	
N/A	$0
Sub-Total	**$0**
Construction Engineering / Administration Costs	
Wetland mitigation credits	$693,300
Erosion control and stormwater management	$10,000
Sub-Total	**$703,300**
Construction Costs	
Contaminated material haul and disposal	$25,000
Infiltration basins	$255,900
Environmental site and regulated waste/asbestos assessments	$105,400
Erosion control and stormwater management	$796,900
Restoration and revegetation	$355,100
Wildlife management	$17,900
Sub-Total	**$1,556,200**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$2,259,500**

*All numbers are rounded

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 12

Project Delivery Costs (Engineering)	
Preconstruction Engineering	$2,188,200
Construction Engineering / Administration	$1,033,000
Sub-Total	**$3,221,200**

Right of Way Costs	
Total Project Right of Way Costs	$1,870,500
Sub-Total	**$1,870,500**
Construction Costs	
Total Project Construction Costs	$23,906,400
Sub-Total	**$23,906,400**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$3,221,200
Total Right of Way Costs	$1,870,500
Total Project Construction Costs	$23,906,400
TOTAL	**$28,998,100**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$2,259,500 divided by $28,998,100 =	**7.8%**

*All numbers are rounded

Trunk Highway Fund Expenditures

The graph below contains fiscal year 2023 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	2023 TH Fund Expenditures
1	Road construction	1,482.1
2	Design and engineering	238.3
3	Labor	488.1
4	Acquisition of right of way	72.5
5	Litigation	6.2
6	Maintenance	133.3
7	Road operations	400.9
8	Planning	13.4
9	Environmental compliance	32.2
10	Administration	157.1
TOTAL		**3,024.2**

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

2023 Products and Services Summary

2023 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

			2022-2023 Biennium			
Department Summary	**2021**	**Totals**	**2022**	**Totals**	**2023**	**Totals**
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	239,833	248,794	519,700	198,672	689,377,038	279,954,603
Aviation Safety Operation and Regulation	6,083	5,123	11,697	6,346	7,261,084	7,272,201
Bicycle & Pedestrian Planning & Grants	2,927	3,100	14,615	2,752	4,941,791	4,426,488
Bridges & Structures Inspection & Maintenance	12,910	14,169	12,017	12,582	11,885,378	13,468,486
Commercial Truck and Bus Safety	4,467	3,461	4,259	3,077	4,269,193	3,399,191
County State Aid Highway	1,199,630	1,017,273	1,203,128	988,162	1,205,799,826	955,554,849
Develop Hwy Improvement Projects - PE	91,127	91,212	89,717	76,221	81,777,601	80,769,224
External Partner Support	62,852	40,181	52,375	29,924	83,425,594	56,333,897
Freight Rail Improvements	12,118	1,163	5,569	4,884	590,563	7,581,860
Freight System Planning	764	418	1,728	591,260	734,548	410,431
Hwy Construction Mgmt. Oversight - CE	40,922	41,977	31,332	34,385	38,208,171	41,819,933
Intercity Passenger Rail Improvement	404	254	10,397	269,017	420,600	470,162
Light and Commuter Rail	540	40	-	-	-	-
Municipal State Aid Highway	210,665	175,220	249,202	152,764	229,105,542	206,936,904
Plan Highway System	28,190	24,550	41,573	29,081	37,032,980	31,594,532
Port Improvements	2,533	2,582	89,009	84,491	90,440	87,647
Radio Towers and Communications	15,383	15,300	5,364	5,731	13,902,509	13,913,000
Rail Safety	8,654	4,388	7,737	6,120	5,507,249	6,640,388
Research and Development	19,476	14,731	19,746	14,625	20,590,203	17,559,053
Road and Roadside Maintenance*	62,559	69,691	59,689	60,927	54,441,485	65,800,464
Snow and Ice	89,973	102,401	86,213	90,925	111,164,829	136,234,394
State Road Construction	1,181,898	1,300,317	1,306,532	1,372,795	1,001,485,476	1,374,231,844
Traffic Operations and Maintenance	48,023	56,324	50,722	56,705	53,844,494	59,727,672
Transit Planning and Grants	209,111	141,636	182,577	170,938	170,651,586	183,309,173
Trunk Highway Debt Service	250,766	183,359	235,849	214,061	289,364,000	251,998,113
Direct	**3,801,807**	**3,557,662**	**4,201,827**	**3,529,622**	**4,115,872,181**	**3,799,494,507**
Agency Overhead	**432,549**	**400,218**	**454,408**	**391,212**	**441,511,031**	**467,158,736**
Grand Total	**4,234,356**	**3,957,880**	**4,656,235**	**3,920,834**	**4,557,383,213**	**4,266,653,243**

Note: In 2021 and 2022, the dollar amounts listed in the tables are in thousands. Totals may not add up due to rounding. In 2023, the dollar amounts reflect actual amounts and are not rounded to thousands.

Note: Upon continued products and services maturity, fleet and inventory costs were included in Direct Expenses. Fleet and inventory (including salt/sand purchases) totaled approximately $103 million in FY2023.

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment, and statewide indirect costs. These specifics items totaled approximately $15 million in FY23.

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	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	-	-	-	-	-	-	-	-	-	-	689,377,038	279,954,603	-	-
Aviation Safety Operation & Regulation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,261,084	7,272,201	-	-
Bicycle & Pedestrian Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	1,193,313	300,087	3,748,478	4,126,402	-	-
Bridges/Structures Inspection & Maint.	-	-	-	-	-	-	-	-	1,927,439	1,827,268	9,911,204	11,614,478	-	-	-	-	46,736	26,740
Commercial Truck and Bus Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,269,193	3,399,191	-	-
County State Aid Hwy	-	-	-	-	-	-	-	-	-	-	34,558,511	16,362,267	1,171,219,571	939,170,838	21,744	21,744	-	-
Develop Hwy Improvement Projects - PE	-	-	-	-	3,025,761	2,243,049	-	-	28,142,367	28,238,765	44,025,101	44,404,208	2,947,251	877,341	2,143,388	3,651,675	1,493,734	1,354,187
External Partner Support	-	-	-	-	326,198	(326,198)	-	-	2,106,062	3,397,966	74,206,415	48,034,816	5,287,143	4,061,597	1,373,276	956,968	126,500	208,748
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	10,013	-	-	590,563	7,571,846	-	-
Freight System Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	734,548	410,431	-	-
Hwy Construction Mgmt. Oversight - CE	-	-	19,552	17,524	1,264,286	1,137,921	-	-	7,832,420	8,048,655	28,410,114	31,400,960	-	-	-	596,936	681,799	617,936
Intercity Passenger Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420,600	470,162	-	-
Municipal State Aid Hwy	-	-	-	-	-	-	-	-	-	-	-	-	229,105,542	206,936,904	-	-	-	-
Plan Highway System	-	-	7,384,810	2,322,618	536,095	411,622	-	-	2,054,751	1,900,921	9,759,512	6,941,325	-	3,229,535	17,297,091	16,786,770	722	1,741
Port Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90,440	87,647	-	-
Radio Towers & Communications	-	-	-	-	-	-	-	-	-	-	-	-	13,902,509	13,913,000	-	-	-	-
Rail Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,507,249	6,640,388	-	-
Research & Development	-	-	-	-	-	-	-	-	1,694,206	1,819,621	4,362,082	3,069,014	-	-	14,530,175	12,661,398	3,740	9,020
Road & Roadside Maintenance	-	-	-	-	-	-	-	-	817,074	872,384	53,615,539	64,898,708	-	24,290	-	-	8,873	5,081
Snow and Ice	-	-	-	-	-	-	-	-	-	640,508	111,164,304	135,560,664	-	32,921	-	-	525	301
State Road Construction	-	-	-	-	-	-	-	-	3,010,000	2,881,730	972,613,483	1,337,631,422	-	-	25,861,993	33,718,692	-	-
Traffic Operation & Maintenance	-	-	-	-	-	-	-	-	190,070	159,980	53,405,749	59,159,934	-	-	200,000	379,904	48,674	27,854
Transit Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	170,651,586	183,309,173	-	-
Trunk Hwy Debt Service	-	-	281,064,000	-	-	-	-	-	-	-	-	-	-	-	8,300,000	251,998,113	-	-
Direct	**-**	**-**	**288,468,362**	**2,340,142**	**5,152,340**	**3,466,395**	**-**	**-**	**47,774,388**	**49,787,798**	**1,396,032,014**	**1,759,087,810**	**1,425,082**	**1,531,196**	**1,284,543**	**1,226,217**	**1,396**	**1,845**
Agency Overhead	**6,366,606**	**5,987,939**	**75,726,691**	**59,896,141**	**7,671,753**	**6,250,598**	**5,538,826**	**5,710,351**	**39,692,444**	**42,679,738**	**249,934,045**	**293,442,540**	**8,560,772**	**7,746,750**	**21,108,327**	**19,456,378**	**26,911,568**	**25,988,301**
Grand Total	**6,366,606**	**5,987,939**	**364,195,053**	**62,236,283**	**12,824,093**	**9,716,993**	**5,538,826**	**5,710,351**	**87,466,832**	**92,467,536**	**1,645,966,059**	**2,052,530,349**	**1,432,216,100**	**1,176,293,262**	**973,486,774**	**833,470,621**	**29,322,870**	**28,239,909**

Note: The dollar amounts in this table reflect actual amounts and are not rounded to thousands.

Offices and Divisions

Chief Counsel Division	Chief Counsel		Total	
Products and Services	Budget	Spent	Budget	Spent
Agency Overhead	6,366,606	5,987,939	6,366,606	5,987,939
Grand Total	**6,366,606**	**5,987,939**	**6,366,606**	**5,987,939**

Chief Financial Officer Division	Corp. Accts & Risk Reserve		Financial Management		Tech. Investment Mgmt.		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Hwy Construction Mgmt Oversight - CE	-	-	19,552	17,524	-	-	19,552	17,524
Plan Highway System	-	-	7,384,269	2,321,796	541	822	7,384,810	2,322,618
Trunk Highway Debt Service	281,064,000	-	-	-	-	-	281,064,000	-
Direct	**281,064,000**	**-**	**7,403,821**	**2,339,320**	**541**	**822**	**288,468,362**	**2,340,142**
Agency Overhead	**35,399,230**	**18,370,834**	**10,815,674**	**10,736,530**	**29,511,788**	**30,788,777**	**75,726,691**	**59,896,141**
Grand Total	**316,463,230**	**18,370,834**	**18,219,495**	**13,075,850**	**29,512,329**	**30,789,599**	**364,195,053**	**62,236,283**

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	**2,500,880**	**2,732,504**	**1,488,498**	**1,480,208**	**672,726**	**714,777**	**876,722**	**782,863**	**5,538,826**	**5,710,351**
Grand Total	**2,500,880**	**2,732,504**	**1,488,498**	**1,480,208**	**672,726**	**714,777**	**876,722**	**782,863**	**5,538,826**	**5,710,351**

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			3,025,761	2,243,049	-	-	-	-	-	-	3,025,761	2,243,049
External Partner Support			326,198	(326,198)	-	-	-	-	-	-	326,198	(326,198)
Highway Construction Management Oversight - CE			1,264,286	1,137,921	-	-	-	-	-	-	1,264,286	1,137,921
Plan Highway System			536,095	411,622	-	-	-	-	-	-	536,095	411,622
Direct	**-**	**-**	**5,152,340**	**3,466,395**	**-**	**-**	**-**	**-**	**-**	**-**	**5,152,340**	**3,466,395**
Agency Overhead	**390,411**	**213,177**	**2,034,416**	**1,841,200**	**2,911,141**	**2,742,018**	**1,345,174**	**1,241,392**	**990,611**	**212,812**	**7,671,753**	**6,250,598**
Grand Total	**390,411**	**213,177**	**7,186,756**	**5,307,595**	**2,911,141**	**2,742,018**	**1,345,174**	**1,241,392**	**990,611**	**212,812**	**12,824,093**	**9,716,993**

Note: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands.

Engineering Services Division	Bridges		Construction & Innovative Contracting		Consultant Services		Engineering Services Admin		Environmental Stewardship	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	1,056,998	1,122,139	-	-	867,076	701,416	-	-	3,365	3,714
Develop Highway Improvement Projects - PE	5,325,058	5,606,039	281,053	278,813	6,627,184	5,863,478	12,779	13,943	2,756,918	2,864,261
External Partner Support	881,262	1,244,982	91,800	90,316	-	-	-	-	156,000	14,525
Highway Construction Management Oversight - CE	1,000,385	1,053,148	1,429,240	1,416,977	702,185	621,049	3,759	4,442	190,494	212,366
Plan Highway System	75,044	52,200	-	-	1,560,767	1,556,130	22,196	21,461	380,564	254,952
Research and Development	133,542	92,906	-	-	158,329	157,929	-	-	153,172	109,238
Road and Roadside Maintenance	1,010	1,145	-	-	14,809	12,004	-	41,181	317,561	337,458
Snow and Ice	-	-	-	-	-	-	-	640,508	-	-
State Road Construction	600,000	599,999	-	-	-	-	-	-	150,000	150,351
Traffic Operations and Maintenance	24,036	25,420	-	-	165,388	133,849	-	-	645	711
Direct	**9,097,336**	**9,797,978**	**1,802,093**	**1,786,105**	**10,095,737**	**9,045,855**	**38,734**	**721,535**	**4,108,719**	**3,947,576**
Agency Overhead	**5,678,923**	**5,987,251**	**1,444,066**	**1,431,723**	**3,024,263**	**2,649,616**	**9,177,243**	**10,964,287**	**3,974,579**	**4,190,187**
Grand Total	**14,776,259**	**15,785,229**	**3,246,159**	**3,217,828**	**13,120,000**	**11,695,471**	**9,215,977**	**11,685,822**	**8,083,298**	**8,137,764**

Engineering Services Division (continued)	Land Management		Materials & Road Research		Project Management and Technical Support		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	-	-	-	-	-	-	1,927,439	1,827,268
Develop Highway Improvement Projects - PE	7,316,622	7,320,420	2,903,595	3,082,618	2,919,157	3,209,193	28,142,367	28,238,765
External Partner Support	120,000	93,865	857,000	1,954,278	-	-	2,106,062	3,397,966
Highway Construction Management Oversight - CE	251,086	178,495	3,093,740	3,284,977	1,161,532	1,277,201	7,832,420	8,048,655
Plan Highway System	-	-	-	-	16,179	16,178	2,054,751	1,900,921
Research and Development	-	-	1,233,314	1,443,700	15,849	15,847	1,694,206	1,819,621
Road and Roadside Maintenance	483,695	480,596	-	-	-	-	817,074	872,384
Snow and Ice	-	-	-	-	-	-	-	640,508
State Road Construction	600,000	469,999	600,000	599,011	1,060,000	1,062,370	3,010,000	2,881,730
Traffic Operations and Maintenance	-	-	-	-	-	-	190,070	159,980
Direct	**8,771,402**	**8,543,374**	**8,687,649**	**10,364,585**	**5,172,717**	**5,580,789**	**47,774,388**	**49,787,798**
Agency Overhead	**5,171,616**	**5,297,532**	**6,694,854**	**7,184,003**	**4,526,901**	**4,975,139**	**39,692,444**	**42,679,738**
Grand Total	**13,943,018**	**13,840,906**	**15,382,503**	**17,548,588**	**9,699,618**	**10,555,928**	**87,466,832**	**92,467,536**

Note: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands.

Operations Division	District 1		District 2		District 3		District 4	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	864,442	1,066,524	360,673	464,452	708,117	834,044	301,267	392,252
County State Aid Highway	14,304	782,371	1,737,515	614,478	638,887	1,054,941	742,400	564,444
Develop Highway Improvement Projects - PE	5,285,955	5,690,716	2,803,048	2,988,354	4,144,983	4,245,733	2,473,721	2,668,056
External Partner Support	5,962,387	3,845,572	504,142	773,359	1,008,088	512,238	1,640,970	1,030,474
Freight Rail Improvements	-	-	-	-	-	-	-	-
Highway Construction Management Oversight - CE	4,624,585	4,971,256	941,960	1,004,332	2,206,770	2,261,027	1,016,724	1,096,906
Plan Highway System	634,826	635,515	352,449	366,609	328,372	343,355	248,091	248,638
Research and Development	-	-	-	-	626	649	-	-
Road and Roadside Maintenance	4,371,606	5,535,300	4,374,125	5,395,994	6,002,460	7,207,749	4,142,993	5,615,075
Snow and Ice	14,938,238	18,917,025	8,593,093	10,834,207	12,895,525	15,570,301	10,062,476	13,456,017
State Road Construction	253,783,922	246,372,589	43,591,501	65,256,582	98,438,085	122,551,084	54,957,202	70,303,295
Traffic Operations and Maintenance	2,226,963	2,394,158	1,914,627	879,595	3,056,140	3,968,567	2,930,891	2,492,738
Direct	**292,707,228**	**290,211,026**	**65,173,133**	**88,577,963**	**129,428,054**	**158,549,688**	**78,516,735**	**97,867,894**
Agency Overhead	**18,097,761**	**21,924,440**	**11,813,851**	**14,330,979**	**18,670,544**	**20,371,085**	**13,139,957**	**16,174,465**
Grand Total	**310,804,989**	**312,135,465**	**76,986,984**	**102,908,942**	**148,098,597**	**178,920,773**	**91,656,692**	**114,042,359**

Operations Division (continued)	District 6		District 7		District 8		Metro District	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	1,991,588	2,208,324	864,236	1,007,936	456,364	563,830	4,348,753	5,058,199
County State Aid Highway	-	-	-	-	-	-	31,425,405	13,346,033
Develop Highway Improvement Projects - PE	4,128,662	4,373,193	2,328,243	2,544,752	1,817,887	2,051,375	18,494,863	17,251,060
External Partner Support	2,031,220	936,785	48,956,528	33,447,218	2,616,353	184,796	11,201,367	7,055,560
Freight Rail Improvements	-	-	-	-	-	-	-	10,013
Highway Construction Management Oversight - CE	4,356,015	4,614,656	1,708,478	1,867,907	1,413,912	1,595,181	12,153,885	13,782,493
Plan Highway System	223,926	257,736	337,946	329,389	405,844	304,616	1,701,165	2,096,504
Research and Development	47	78	92	103	-	-	1,223	1,187
Road and Roadside Maintenance	6,521,635	7,503,537	5,499,557	6,517,647	2,720,223	3,319,083	15,434,961	18,228,024
Snow and Ice	11,892,751	13,625,229	10,634,039	12,596,816	7,013,424	8,703,441	31,736,709	37,687,043
State Road Construction	90,457,064	112,690,786	58,891,635	104,328,870	40,681,925	45,380,584	331,397,226	570,475,470
Traffic Operations and Maintenance	2,887,789	4,480,978	1,386,838	1,866,826	1,554,481	1,011,637	19,969,141	22,647,886
Direct	**124,490,698**	**150,691,302**	**130,607,591**	**164,507,461**	**58,680,413**	**63,114,543**	**477,864,697**	**707,639,472**
Agency Overhead	**19,866,926**	**21,443,973**	**15,371,487**	**17,809,409**	**12,480,319**	**13,928,594**	**66,465,957**	**76,027,427**
Grand Total	**144,357,624**	**172,135,274**	**145,979,078**	**182,316,870**	**71,160,732**	**77,043,137**	**544,330,653**	**783,666,899**

Note: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands.

Operations Division (continued)	CAV-X		Electrical Services Section		Maintenance		Operations Division Admin		Traffic Engineering		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	-	-	8,980	13,726	-	-	-	-	6,785	5,192	9,911,204	11,614,478
County State Aid Highway	-	-	-	-	-	-	-	-	-	-	34,558,511	16,362,267
Develop Highway Improvement Projects - PE	-	-	10,758	11,538	-	-	348,383	356,776	2,188,596	2,222,656	44,025,101	44,404,208
External Partner Support	-	-	62,101	95,979	-	-	65,100	70,888	158,159	81,947	74,206,415	48,034,816
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	10,013
Hwy Construction Mgmt Oversight - CE	(199,647)	7,344	155,188	166,375			22,332	22,976	9,912	10,510	28,410,114	31,400,960
Plan Highway System	752,760	512,234	-	-	-	-	-	-	4,774,132	1,846,728	9,759,512	6,941,325
Research and Development	4,217,409	2,870,447	-	-	-	-	-	-	142,685	196,550	4,362,082	3,069,014
Road and Roadside Maintenance	-	-	-	187	4,542,517	5,570,051	5,463	6,061	-	-	53,615,539	64,898,708
Snow and Ice	-	-	11,742	17,709	3,386,306	4,152,875	-	-	-	-	111,164,304	135,560,664
State Road Construction	1,602	1,602	-	-	-	-	353,321	218,646	60,000	51,914	972,613,483	1,337,631,422
Traffic Operations and Maintenance	-	1,257	6,305,614	9,685,013	10,070,443	8,715,594	450,089	505,807	652,734	509,879	53,405,749	59,159,934
Direct	**4,772,124**	**3,392,884**	**6,554,382**	**9,990,526**	**17,999,266**	**18,438,520**	**1,244,688**	**1,181,154**	**7,993,004**	**4,925,376**	**1,396,032,014**	**1,759,087,810**
Agency Overhead	**1,929,482**	**767,115**	**1,625,157**	**2,484,486**	**64,187,755**	**81,665,782**	**3,675,752**	**3,955,800**	**2,609,099**	**2,558,986**	**249,934,045**	**293,442,540**
Grand Total	**6,701,606**	**4,160,000**	**8,179,539**	**12,475,012**	**82,187,021**	**100,104,302**	**4,920,440**	**5,136,954**	**10,602,103**	**7,484,362**	**1,645,966,059**	**2,052,530,349**

State Aid Division	State Aid for Local Transportation		Statewide Radio Communications		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Bicycle and Pedestrian Planning and Grants	1,193,313	300,087	-	-	1,193,313	300,087
County State Aid Highway	1,171,219,571	939,170,838	-	-	1,171,219,571	939,170,838
Develop Highway Improvement Projects - PE	2,947,251	877,341	-	-	2,947,251	877,341
External Partner Support	1,400,000	863,120	3,887,143	3,198,477	5,287,143	4,061,597
Municipal State Aid Highway	229,105,542	206,936,904	-	-	229,105,542	206,936,904
Plan Highway System	-	3,229,535	-	-	-	3,229,535
Radio Towers and Communications	-	-	13,902,509	13,913,000	13,902,509	13,913,000
Road and Roadside Maintenance	-	-	-	24,290	-	24,290
Snow and Ice	-	-	-	32,921	-	32,921
Direct	**1,405,865,677**	**1,151,377,825**	**17,789,652**	**17,168,687**	**1,423,655,328**	**1,168,546,512**
Agency Overhead	**4,919,281**	**3,402,794**	**3,641,491**	**4,343,956**	**8,560,772**	**7,746,750**
Grand Total	**1,410,784,957**	**1,154,780,619**	**21,431,143**	**21,512,644**	**1,432,216,100**	**1,176,293,262**

Note: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands.

Sustainability, Planning & Program Mgmt.	Aeronautics		Freight & Comm. Vehicle Ops		Passenger Rail		Research & Innovation		Sustainability & Public Health	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	689,377,038	279,954,603	-	-	-	-	-	-	-	-
Aviation Safety Operation & Regulation	7,261,084	7,272,201	-	-	-	-	-	-	-	-
Bike & Ped Planning & Grants	-	-	-	-	-	-	-	-	-	-
Commercial Truck & Bus Safety	-	-	4,269,193	3,399,191	-	-	-	-	-	-
County State Aid Highway	-	-	-	-	-	-	-	-	-	-
Develop Hwy Improvement Projects - PE	-	-	-	-	-	-	-	-	382,264	376,521
External Partner Support	-	-	1,000,000	801,554	-	-	362,905	145,043	-	-
Freight Rail Improvements	-	-	590,563	7,571,846	-	-	-	-	-	-
Freight System Planning	-	-	734,548	410,431	-	-	-	-	-	-
Hwy Construction Mgmt Oversight - CE	-	-	-	-	-	-	-	-	-	-
Intercity Passenger Rail Improvement	-	-	-	-	420,600	470,162	-	-	-	-
Plan Highway System	-	-	-	-	-	-	351,844	238,943	120,000	120,000
Port Improvements	-	-	90,440	87,647	-	-	-	-	-	-
Rail Safety	-	-	5,507,249	6,640,388	-	-	-	-	-	-
Research and Development	-	-	-	-	-	-	14,504,015	12,524,282	-	-
State Road Construction	-	-	-	-	-	-	-	-	-	-
Traffic Ops & Maintenance	-	-	-	-	-	-	-	-	-	-
Transit Planning and Grants	-	-	-	-	-	-	-	-	-	-
Trunk Highway Debt Service	-	-	8,300,000	-	-	-	-	-	-	-
Direct	**696,638,122**	**287,226,804**	**20,491,994**	**18,911,058**	**420,600**	**470,162**	**15,218,764**	**12,908,268**	**502,264**	**496,521**
Agency Overhead	**4,687,809**	**3,240,136**	**4,984,748**	**4,365,466**	**79,400**	**88,741**	**858,801**	**875,778**	**471,003**	**473,753**
Grand Total	**701,325,931**	**290,466,941**	**25,476,742**	**23,276,524**	**500,000**	**558,902**	**16,077,565**	**13,784,046**	**973,267**	**970,273**

Sustainability, Planning & Program Mgmt. (con't)	Sustain., Plan. & Public Health Admin.		Transit & Active Transportation		Transportation System Mgmt.		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	-	-	689,377,038	279,954,603
Aviation Safety Operation & Regulation	-	-	-	-	-	-	7,261,084	7,272,201
Bike & Ped Planning & Grants	-	-	3,748,478	4,126,402	-	-	3,748,478	4,126,402
Commercial Truck & Bus Safety	-	-	-	-	-	-	4,269,193	3,399,191
County State Aid Highway	-	-	-	-	21,744	21,744	21,744	21,744
Develop Hwy Improvement Projects - PE	1,662,394	2,093,326	-	-	98,730	1,181,829	2,143,388	3,651,675
External Partner Support	-	-	10,371	10,371	-	-	1,373,276	956,968
Freight Rail Improvements	-	-	-	-	-	-	590,563	7,571,846
Freight System Planning	-	-	-	-	-	-	734,548	410,431
Hwy Construction Management Oversight - CE	-	-	-	-	-	596,936	-	596,936
Intercity Passenger Rail Improvement	-	-	-	-	-	-	420,600	470,162
Plan Highway System	35,100	44,491	-	-	16,790,147	16,383,336	17,297,091	16,786,770
Port Improvements	-	-	-	-	-	-	90,440	87,647
Rail Safety	-	-	-	-	-	-	5,507,249	6,640,388
Research and Development	-	-	-	-	26,160	137,116	14,530,175	12,661,398
State Road Construction	-	-	-	-	25,861,993	33,718,692	25,861,993	33,718,692
Traffic Ops & Maintenance	-	-	-	-	200,000	379,904	200,000	379,904
Transit Planning and Grants	-	-	170,651,586	183,309,173	-	-	170,651,586	183,309,173
Trunk Highway Debt Service	-	-	-	-	-	251,998,113	8,300,000	251,998,113
Direct	**1,697,494**	**2,137,816**	**174,410,435**	**187,445,945**	**42,998,773**	**304,417,670**	**952,378,447**	**814,014,244**
Agency Overhead	**2,967,781**	**3,449,990**	**2,384,267**	**2,484,098**	**4,674,518**	**4,478,416**	**21,108,327**	**19,456,378**
Grand Total	**4,665,275**	**5,587,806**	**176,794,702**	**189,930,044**	**47,673,292**	**308,896,086**	**973,486,774**	**833,470,621**

Note: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands.

Workforce & Agency Services Division	Administration Services		Human Resources		Workforce & Agency Services Admin		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges and Structures Inspection and Maintenance	-	-	46,736	26,740	-	-	46,736	26,740
Develop Highway Improvement Projects - PE	-	-	1,493,734	1,354,187	-	-	1,493,734	1,354,187
External Partner Support	125,000	125,023	1,500	83,725	-	-	126,500	208,748
Highway Construction Management Oversight - CE	-	-	681,799	617,936	-	-	681,799	617,936
Plan Highway System	-	-	722	1,741	-	-	722	1,741
Research and Development	-	-	3,740	9,020	-	-	3,740	9,020
Road and Roadside Maintenance	-	-	8,873	5,081	-	-	8,873	5,081
Snow and Ice	-	-	525	301	-	-	525	301
Traffic Operations and Maintenance	-	-	48,674	27,854	-	-	48,674	27,854
Direct	**125,000**	**125,023**	**2,286,302**	**2,126,584**	**-**	**-**	**2,411,302**	**2,251,607**
Agency Overhead	**16,298,197**	**16,018,821**	**9,863,690**	**9,218,196**	**749,681**	**751,285**	**26,911,568**	**25,988,301**
Grand Total	**16,423,197**	**16,143,844**	**12,149,992**	**11,344,780**	**749,681**	**751,285**	**29,322,870**	**28,239,909**

Note: The dollar amounts in these tables 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 2021 – 2023. 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 2021, with the factor increasing to 3.0 percent for 2022 and to 3.25 percent for 2023. 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 2021, with the factor increasing to 3.25 percent for 2022 and to 3.5 percent for 2023. 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, increasing an average of 2 percent per year from 2009-2021, 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, increasing an average of 4 percent per year from 2012-2023, the analysis period for this measure.

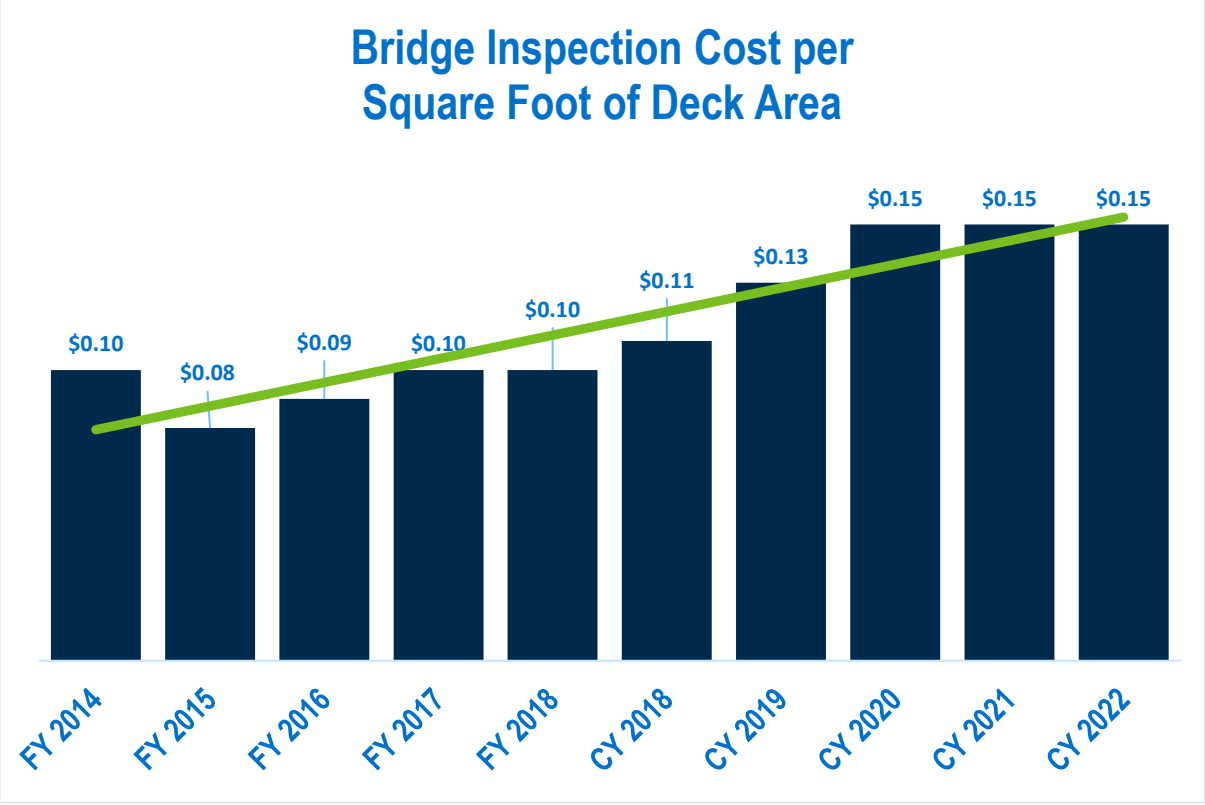
Bridges: Inspection Cost per Square Foot of Deck Area

Routine and nonredundant steel tension member 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 maintenance, preservation, rehabilitation and replacement.

Measure definition

The bridge inspection productivity measure tracks dollars spent on routine and nonredundant steel tension member 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 2014- Calendar Year 2022 Bridge Inspection Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2022 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2021. The factor increased to 3.0 percent for 2022. 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 three 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 snooper usage. Bridge condition accuracy has been a focus due to using the data for budget planning and project identification. Accuracy has improved through collaborative quality control processes with inspection teams and robust quality assurance, though higher expenditures for bridge inspections have resulted.

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

State Fiscal Year	Bridge inspection expenses ($1,000)	Sq. ft. of bridge deck inspected (1,000s)	Cost per sq. ft. of inspection
2014	$2,577	24,934	$0.10
2015	$2,399	31,044	$0.08
2016	$2,625	30,107	$0.09
2017	$2,795	29,182	$0.10
2018	$3,070	30,862	$0.10
CY 2018	$3,104	29,005	$0.11
CY 2019	$3,879	29,252	$0.13
CY 2020	$4,443	29,799	$0.15
CY 2021	$4,427	29,301	$0.15
CY 2022	$4,458	28,872	$0.15

Note: Costs were adjusted to 2022 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2021. The factor increased to 3.0 percent for 2022. These are based on historic and current MnDOT labor inflation. 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	Bridge inspection expenses ($1,000)	Sq. ft. of bridge deck inspected (1,000s)	Cost per sq. ft. of inspection
2014	$2,079	24,934	$0.08
2015	$1,984	31,044	$0.06
2016	$2,225	30,107	$0.07
2017	$2,428	29,182	$0.08
2018	$2,734	30,862	$0.09
CY 2018	$2,833	29,005	$0.10
CY 2019	$3,585	29,252	$0.12
CY 2020	$4,208	29,799	$0.14
CY 2021	$4,298	29,301	$0.15
CY 2022	$4,458	28,872	$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.

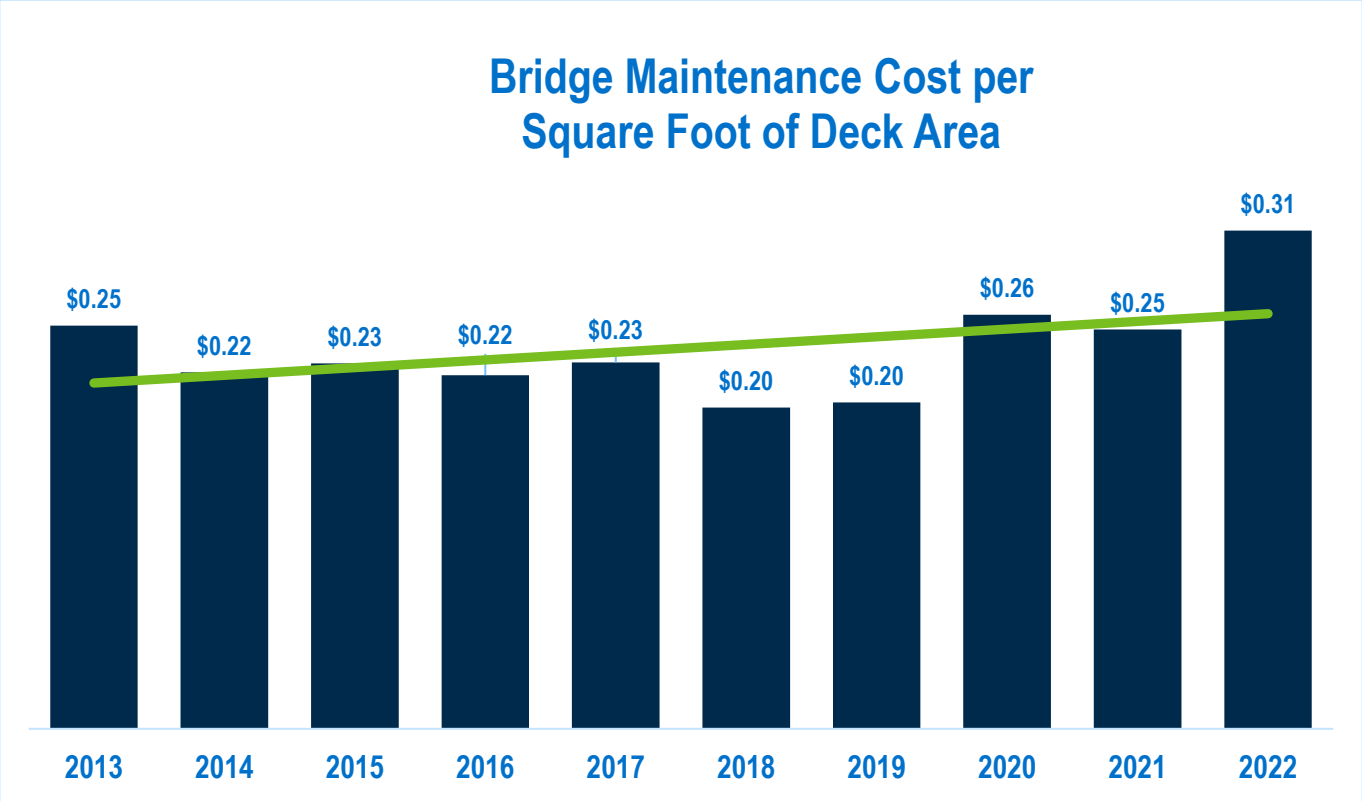
Bridges: Maintenance Cost per Square Foot of Deck Area

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 2013-2022 Bridge Maintenance Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2022 dollars using a 3 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Over the last decade, between $0.20 and $0.31 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 increase 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, 2021, and 2022 are likely due to a number of factors including, but not limited to:

- Increased material costs
- More equipment usage due to covid policies
- Better data coding practices
- Higher amount of reactive maintenance in response to an aging inventory and a declining percentage of deck area in good condition
- Greater costs to gain better access to bridges to perform higher quality 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	Preventive Maintenance Expenditures ($1,000)	Reactive Maintenance Expenditures ($1,000)	Total Maintenance	Total Bridge Deck sq. ft. (1,000)	Maintenance Cost per sq. ft.
2013	$3,240	$8,226	$11,465	46,158	$0.25
2014	$3,610	$6,936	$10,546	48,021	$0.22
2015	$3,704	$7,138	$10,842	48,185	$0.23
2016	$3,689	$6,721	$10,410	47,792	$0.22
2017	$4,224	$6,615	$10,839	48,039	$0.23
2018	$4,010	$5,525	$9,535	48,173	$0.20
2019	$4,202	$5,589	$9,790	48,703	$0.20
2020	$5,892	$6,591	$12,483	48,940	$0.26
2021	$5,636	$6,400	$12,036	48,811	$0.25
2022	$5,189	$9,861	$15,050	48,814	$0.31

Note: Costs were adjusted to 2022 dollars using a 3 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Table 9: Actual (unadjusted) bridge maintenance costs

Calendar Year	Preventive Maintenance Expenditures ($1,000)	Reactive Maintenance Expenditures ($1,000)	Total Maintenance	Total Bridge Deck sq. ft. (1,000)	Maintenance Cost per sq. ft.
2013	$2,477	$6,289	$8,766	46,158	$0.19
2014	$2,843	$5,462	$8,305	48,021	$0.17
2015	$3,004	$5,790	$8,794	48,185	$0.18
2016	$3,082	$5,615	$8,697	47,792	$0.18
2017	$3,635	$5,692	$9,327	48,039	$0.19
2018	$3,554	$4,897	$8,451	48,173	$0.18
2019	$3,836	$5,102	$8,938	48,703	$0.18
2020	$5,540	$6,198	$11,738	48,940	$0.24
2021	$5,459	$6,198	$11,657	48,811	$0.24
2022	$5,189	$9,861	$15,050	48,814	$0.31

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

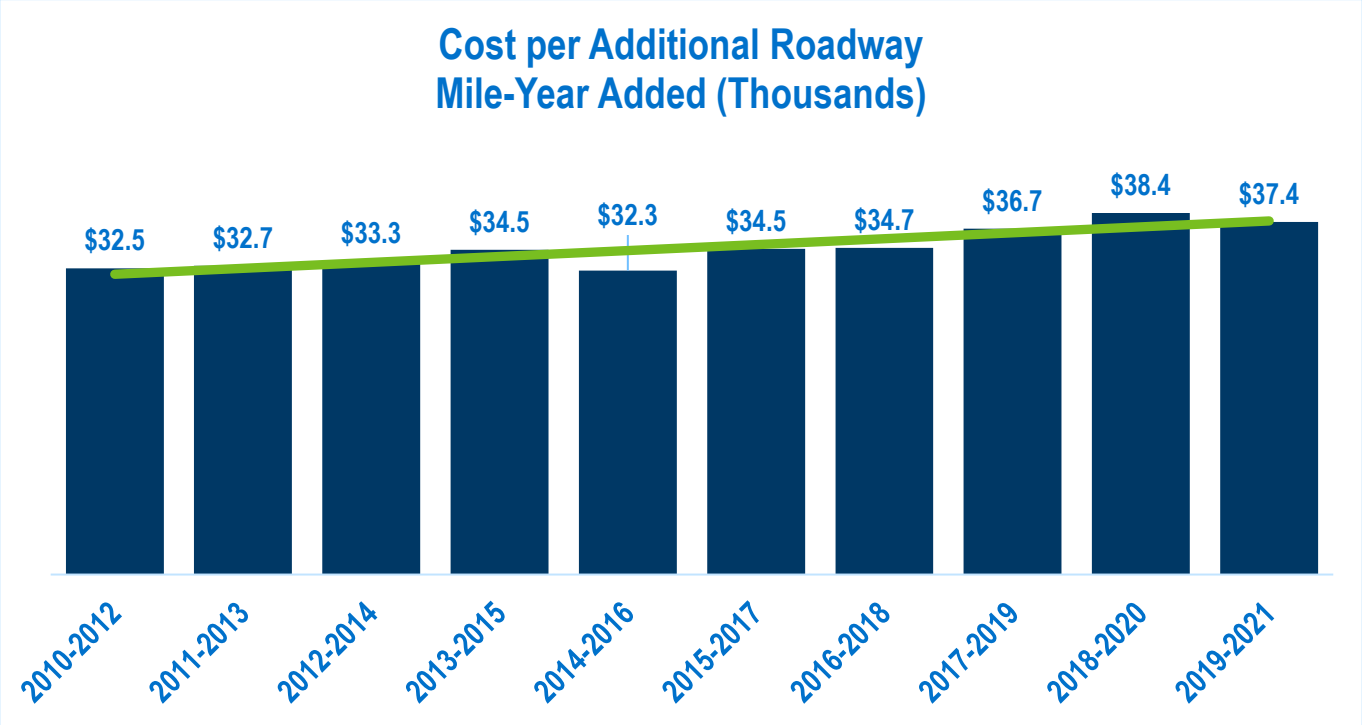
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. To preserve the integrity of 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 treatment 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 2010-2021 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2021 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 2 percent per year between 2010 and 2021.

Results and analysis

The results through 2021 (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 projects 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	Pavement Preservation spending (millions)	Mile-Years added (1,000s)	Cost per roadway mile year added (1,000s)
2010-2012	$483.90	14.9	$32.50
2011-2013	$539.70	16.5	$32.70
2012-2014	$533.50	16	$33.30
2013-2015	$477.50	13.9	$34.50
2014-2016	$393.30	12.2	$32.30
2015-2017	$400.70	11.6	$34.50
2016-2018	$410.10	11.8	$34.70
2017-2019	$439.10	12	$36.70
2018-2020	$445.40	11.6	$38.40
2019-2021	$427.00	11.4	$37.40

Note: Costs were adjusted to 2021 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 2 percent per year between 2010 and 2021.

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

3-Year Averages	Pavement Preservation spending (millions)	Mile-Years added (1,000s)	Cost per roadway mile year added (1,000s)
2010-2012	$396.60	14.9	$26.60
2011-2013	$462.80	16.5	$28.10
2012-2014	$479.10	16	$29.90
2013-2015	$439.40	13.9	$31.70
2014-2016	$353.10	12.2	$29.00
2015-2017	$345.10	11.6	$29.80
2016-2018	$344.10	11.8	$29.10
2017-2019	$397.30	12	$33.20
2018-2020	$438.20	11.6	$37.70
2019-2021	$435.20	11.4	$38.10

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

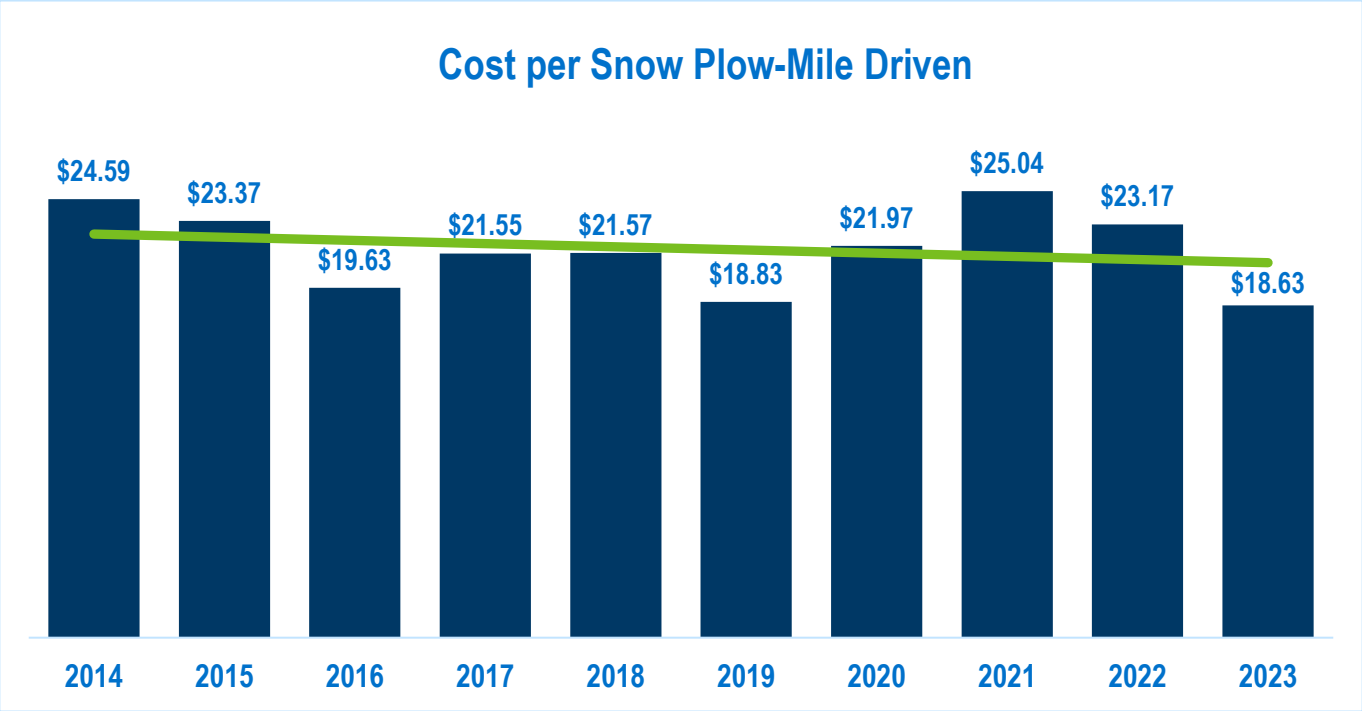
During the winter months, timely and effective snow and ice control is critically important to Minnesotans' quality of life. Clearing snow and ice preserves mobility, increases traveler safety, and reduces damage to vehicles.

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 2014-2023 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2023 dollars using a 3 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022 and to 3.5 percent for 2023. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

The chart above shows a slight decline in 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. Lower costs in SFY2023 could be due to the severity of the winter and increased mechanical removal which increases plow miles driven.

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

State Fiscal Year	Costs ($millions)	Plow Miles Driven (1000s)	Cost per Mile
2014	$179.00	7,282	$24.59
2015	$112.20	4,800	$23.37
2016	$116.60	5,943	$19.63
2017	$116.70	5,417	$21.55
2018	$144.70	6,705	$21.57
2019	$150.40	7,990	$18.83
2020	$139.90	6,366	$21.97
2021	$123.80	4,945	$25.04
2022	$153.00	6,603	$23.17
2023	$174.00	9,335	$18.63

Note: Costs were adjusted to 2023 dollars using a 3 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022 and to 3.5 percent for 2023. 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	Costs ($ millions)	Plow Miles Driven (1000s)	Cost per Mile
2014	$136.20	7,282	$18.71
2015	$87.90	4,800	$18.32
2016	$94.20	5,943	$15.84
2017	$97.00	5,417	$17.91
2018	$123.90	6,705	$18.48
2019	$132.70	7,990	$16.61
2020	$127.10	6,366	$19.96
2021	$115.90	4,945	$23.43
2022	$147.80	6,603	$22.39
2023	$174.00	9,335	$18.63

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.

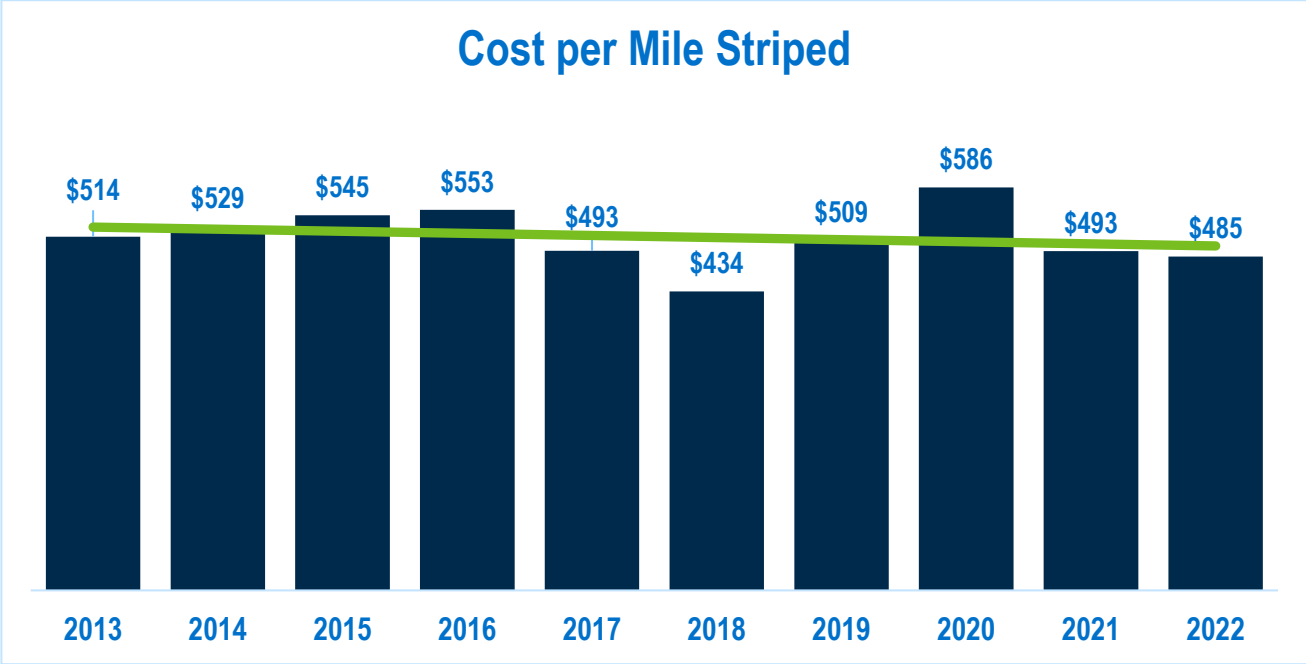
Pavement Markings: Cost per Mile Striped

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 2013-2022 Cost per Mile Striped



Note: Costs were adjusted to 2022 dollars using a 3 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022. 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 and 2022, all maintenance striping was completed by MnDOT crews.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	Total Striping Costs (1000s)	Miles Striped (1000s)	Cost per mile
2013	$7,400	14.4	$514
2014	$7,994	15.1	$529
2015	$8,012	14.7	$545
2016	$8,239	14.9	$553
2017	$7,745	15.7	$493
2018	$6,123	14.1	$434
2019	$7,279	14.3	$509
2020	$8,314	14.2	$586
2021	$6,481	13.1	$493
2022	$6,114	12.6	$485

Note: Costs were adjusted to 2022 dollars using a 3% annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022. 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	Total Striping Costs (1000s)	Miles Striped (1000s)	Cost per mile
2013	$5,658	14.4	$392
2014	$6,295	15.1	$417
2015	$6,499	14.7	$442
2016	$6,883	14.9	$462
2017	$6,665	15.7	$425
2018	$5,427	14.1	$385
2019	$6,645	14.3	$465
2020	$7,818	14.2	$551
2021	$6,277	13.1	$477
2022	$6,114	12.6	$485

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

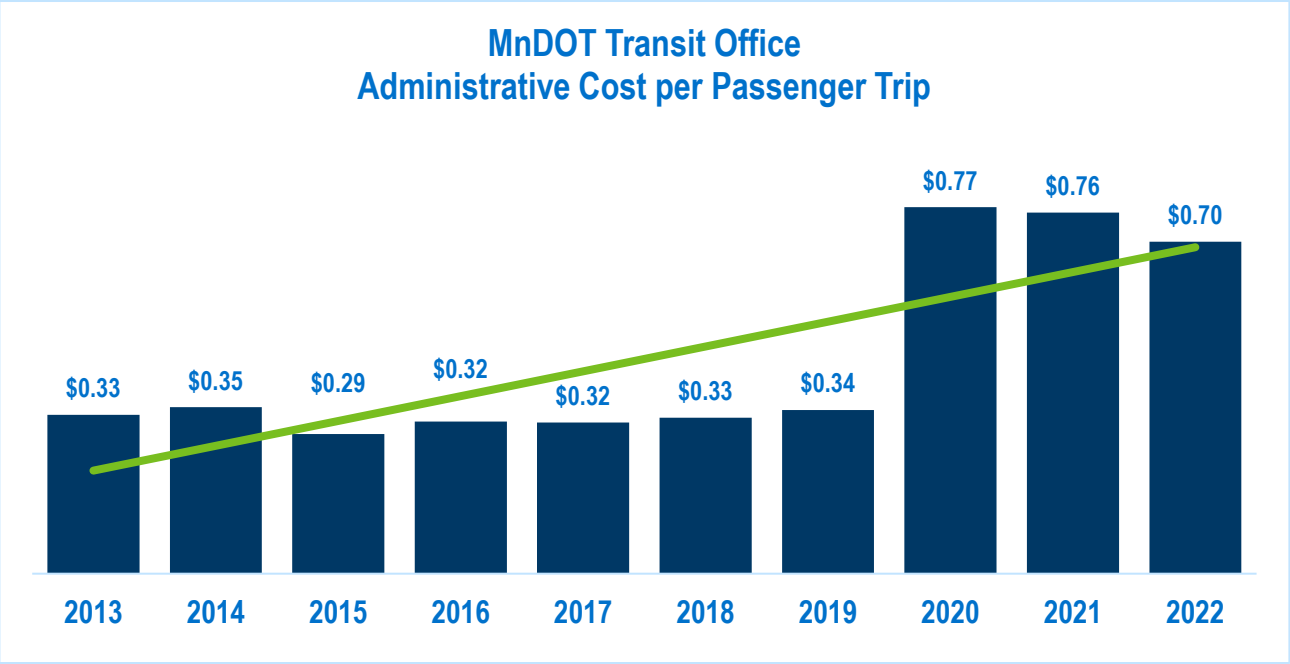
Public transit systems in Greater Minnesota connect people to jobs, family, schools, shopping, health care centers and sports and cultural events – all the destinations people desire. These systems improve mobility for the elderly, low-income and persons with disabilities in communities across the state 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 2013-2022 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2022 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2021 The inflation factor increased to 3.0 percent for 2022. 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 2020due 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	Expenses ($1,000)	Greater MN Ridership (1,000's)	Cost per Ride
2013	$4,612	13,826	$0.33
2014	$4,844	13,839	$0.35
2015	$4,083	13,920	$0.29
2016	$4,341	13,566	$0.32
2017	$4,452	14,020	$0.32
2018	$3,891	11,862	$0.33
2019	$3,948	11,468	$0.34
2020	$4,798	6,230	$0.77
2021	$4,680	6,168	$0.76
2022	$4,936	7,074	$0.70

Note: Costs were adjusted to 2022 dollars using a 2.5% annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.0% for 2022. 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	Expenses ($1,000)	Greater MN Ridership (1,000's)	Cost per Ride
2013	$3,675	13,826	$0.27
2014	$3,956	13,839	$0.29
2015	$3,418	13,920	$0.25
2016	$3,725	13,566	$0.27
2017	$3,916	14,020	$0.28
2018	$3,508	11,862	$0.30
2019	$3,647	11,468	$0.32
2020	$4,545	6,230	$0.73
2021	$4,543	6,168	$0.74
2022	$4,936	7,074	$0.70

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.

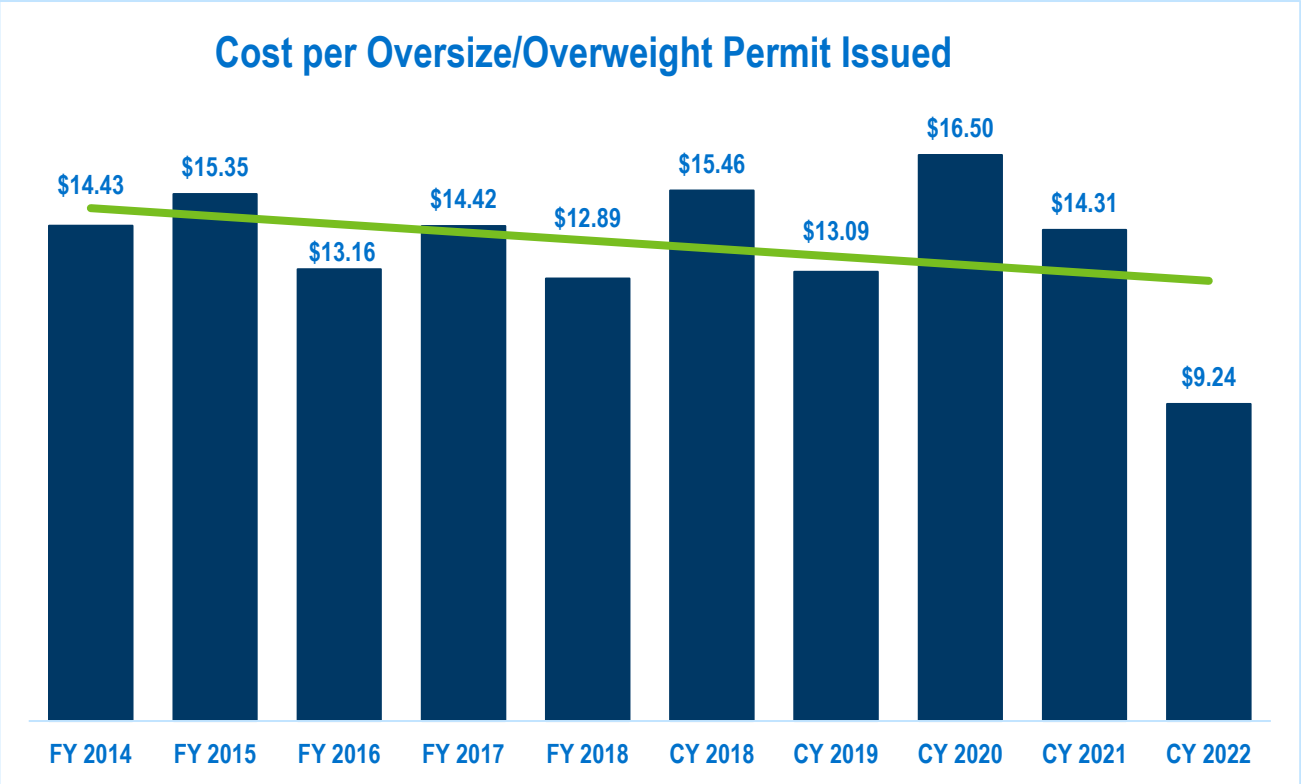
Freight: MnDOT Cost per Oversize/Overweight Permit Issued

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 2014-Calendar Year 2022 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2022 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.0 percent for 2022. 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. The significant decrease in CY2022 is primarily due to the new permitting system now being fully functional.

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

State Fiscal Year	Expenses ($1,000)	Permits Issued	Cost per Permit
2014	$1,294	89,679	$14.43
2015	$1,335	86,969	$15.35
2016	$1,094	83,093	$13.16
2017	$1,129	78,237	$14.42
2018	$1,003	77,836	$12.89
CY 2018	$1,213	78,443	$15.46
CY 2019	$1,057	80,774	$13.09
CY 2020	$1,295	78,525	$16.50
CY 2021	$1,158	80,917	$14.31
CY 2022	$769	83,248	$9.24

Note: Costs were adjusted to 2022 dollars using a 2.5 percent annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.0 percent for 2022. 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	Expenses ($1,000)	Permits Issued	Cost per Permit
2014	$1,044	89,679	$11.64
2015	$1,104	86,969	$12.70
2016	$927	83,093	$11.16
2017	$980	78,237	$12.53
2018	$894	77,836	$11.48
CY 2018	$1,107	78,443	$14.11
CY 2019	$977	80,744	$12.10
CY 2020	$1,277	78,525	$15.63
CY 2021	$1,124	80,917	$13.89
CY 2022	$769	83,248	$9.24

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.

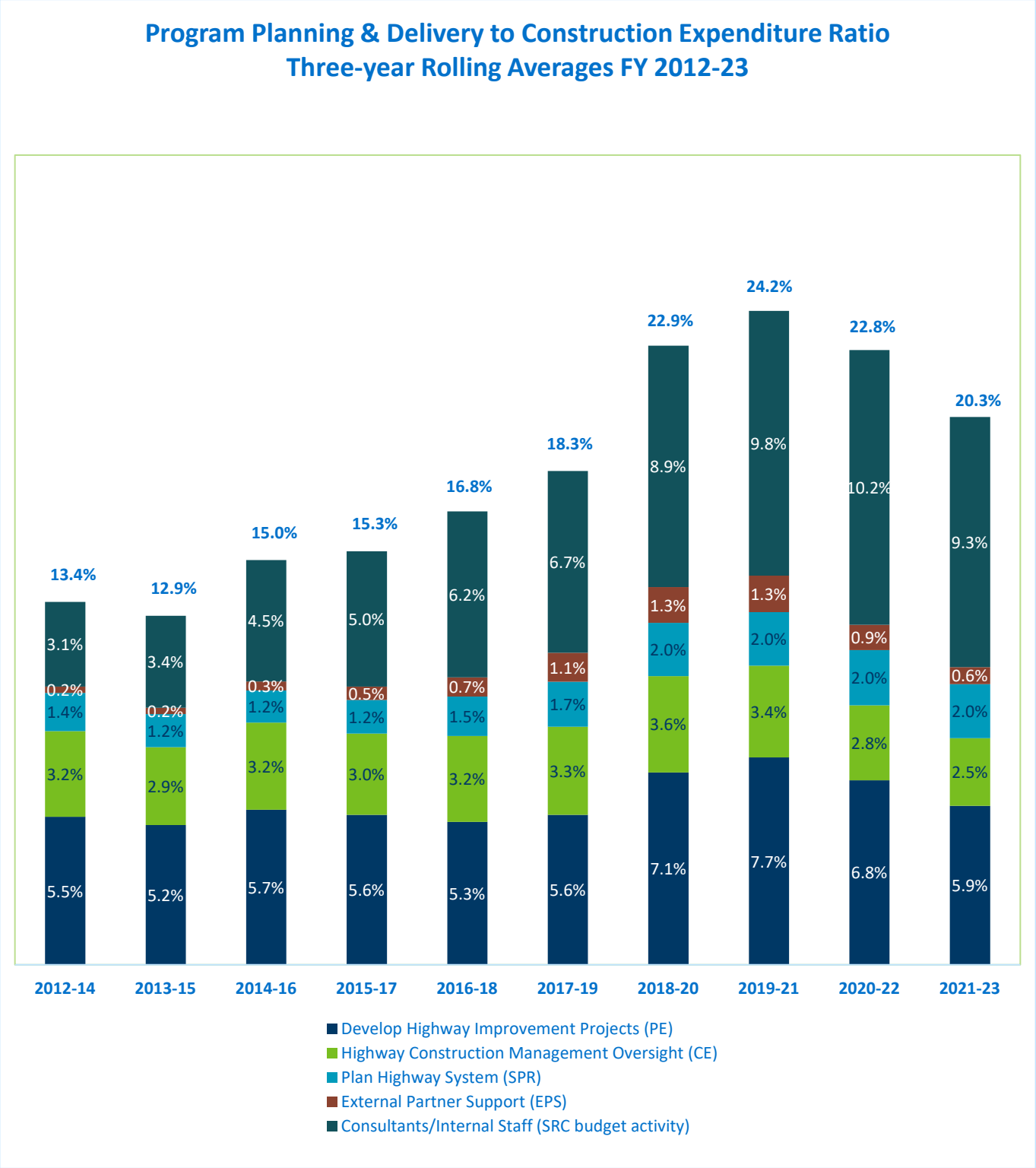
Program Planning and Project Development to Construction Expenditure Ratio

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 2012-2023 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 2023 dollars using a 2.5 percent annual inflation rate up to 2021. The inflation factor increased to 3.0 percent for 2022 and to 3.25 for 2023. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2023 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	Develop Highway Improvement Projects ($1,000,000)	Highway Construction Management Oversight ($1,000,000)	Plan Highway System ($1,000,000)	External Partner Support ($1,000,000)	Consultants/ Internal Staff (SRC budget activity) ($1,000,000)	Program Planning and Delivery Expenditures ($1,000,000)	State Road Construction Expenditures ($1,000,000)	Program Delivery Expenditure/ Construction Expenditure Ratio
2012-14	$85.8	$49.7	$22.3	$3.7	$49.0	$210.4	$1,565	13.4%
2013-15	$91.5	$51.0	$21.7	$4.2	$60.3	$228.7	$1,768	12.9%
2014-16	$96.2	$54.0	$20.0	$5.6	$75.3	$251.0	$1,674	15.0%
2015-17	$96.8	$52.4	$21.7	$8.6	$87.4	$266.9	$1,742	15.3%
2016-18	$85.2	$51.1	$23.5	$11.4	$98.9	$270.1	$1,608	16.8%
2017-19	$83.3	$49.0	$24.9	$16.1	$101.1	$274.4	$1,500	18.3%
2018-20	$91.9	$46.1	$25.5	$17.0	$115.4	$295.9	$1,290	22.9%
2019-21	$98.7	$43.7	$25.5	$17.3	$126.1	$311.4	$1,285	24.2%
2020-22	$92.7	$37.6	$27.8	$12.7	$137.9	$308.7	$1,356	22.8%
2021-23	$86.6	$36.8	$29.4	$9.3	$136.1	$298.2	$1,469	20.3%

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 2023 dollars using a 2.5 percent annual inflation rate up to 2021. The inflation factor increased to 3.0 percent for 2022 and to 3.25 for 2023.These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2023 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	Develop Highway Improvement Projects ($1,000,000)	Highway Construction Management Oversight ($1,000,000)	Plan Highway System ($1,000,000)	External Partner Support ($1,000,000)	Consultants/ Internal Staff (SRC budget activity) ($1,000,000)	Program Planning and Delivery Expenditures ($1,000,000)	State Road Construction Expenditures ($1,000,000)	Program Delivery Expenditure/ Construction Expenditure Ratio
2012-14	$66.1	$38.4	$17.2	$2.9	$38.0	$162.5	$1,000.0	$0.16
2013-15	$72.5	$40.4	$17.1	$3.4	$47.8	$181.2	$1,188.0	$0.15
2014-16	$78.2	$43.8	$16.2	$4.5	$61.3	$204.0	$1,161.0	$0.18
2015-17	$80.2	$43.5	$18.0	$7.3	$72.8	$221.9	$1,179.0	$0.19
2016-18	$72.4	$43.5	$20.1	$9.7	$84.4	$230.0	$1,083.0	$0.21
2017-19	$72.9	$42.9	$21.8	$14.1	$88.3	$239.9	$1,095.0	$0.22
2018-20	$82.5	$41.2	$22.8	$15.3	$103.6	$265.3	$1,070.0	$0.25
2019-21	$90.5	$40.1	$23.4	$15.8	$116.0	$285.8	$1,112.0	$0.26
2020-22	$87.1	$35.4	$26.2	$11.9	$129.9	$290.5	$1,205.0	$0.24
2021-23	$83.8	$35.7	$28.5	$9.0	$132.0	$289.0	$1,351.0	$0.21

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 2012-2023, broken out by products and services.

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 12.9 and 24.2 percent. In other words, to deliver the construction program, MnDOT spends between nearly $0.13 and $0.24 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, about $870 million was spent through FY 2023). As these projects are now being constructed, we have started to see the expected decline in the delivery ratio reflected in the data. The single year inflation adjusted ratio peaked in FY2020 at 29% and declined each subsequent year to 20% in FY2023.

- 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 2023, MnDOT identified an estimated $94 million in savings from new and revised practices deployed across the organization. Including both fiscal year 2022 and 2023 savings, MnDOT achieved an estimated $161.9 million in saving from these practices. Most of the efficiencies identified in FY 2023 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 beginning 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. Although efficiency is always a consideration, there are other priorities MnDOT considers such as equitably providing transportation access regardless of geographic location. The ability to maximize efficiency is often limited by the more significant directive to equitably provide transportation services to all Minnesotans. This is a charge that is not easily measured using traditional performance measures.

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

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

Internal efficiencies are essentially all the ways 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 FY 2022 were in development for the prior six to 10 years. Many of the decisions have already been made that would lead to significant project savings.

Approach

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

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, and 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.

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

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 FY 2023 came throughout project development for each project worth more than $5 million in Greater Minnesota and $15 million in the Twin Cities metropolitan area as well as any other regionally significant project let in FY 2023 Savings identified in the analysis led to lower project costs than if the efficient strategies were not implemented.

MnDOT employs several strategies to reduce the overall cost of the projects before delivery. The analysis looked at key business processes directly linked to more efficient project delivery. The projects were evaluated on how well the business process improvements were implemented. The four areas linked to more efficient outcomes are: Performance-Based Practical Design, Innovative Construction Staging, Value Engineering, and Alternative Technical Concepts. Table 1 summarizes the savings on major projects.

Table 22. State Road Construction Efficiencies by Method for Fiscal Years 2020- 2023

SRC Savings Category	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Performance-Based Practical Design	$36,350,000	$23,549,000	$5,330,000	$12,325,000	$35,075,000
Innovative Construction Staging	$8,700,000	$38,875,000	$17,435,000	$6,285,000	$5,950,000
Value Engineering	$15,005,000	$20,715,000	$36,314,000	$23,225,000	$25,450,000
Alternative Technical Concepts	$30,160,000	$4,575,000	$16,314,000	$10,700,000	$12,150,000
Total Savings	**$90,215,000**	**$87,714,000**	**$75,393,000**	**$52,535,000**	**$78,625,000**

Identified estimated savings reflect costs that were lower than if the efficient strategies were not implemented. The estimated savings identified for projects let in FY 2023 were the result of decisions made throughout project development – often over the course of four years (Table 2). 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. The agency is working to develop tracking software to better calculate the movement of funds during project development, but it is not equipped to currently measure at that level of detail. Additionally, actions were evaluated once a project was selected for construction. Decisions being made before a project was selected to be built were deemed to be too abstract to determine causal relationships between actions and more efficient outcomes.

Table 23. Total Estimated Efficiency Savings for the State Road Construction program for FY 2023

Project		Total Estimated Efficiency Savings
SP 3104-62 - US 2 Pavement Resurfacing from Highway 65 to Highway 200 (6.5 Miles) District 1		$525,000
Performance-based Practical Design	$150,000	
Value Engineering	$375,000	
SP 6908-61 - US 2 Pavement Resurfacing from CR 874 to Highway 194 (3 Miles) District 1		$725,000
Value Engineering	$725,000	
SP 2902-44 - MN 34 Pavement Reconstruction in Akeley (1 Mile) District 2		$350,000
Performance-based Practical Design	$350,000	
SP 0503-91 - MN 23/US 10 Interchange Reconstruction (2.5 Miles) District 3		$1,500,000
Value Engineering	$1,500,000	
SP 1811-35 - MN 25 Bridge Replacement in Brainerd (0.5 Miles) District 3		$1,300,000
Value Engineering	$1,300,000	

Project		Total Estimated Efficiency Savings
SP 8823-407 - MN 65 Districtwide High Tension Cable Barrier Installation District 3		$250,000
Innovative Construction Staging	$250,000	
SP 1409-25 - MN 9 Pavement Reconstruction from Barnesville to Interstate 94 (2.5 Miles) District 4		$750,000
Performance-based Practical Design	$750,000	
SP 2513-97 - US 61 Pavement Resurfacing from Lake City to Red Wing (10 Miles) District 6		$1,250,000
Performance-based Practical Design	$1,250,000	
SP 5505-27 - MN 30 Bridge Replacement in Chatfield (0.6 Miles) District 6		$350,000
Performance-based Practical Design	$350,000	
SP 6680-117 - I-35 Concrete Unbonded Overlay from Rice CR 48 to Highway 21 (4.5 Miles) District 6		$1,125,000
Performance-based Practical Design	$1,125,000	
SP 2280-143 - I-90 Concrete Unbonded Overlay from US 169 to Highway 22 (20 Miles) District 7		$7,150,000
Performance-based Practical Design	$2,750,000	
Alternative Technical Concepts	$4,400,000	
SP 4002-49 - MN 13 Reconstruction in Montgomery (2 Miles) District 7		$500,000
Performance-based Practical Design	$500,000	
SP 5211-66 - US 169 and MN 22 Intersection Reconstruction (2 Miles) District 7		$300,000
Value Engineering	$300,000	
Districtwide Sealcoat Project - District 7		$200,000
Innovative Construction Staging	$200,000	
SP 3408-18 - MN 23 Four Lane Expansion from New London to Paynesville (8 Miles) District 8		$5,550,000
Performance-based Practical Design	$550,000	
Value Engineering	$5,000,000	
SP 6510-67 - US 212 Pavement Resurfacing and Urban Reconstruction in Sacred Heart (11 Miles) District 8		$900,000
Performance-based Practical Design	$900,000	
SP 1906-71 - US 52 Pavement Resurfacing from CR 86 to CR 42 (16 Miles) Metro District		$1,400,000
Performance-based Practical Design	$1,400,000	
SP 2772-115 - US 169/Rockford Road Interchange Reconstruction (1 Mile) Metro District		$1,500,000
Value Engineering	$1,500,000	
SP 2785-424 - I-494 E-ZPass and I-35W Interchange Reconstruction (6 Miles) Metro District		$46,500,000
Performance-based Practical Design	$25,000,000	
Innovative Construction Staging	$1,250,000	
Value Engineering	$12,500,000	
Alternative Technical Concepts	$7,750,000	

Project		Total Estimated Efficiency Savings
SP 8282-132 - I-94 Pavement Rehabilitation from Century Ave to the St. Croix River (11 Miles) Metro District		$6,500,000
Innovative Construction Staging	$4,250,000	
Value Engineering	$2,250,000	

Note: Fourteen other projects were reviewed but no quantifiable efficiencies were identified. These consisted of smaller pavement preservations projects where the pavement was replaced in kind without any geometric changes.

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 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 2023 saved an estimated $35 million.

Innovative Construction Staging

MnDOT is working to reduce the need to purchase permanent and temporary property. These acquisitions can be costly. Acquiring property can be so costly that project managers are increasingly using innovate staging strategies to help reduce and mitigate MnDOT's project costs, including the way property is purchased. Through implementation of Innovative Construction Staging, projects let in FY 2023 saved an estimated $6 million.

Value Engineering

Value Engineering is a systematic process using a team of people from a variety of disciplines to improve the value of a project. Value can be increased by either improving the function or reducing the cost, while maintaining the safety and necessary quality and environmental attributes of the project. The VE process incorporates, to the extent possible, the values of design; construction; state, local, and federal approval agencies; other stakeholders; and the public. Cost savings, risk reduction, schedule improvements, improved design and quality are common outcomes of VE studies. Through implementation of Value Engineering practices, projects let in FY 2023 saved an estimated $25 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 construction of a particular element of the project. Through implementation of ATC, projects let in FY 2023 saved an estimated $12.2 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 2022	Total Estimated Efficiency Savings FY 2023
Agricultural Tractor Rental Program	$630,000	$630,000
Automated Flagger Assistance Devices*	$16,000	$17,000
Dynamic Message Sign Defrosters*	$150,000	$160,000
Fiber Optic Connectivity*	$280,000	$300,000
Georilla Web Mapping Interface	$280,000	$300,000
LED Ramp Meters*	$83,000	$89,000
LED Roadway Lighting*	$3,200,000	$3,400,000
Maintenance Decision Support System (MDSS)*	$6,900,000	$7,400,000
Portable Signals*	$310,000	$340,000
RTMC Communication Standard Conversion	$210,000	$230,000
Slurry Tanks for Snow and Ice Control*	$130,000	$130,000
Temporary Snow Control	$800,000	$860,000
Tow Plows	$1,300,000	$1,400,000
Tunnel Washing	$130,000	$140,000
Unmanned Aerial System (Drones) for Bridge Inspection**	$760,000	NA
Unmanned Aerial System (Drones) for Photogrammetrics**	$120,000	NA
Grand Total	**$15,299,000**	**$15,396,000**

*Growth due to inflation and/or rounding

**Strategy expired or retired in FY2022

Efficiencies identified in FY 2023 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 avoiding snowplow purchases by using tow plows, allowed MnDOT to reinvest in needed capital priorities. All efficiencies include implementation costs and those carried forward from 2022 to 2023 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 2023 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 s use a rotating stop sign to control traffic movement. The

deployment of AFADs increases safety and efficiency of flagging operations. Currently, MnDOT operates two AFADs in District 3 and one in District 6. 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 2023. MnDOT is saving an estimated $17,000 annually by using AFADs.

Dynamic Message Sign Defrosters

Dynamic Message Signs (DMS) 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 2023 with no changes. MnDOT saved an estimated $160,000 by deactivating dynamic message sign defrosters.

Fiber Optic Connectivity

Connecting MnDOT facilities through a wide area network using the Regional Transportation Management Center (RTMC) 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 $300,000 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 $300,000 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. Most 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 $89,000 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 $3,400,000 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 $7.4 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 $340,000 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 $230,000 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 $860,000 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 $1.4 million in 2023 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 2023 with no changes. Using these tunnel washing machines MnDOT expects to see a savings of $140,000 annually from the metro district washer.

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

2023 Products and Services Framework

Table 25: Products and Services Framework

Program

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

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

Products and Services Descriptions

Aeronautics

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

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

Freight

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

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

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

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

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

Passenger Rail

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

Transit

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

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

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

Trunk Highway Program Planning & Delivery

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

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

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

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

Trunk Highway State Road Construction

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

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

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

Trunk Highway Debt Service

Trunk Highway Debt Service: Repayment of bond debt.

Trunk Highway Operations and Maintenance

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

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

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

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

Statewide Radio Communications

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

County State Aid Roads

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

Municipal State Aid Roads

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

External Partner Support

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

Appendix B: Glossary of Terms

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

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

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

Change Order: see supplemental agreement.

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

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

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

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

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

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

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

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

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

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

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

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

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

The system:

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

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

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

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

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

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

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

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

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

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

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

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

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

Performance-Based Planning

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

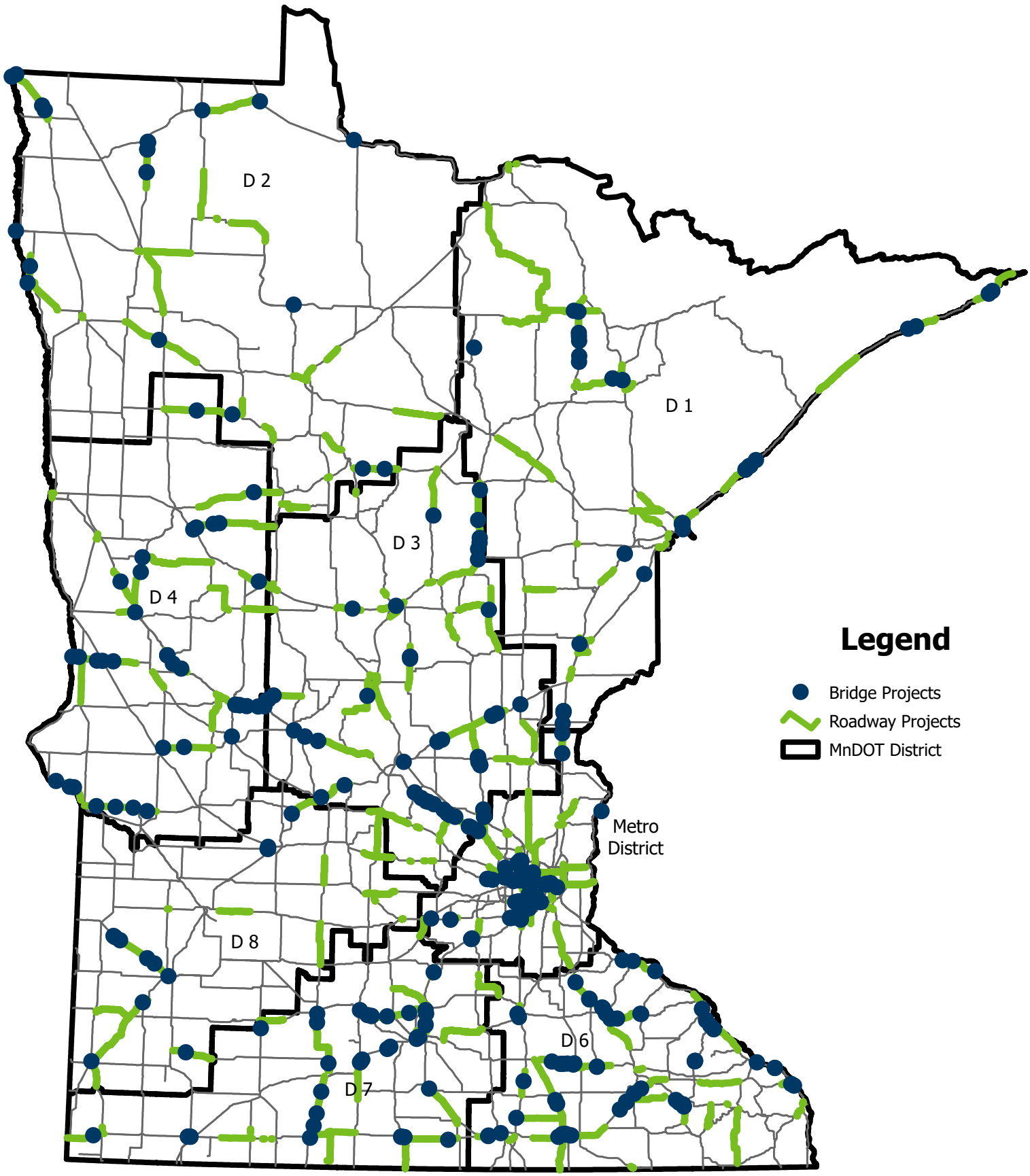
Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation *Standard Specifications for Construction, 2018 Edition*, a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed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

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

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

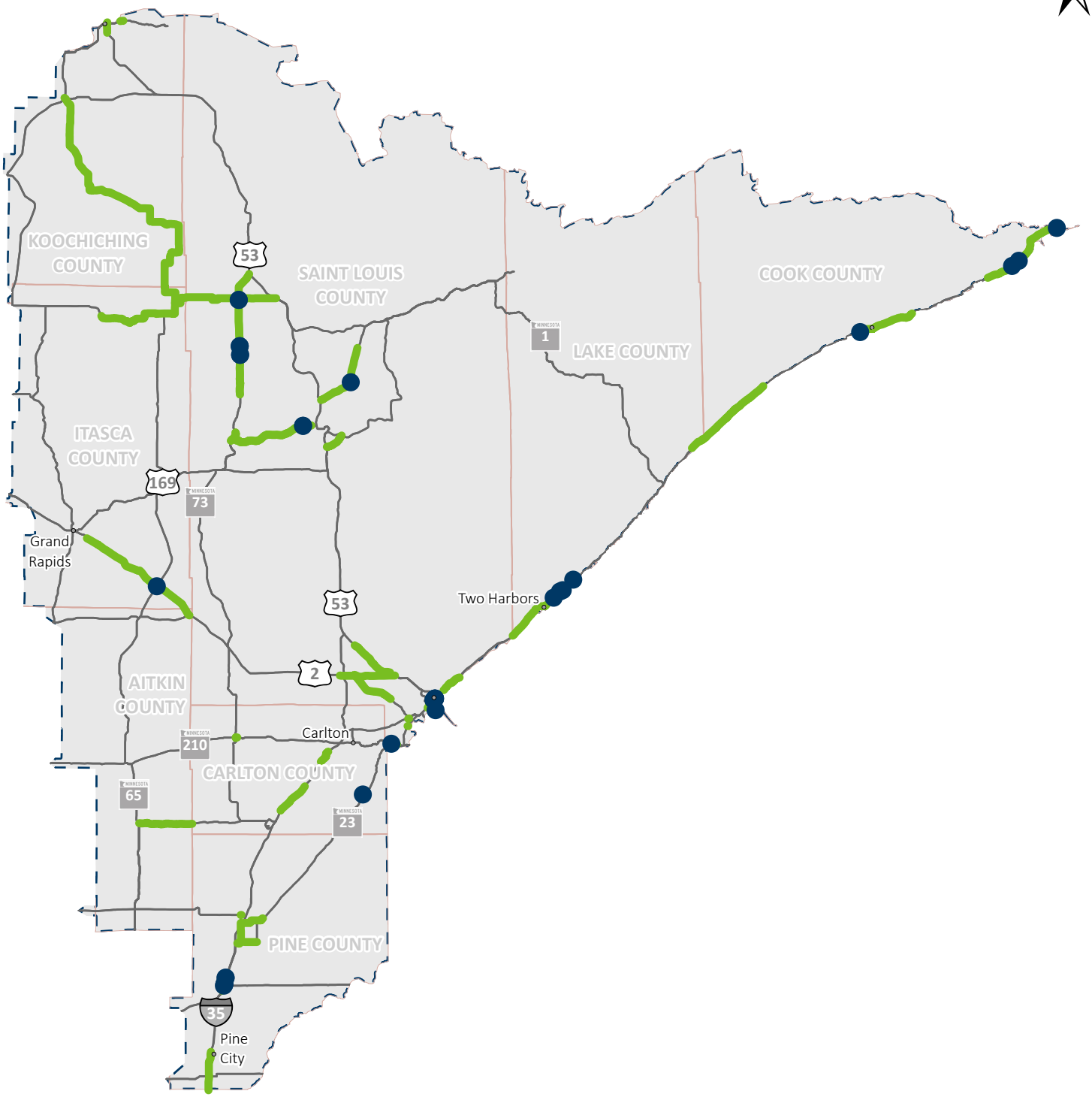
Appendix C: Major Highway Project Summary Pages

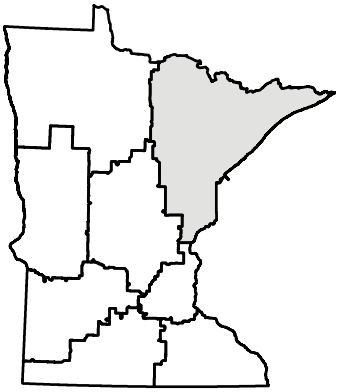
Major Highway Projects 2023



DEPARTMENT OF TRANSPORTATION

D1- DULUTH





Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

District 1 Project List

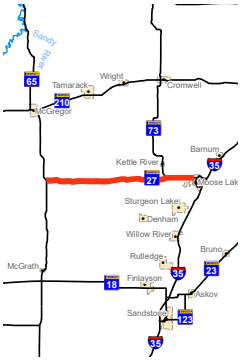
ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 27	0104-06	On MN 27 from Moose Lake to CR 12.	✓	1st	A1	76
MN 23	0901-70	On MN 23 bridge 09020 in Carlton County.	✓	1st	A2	77
MN 210	0915-32	Resurface and reconstruct the Highway 210/73 and drainage improvements in Cromwell in Carlton County			A3	78
I-35	0980-156	I-35 at Carlton Co. Rd 61, repair/paint bridge, chip seal both bridges, and pavement rehabilitation			A4	79
I-35	0980-158	I-35 near Barnum, NB pavement rehabilitation	✓	1st	A5	80
MN 61	1601-66	On Hwy 61 from north of CR 6 to North Leveaux Ridge Rd., resurface pavement			A6	81
MN 61	1602-50	On MN 61 from Cutface Creek to CSAH 14 in Grand Marais.	✓	1st	A7	82
MN 61	1604-45	On MN 61 from Reservation River Road to US/Canadian border in Cook County.	✓	1st	A8	83
MN 61	1605-03, 1605-04	Repair bridge over Pigeon River			A9	84
MN 1	3101-37	On MN 1 from MN 65 to US 53 in Itasca and St. Louis counties.	✓	1st	A10	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	✓	1st	A11	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.	✓	1st	A12	87
US 2	3104-31X14 (EP), 3104-62 (EP), 3104-62	Constructs a roundabout, turn lanes, safety improvements and box culvert at Bruce Creek, and resurfaces US 2 from Hwy 65 to Hwy 200 and US 2 from Hwy 65 in Swan River.			A13	88
US 53	3608-48, 3608-57	On US 53 from CSAH 7/Memorial Dr. to Hwy 11 in International Falls.			A14	89
MN 65	3609-41	Project resurfaces Hwy 65 from CSAH 8 to Hwy 71	✓	1st	A15	90
MN 65	3609-42	On MN 65 from MN 1 to CR 8 in Koochiching County.	✓	1st	A16	91
MN 61	3804-61	Highway 61 south of Two Harbors	✓	1st	A17	92
MN 61	3804-62	In Two Harbors, reconstruct Hwy 61 from the southwest of CR 61 to just east of 5th St.			A18	93
MN 61	3805-79	On MN 61, Bridge 38017, Silver Creek Crossing, in Lake County.			A19	94
MN 61	3805-99	On MN 61, bridge 3589 at Stewart River in Lake County.			A20	95
MN 61	3805-106	On MN 61 at the Silver Creek Cliff and Lafayette Bluff tunnels			A21	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.	✓	1st	A22	97
MN 23	5809-16	Resurface Hwy 23 from Sandstone to Askov, repair bridge over I-35 and install intersection lighting			A23	98
I-35	5880-194	On I-35 from Pine/Chisago County line to CSAH 11 in Pine County.	✓	1st	A24	99
I-35	5880-199AR, 5880-199, 5880-200	On I-35 from south of the junction of MN 48 to north of junction of MN 48			A25	100

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 2	6908-61	US 2 and Hwy 194 near Saginaw			A26	101
US 2	6908-68	Resurface Hwy 2 from Hwy 194 to Midway Rd			A27	102
MN 23	6910-103, 6910-102	Culvert improvements at Gegebic Creek in Duluth			A28	103
MN 23	6910-109, 6910-106, 6910-107, 6910-114, 6910-115	On Hwy 23 from the St. Louis River to west of 5th Street, in the Fond du Lac neighborhood of Duluth			A29	104
MN 37	6914-19	On MN 37 from the junction of US 53 to MN 135 in St. Louis County.	✓	1st	A30	105
US 53	6916-110	Resurface southbound Hwy 53 from CR 13 to CR 8	✓	1st	A31	106
US 53	6918-102	Resurface Hwy 53 in Virginia and resurface 7 ramps at the Hwy 169/Hwy 53 intersections			A32	107
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.			A33	108
MN 73	6930-41	Resurface Hwy 73 and replace bridges over Sturgeon River and Little Fork River			A34	109
MN 74	6930-42	Resurface Hwy 73 from north of Hwy 169 to 4th St. in Chisholm			A35	110
MN 194	6932-14, 6916-113	On MN 194 at the intersection of Midway Road Hermantown.	✓	1st	A36	111
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.			A37	112
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.	✓	1st	A38	113
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.			A39	114
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	✓	2nd	A40	115
I-35	6982-348	Interstate 35 in Duluth, repair bridges over Mesaba Ave.			A41	116

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

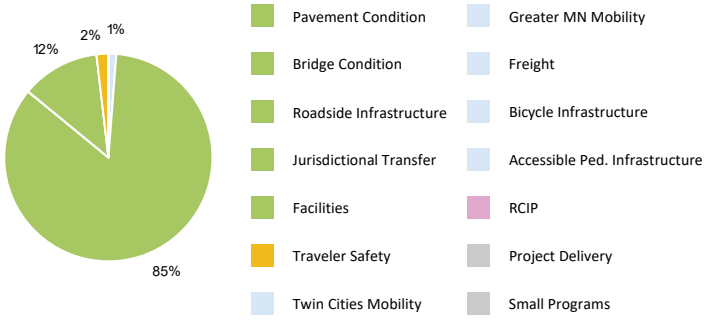
Construction is complete and no risks remain.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

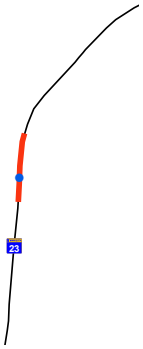
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	5
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7.1***	***5.9***

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 substantially complete costs. 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 NE of the S Carlton County line

SUBSTANTIALLY COMPLETE

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

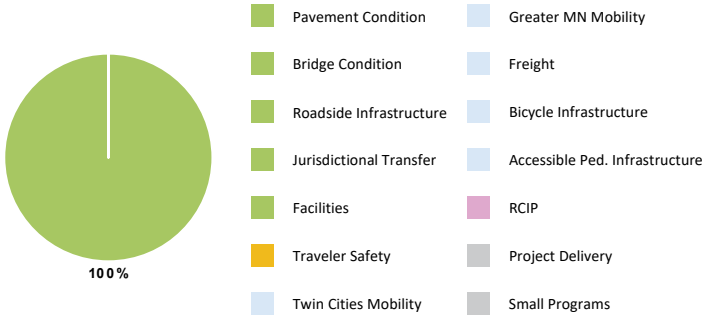
Project is complete, there are no remaining risks.

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 Condition



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.

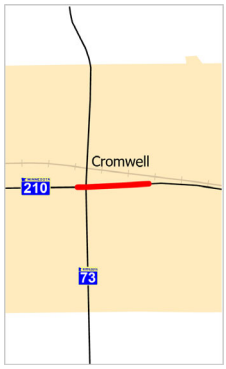
COST ESTIMATE ASSUMPTIONS

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 the substantially complete costs. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 was completed in July 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

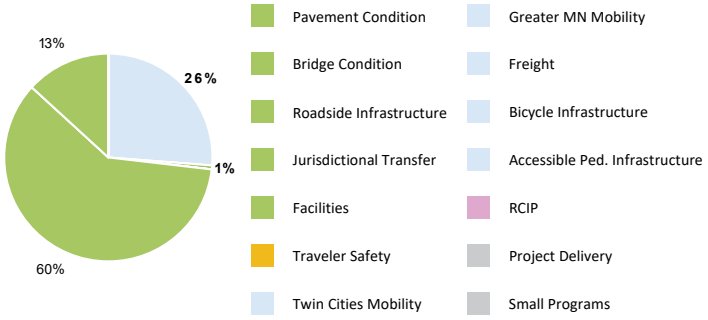
Construction is complete and no risks remain.

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
Estimated Substantial Completion:	July 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:	0.1	0.9
Other Construction Elements:	0.2	0
Preliminary Engineering:	0.1	1.2
Construction Engineering:	0	0.7
Right of Way:	0	0.8
Total:	***2***	***7.4***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was 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

Bridge 9823, 9824

State Project Number 0980-156

Atkinson-bridge project

I-35 at Carlton County Rd 61, repair/paint bridge, chip seal both north & south bound bridges and pavement rehabilitation.

RECENT CHANGES & UPDATES

This project requires construction over a total of 3 years. The construction of the median crossovers is complete, and construction on the bridges and adjacent pavement will occur in summer 2024. The epoxy chip seal will occur in summer 2025.

PROJECT HISTORY

This project redecks the Atkinson Bridge on I-35 over Carlton County 61 and performs a mill and overlay on approximately 1.4 miles of pavement in the area of the bridge. Median crossovers are designed to enable traffic switching from one side of the interstate to the other and will be constructed in advance of bridge work. The anti-icing system on the bridge will be replaced with this project, and includes a new operating system that will use information from the new roadway information system installed that measures pavement and air temperature.

PROJECT RISKS

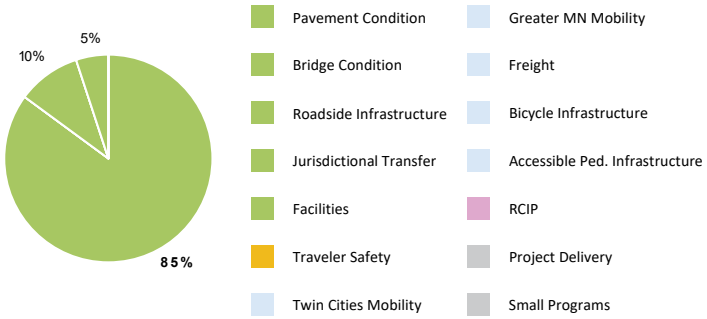
Anti-icing and roadway information system replacement are complicated and require a lot of coordination, and the temporary detour of County Road 61 and the Munger Trail that are needed during construction.

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:	11/3/2022
Original Letting Date:	1/1/2023
Current Letting Date:	5/19/2023
Construction Season:	2023
Estimated Substantial Completion:	August 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

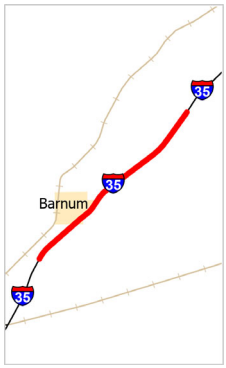
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.8	4
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***3.4***	***5.2***

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

The baseline estimate was completed in April of 2020. The current estimate is based on actual construction letting cost. The baseline estimate was completed before the complete scope of the project was known. Both estimates included bridge repair to the south bound bridge, and resurfacing of both bridges. The price increase is because a section of bituminous resurfacing was added to the project.

PROJECT SUMMARY



I-35

State Project Number 0980-158

Northbound I-35 Barnum unbonded overlay

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in October 2022.

PROJECT HISTORY

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

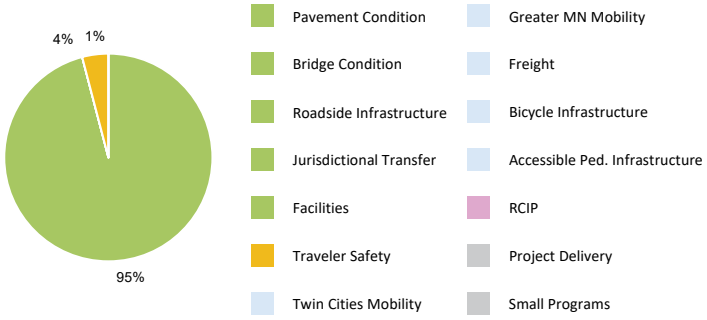
No remaining risks.

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:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

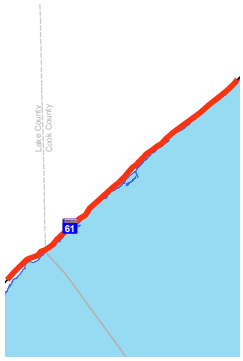
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.4	10.2
Post Letting Construction Costs:	0.8	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.7	0.5
Right of Way:	0	0
Total:	***11.3***	***11.9***

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 cost estimate was completed in May 2020. The current estimate is the substantially complete costs. 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

State Project Number 1601-66

Resurface pavement on Hwy 61 from north of County Road 6 to North Leveaux Ridge Road.

RECENT CHANGES & UPDATES

Project just entered District 1 program and is currently being scoped to improve roadway quality, hydraulics and saftey.

PROJECT HISTORY

PROJECT RISKS

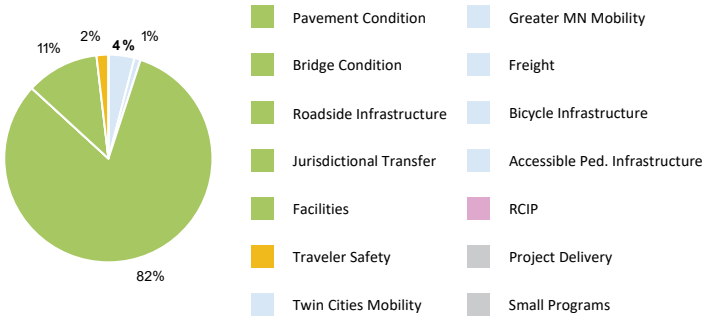
Scope of work is still being defined. Known risks include amount of hydraulics, bridge and safety needs along this roadway, and coordination with local townships and county's.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Date Unknown
Original Letting Date:	1/1/2023
Current Letting Date:	8/1/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.9	0.9
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

This baseline estimate was completed in November of 2022, it includes pavement resurfacing, hydraulics, and roadside safety features. The project cost will be updated as the scope of the project is refined.

PROJECT SUMMARY

MN 61

Bridge 16X08, 8295A

State Project Number 1602-50

Hwy 61 reconstruction project in Cook County to 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

The last culvert was installed on the north side of Grand Marais in Summer 2023.

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

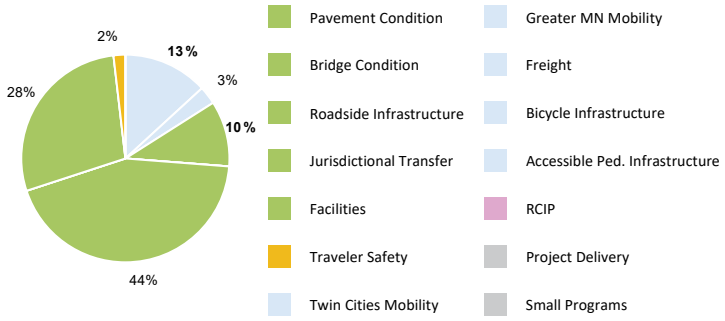
Risks associated with one remaining culvert to be replaced during 2023 construction season and those associated with final turf establishment and plantings in the City of Grand Marais.

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:	September 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	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1	2.8
Construction Engineering:	0.7	2.2
Right of Way:	0.1	1.8
Total:	***11***	***26.9***

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 before the final scoping document was completed. The current estimate is the substantially complete costs. 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 Road 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, impacted the schedule for tree clearing.

PROJECT RISKS

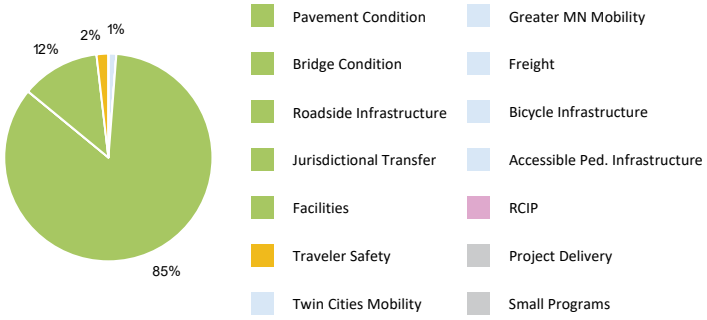
Project coordination with the Grand Portage Band may result in unanticipated work that impacts cost and schedule. The General Services Admin/US Customs coordination may result in unanticipated work. Wetland permit requirements may raise unanticipated US Army Corps of Engineers problems/delays.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

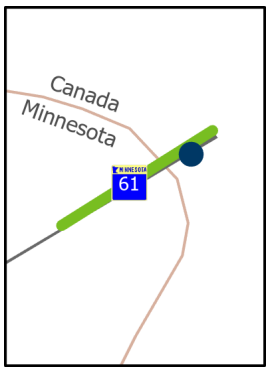
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.8	17.2
Post Letting Construction Costs:	1.1	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1
Construction Engineering:	0.9	1.1
Right of Way:	0	0
Total:	***16.1***	***20***

Construction cost estimates 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 substantially complete costs. 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 61

Bridge 5923, 5923

State Project Number 1605-03, 1605-04

Hwy 61: Pigeon River Bridge Redeck

Hwy 61 over the Pigeon River, repair bridge

RECENT CHANGES & UPDATES

PROJECT HISTORY

This is a partnership project with the Ministry of Transportation, Ontario. This international bridge crossing project was deveped in two parts. A project to repair the bridge deck SP 1605-03, and a project to repair the piers SP 1605-04.

PROJECT RISKS

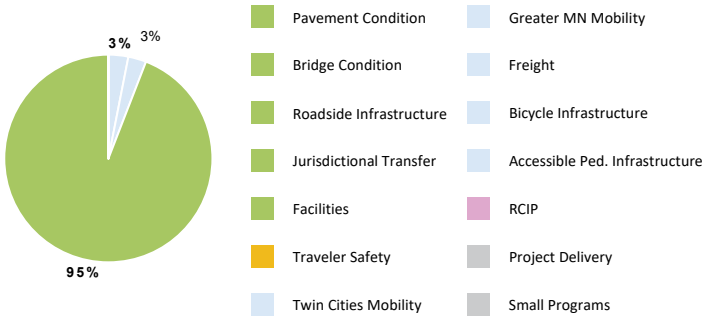
Risks to he project is coordinating between two countries and multiple regulatory agencies.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	10/17/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	3/4/2022
Construction Limits Established Date:	3/4/2022
Original Letting Date:	1/1/2023
Current Letting Date:	1/27/2023
Construction Season:	2023-2024
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

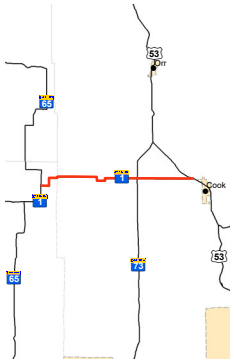
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	8.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.5	0.7
Right of Way:	0	0
Total:	***8.4***	***10.7***

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

This baseline estimate was completed in February of 2020. The current estimate is based on the actual construction letting costs. These estimates include the complete cost for bridge repair. The cost increase was due to higher than expected construction costs. The project cost will be shared with Canada.

PROJECT SUMMARY



MN 1

State Project Number 3101-37

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

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

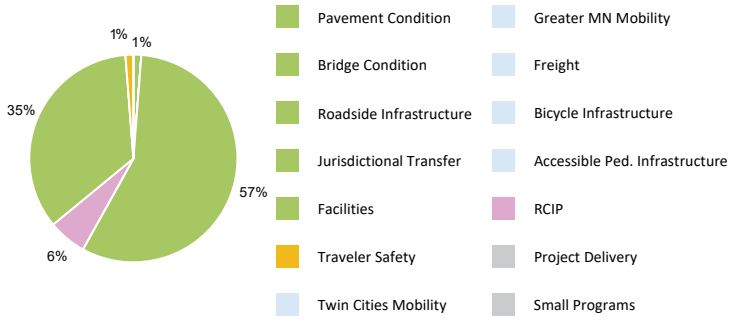
This project is linked to SP 6931-01 on TH 73 from the junction with TH 1 to the junction of TH 53. Right of way acquisition is needed on this project, the costs to acquire the right of way may impact the total project cost estimate in the future

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:	July 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:	***11.9***	***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 substantially complete costs. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 1

State Project Number 3101-38

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was completed in 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

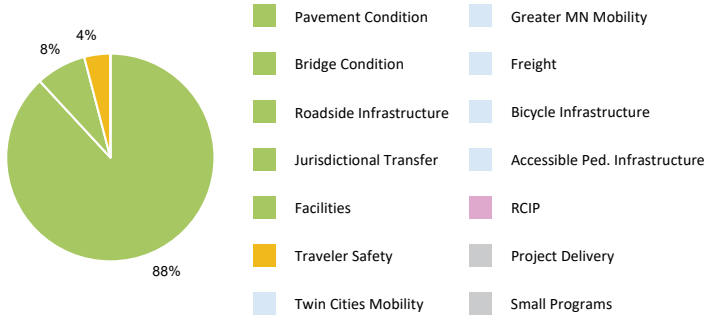
Project is complete, no remaining risks.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.6	5.6
Post Letting Construction Costs:	0.3	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.2	0.2
Right of Way:	0	0.5
Total:	***4.5***	***6.9***

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

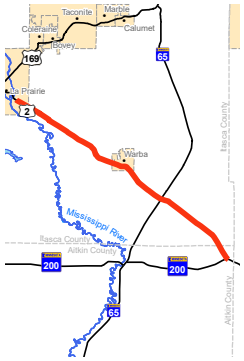
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in September 2017. The current estimate is the substantially complete costs. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2

State Project Number 3104-60

Resurface highway from East 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 is substantially complete.

PROJECT HISTORY

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

PROJECT RISKS

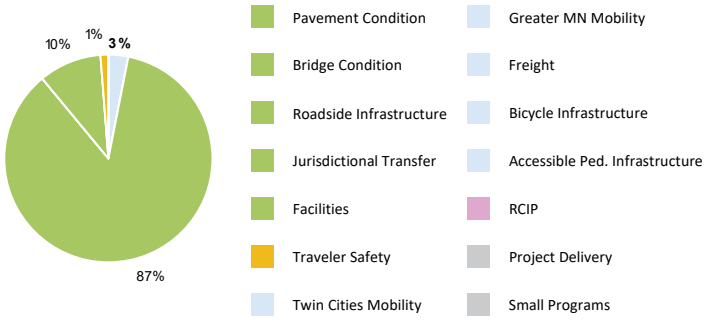
Project is complete, there are no remaining risks associated with this project

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

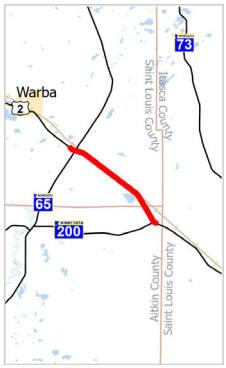
	Baseline Estimate	*Current Estimate*
Construction Letting:	18	10.7
Post Letting Construction Costs:	1.5	0.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.8	0.8
Construction Engineering:	1.2	0.5
Right of Way:	0	0.1
Total:	***22.5***	***13.1***

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

The baseline estimate was completed in March 2017. The current estimate is the substantially complete costs. 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

Hwy 65, 2 Swan River Roundabout Project: Swan River Itasca County

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

RECENT CHANGES & UPDATES

This project was put out for bids on 5/19/2023. Construction is anticipated to start in August of 2023, and to be completed by the end of November 2024.

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

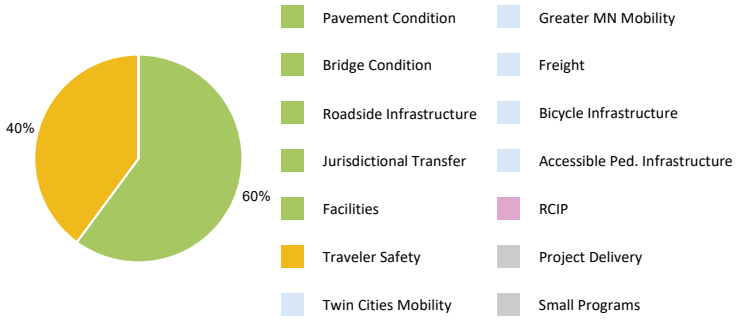
Risks include contaminated soil and water, utility relocations, business impacts, wetland impacts, public water impacts and snowmobile trail conflicts.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	10/19/2022
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:	5/19/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.2	10.7
Post Letting Construction Costs:	0.8	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.3
Construction Engineering:	1.3	0.6
Right of Way:	0	0
Total:	***11.2***	***13.2***

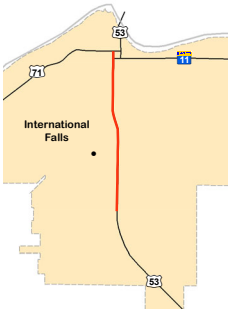
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline estimate was completed in August of 2020. The Current estimate is the actual letting amount. Both estimates include costs for bituminous pavement reclamation, a box culvert, and a roundabout. The cost increase is due to contaminated soil located within the project, and higher than expected prices on the box culvert and bituminous pavement.

PROJECT SUMMARY

US 53



State Project Number 3608-48, 3608-57

Hwy 53 Rehabilitation, Streetscape Project: Koochiching County

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

RECENT CHANGES & UPDATES

Construction was substantially completed in 2021. Roadway settlement occurred in 2022, final repair and punchlist items to be completed in fall of 2023.

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

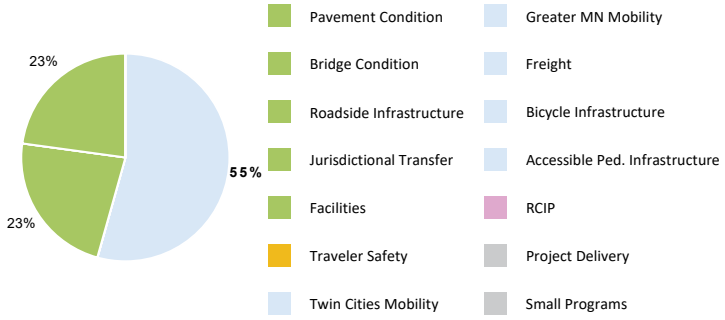
Maintaining access to business from Hwy 53 during construction may be difficult resulting in potential controversy. Other construction risks have been retired.

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 2023

PRIMARY INVESTMENT CATEGORY

Acc Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

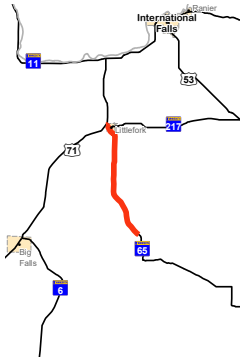
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	17.3
Post Letting Construction Costs:	0.4	1.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.7
Construction Engineering:	0.4	1.2
Right of Way:	0.1	1
Total:	***6.8***	***22.7***

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 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

Project is complete. There are no new updates in 2023.

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

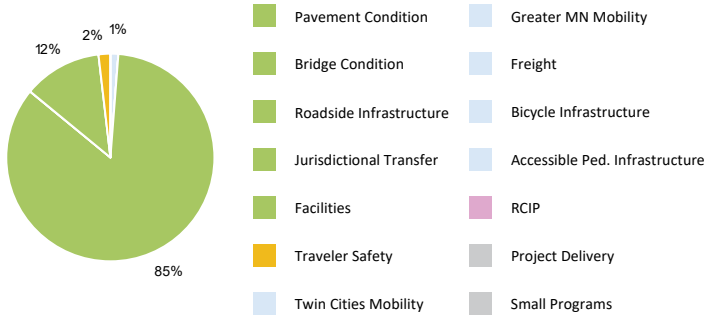
Project is complete, there are no remaining risks associated with the project.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

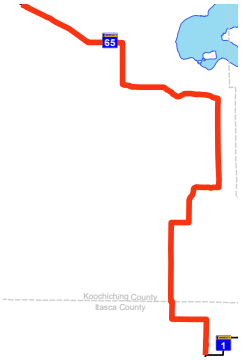
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	2.8
Post Letting Construction Costs:	0.4	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.1
Construction Engineering:	0.3	0.1
Right of Way:	0	0
Total:	***5.7***	***3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in May 2016. The current estimate is the substantially complete costs. 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

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

SUBSTANTIALLY COMPLETE

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 precent 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

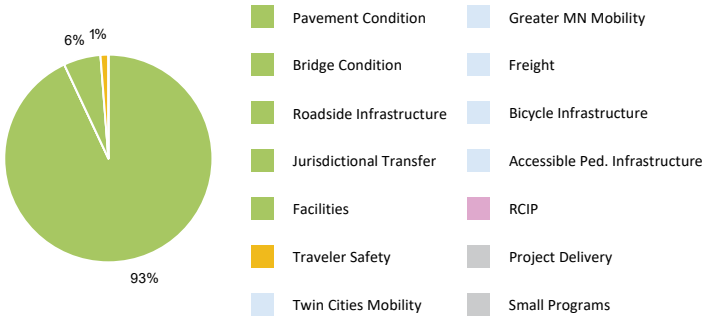
Construction is complete and no risks remain.

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

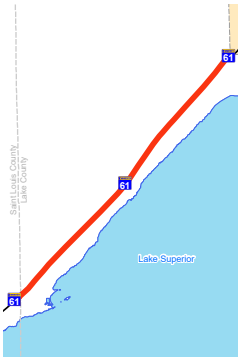
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.4	8.7
Post Letting Construction Costs:	0.9	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.6
Construction Engineering:	0.9	0.3
Right of Way:	0	0.1
Total:	***15.6***	***10.4***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in April 2018. The project was let in June 2022. The current estimate is the substantially complete costs. 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

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

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

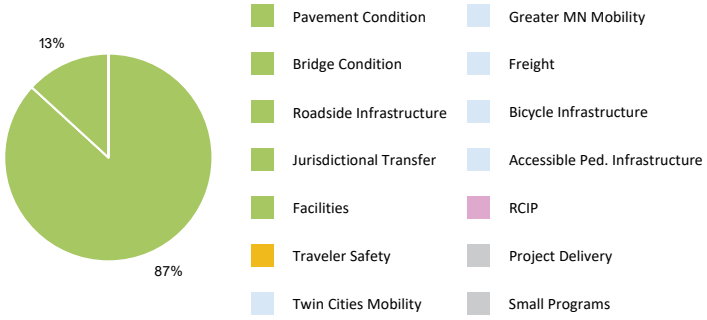
No significant risks have been identified.

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:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	4.2
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***7.1***	***5.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate is the substantially complete costs. 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 east of Lake County Rd 26 to east of Park Rd.

RECENT CHANGES & UPDATES

The recommended alternative includes two roundabouts and realignment of the intersection at Park Road. The recommended alternative was developed after significant public and business engagement. Due to funding constraints, the project will be phased, with Phase 1 to include a reconstruction project between the railroad overpass east of 11th Street to Park Road. The district is looking for additional funding to construct the remainder of the corridor plan.

PROJECT HISTORY

A corridor study was undertaken and completed in summer 2023 that recommended a corridor plan with two roundabouts, removing parking from the north side of the highway, geometric revisions at intersections, and ADA improvements. The project will be phased due to lack of funding. Municipal consent process will begin in fall 2023.

PROJECT RISKS

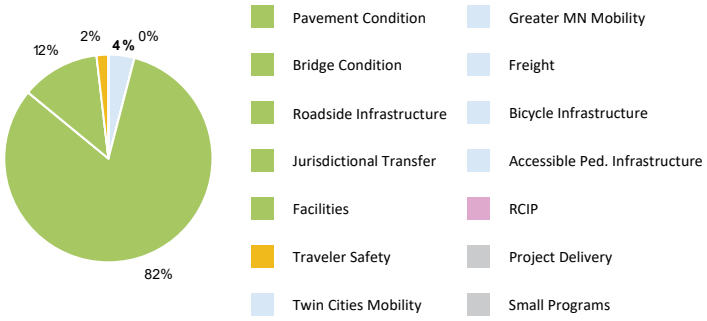
The planning level cost estimate is beyond what we can likely fund in FY 2025, and so the district reduced the scope of the project to include a phased implementation. Phase 1 includes reconstruction between the railroad overpass east of 11th Street to Park Road. Municipal consent is needed from the city. The city is planning to replace utilities with this project, and coordination and funding could impact project delivery. Cultural resources survey and architectural survey is needed and may find historic and sensitive artifacts that require special handling that wasn't anticipated.

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:	8/23/2023
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	7/24/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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

Project construction is nearing completion.

PROJECT HISTORY

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

PROJECT RISKS

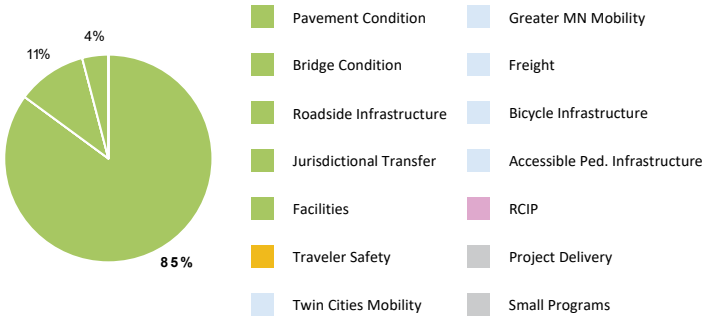
No outstanding risks

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:	

PRIMARY INVESTMENT CATEGORY

Bridge Condition



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	2
Construction Engineering:	0.4	0.7
Right of Way:	0	0.1
Total:	***5.9***	***9.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was prepared in 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

Project construction is nearing completion.

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

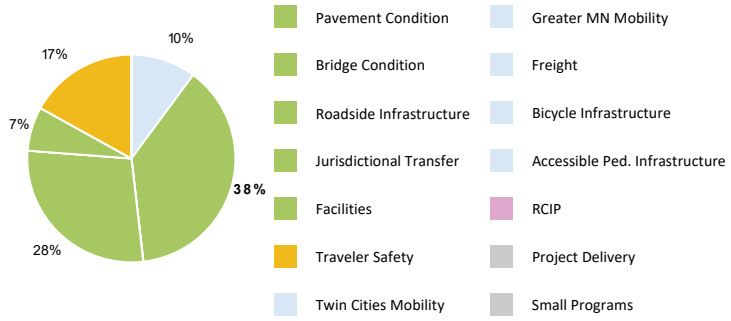
No outstanding risks

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:	

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	6.2
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.4
Construction Engineering:	0.4	0.8
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. .

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 61

Bridge 38003, 38005

State Project Number 3805-106

Hwy 61 Tunnels

Along Hwy 61, safety improvements and LED lighting at the Silver Creek Cliff and Lafayette Bluff tunnels.

RECENT CHANGES & UPDATES

The project was added back into the program due to receiving special funding in fiscal year 2024. The final design will be completed in fall 2023 so the project can be let in spring 2024. Materials needed for the project have about a year lead time. All work will be done under traffic with temporary traffic signals. Tunnels will be worked on one at a time, but only one construction season is needed to complete the project.

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

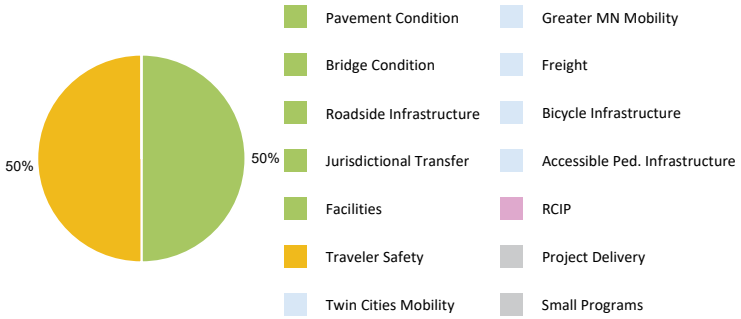
Traffic impacts during construction, material lead times, doing construction work in cold weather and under traffic.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	10/2/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	7/21/2022
Original Letting Date:	1/1/2020
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

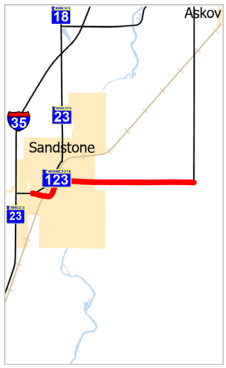
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	5.9
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.8
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***5.1***	***7.7***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in February 2019. The current estimate was completed in June 2023. 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. Also additional work was added as designed progressed.

PROJECT SUMMARY



MN 123

State Project Number 5802-24, 5802-29RW

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

SUBSTANTIALLY COMPLETE

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

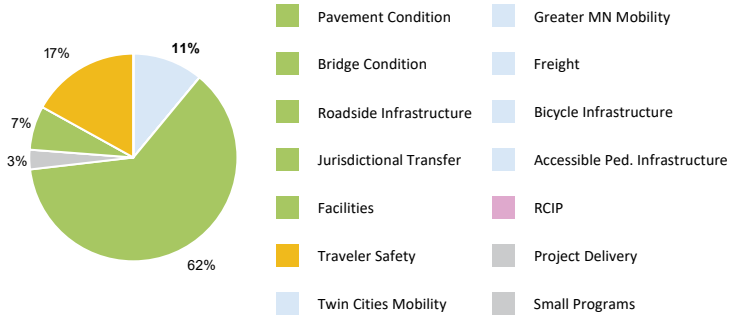
Large volume of right of way needs through Sandstone.

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)

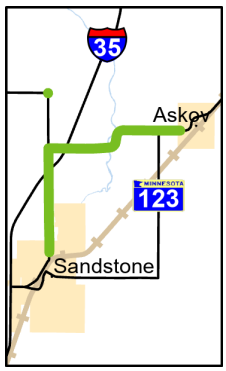
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	3.5
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.1
Construction Engineering:	0.2	0.4
Right of Way:	0.2	0.7
Total:	***4.9***	***5.8***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 23

State Project Number 5809-16

Resurface Hwy 23 from Sandstone to Askov, repair bridge over I35 and install intersection lighting at the junction of Hwy 18 and CR 61.

RECENT CHANGES & UPDATES

Design is complete and the plan was submitted to pre-letting in August 2023. The final plan includes mill and overlay and reclaim on Hwy 23, intersection geometric changes, addition of turn lanes, culvert removal and replacement, lighting, guardrail and sign replacement. Traffic will be detoured during different phases of construction using state trunk highways and county roads, which require a detour agreement to be written. An easement and short-term lease is being acquired from MN DNR for work on a culvert within Banning State Park.

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 bridge 9791 over I-35 has work under this contract to replace the end posts.

PROJECT RISKS

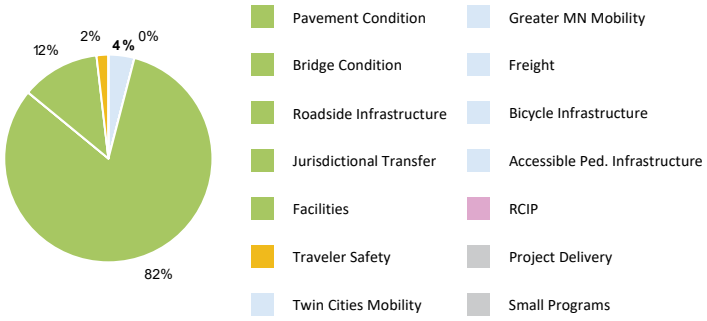
At the time of plan completion, the easement and lease being obtained within Banning State Park from MN DNR is still in the works. Other risks are permits that are in process, and utilities that need to be relocated prior to construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	4/13/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/23/2022
Construction Limits Established Date:	3/3/2023
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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

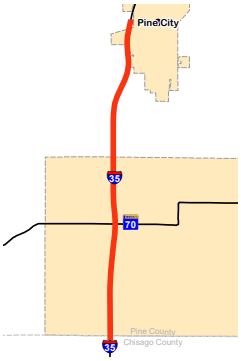
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	4.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.6
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.7***	***5.8***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in April 2018. The current estimate was completed April 2023. Both estimates include costs for bituminous resurfacing, ADA improvements and hydraulic replacements. Baseline cost increased due to changes that were made during design, including additional signing, bridge repairs and changes to pavement fix.

PROJECT SUMMARY



I-35

State Project Number 5880-194

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

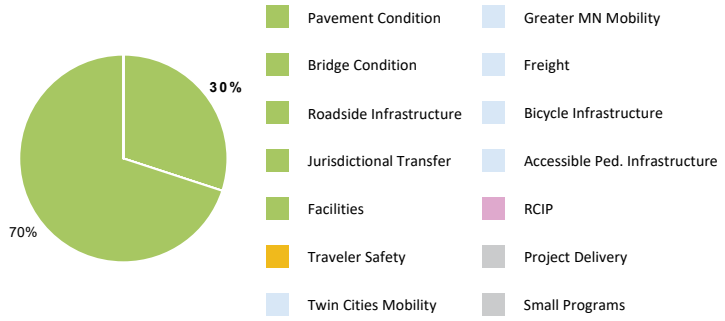
There are currently no outstanding risks on this project.

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.

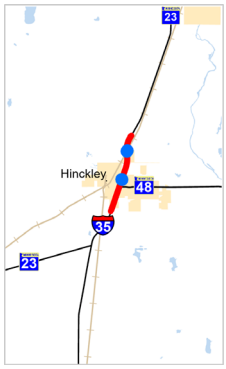
COST ESTIMATE ASSUMPTIONS

The base estimate was prepared in August 2016. The current estimate is the substantially complete costs. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35

Bridge 9785, 9787, 9788, 9789, 9790

State Project Number 5880-199AR, 5880-199, 5880-200

Hinckley Bridge Replacements: Pine County

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

RECENT CHANGES & UPDATES

Construction got underway in August 2023 for the project to construct median crossovers in advance of the bridge and pavement project. A project was let in June 2023 for advanced procurement of cable guardrail materials. County Rd 14 and 15 are being signed as an alternate route for traffic destined or originated east of Hinckley. MnDOT is participating in the cost for Pine County to repair a segment the county road in advance of offering it as an alternate route. The ramps at the Hwy 48 interchange will remain open to traffic except for short duration closures during active ramp construction work. A temporary mini roundabout will be constructed at the intersection of County Road 61 and Hwy 23 near the Mora interchange to mitigate traffic backups expected during ramp closures. Law enforcement will be used as needed in other areas if backups develop. A consultant was hired to develop a shoring plan for bridge removal and replacement, and a drainage plan to construct a ditch within railroad right of way. The bridge replacement and pavement project design was complete as of August 2023 and is on track for letting in December 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. Extensive engagement with the city, county, school district, EMS and Mille Lacs Band has occurred throughout the project development process and will continue into construction.

PROJECT RISKS

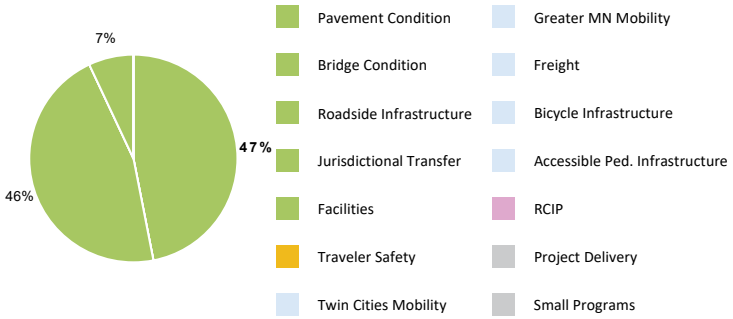
Risks as this project moves into letting and construction include completion of the median crossover project in fall 2023, which is needed for bridge construction to begin in May 2024. The location of the city of Hinckley's sanitary force main was not able to be confirmed during the utility coordination process, and if it's in conflict with bridge construction, moving it will cause delays. Significant impacts to traffic are expected starting in spring 2024 and continue through project completion.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	2/17/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	8/30/2022
Construction Limits Established Date:	3/14/2023
Original Letting Date:	1/1/2024
Current Letting Date:	10/27/2023
Construction Season:	2023-2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

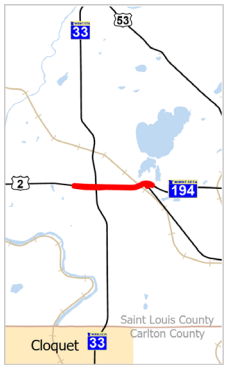
	Baseline Estimate	*Current Estimate*
Construction Letting:	28.1	27.8
Post Letting Construction Costs:	2	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	3	3
Construction Engineering:	2	2.6
Right of Way:	0	0
Total:	***35.1***	***35.1***

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 March 2021. The Current Estimate was completed in March 2023. 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 increased do to additional vehicle safety features being included in the project. Total project cost increases were offset by removing contingency.

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 construction is underway and scheduled to be completed in Fall 2023

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

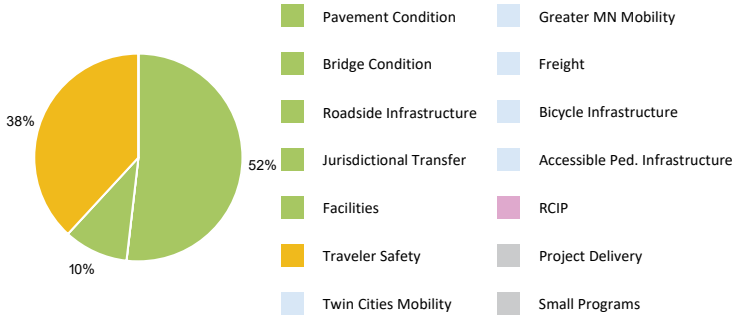
Risk of encountering contaminated soil at south roundabout leg

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:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	10/2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

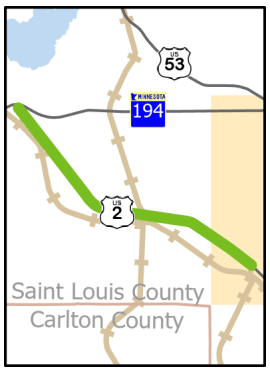
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	5.1
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1
Construction Engineering:	0.5	0.5
Right of Way:	0	0.1
Total:	***7.5***	***7.3***

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

COST ESTIMATE ASSUMPTIONS

The Current estimate is the actual letting cost. The baseline was completed in June of 2020. Both estimates include costs for bituminous paving and for a roundabout. The reason for the price change is due to the layout for the roundabout being more defined. The letting costs include St Louis County participation for their leg of the roundabout.

PROJECT SUMMARY



US 2

State Project Number 6908-68

Resurface Hwy 2 from Hwy 194 to just east of Midway Rd. (CSAH13).

RECENT CHANGES & UPDATES

Survey data is being collected winter of 2023. MnDOT is coordinating with Saint Louis County on a potential future project at the county intersection of County Road 13 and Highway 2.

PROJECT HISTORY

Project scope is being finalized and predesign work will be moving forward fall of 2023.

PROJECT RISKS

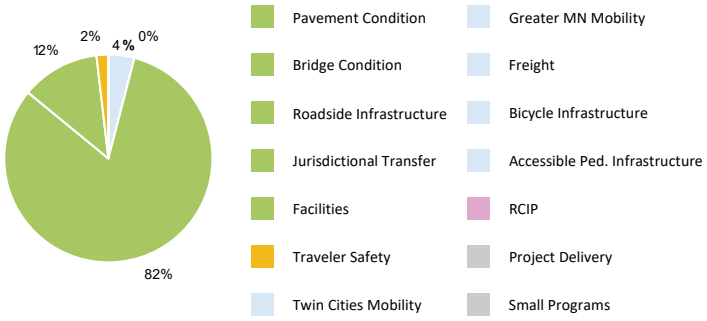
Soil contamination at the intersection of Highway 2 and Midway Road.

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:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2026
Current Letting Date:	1/1/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

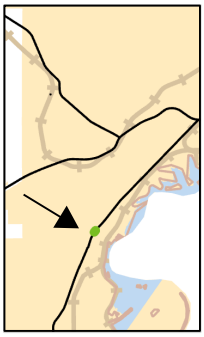
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***12.1***	***12.1***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate and the current estimate were completed in September of 2023, the cost includes pavement replacement, traffic signal replacement and roadside safety improvements.

PROJECT SUMMARY



MN 23

State Project Number 6910-103, 6910-102

Culvert improvements at Gogebic Creek in Duluth

RECENT CHANGES & UPDATES

Project was let in May of 2023 and first year of construction was started summer of 2023. Work will continue and be completed summer of 2024.

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

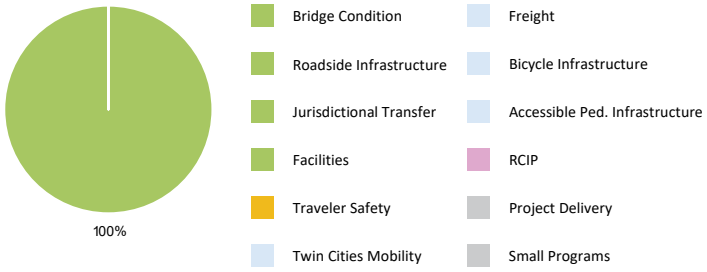
Utility desgn and coordination

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:	5/19/2023
Construction Season:	2023
Estimated Substantial Completion:	August 2024

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

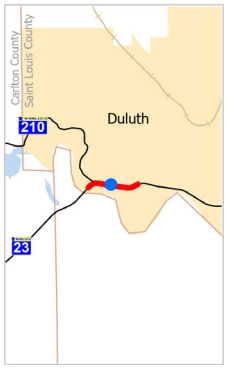
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.2	4.8
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1
Construction Engineering:	0.2	0.2
Right of Way:	0	0.2
Total:	***3.6***	***7.8***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in June 2017. The current estimate is the actual letting amount. Both estimates include costs for replacing drainage culverts. The estimate has increased as more information was gathered at these locations, and because the projects moved fiscal years. The letting cost was higher because of unexpectedly high culvert and grading cost. 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, 6910-107, 6910-114, 6910-106, 6910-115

Mission Creek Bridge replacement and Hwy 23 reconstruction: St Louis County

On Hwy 23 in Duluth, reconstruct the 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

The design consultant has submitted a 90% plan to the district, final revisions are being made to the CATEX, Continued coordination with stakeholders is ongoing.

PROJECT HISTORY

The waterway opening of bridge 5757 is too small for accumulations of debris to pass. 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

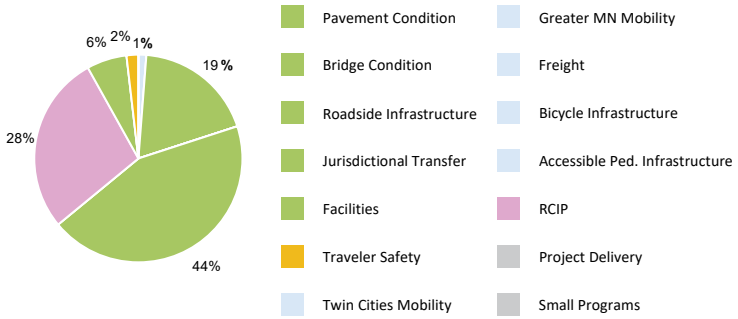
Risks include flooding until the bridge is replaced, continued burial disturbances during construction, right of way acquisition, and contamination from previous development.

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:	12/12/2022
Construction Limits Established Date:	2/6/2023
Original Letting Date:	1/1/2024
Current Letting Date:	2/23/2024
Construction Season:	2021-2026
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.4	10.4
Post Letting Construction Costs:	0.4	0.8
Other Construction Elements:	0	6.8
Preliminary Engineering:	0.6	1.8
Construction Engineering:	0.5	1.4
Right of Way:	0.4	0.8
Total:	***7.3***	***22***

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

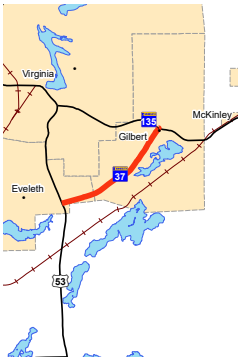
COST ESTIMATE ASSUMPTIONS

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 the project length was increased. The other construction elements cost of 6.8 million dollars was added for tribal monitoring of the excavated soils. The estimate for this project is expected to change as the project scope is being refined.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 was completed October 2021. Estimated substantial complete date was incorrectly entered as 10/1/2022 and has been corrected to 10/1/2021

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

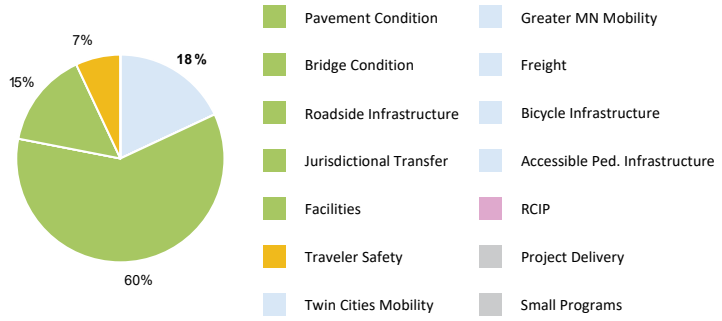
Coordination with Gilbert to include its utilities into the plan set. Temporary easement needs throughout the project area. Contaminated materials located within the project limits.

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 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.4	5.7
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***	***7.9***

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

COST ESTIMATE ASSUMPTIONS

The baseline was completed in April 2017. The current estimate is the substantially complete costs. 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 added pedestrian improvements and a thicker pavement fix in Gilbert.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

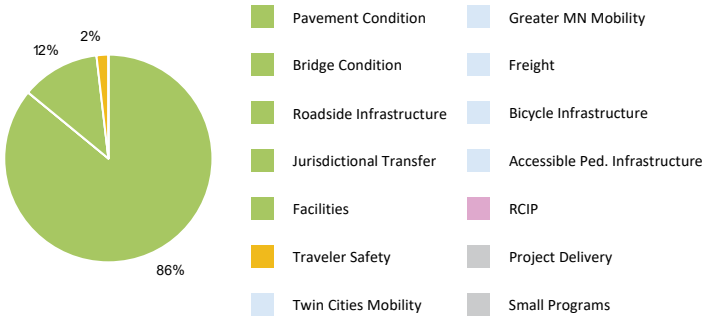
Mitigation for identified areas of blowing and drifting snow, Munger Shaw road intersection revisions, and coordination ongoing with St. Louis County Projects

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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

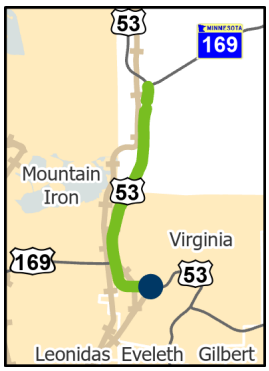
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.7	8.9
Post Letting Construction Costs:	0.7	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	0.5
Construction Engineering:	0.8	0.3
Right of Way:	0	0
Total:	***12.4***	***10.7***

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 know. The current estimate is the substantially complete costs. Both estimates include pavement resurfacing. The lower cost is due to the project receiving lower bid prices and lower engineering costs.

PROJECT SUMMARY



US 53

State Project Number 6918-102

Resurface Hwy 53 from 2nd Ave NW to just north of the wayside rest in Virginia and resurface 7 ramps at the Hwy 169/Hwy 53 intersections.

RECENT CHANGES & UPDATES

Scoping being completed in fall of 2023. Final design started in August of 2023 and will continue throughout fiscal year. Continued coordination with local agencies.

PROJECT HISTORY

The project consists of a mill and overlay of the pavement, including the ramps. New approach panels and bridge endposts at Bridges 69009 and 69010. Various hydraulic and guard rail repairs will occur along the corridor.

PROJECT RISKS

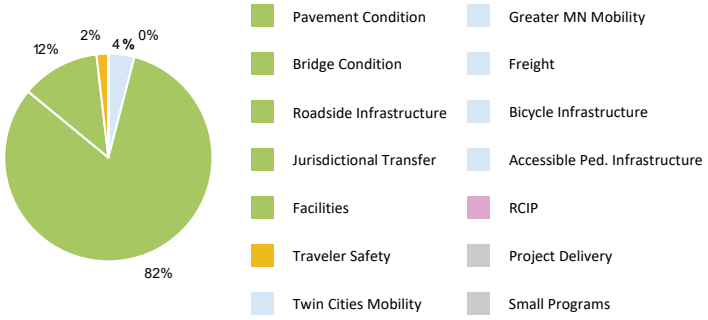
Risks include impacts due to bridge work, local cost participation, inflation. There is a risk of additional ROW needs during construction.

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:	1/1/2027
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

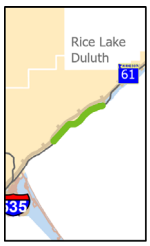
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.5***	***8.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the current estimate. It was completed in July of 2023, the estimate includes bituminous resurfacing and bridge approach panel replacement costs.

PROJECT SUMMARY



MN 61

State Project Number 6925-145

London Road/Hwy 61 Improvements: St. Louis County

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

RECENT CHANGES & UPDATES

Final project scope has been determined. In process of removing roundabout at 60th Ave. E. Municipal Consent process is starting Fall 2023.

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

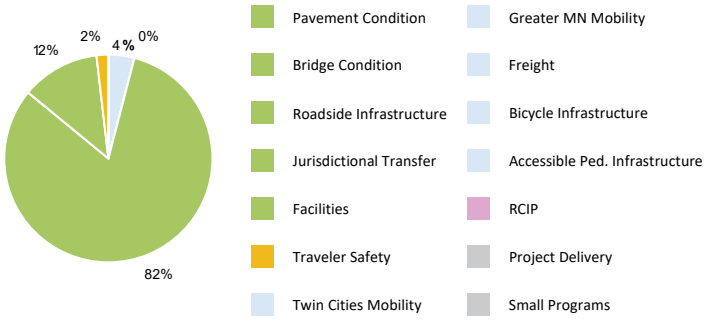
Risks include delivering project on schedule, right of way acquisition, and traffic impacts.

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:	7/6/1923
Construction Limits Established Date:	3/10/1923
Original Letting Date:	1/1/2025
Current Letting Date:	1/31/2025
Construction Season:	2025
Estimated Substantial Completion:	10/2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	17.7
Post Letting Construction Costs:	0.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	3
Construction Engineering:	0.6	3
Right of Way:	0.2	3
Total:	***10.3***	***28.2***

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

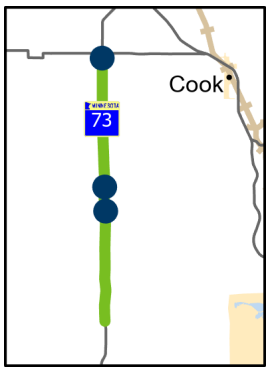
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2021. The current estimate was completed in July 2023. The estimates include pavement resurfacing, hydraulics and other road improvements, including three roundabouts. The letting does not include the City of Duluth's $3.3 million dollars of funding for their legs of the roundabouts. The project cost is expected to change as more information is gathered for the scope. Cost increase was due to the addition of a roundabout and other scope changes.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 73

Bridge 6503, 6528, 6554

State Project Number 6930-41

Resurface Hwy 73 from south of Johnson Rd. to Hwy 1 and replace bridges over the Sturgeon River and Little Fork River.

RECENT CHANGES & UPDATES

The project scope and budge were approved on 10/28/2022, the consultant designer selection process is underway with an expected contract execution by the end of calendar year 2023.

PROJECT HISTORY

This segment of Highway 73 was constructed in 1949 and has received numerous overlays since that time. The pavement currently has a remaining service life of less than 3 years. There are several bridges included in this segment of Highway 73, two of which require replacement and one of which requires rehabilitation.

PROJECT RISKS

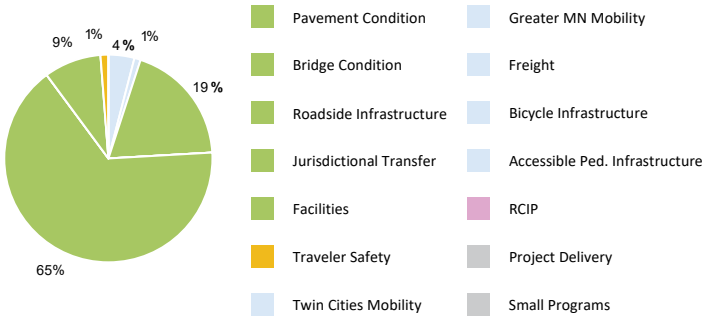
Possible contaminated soil and groundwater

SCHEDULE

Date in which project entered the STIP:	2023
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:	1/1/2026
Current Letting Date:	11/21/2025
Construction Season:	2025
Estimated Substantial Completion:	11/2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

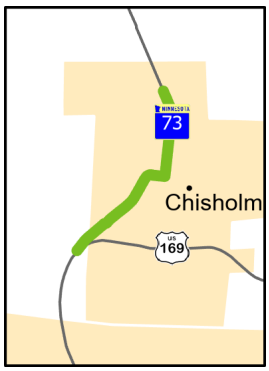
	Baseline Estimate	*Current Estimate*
Construction Letting:	19.6	19.6
Post Letting Construction Costs:	1.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	1.5	1.5
Right of Way:	0	0
Total:	***23.9***	***23.9***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate and the current estimate were completed in April of 2023, they include bituminous replacement cost. Also cost for repairing one bridge and replacing 2 bridges.

PROJECT SUMMARY



MN 73

State Project Number 6930-42

Resurface north and south bound Hwy 73 from just north of Hwy 169 to 4th St in Chisholm.

RECENT CHANGES & UPDATES

The project is currently in the scoping phase, there is a preliminary scoping meeting scheduled in November of 2023 with final scoping meeting to be scheduled soon after.

PROJECT HISTORY

This segment of TH 73 is made up of 3 distinctly different roadway sections, all with different histories of maintenance and construction over their lifetime. The entire segment has decreasing ride ranging from 1.9 to 3.2. The project for this segment will be scoped as a thin mill and overlay.

PROJECT RISKS

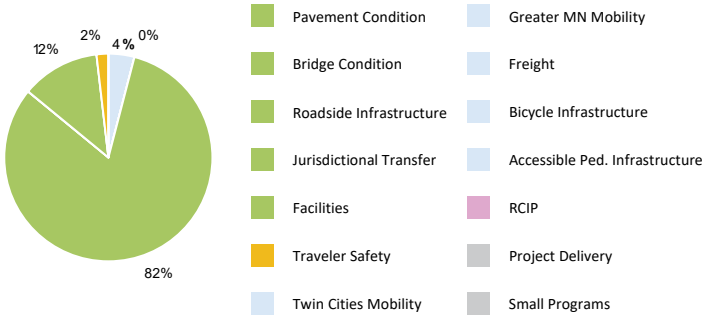
ADA work may result in right of way acquisition, city utility infrastructure problems may need to be addressed by the city, and results of the contaminated materials investigation are unknown.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2026
Current Letting Date:	10/1/2026
Construction Season:	2026
Estimated Substantial Completion:	11/2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

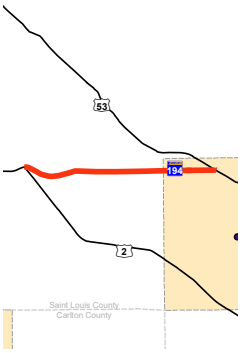
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.2***	***7.2***

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 and the current estimate were completed in March of 2023, the cost includes bituminous replacement, concrete repair and replacing one traffic signal. The cost is expected to change as the scope is defined.

PROJECT SUMMARY



MN 194

State Project Number 6932-14, 6916-113

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction started June of 2022 and is now substantially complete.

PROJECT HISTORY

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

PROJECT RISKS

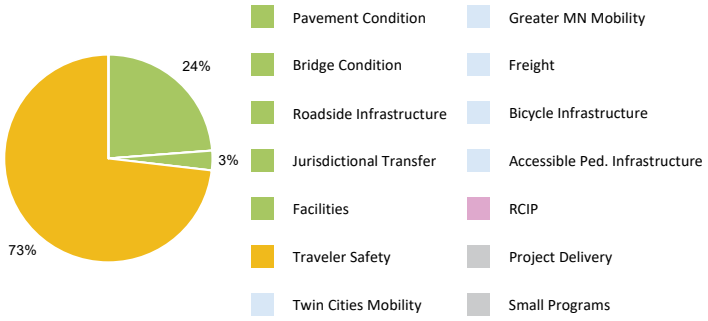
Public's reaction to intersection changes and right of way needs.

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 2022

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

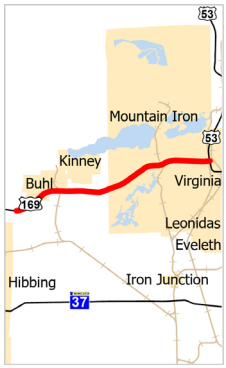
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	6.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.2
Construction Engineering:	0.3	0.4
Right of Way:	0	0.1
Total:	***5***	***8.9***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2018. The current estimate is the substantially complete costs. 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

State Project Number 6935-94

Resurface northbound and southbound Hwy 169 from just west of CR 67 to CR 103 and rehabilitate 2 bridges. In Mt. Iron, pedestrian improvements on Emerald Ave from Hwy 169 to Enterprise Drive South.

RECENT CHANGES & UPDATES

Scoping was completed in spring of 2021. Final design started in August of 2022 and will be completed in September 2023. Letting planned for October 2023 with construction starting in spring of 2024. 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

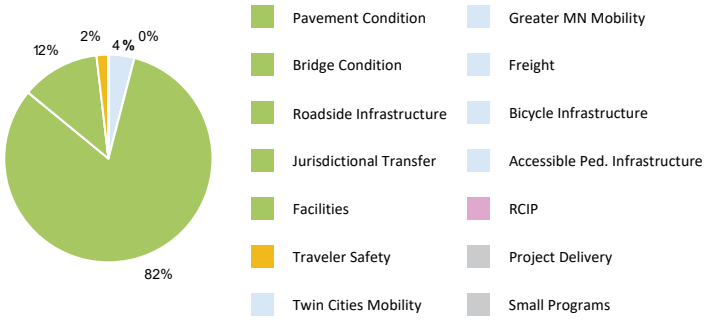
Impacts due to bridge work, tree removal, local cost participation, inflation. Risk of additional ROW needs during construction.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	5/19/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/8/2020
Construction Limits Established Date:	5/24/2022
Original Letting Date:	1/1/2024
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

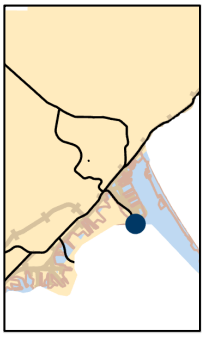
	Baseline Estimate	*Current Estimate*
Construction Letting:	17	15.8
Post Letting Construction Costs:	1.5	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2
Construction Engineering:	1.3	1.4
Right of Way:	0	0
Total:	***20.6***	***20.6***

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

COST ESTIMATE ASSUMPTIONS

The Baseline was completed in October of 2020. The Current estimate was completed in April of 2023. Both estimates include costs for bituminous pavement replacement, bridge rehabilitation, and pedestrian accessibility improvements.

PROJECT SUMMARY



I-535

Bridge 9030

State Project Number 6981-27

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in October, 2022.

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

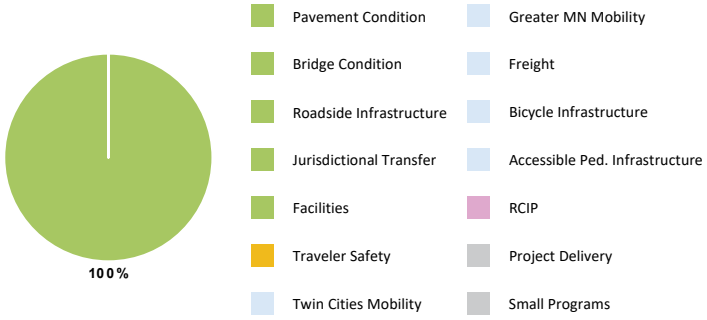
Construction was completed in October, 2022 and no risks remain.

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:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/28/2022
Current Letting Date:	2/9/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	6
Post Letting Construction Costs:	0.3	-1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.3
Construction Engineering:	0.7	0.2
Right of Way:	0	0
Total:	***10.6***	***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 cost estimate was prepared in April 2015 prior to scoping. The estimate included costs for bridge painting. The current estimate is the substantially complete costs. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

On I-35 in Duluth, the project includes all work packages for Twin Ports Interchange construction. The project constructs bridges, retaining walls and make some drainage improvements.

RECENT CHANGES & UPDATES

2023: Significant progress was made on the TPI project last year.
Work Packages (WP) 1 and 2, I-35 and the main interchange, are on schedule for substantial completion the Fall of 2023.
WP 3, the Highway 53 bridges have been completely demolished and are being reconstructed.
WP 4, the I-535/Garfield interchange has been completely demolished and is in the process of being reconstructed.
There were cultural resource discoveries on the project this year. Schedule and budget impacts are being evaluated as more is known.

PROJECT HISTORY

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 RISKS

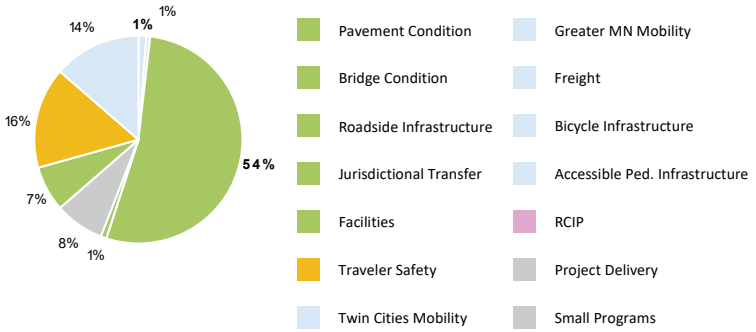
Most of the bridge foundations are complete, and all of the ground improvement columns have been installed. The risk of hitting unknown obstructions is nearly retired. Archaeological risk has been realized in the form of cultural resource discoveries on the project. It is too early to assess schedule and budget impacts related to this issue. More information will be available next year.

SCHEDULE

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

Bridge



TOTAL PROJECT COST ESTIMATE (MILLIONS)

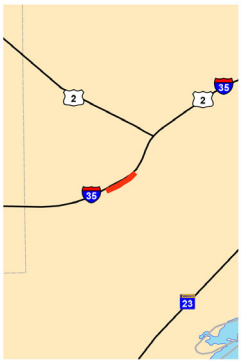
	Baseline Estimate	*Current Estimate*
Construction Letting:	230	437.0
Post Letting Construction Costs:	16.5	17.4
Other Construction Elements:	10.1	19.0
Preliminary Engineering:	32.5	45.6
Construction Engineering:	9.6	18.4
Right of Way:	0.3	3.1
Total:	***299***	***540.5***

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, WP 1, WP 2, and 6915-138 (WP 3) and 6980-62 (WP 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 of 2021. Project is complete.

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

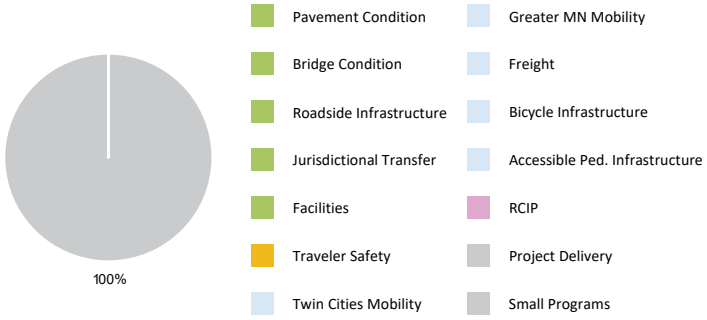
Shallow bedrock in some areas. Encountering bedrock could increase the overall construction cost. There are many needs at the rest area. The current budget doesn't allow for all of the needs to be addressed.

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:	October 2021

PRIMARY INVESTMENT CATEGORY

Small Programs



TOTAL PROJECT COST ESTIMATE (MILLIONS)

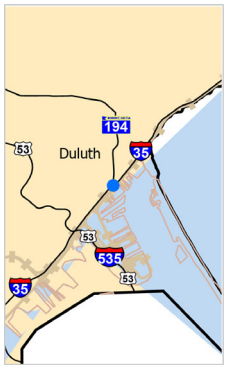
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	2.7
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.8	0.3
Right of Way:	0	0
Total:	***5.1***	***3.6***

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 was completed in April 2020. The current estimate is the substantially complete costs. 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 69818A, 69818B, 69818N, 69818S, 69870A, 69870C

State Project Number 6982-348

I-35 in Duluth, repair bridges and ramps 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 Concrete partial Repair (CPR) project on the interstate from Lake Avenue to 21st Avenue East. Additional funding was added summer of 2023 to increase level of repair on the interstate ramps from an MMA flood seal to a mill and overly.

PROJECT HISTORY

District 1 received special funding to resurface two interstate bridges.

PROJECT RISKS

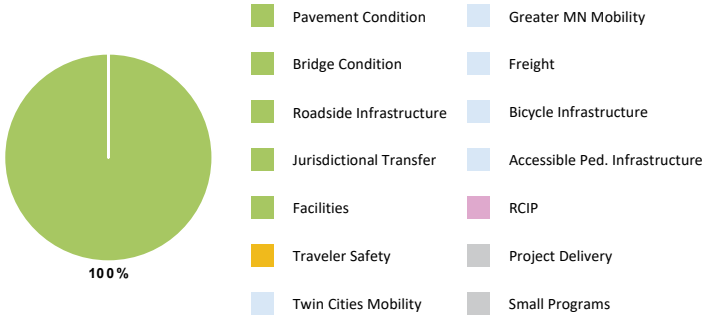
Traffic impacts and construction staging

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:	3/8/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

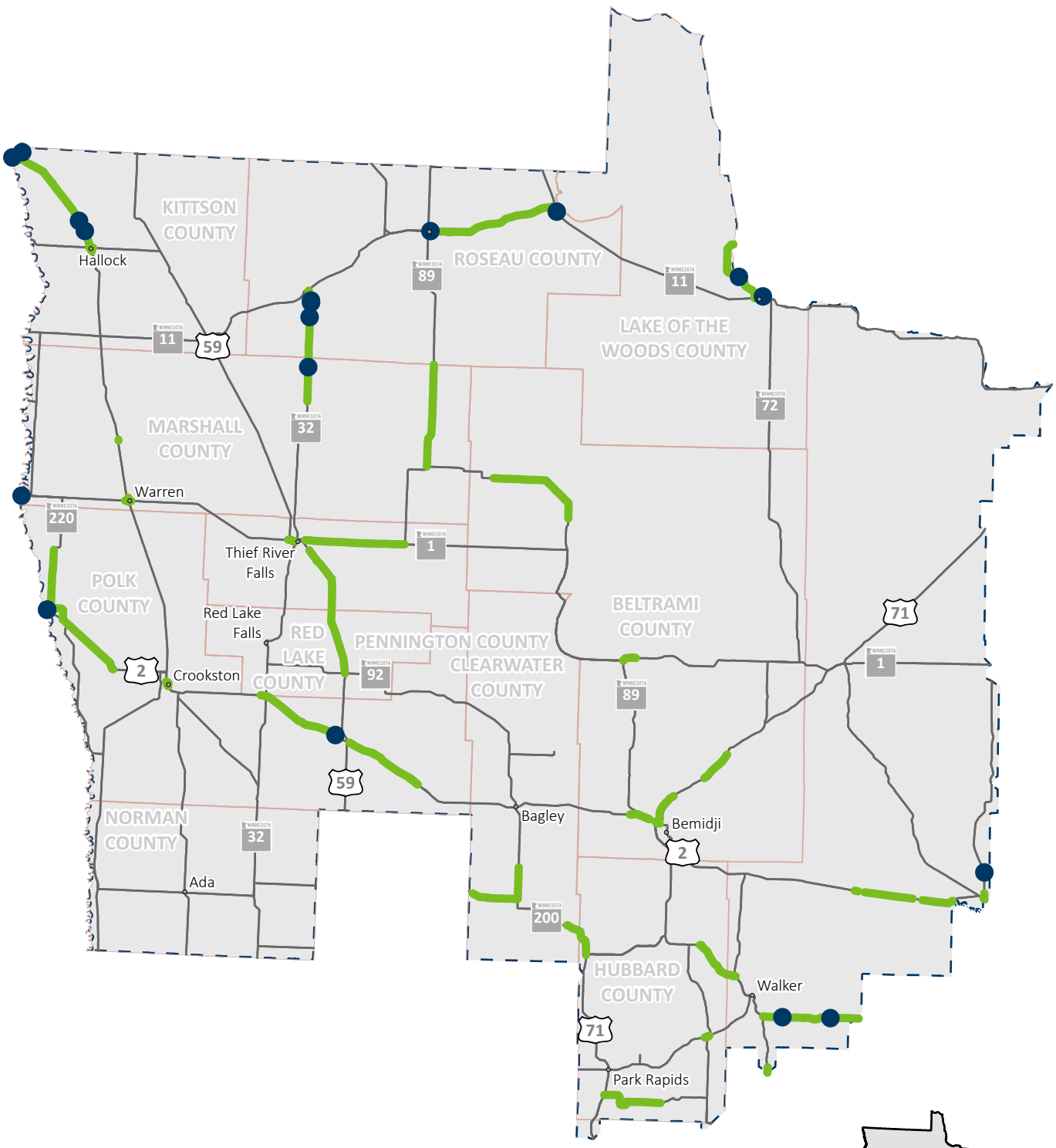
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	8.2
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***9.1***	***10***

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

COST ESTIMATE ASSUMPTIONS

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

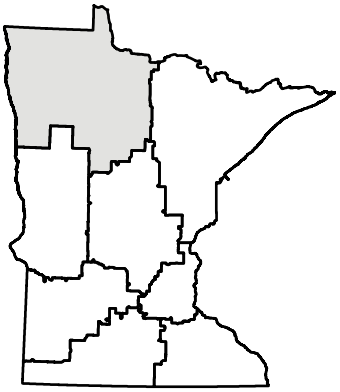
D2- BEMIDJI



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



District 2 Project List

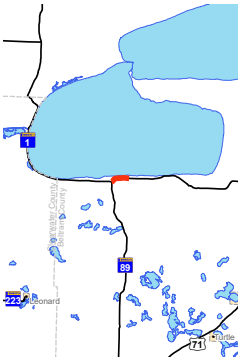
ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 1	0404-38	On MN 1 from MN 89 to MN 89 in Beltrami County.	✓	2nd	B1	120
US 2	0404-67, 0404-62	Access management improvements on Hwy 2 in Bemidji	✓	2nd	B2	121
US 71	0410-50	On US 71 from MN 197 to the end of the four-lane in Beltrami County.	✓	1st	B3	122
US 71	0410-51	Resurface Hwy 71			B4	123
MN 89	0415-17, 4508-34	Resurface Hwy 89 between Beltrami CR 705 and 6 miles west of Hwy 1			B5	124
MN 197	0416-55	Resurface Hwy 197 in Bemidji			B6	125
US 2	1102-70	Resurface Hwy 2 between Bena and Ball Club	✓	2nd	B7	126
MN 200	1106-15	On MN 200 from MN 371 to MN 84 in Cass County	✓	2nd	B8	127
MN 371	1118-22	Reconstruct 1 mile of Hwy 371 in Hackensack			B9	128
MN 200	1504-15	On MN 200 from Roy Lake to MN 92 in Zerkel in Clearwater County	✓	2nd	B10	129
MN 200	1505-25	On MN 200 from Clearwater CSAH 2 to US 71 in Clearwater County			B11	130
MN 92	1506-41	On MN 92 from CSAH 35 to MN 200 in Clearwater County	✓	1st	B12	131
MN 34	2902-44	Reconstruct Hwy 34 in Akeley			B13	132
MN 200	2908-31	Resurface Hwy 200			B14	133
MN 87	2909-17	Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard			B15	134
MN 87	2909-20	Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard			B16	135
MN 171	3507-17	Refurbish Hwy 171 bridge over Red River of the North in St. Vincent			B17	136
US 75	3509-26	Resurface and pedestrian improvements on Hwy 75 in Hallock	✓	1st	B18	137
US 75	3509-28	On US 75 from Bridge 35007 to US 75 in Kittson County.			B19	138
MN 72	3905-09	On MN 72 replace Bridge 39016 over the Rainy River in Baudette.	✓	2nd	B20	139
MN 72	3905-10	Resurface Hwy 72 between Baudette and the Canadian border			B21	140
MN 32	4504-19	Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona			B22	141
MN 89	4508-35	Resurface Hwy 89 between Hwy 219 and Roseau County line			B23	142
MN 1	4509-05	Refurbish Hwy 1 bridge over the Red River in Oslo			B24	143
MN 1	5701-31	On MN 1 from CSAH 16 to Kinney Ave. in Thief River Falls.	✓	2nd	B25	144
MN 1	5702-47	On MN 1 from Pennington CSAH 18 to MN 219 in Thief River Falls.	✓	2nd	B26	145
US 59	5705-61, 5705-63	Resurface Hwy 59 between Pennington and Thief River Falls; roundabout at the intersection of Hwy 59 and CR 3			B27	146
US 2	6001-61	On US 2 from MN 220 in East Grand Forks to CSAH 15 in Fisher.	✓	2nd	B28	147
US 2	6002-76	Improve pedestrian safety in Crookston			B29	148
US 2	6004-26	On US 2 from west of MN 32 to west of US 59 in Polk County.	✓	2nd	B30	149
US 2	6005-68	On US 2 from east of US 59 to western limits of Fosston in Polk County.	✓	2nd	B31	150
US 2	6005-74	Resurface and sidewalk improvements on Hwy 2 in Fosston			B32	151
MN 220	6017-45	Reconstruct Hwy 220			B33	152

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 2	6019-30	Replace Hwy 2 bridge in East Grand Forks			B34	153
MN 11	6803-40	Resurface Hwy 11, improve pedestrian accessibility, add roundabouts at intersections			B35	154
MN 11	6803-43	Reconstruct Hwy 11 between Roseau and Warroad			B36	155
MN 11	6803-46	Street in Warroad and replace bridge over the Warroad River			B37	156
MN 11	6804-29	Replace bridge in Warroad			B38	157

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

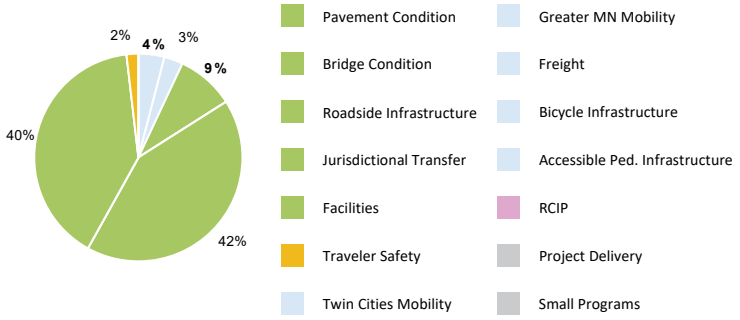
Pedestrian and bike facilities have the potential of being built off the permitted easement.

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	0
Post Letting Construction Costs:	0.2	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.4
Construction Engineering:	0.4	4.9
Right of Way:	0	0
Total:	***6.3***	***5.3***

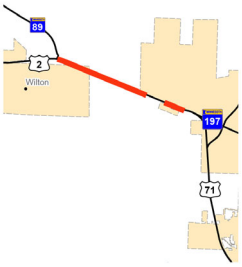
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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 a 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

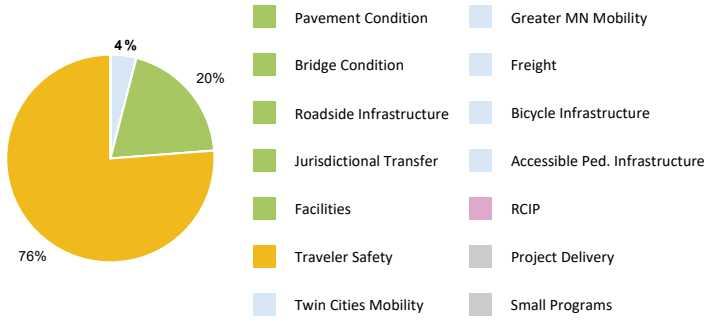
Local governing agency's familiarity with the alternative intersections (RCI).

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:	July 2021

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

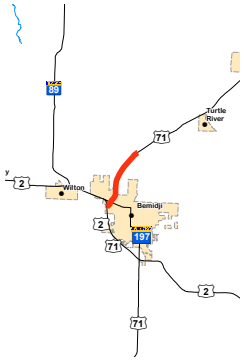
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	3.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	***5.2***	***4.9***

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

Resurface Hwy 71 and intersection improvements between Hwy 197 and East Movil Lake Road.

SUBSTANTIALLY COMPLETE

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

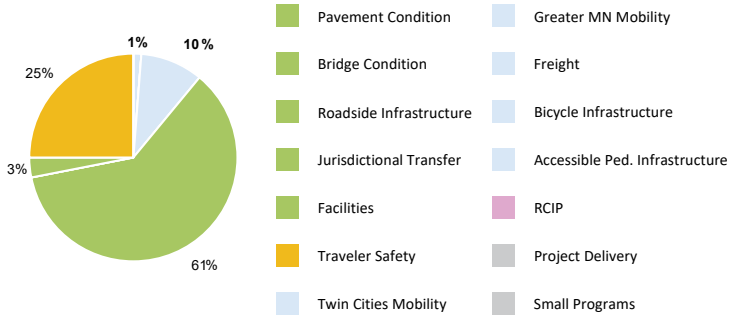
High volume corridor. Critical connection to hospital and for commuters north of Bemidji. Beltrami County is proposing to reclaim an alternative route (CSAH 15) in the same construction year.

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:	October 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	0.7
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.5	2.2
Construction Engineering:	0.4	0.7
Right of Way:	0	0.8
Total:	***5.7***	***21.2***

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

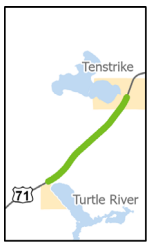
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was developed based on a lower cost 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 implemented higher cost long-term improvements that replaced aging infrastructure and improved intersection safety at eight intersections.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 reconstruction with new pavement structure is necessary.

PROJECT RISKS

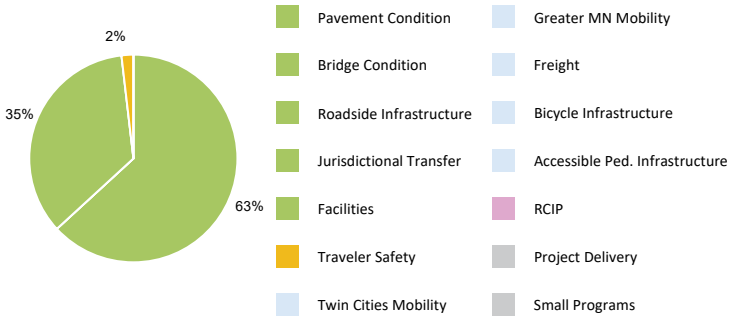
The poor subgrade presents risk that will be further analyzed in the development of the project. The poor subgrade could complicate the assumption of building it to meet current design standards.

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)

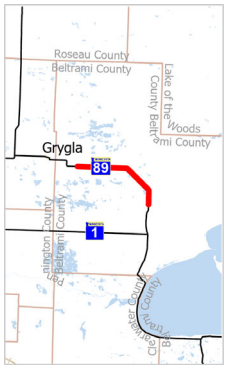
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.7	9.3
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12.2***	***11.8***

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

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. Plans have been turned in.

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

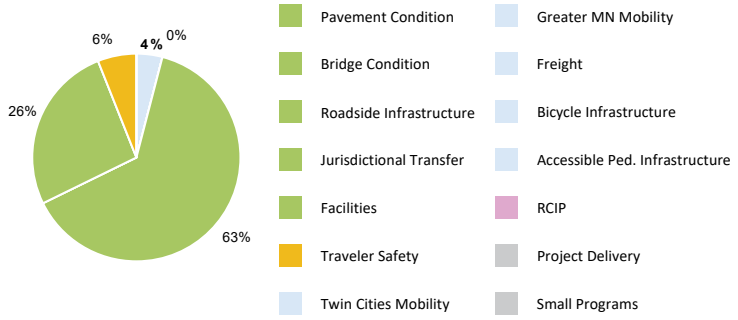
Steep in slopes in various locations, variable existing driving lane cross slopes.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	8/24/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
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)

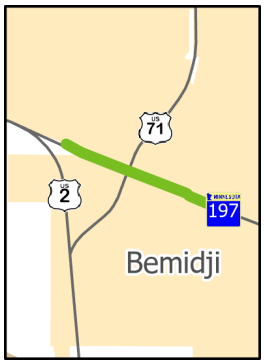
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5.8
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.3	1.1
Right of Way:	0.1	0.2
Total:	***6.2***	***8.3***

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

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



MN 197

State Project Number 0416-55

Resurface Hwy 197 between Hannah Ave and Gillett Drive in Bemidji

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2025 of the 2024-2027 STIP. In 2022 MnDOT and the City of Bemidji submitted a joint application for a RAISE Grant through the U.S. DOT, which help communities build transportation projects that have significant local or regional impact and improve safety and equity. In August 2022, this project was awarded $18 million in RAISE funding, with $14.4 million towards the MnDOT project and $3.6 million toward the City's.

PROJECT HISTORY

This project is the output of multiple corridor studies involving the public to identify transportation safety and mobility improvements for motorized and non-motorized users in conjunction with a pavement and roadside infrastructure need. This project will consist of a full urban reconstruction, a new multi-use trail along both sides of MN 197, converting three signalized intersections into roundabouts, upgrading the remaining signalized intersection and adding corridor lighting throughout the project.

PROJECT RISKS

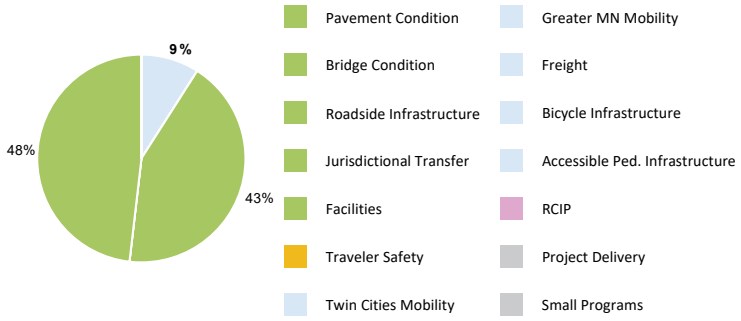
Project risks include: Contamination of subsurface soils have been identified at the airport property, right of way acquisitions, adjacent wetlands, maintaining public support intersection control improvements, and maintaining acceptable business access during construction.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/24/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.8	16.8
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.9
Construction Engineering:	1.4	1.4
Right of Way:	1.3	1.3
Total:	***22.3***	***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

2020 average bid prices were used in the development of the Total Project Cost Estimate and assumes a mid point of 2026 construction.

PROJECT SUMMARY

US 2

State Project Number 1102-70

Resurface Hwy 2 between Bena and Ball Club

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

There are no recent changes or updates as this project was constructed during the 2020 season.

PROJECT HISTORY

The pavement surface ride quality index was projected to drop below acceptable levels by 2022 and this project was identified to improve the roadway conditions. The City of Bena was exempted from this project and is being addressed during the 2023 season under SP 1102-71.

PROJECT RISKS

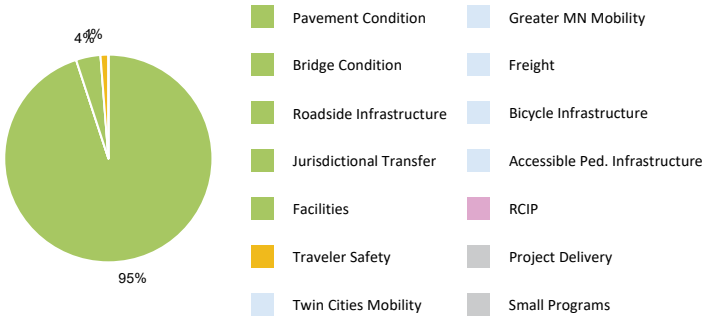
This project includes funding from ATP-1, ATP-2 and ATP-3.

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:	October 2020

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:	***6.5***	***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

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

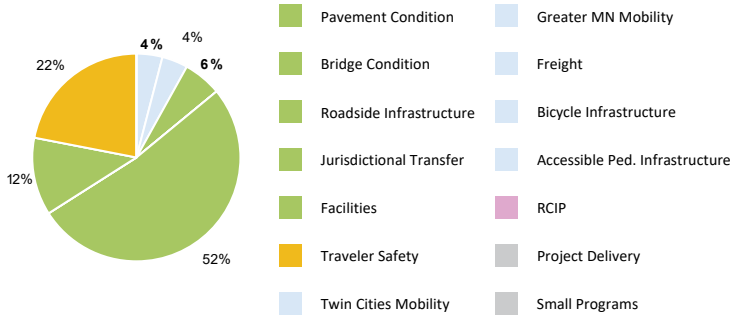
The project is lengthy and there may be local and recreational traffic impacts. Road conditions may degrade and increase project duration or cost. The project requires additional coordination with the Leech Lake Band of Ojibwe and Chippewa National Forest

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:	September 2021

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:	0.8	1.3
Construction Engineering:	0.5	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. The current estimate reflects the actual bid and construction costs.

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

Project development continues with changes to project limits extending slightly to accommodate drainage, added concrete boulevard, changed roundabout from bituminous pavement to concrete pavement and inflation costs to prices since the 2020 cost estimate was completed. All these play a part in the increased cost estimate. Project 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

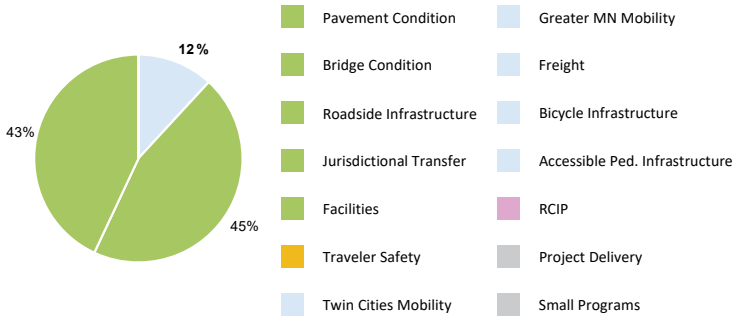
Permanent right of way will need to be acquired at the proposed roundabout location and temporary easements are needed along the corridor to construct the new section and accommodate traffic during construction.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	12/8/2022
Municipal Consent Approval Date:	11/2/2020
Geometric Layout Approval Date:	10/16/2020
Construction Limits Established Date:	7/27/2022
Original Letting Date:	8/23/2024
Current Letting Date:	8/23/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

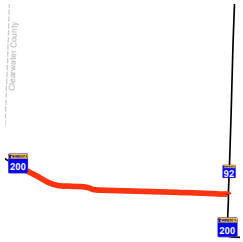
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	8
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.4
Construction Engineering:	0.4	1.5
Right of Way:	0	0.8
Total:	***7***	***12.1***

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

2021 average bid prices were used in the development of the TPCE. The inflation factor assumes mid point of 2025 construction.

PROJECT SUMMARY



MN 200

State Project Number 1504-15

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 the pavement fix. Original plan was to complete a vertical profile and horizontal alignment; due to concerns voiced by design, it was switched to 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

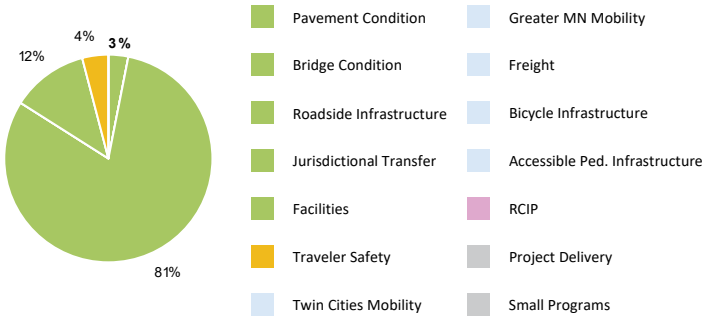
Wetland Proximity

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:	October 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

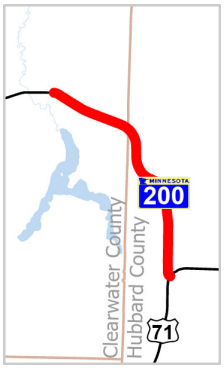
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	4.7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.8***	***5.6***

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

The current estimate reflects the awarded bid price and costs to complete this project.

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

Project development has continued and coordination with the Minnesota DNR is taking place. The pavement resurfacing termini has been modified to include the Itasca Park North entrance intersection to address deteriorating pavement.

PROJECT HISTORY

This section of MN 200 is located in a rural area that is heavily wooded, relatively flat with some rolling hills and sharp curves. This section of highway is on the Lake Country Scenic Byway and is a Super Load Corridor. The roadway pavement is deteriorating to a level where preservation work is necessary. In addition to the pavement preservation, this project will address deficient guardrail and roadside infrastructure with culvert lining and replacements.

PROJECT RISKS

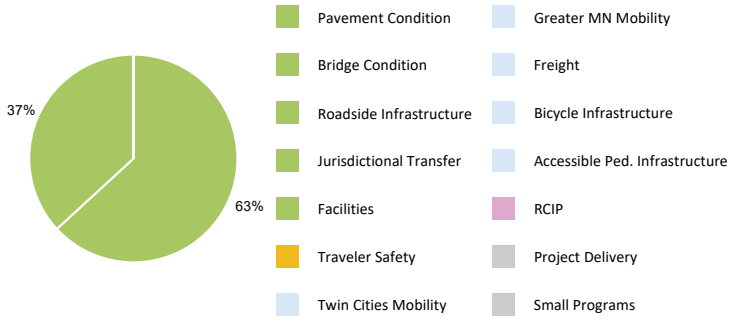
Current project risks include tree clearing coordination through Itasca State Park and changes necessary to improve or remove existing guardrail.

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:	7/20/2023
Original Letting Date:	3/26/2021
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:	4.1	4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.9
Construction Engineering:	0.2	0.4
Right of Way:	0	0
Total:	***4.7***	***5.5***

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

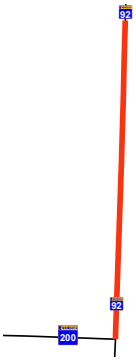
COST ESTIMATE ASSUMPTIONS

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. A consultant has been hired to assist with engineering on this project which resulted in a higher estimated cost to complete the preliminary engineering.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 92

State Project Number 1506-41

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

SUBSTANTIALLY COMPLETE

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

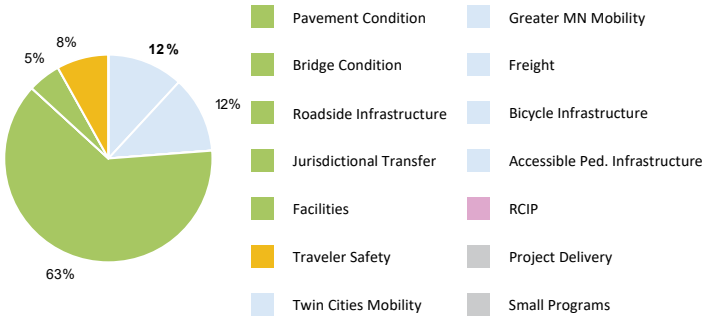
This project contains a fair amount of contaminated soil, blowing and drifting snow, and homes are extremely close to proposed right-of-way line.

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:	1/2/2020
Original Letting Date:	1/1/2022
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

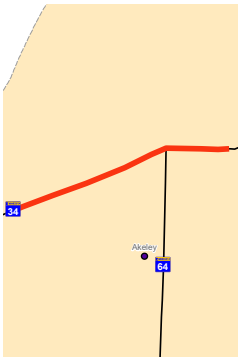
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	7.3
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.6
Right of Way:	0	0.2
Total:	***8.2***	***9.1***

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

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 increased from the Baseline Estimate to include costs for right of way and to reflect the actual bid amount and construction cost.

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 TH64 and TH34 was chosen over a roundabout. The subsurface utility engineering contract is almost finished up 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

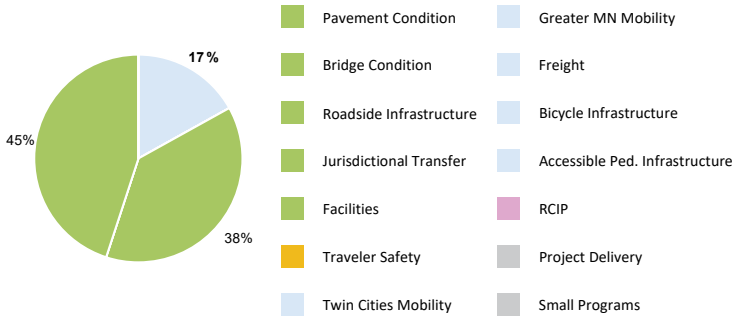
Project will require municipal consent.

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:	October 2023

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	3.5
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.9
Construction Engineering:	0.3	0.2
Right of Way:	0	0.3
Total:	***5.6***	***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 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. Current Estimate reflects let amount.

PROJECT SUMMARY

MN 200

State Project Number 2908-31

Resurface Hwy 200 from CR 39 to Hwy 371. Funded by District 2 and District 3

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2026 of the 2023-2026 STIP. Scope has changed from reclaim in all rural sections to include 2+ miles of rural reconstruct.

PROJECT HISTORY

This section of TH 200 is a minor arterial with rolling topography. It runs adjacent to the Paul Bunyan Trail for much of the project length. There are pavement needs along this stretch; shoulders do not meet standard width for some sections and will need to be widened. Project was originally scoped as an reclaim and has since changed to multiple areas of typical section changes. Due to peat depth and heaving there was sections that require grade raises. The City of Laporte lies within the project limits. The pedestrian facilities in the city are not compliant with current ADA standards and must be upgraded. Curb and gutter will be used in the city to assist with storm water needs.

PROJECT RISKS

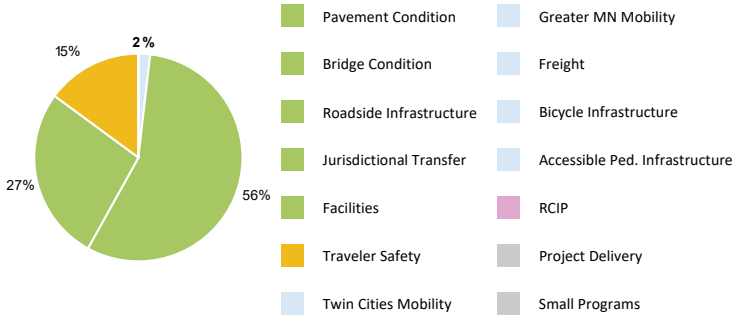
Municipal consent will be required. This road is adjacent to Paul Bunyan Trail which is a 4F property and will require additional coordination. There is peat on this corridor which may need to be addressed during construction. Southeast end of the job will need to be coordinated with tribal lands.

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:	8/29/2025
Current Letting Date:	8/29/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

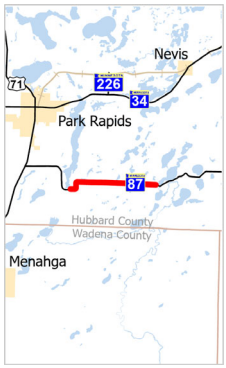
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.9	10.9
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0.1	0.1
Total:	***13.8***	***13.8***

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

2022 average bid prices were used in the development of the Total Project Cost Estimate and assumes a mid point of 2026 construction.

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 roadway pavement is deteriorating to a level where rehab work is necessary. In addition to the pavement preservation, this project will address drainage issues related to shallow ditches and culverts in poor condition. The current condition of this roadway requires spring restrictions. Right of way will be purchased as the right of way for this corridor is currently prescriptive.

PROJECT RISKS

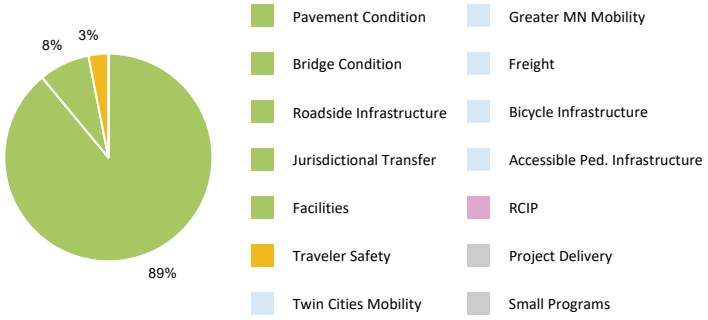
Right of way will have to be established throughout this corridor and property impacts may occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	3/14/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/17/2021
Construction Limits Established Date:	1/3/2023
Original Letting Date:	11/17/2023
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

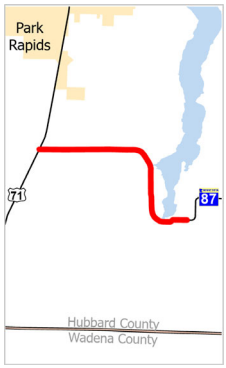
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	9.2
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.8	1.7
Right of Way:	0	2.8
Total:	***12.3***	***15.3***

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

2019 average bid prices were used in the development of this estimate. Right of way needs and construction engineering needs have been updated since the Baseline Estimate, increasing cost estimate.

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

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

PROJECT HISTORY

This project will consist of reconstructing the roadway, replacing roadside infrastructure in poor condition, realigning the US Hwy 71 & MN 87 intersection, and replacing the box culvert at Long Lake.

PROJECT RISKS

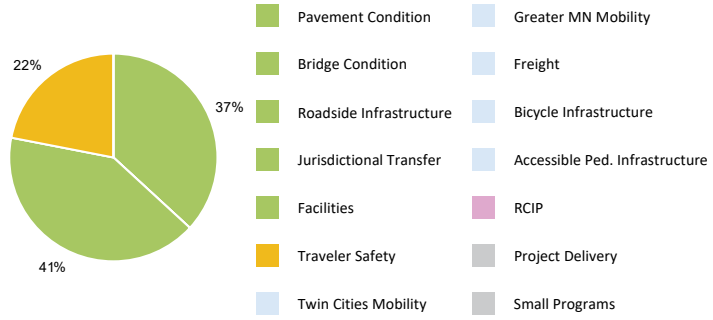
The replacement of the Long Lake box culvert requires contingency related to engineered sheeting and staging. Right of way costs are anticipated due to the relocation of the existing DNR dam and relocation of power lines along the western portion of the project.

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:	7/24/2023
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)

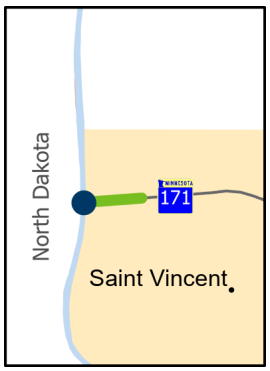
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.1	9.4
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0.7
Preliminary Engineering:	1	1.3
Construction Engineering:	0.6	1.7
Right of Way:	0.8	0.8
Total:	***11.6***	***14.4***

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

2020 average bid prices were used in the development of the TPCE and inflation factor assumes a mid point of 2025 construction. Agreement costs to complete major utility relocations has been added to the project budget increasing cost estimates.

PROJECT SUMMARY



MN 171

Bridge 35007

State Project Number 3507-17

Refurbish Hwy 171 bridge over Red River of the North in St. Vincent

RECENT CHANGES & UPDATES

The NDDOT is lead agency and they are doing project development at this time.

PROJECT HISTORY

The concrete end post on the SE and NE corners were reconstructed in 2012. Guardrail was also installed in 2012 as part of SP 3509-23. Pier 9 was replaced in 2008 as part of SP 3512-35007B. The slope was reshaped under the bridge in 2005 as part of SP 8822-51. The bridge was built in 1982 by NDDOT as part of BRF-6-059(01)000.

PROJECT RISKS

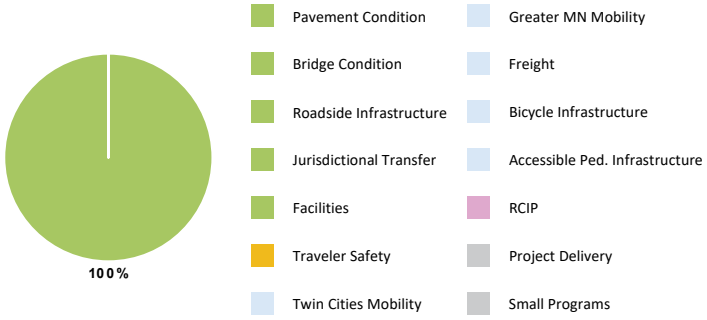
The bridge rehabilitation is a dual project between NDDOT & MnDOT. This can lead to funding or historical issues that delay projects.

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:	Need Unknown
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/15/2025
Current Letting Date:	1/15/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

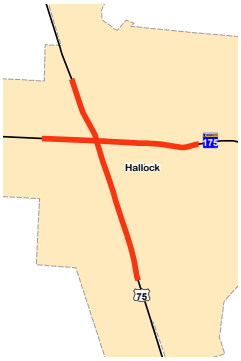
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.7	2.8
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.4
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***3.5***	***6.8***

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

Project cost will be split between the two states and federal bridge funds. The Baseline Estimate only reflected the MnDOT share of this project. The Current Estimate is higher than the Baseline because it includes partner agency, North Dakota Department of Transportation, funding fifty percent of the total construction project.

PROJECT SUMMARY



US 75

State Project Number 3509-26

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

SUBSTANTIALLY COMPLETE

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

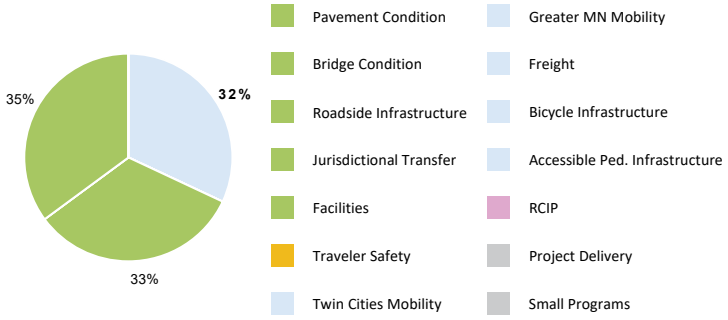
Hallock has limited support for a narrower highway width.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/21/2021
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:	September 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	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.4	1.2
Construction Engineering:	0.3	0.4
Right of Way:	0	0.3
Total:	***5***	***6.1***

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the awarded bid price and costs to complete this project.

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 has been constructed.

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

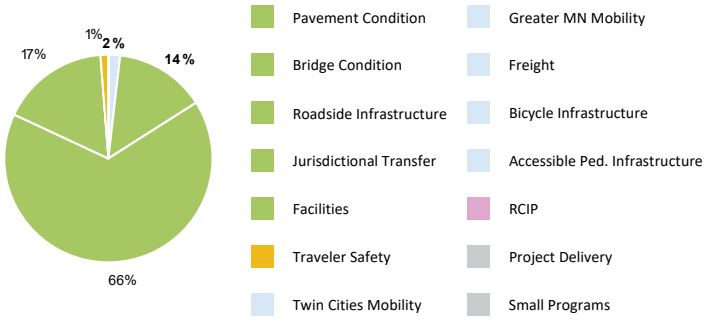
No risks at this time.

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:	June 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

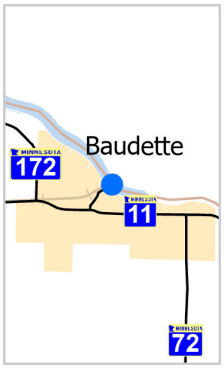
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.6
Construction Engineering:	0.6	0
Right of Way:	0	0.1
Total:	***11.5***	***10.5***

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

COST ESTIMATE ASSUMPTIONS

The 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 the actual bid and construction costs.

PROJECT SUMMARY



MN 72

Bridge 39016

State Project Number 3905-09

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

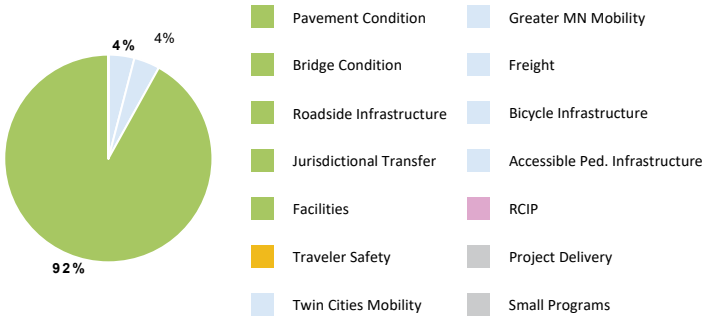
Complexities in administering a project with Canada. New alignment alternatives are limited and have potential cultural and/or major utility impacts. Coordination with Customs and Border Protection for alignment alternatives may affect the existing port building and border security during construction.

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15.5	39.3
Post Letting Construction Costs:	20	3.4
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***	***51.3***

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

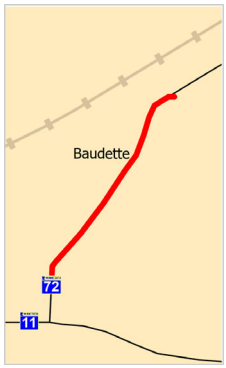
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

This project has been delayed from the 2023 construction season to the 2024 construction season.

PROJECT HISTORY

This project consists of reconstructing State Highway 72 in Baudette from State Highway 11 to the U.S. Border station with Canada. This will include curb and gutter, storm sewer, and non-motorized improvements.

PROJECT RISKS

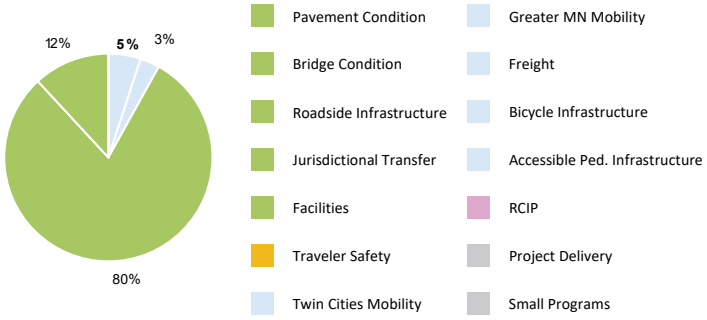
The City of Baudette has utilities under State Highway 72 that will be updated during this project, which requires a cooperative construction agreement with the City. Traffic during construction needs to be maintained to the US Port of Entry with no more than fifteen minute traffic stops.

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:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	4.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0.2
Total:	***5.3***	***6.4***

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

COST ESTIMATE ASSUMPTIONS

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 and are higher than originally estimated.

PROJECT SUMMARY

MN 32

Bridge 6086, 6087, 6088, 6089

State Project Number 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 project was constructed during the 2023 season using fiscal year 2024 funding as an Early Let Late Encumber (ELLE) project.

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

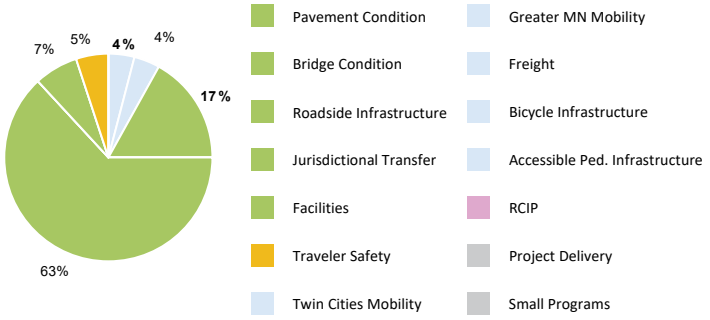
No risks at this time

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:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12
Post Letting Construction Costs:	0.8	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	0.7
Construction Engineering:	0.8	0.2
Right of Way:	0	0.1
Total:	***15.8***	***14.9***

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

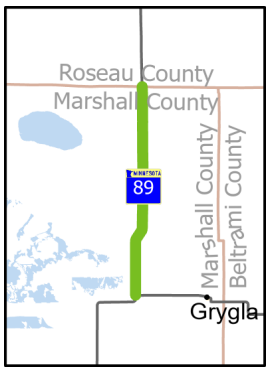
COST ESTIMATE ASSUMPTIONS

The baseline estimated used 2020 average bid prices and had been updated to current inflation factors. The current estimate reflects the actual bid and construction costs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 89

State Project Number 4508-35

Resurface Hwy 89 between Hwy 219 and Roseau County line

RECENT CHANGES & UPDATES

This project was added to 2025 of the 2023-2026 STIP. No changes for now.

PROJECT HISTORY

The project was last chip sealed in 2015.

PROJECT RISKS

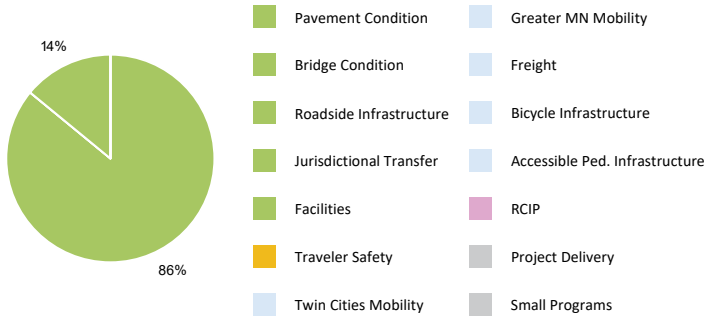
There is a risk to the culverts and the ditches. The original grading plan ditch profile vs the current elevation ditch profile is showing in some spots that the ditch has been filled in over the years. Possible ditch excavation needed. Also culvert inverts have changed and there could be work needed to adjust some elevations back to original invert elevations. Areas are unknown at this point more research is being conducted.

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:	8/23/2024
Current Letting Date:	8/23/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	5.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	1.1
Right of Way:	0	0
Total:	***7.4***	***8.1***

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

COST ESTIMATE ASSUMPTIONS

The project is on schedule and should be approximate to estimate. The current estimate uses 2019 average bid prices and is inflated to mid-point of 2025 construction season.

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 has been delayed to 2028 as additional preliminary engineering is necessary to determine the scope of the project.

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 rehabiliation 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

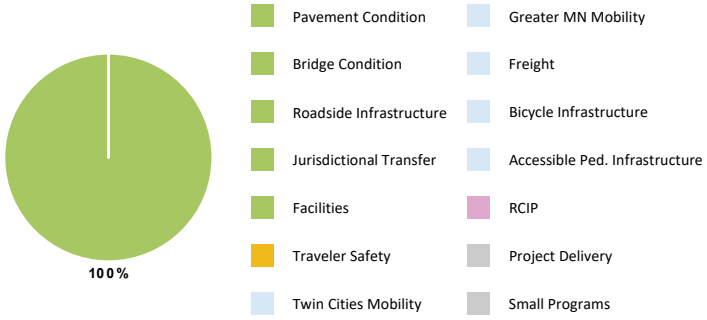
This project requires coordination with the North Dakota Department of Transportation, several agencies are invovled in the decision making and approval process, and the Steel High Truss bridge is designated historic in North Dakota.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2025
Current Letting Date:	
Construction Season:	2028
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

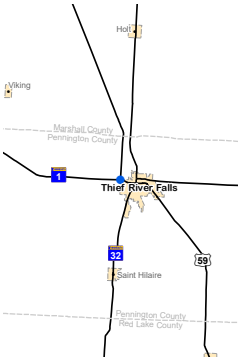
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	15
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	***18.6***	***18.6***

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 cost estimate for this project uses historic bid data on this bridge from 2014 and inflated to the mid-point construction season. The baseline estimate only reflects the MnDOT share of this project.

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 a alternative method, a corridor study was completed. MN 1 has experienced 10 crashes in the last three years, double the statewide average. Regional attractions like the fairgrounds and the arena warrant the addition of a pedestrian/bicycle connection. There is very poor drainage throughout this area. The west limits of this project were extended to coordinate with the Thief River Falls Flood Diversion project, received preliminary approval from the city of Thief River Falls on the geometric layout, which includes three roundabouts at CSAH 16, Barzen Ave. and Brooks Ave.

PROJECT RISKS

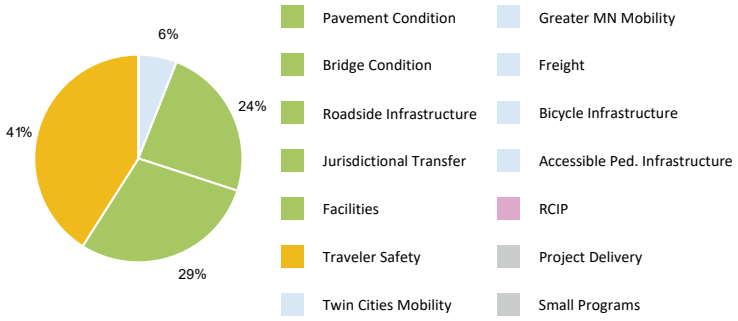
There is a railroad crossing owned by Minnesota Northern between Kinney Ave and Brooks Ave on MN 1. The cost for the rail crossing is part of the other construction elements category contingency.

SCHEDULE

Date in which project entered the STIP:	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:	August 2021

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

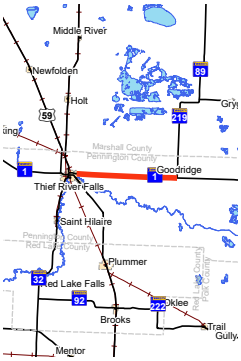
	Baseline Estimate	*Current Estimate*
Construction Letting:	3	7.8
Post Letting Construction Costs:	1.9	0.8
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.5	1.4
Construction Engineering:	0.4	0.7
Right of Way:	0.1	0.4
Total:	***5.9***	***11.2***

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 current estimate reflects the actual bid amount and construction costs.

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

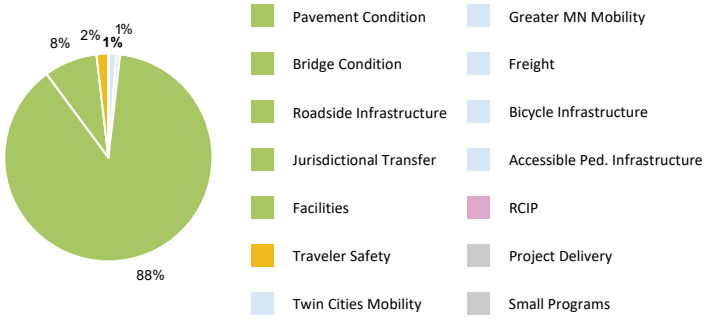
No risks at this time.

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:	June 2021

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.

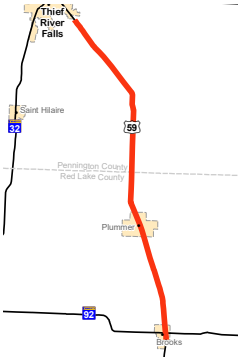
COST ESTIMATE ASSUMPTIONS

The current estimate reflects the bid amount and construction costs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 59

State Project Number 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 was 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

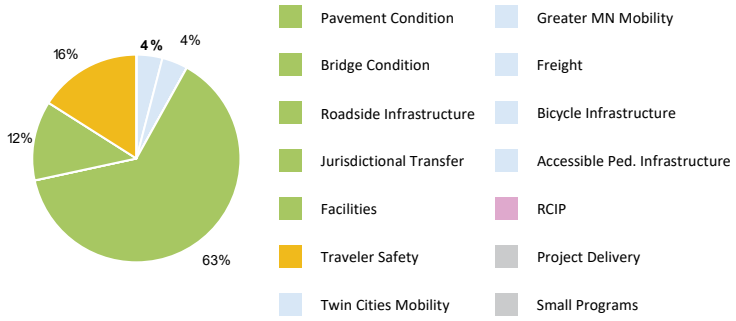
Unfamiliarity with alternative intersections.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	5/6/2022
Municipal Consent Approval Date:	1/24/2023
Geometric Layout Approval Date:	8/24/2021
Construction Limits Established Date:	3/4/2021
Original Letting Date:	12/16/2022
Current Letting Date:	2/10/2023
Construction Season:	2022-2023
Estimated Substantial Completion:	August 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.3	11.6
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.6
Construction Engineering:	0.6	0.9
Right of Way:	0	0.2
Total:	***13.3***	***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 baseline estimate was completed in November 2020. The current estimate reflects the actual bid amount and project costs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

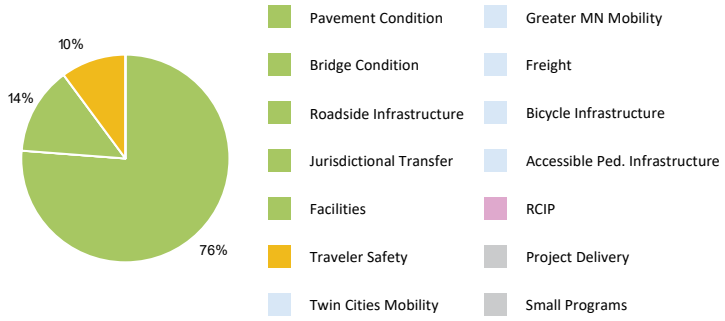
American Crystal Sugar factory is adjacent to the project and has high truck traffic in the fall. There is currently a planning study at the intersection of US 2 and US 2B, which may result in an intersection improvement included with this project.

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:	November 2021

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. The current estimate reflects the awarded bid price and costs to complete this project.

PROJECT SUMMARY

US 2

State Project Number 6002-76

Hwy 2 Corridor Study: Crookston

Improve pedestrian safety in Crookston

RECENT CHANGES & UPDATES

This project has been delayed from 2025 to 2027 to allow sufficient project development time and to coordinate construction timing and funding with the City of Crookston.

PROJECT HISTORY

This project 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 was conducted in cooperation with the city and public to further understand existing conditions and recommend a corridor concept for the state and city to implement. The project will consist of reducing the width of the roadway and number of one-way travel lanes from three to two. The reallocated space will allow for ADA compliant sidewalks and a bicycle facility.

PROJECT RISKS

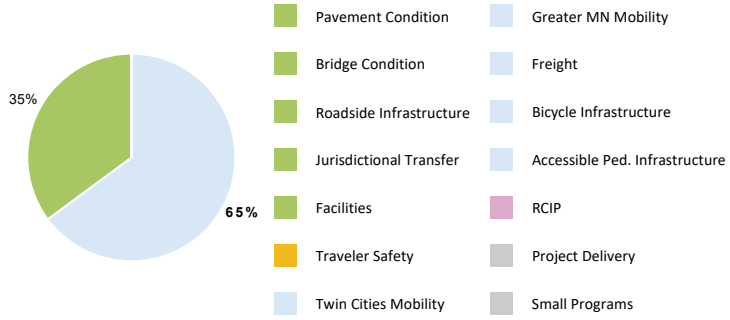
The need to address ADA compliance related to a small pedestrian access route and steep sidewalk cross slopes may result corridor concepts that recommend a revised cross-section for the corridor. This could result in the City and State addressing utilities and infrastructure beyond the sidewalk facilities. This project has a relatevely 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:	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:	1/1/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Acc Ped Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	6.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	1.2	0.6
Right of Way:	0	0
Total:	***8.8***	***8.7***

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

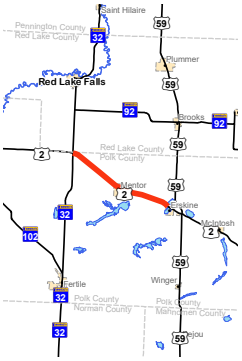
COST ESTIMATE ASSUMPTIONS

This estimate was developed using 2019 average bid prices inflated to mid-point 2027 construction.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2

Bridge 91262

State Project Number 6004-26

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

A small section of Highway 2 eastbound lanes near the weight station was added to this project, was originally part of the 6005-68, which was completed in 2019.

PROJECT HISTORY

This project takes place in the western half of District 2 where the topography is flat and predominately surrounded by farmland with floodplains located nearby but not within the project limits (Red River Valley). This project is on the eastbound lanes of US 2, which extends through Marcoux, Mentor and the west limits of Erskine. Located within these limits is the Western Prairie Fringed Orchid, which is protected. Crossover locations are still to be determined.

PROJECT RISKS

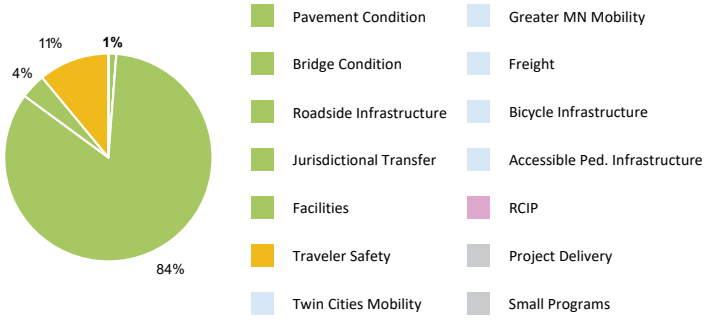
The project cannot be completed under traffic, so traffic will be crossed over to the west bound lanes.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/14/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	8/1/2019
Construction Limits Established Date:	3/19/2019
Original Letting Date:	9/25/2020
Current Letting Date:	9/25/2020
Construction Season:	2021
Estimated Substantial Completion:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	24.5	22.4
Post Letting Construction Costs:	1.2	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.8	0.6
Construction Engineering:	1.9	0.7
Right of Way:	0	0
Total:	***30.4***	***24.4***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed using 2016 average bid prices. The current estimate reflects the awarded bid price and costs to complete this project.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

US 2

State Project Number 6005-68

Hwy 2 resurfacing: Fosston to Erskine

Replace concrete roadway on Hwy 2 eastbound lane from east of Hwy 59 to west limits of Fosston and westbound lane in McIntosh and Fosston

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been constructed. Removed concrete roadway and replaced with bituminous surface.

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

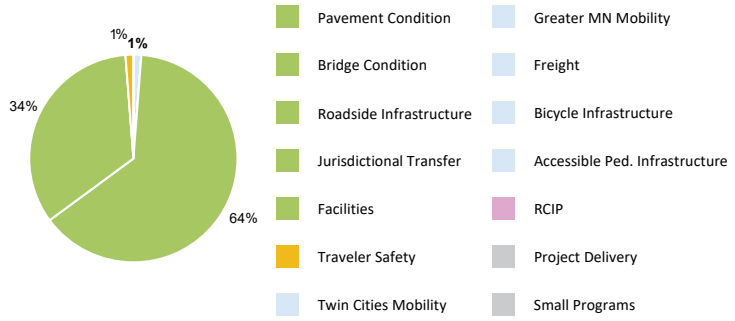
The risks on this job have mostly been retired. Project has been completed.

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:	October 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	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	0.6
Construction Engineering:	1.8	0.6
Right of Way:	0	0.1
Total:	***33.4***	***18.1***

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

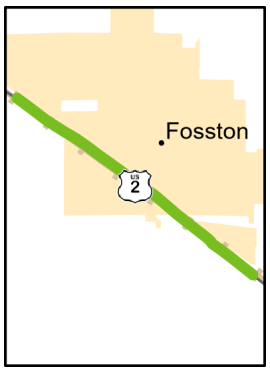
COST ESTIMATE ASSUMPTIONS

Current estimate reflects the actual bid and construction amounts.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2

State Project Number 6005-74

Resurface and sidewalk improvements on Hwy 2 in Fosston

RECENT CHANGES & UPDATES

There are no recent changes to this reporting as this project was carried into fiscal year 2027 of the 2024-2027 STIP this year.

PROJECT HISTORY

The scope of this project was developed through a corridor study and partnership with the City of Fosston, Community Review Panel and the public. Project priorities include improving pedestrian safety and comfort, reducing vehicular speeding and the likelihood of crashes along the corridor. Alternative options were presented to the community and the recommended four-lane to three lane (center-left turn) has been striped to give the community a feel for the proposed changes.

PROJECT RISKS

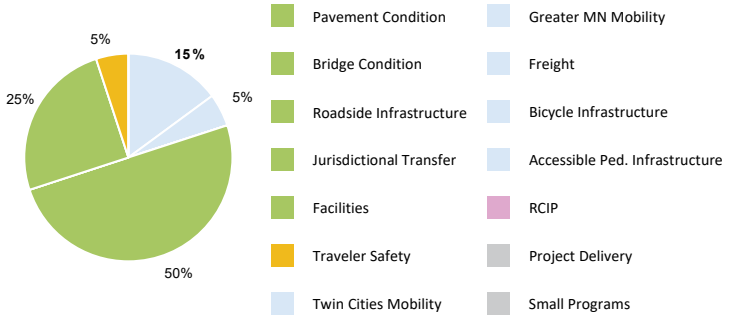
The permanent lane configuration changes planned with this project is currently in-place and receiving positive feedback.

SCHEDULE

Date in which project entered the STIP:	2024
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:	1/1/2027
Current Letting Date:	1/1/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

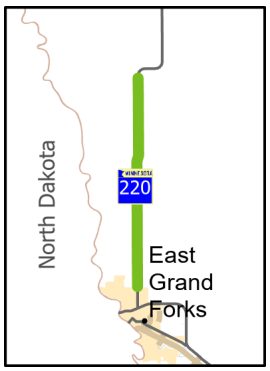
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0.3	0.3
Total:	***9.2***	***9.2***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed using 2021 average bid prices and inflated to mid-point 2027 construction.

PROJECT SUMMARY



MN 220

State Project Number 6017-45

Reconstruct Hwy 220 between East Grand Forks and Polk CR 22

RECENT CHANGES & UPDATES

This is a new project that was added to fiscal year 2023 of the 2023-2026 STIP. In April 2023, MnDOT identified Chapter 3 Bonds for the construction of this project.

PROJECT HISTORY

This project was identified as a resurfacing project in fiscal year 2028 of the 2023-2032 Capital Highway Investment Plan (CHIP) while this project with the larger scope, including concrete roadway surface, was being developed for potential funding availability. In April 2023, this project was selected to use Chapter 3 Bonds. This project will reconstruct approximately nine miles of State Highway 220 from East Grand Forks with a new concrete roadway surface and replacing roadside infrastructure as needed to maintain drainage patterns.

PROJECT RISKS

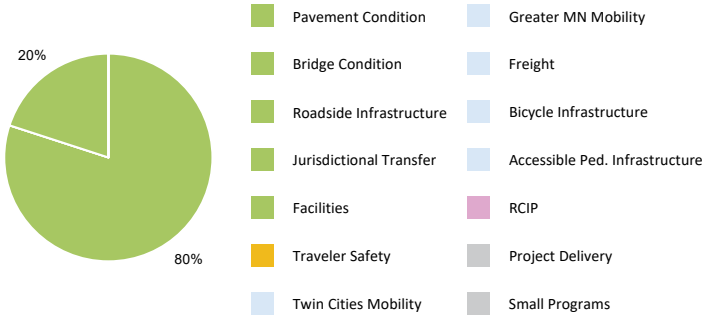
Risks identified with this project include the contractor's ability to obtain construction materials for this concrete project and maintaining access to homes while the project is under construction.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	5/22/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/5/2022
Original Letting Date:	10/27/2023
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18.2	18.2
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	1.5	1.5
Right of Way:	0	0
Total:	***21.9***	***21.9***

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

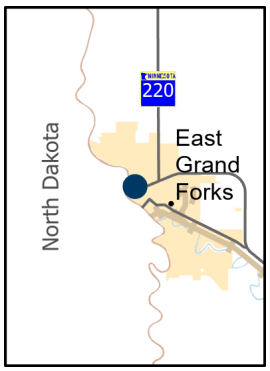
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed using 2022 average bid prices and inflated to mid-point 2024 construction.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 2

Bridge 60001

State Project Number 6019-30

Replace Hwy 2 bridge over River Rd NW in East Grand Forks

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2027 of the 2024-2027 STIP. Project is on schedule.

PROJECT HISTORY

Bridge had concrete resurfacing and rehabilitation in 2000. 2017 Grading and concrete paving of ramps. In 2006 there was a concrete rehab project from the Red River to TH 220.

PROJECT RISKS

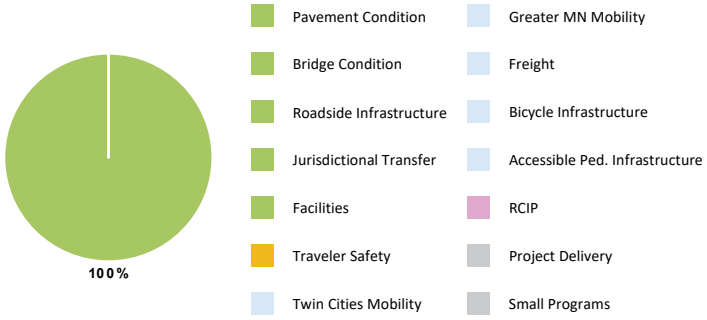
The project is in the Red River flood plain. The project is adjacent to DNR land. The east side of the bridge is built on the Army Corps of Engineers levee.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2027
Current Letting Date:	1/1/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6	6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.4***	***7.4***

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

COST ESTIMATE ASSUMPTIONS

: The Baseline and Current Estimates are based on estimated quantities and average bid prices for similar projects.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 11

State Project Number 6803-40

Highways 11 & 313 resurfacing: Warroad

Resurface Hwy 11, improve pedestrian accessibility, and add roundabouts at the intersections of Hwy 11/Hwy 313

RECENT CHANGES & UPDATES

Construction of SP 6803-40 needed to be delayed to 2024 due to a right of way issue involving Red Lake Nation. 2 year construction to begin in 2024. Improvements to Hwy 11 from Elk Street to Lake Street were removed from the scope and will be addressed as a separate project once the right of way issue is resolved. Bridge 9059 that was removed from the scope will be a stand-alone project (SP 6804-29) funded with Bridge Formula Program funds for fiscal year 2025. Landscape project 6803-50 that will address the landscaping/aesthetic pieces of this project is programmed to be let in 2027 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. 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 TH11 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 TH11 and the TH313 RAB to be built in 2024.6803-50 will address the landscaping/aesthetic pieces of this project with that contract to let in 2027 due to the 2 year maintenance period after installation.

PROJECT RISKS

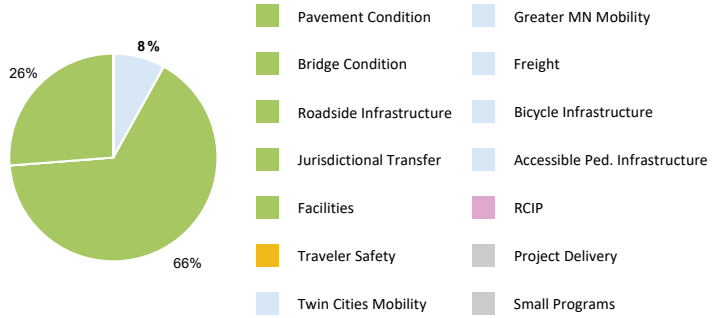
Local governing agency's familiarity with the alternative intersections and municipal consent will be required

SCHEDULE

Date in which project entered the STIP:	2011
Environmental Document Approval Date:	4/22/2021
Municipal Consent Approval Date:	8/9/2021
Geometric Layout Approval Date:	5/28/2021
Construction Limits Established Date:	5/27/2021
Original Letting Date:	1/31/2020
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	13.9
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	2
Construction Engineering:	0.4	2.5
Right of Way:	0	0.6
Total:	***6.8***	***19.8***

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

COST ESTIMATE ASSUMPTIONS

The Current Estimate uses 2022 average bid prices inflated to 2024/2025 construction. The Current Estimate also includes approximately $3.9M of local funds. The Baseline Estimate was developed based on a mill and overlay, signal replacement, and ADA improvements. As design progressed, it was realized that the ADA fix would not tie into a mill and overlay, and storm sewer work required reconstruction. The TPCE identified in this report last year was $22.1M, but has been reduced because of the exemption described in the recent changes and updates related to the Warroad River Bridge and section of Hwy 11 between Elk Street and Lake street being addressed under separate projects.

PROJECT SUMMARY

MN 11

State Project Number 6803-43

Reconstruct Hwy 11 between Roseau and Warroad

RECENT CHANGES & UPDATES

Project is being flexed for a letting date of 10-25-2024 for construction in 2025. Project is currently listed in the 2027 STIP.

PROJECT HISTORY

Project is under 20 miles. Project is a pavement reclamation. First section is approximately 1.5 miles of curves near Roseau airport. Realignment due to airport zoning. Second area near Warroad is getting center left turn lane for a length of approximately 2.5 miles. Project will also have access control. Many entrance culverts and center line culverts will be installed.

PROJECT RISKS

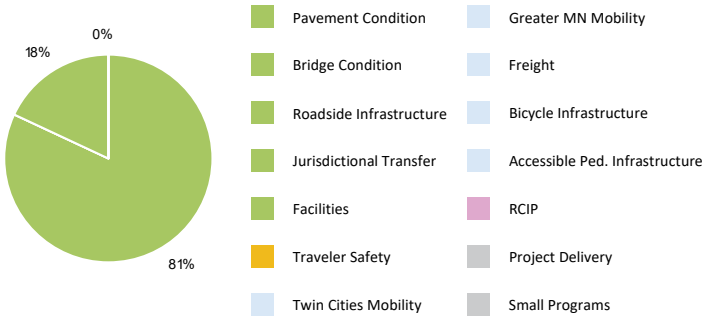
1. Bituminous and grading inflationary cost 2. Right of Way issues tied to airport 3. If any unknown contamination is found in the grading areas (none that we know of now) 4. Municipal consent is needed. The staff workload may cause the project to slip a year. There may be city utility conflicts.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/23/2026
Current Letting Date:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

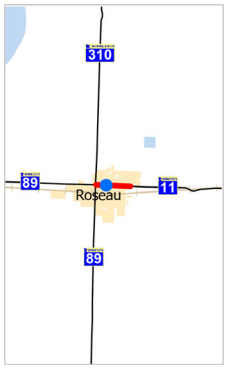
	Baseline Estimate	*Current Estimate*
Construction Letting:	20.3	20.1
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.4
Construction Engineering:	1.5	1.7
Right of Way:	0.3	0.5
Total:	***25.6***	***25.9***

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 uses 2020 average bid prices inflated to the mid-point flex advancement construction season.

PROJECT SUMMARY



MN 11

Bridge 5814

State Project Number 6803-46

Resurface one mile of Hwy 11 in Roseau

RECENT CHANGES & UPDATES

Increased the full pavement replacement fix to an area which was not identified as a full pavement replacement fix in the scoping estimate. This provides for a sustainable long-term fix. 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

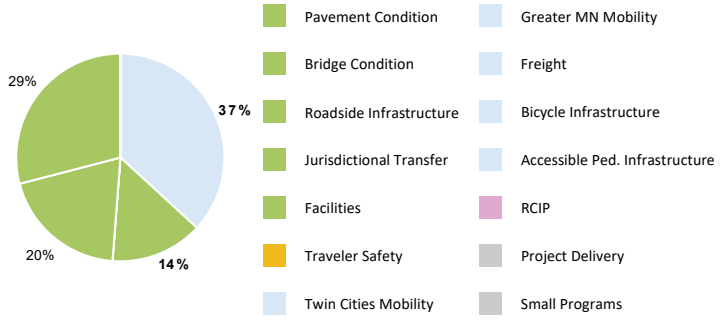
Project will require municipal consent, staff workload, and there might be city utility conflicts.

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)

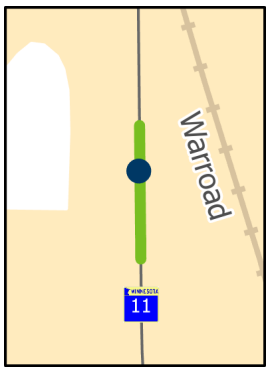
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	5.6
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.7
Construction Engineering:	0.3	0.5
Right of Way:	0	0.1
Total:	***5.9***	***7.2***

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 completed in 2020 using average bid prices from 2019 and older inflation. The current estimate was developed in 2023 using average bid prices from 2020 with a current inflation factor assuming mid point of 2025 construction. Scoping increased cost.

PROJECT SUMMARY



MN 11

Bridge 9059

State Project Number 6804-29

Replace bridge in Warroad

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2025 of the 2024-2027 STIP. It is scheduled for a 2 year construction season. Bridge infrastructure funding from the Federal IIJA bill was secured for FY 2025 to advance the bridge construction.

PROJECT HISTORY

Bridge improvements were originally included with SP 6803-40. Due to higher than expected costs for SP 6803-40, the bridge work was removed from the scope and developed as a separate shelf project.

PROJECT RISKS

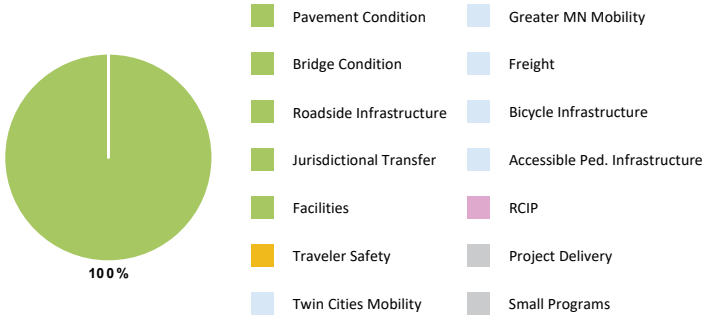
Additional earthwork due to keeping one lane of traffic open at all times, temporary pedestrian bridge route access, high probability of impacting contaminated sites, changes due to staging, aesthetic improvements, TE being acquired as part of 6803-40's R/W package. The TE necessary to construct the bridge is being acquired through 12/1/2028. Should the project extend beyond 2028 we would need extend TE.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	8/9/2021
Geometric Layout Approval Date:	5/28/2021
Construction Limits Established Date:	5/27/2021
Original Letting Date:	6/14/2025
Current Letting Date:	9/27/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

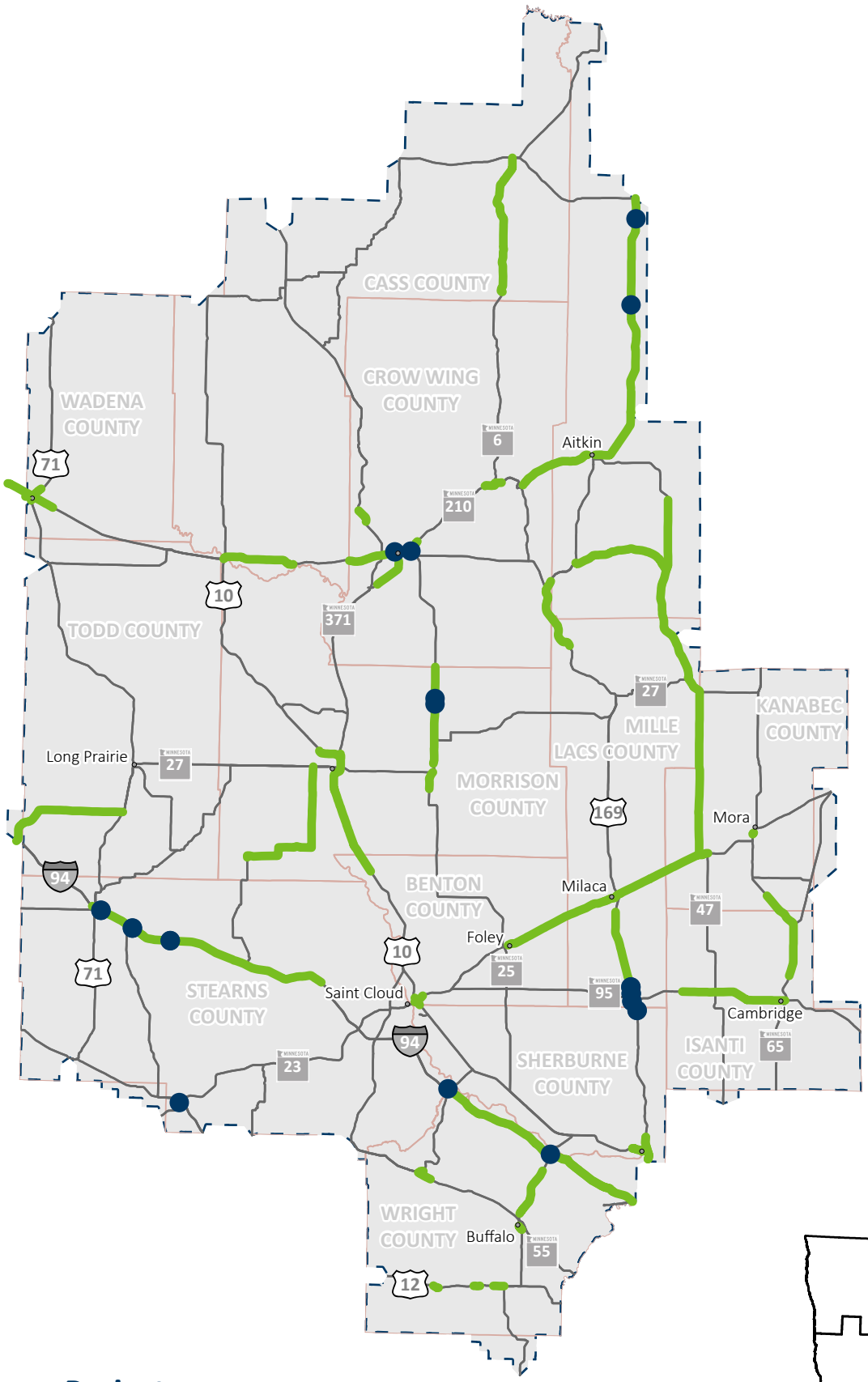
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	6.1
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.4***	***7.4***

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

2021 average bid prices were used in the development of the TPCE. The inflation factor assumes mid point of 2025 construction.

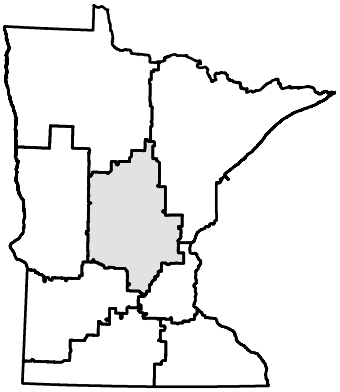
D3- BRAINERD



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

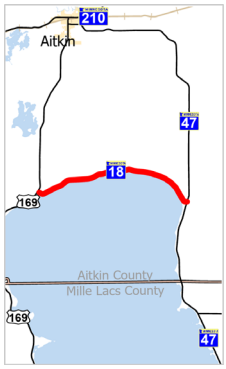


District 3 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	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	161
MN 18	0102-29	Replace bridge spanning Marmon Creek near Mille Lacs Lake			C2	162
MN 47	0108-29	Resurface MN 47 from junction MN 27 in Isle to 305th lane/Twp-86			C3	163
US 169	0116-51	Resurface and shoulder widening from Mississippi River Br to Hwy 200 in Hill City and boxes 2295 & 8444			C4	164
MN 210	0119-30	From Aitkin to Hassman			C5	165
MN 23	0503-91	Reconstruct MN 23 and US 10 to St. Germain; replace 4 bridges and construct one			C6	166
MN 23	0504-20	From Foley to Rum River in Milaca	✓	1st	C7	167
MN 65	1103-27	Resurface MN 6 over Roosevelt Lake in Outing to Hwy 200 in Remer			C8	168
MN 210	1115-28	Resurface MN 210 in Pillager to Cass/Todd Co line, replace bridge and construct roundabout at MN 210			C9	169
US 169	1804-90	Resurface US 169 from CSAH 26 to Garrison; urban reconstruct			C10	170
MN 210	1805-80	Resurface and upgrade urban section of MN 210 to Brainerd.			C11	171
MN 210	1805-81	Resurface MN 210 in Baxter			C12	172
MN 210	1807-29	In Crosby and Ironton	✓	2nd	C13	173
MN 210	1807-31	Concrete pavement rehab and planing in Deerwood and Aitkin	✓	2nd	C14	174
MN 371	1810-99	Green Gables Rd to Gull Dam Rd			C15	175
MN 25	1811-35	Br 9099 over BNSF near Brainerd			C16	176
MN 371B	1814-08	Greenwood St to Joseph St in Brainerd	✓	1st	C17	177
MN 65	3004-65	Recondition MN 65 from Cambridge to MN 107			C18	178
MN 95	3006-39	From Fern St to Davis St in Cambridge			C19	179
MN 95	3006-41	W. of Cambridge to Cambridge	✓	2nd	C20	180
MN 65	3307-43	Mora			C21	181
MN 23	4801-26	MN 23 in Milaca, urban reconstruction			C22	182
MN 23	4802-25	Resurface MN 23 in Ogilvie and bridges 6072 and 8106			C23	183
US 169	4811-76	Resurface northbound and southbound US 169 from Long Siding to north of Pease.			C24	184
US 169	4811-77	New overlay on eight bridges on US 169			C25	185
US 169	4814-56	Resurface US 169 to just south of CSAH 26			C26	186
US 10	4901-82	Recondition US 10 from Gregory to CR 40 and install J turn at CR 40 and Iris Road			C27	187
US 10	4902-63	Resurface US 10 from Little Falls bypass and includes portion of TH 371			C28	188
MN 25	4911-15	Resurface MN 25 from Pierz to Morrison/Crow Wing County line and replace 2 bridges			C29	189
MN 238	4913-26	From Upsala to MN 27			C30	190
US 10	7102-135	Xenia Avenue to 4th Street in Elk River	✓	1st	C31	191
US 169	7106-87	From US 10 to 197th Ave in Elk River			C32	192
MN 55	7314-41	On MN 55, replace the bridge over N Fork Crow River			C33	193
I-94	7380-260	On I-94, replace 2 bridges and overlay 2 other bridges between Sauk Centre and Melrose			C34	194
I-94	7380-271	Replace a bridge and overlay another on I-94 over Sauk River near Melrose			C35	195

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-94	7380-274	Resurface I-94 from MN 28 near Sauk Centre to CR 159 near Collegeville			C36	196
MN 27	7703-16	Osakis			C37	197
US 10	8001-40, 8001-42	End of 4-Lane west of Wadena easterly to Oink Joint Rd	✓	2nd	C38	198
US 10	8001-44	Road reconstruction on US 10			C39	199
US 71	8003-37	Resurface US 71 in Wadena			C40	200
US 12	8601-62	Howard Lake to Montrose			C41	201
MN 25	8604-37	In Buffalo			C42	202
MN 25	8605-54	Resurface MN 25 from Buffalo to Monticello			C43	203
MN 25	8605-58	Redeck bridge on MN 25 over I-94 in Monticello			C44	204
MN 55	8606-63	Reconstruct MN 55 in Annandale			C45	205
MN 55	8606-64	Meeker/Stearns Co Line to Annandale			C46	206
MN 24	8611-29	Replace a bridge on MN 24 over I-94 in Clearwater			C47	207
I-94	8680-172	Albertville to TH 241	✓	1st	C48	208
I-94	8680-173	Monticello to Clearwater	✓	1st	C49	209
I-94	8680-189	Reconstruct I-94 from Monticello to Albertville			C50	210

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 overlayed in 2000. Since then, the pavement condition has steadily deteriorated causing a rough ride. The construction project in 2024 will in include Cold In-Place recycling of the bituminous pavement and centerline pipe culvert work.

PROJECT RISKS

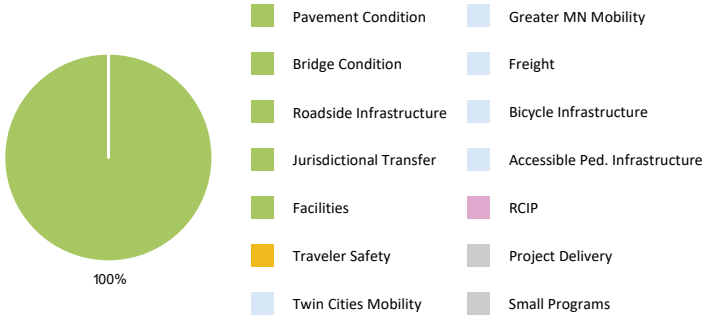
Potential for encountering archeologically sensitive areas where pipe excavation will take place. Tribal coordination will need to occur.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
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.

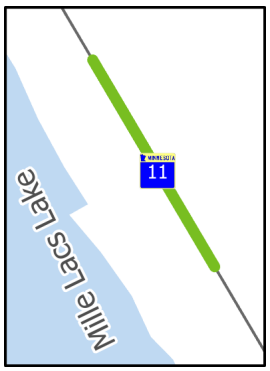
COST ESTIMATE ASSUMPTIONS

The estimates are based on estimated quantities and average bid prices for similar projects.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 18

Bridge 729

State Project Number 0102-29

Replace bridge at Malmo Bay of Mille Lacs Lake.

Replace bridge spanning Marmon Creek near Mille Lacs Lake

RECENT CHANGES & UPDATES

New to 2026. Funded under IIJA Bridge Project List. Undergoing additional environmental review and agency coordination.

PROJECT HISTORY

Previously let as state project 0102-25 which was only partially constructed due to agency concerns over archaeology in the project area. Plans are complete and are undergoing additional environmental review and agency coordination. Permits and ROW easements will be expired by new letting and need to be refreshed. An Underwater Inspection performed in Fall of 2021 indicated slab undermining on the lake side. The culvert is monitored regularly for further deterioration.

PROJECT RISKS

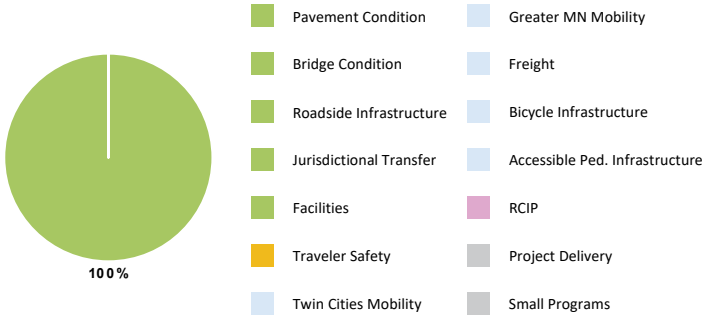
This undertaking partially overlaps with the National Register-listed and State Register-listed burial mound site 21AK1 (Malmo Site). Complex inter-agency coordination with multiple agencies including FHWA, SHPO, Tribal Nations, OSA and MIAC.

SCHEDULE

Date in which project entered the STIP:	2024
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:	11/21/2025
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

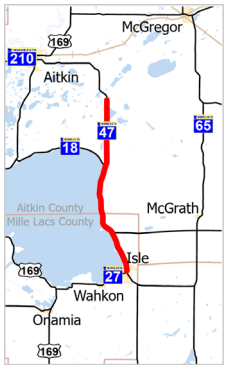
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.4***	***7.4***

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

Current estimate is risk based including a funding component that could be needed for archaeological mitigation as required.

PROJECT SUMMARY



MN 47

State Project Number 0108-29

Resurface MN 47 from north of the junction of MN 27 in Isle to 305th lane/Twp-86

RECENT CHANGES & UPDATES

Letting costs were reduced from $6.8m to $6.4m 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

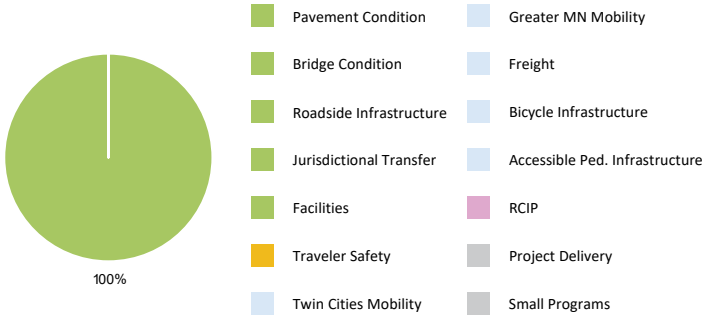
Project risks include water overflow on certain segments of the roadway, tribal coordination, burial mound sites and right of way unknowns.

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)

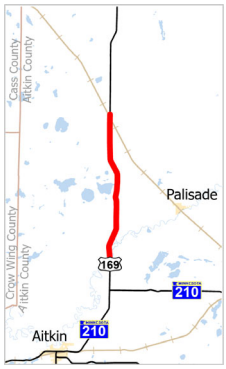
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	6.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.4***	***8***

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

Bridges 2295, 8444, 2261 and 8560

State Project Number 0116-51

Resurface and Shoulder widening, US 169 from Mississippi River Br to Hwy 200 in Hill City and boxes 2295 & 8444

RECENT CHANGES & UPDATES

This project is now back to 1 project and has been upscoped to resurfacing and shoulder widening.

PROJECT HISTORY

This project was originally scoped to resurface US 169 from Mississippi River Bridge to TH 200 in Hill City, it has since been up-scoped to resurface and do shoulder widening.

PROJECT RISKS

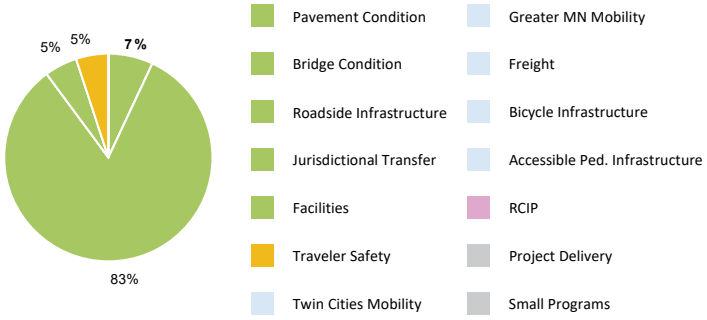
Environmental impact of shoulder widening, Pipe and box culverts thru-out the corridor may require extending due to shoulder widening, Unsuitable soils, Staging

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:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

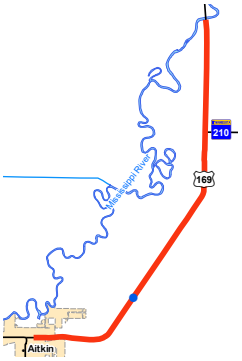
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	34
Post Letting Construction Costs:	0.2	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	4.1
Construction Engineering:	0.4	2.7
Right of Way:	0	0
Total:	***6***	***42.2***

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 baseline estimate was from when this project was originally scoped for FY 24 as a much simpler project. Since then, that scope was scraped and the project was rescoped for FY 27 to include a much larger fix. This project now includes the replacement of box bridges #2261 and #8560, along with the two box bridges that were already being replaced.

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 junction in Hassman, and on US 169 from Hassman North to Mississippi River.

RECENT CHANGES & UPDATES

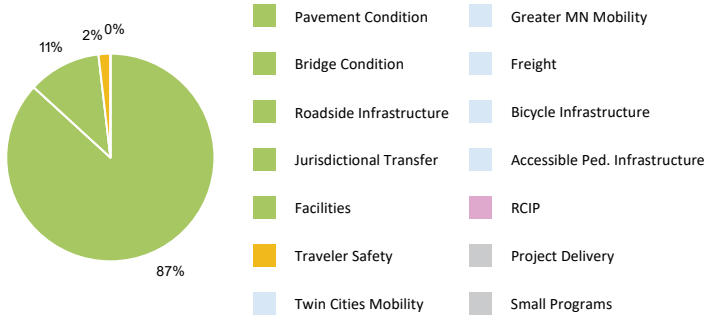
Realigned two locations of the roadway to avoid impacts which will require reconstruction of the roadway to reduce the amount of wetland impact. Added more mucking vs. fabric in shoulder widening areas to reduce the risk of shoulder settlement. Adjust estimate to $30.0 M. Under construction. First phase from 169/210 junction to Mississippi River is complete.

PROJECT HISTORY

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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 2025

TOTAL PROJECT COST ESTIMATE (MILLIONS)

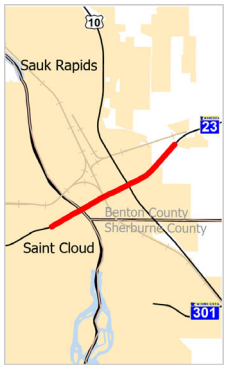
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	36.2
Post Letting Construction Costs:	1.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	4.3
Construction Engineering:	1	2.9
Right of Way:	2.5	2.5
Total:	***21.7***	***47.3***

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

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 because of more mucking acausing the current estimate to increase.

PROJECT SUMMARY



MN 23

Bridges 9021, 9022, 05019, 05018

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, Br# 9021 with Br# 05019 and Br#9022 with Br# 05018, includes multi-modal improvements. Construct 4th St bridge over US 10.

RECENT CHANGES & UPDATES

Project is under construction and is halfway complete. Construction is planned be complete after the 2024 season..

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

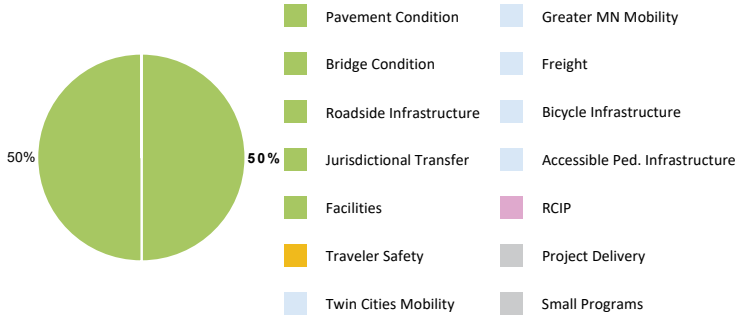
The City of St. Cloud is acquiring the right of way for the 4th Street connection. Risk is that property may not be acquired by letting.

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:	2/10/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

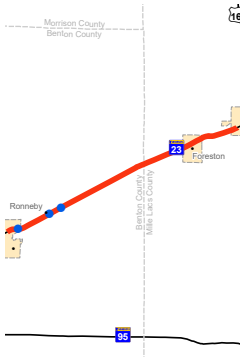
	Baseline Estimate	*Current Estimate*
Construction Letting:	49	43.7
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	5.9	5.9
Construction Engineering:	3.9	3.9
Right of Way:	0	0
Total:	***60.8***	***55.5***

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 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 east of 13th Ave. in Foley and resurface from east of 13th Ave. in Foley to 120th Ave. at the Rum River in Milaca. Construct round-a-bout at 8th Ave. in Foley and turn lanes.

SUBSTANTIALLY COMPLETE

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

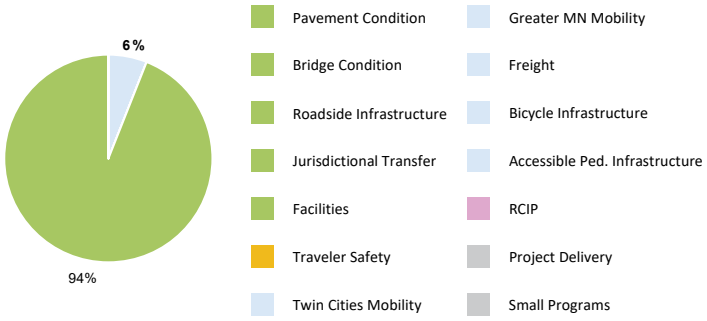
Risks include traffic control during construction in Foley and during box culvert construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	10/5/2021
Municipal Consent Approval Date:	Not Needed
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:	November 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.

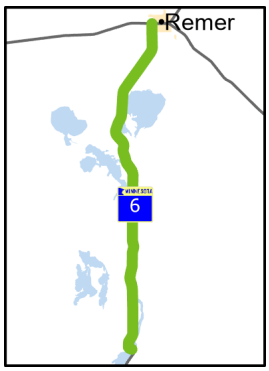
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on estimated quantities and average bid prices for similar projects. In the Baseline Estimate, there was a cost for ROW which was not needed in the downscoped plan. The Current Estimate is the let amount.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 6

State Project Number 1103-27

Resurface MN 6 from Bridge #11005 over Roosevelt Lake in Outing to the junction of MN 200 in Remer.

RECENT CHANGES & UPDATES

PROJECT HISTORY

Originally pre-scoped adding about 7 right turn lanes but that plan was rejected based on the constraints and benefits of adding those to the project. Looked at shoulder widening early on, but there were too many impacts and an increased cost. Mostly a mill and overlay project with drainage improvements.

PROJECT RISKS

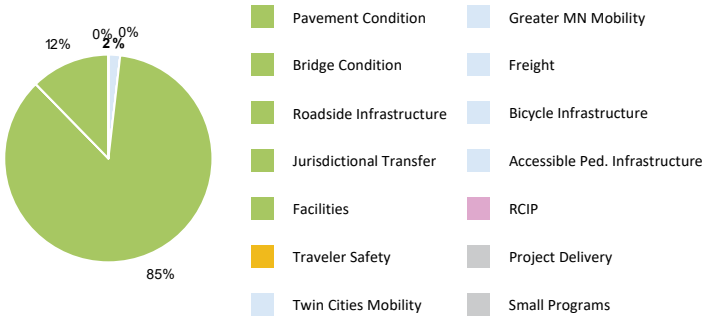
Detour: Two pipes need to be replaced that may not be able to be replaced half at a time. Detour route is fairly long. Minimal Fix: Only treating the road surface and not the sub-standard shoulders and steep in-slopes that the public wants fixed.

SCHEDULE

Date in which project entered the STIP:	2023
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:	2/27/2026
Current Letting Date:	2/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

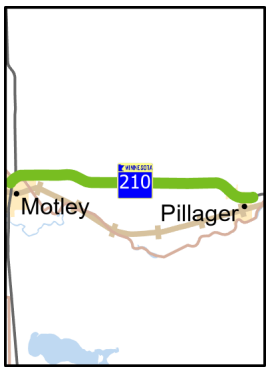
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.7***	***8.7***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate used estimated quantities and average bid prices.

PROJECT SUMMARY



MN 210

State Project Number 1115-28

Resurface MN 210 from CSAH 1 S in Pillager to Cass/Todd Co line. Replace Br 8809 and construct round-a-bout at MN 210/CSAH 1 S.

RECENT CHANGES & UPDATES

Working to the scope of work to obtain a consultant to develop the geometric layout and final biddable plan set. Held a meeting with the City and Township in July 2023 to address the intersection and cost participation.

PROJECT HISTORY

Project limits received a thick overlay in 2002, the intersection of CSAH 1 S was brought to the District by the locals and the District safety plan. The intersection is not HSIP eligible due to low crash rates. Cost participation is for MnDOT, Cass County, City of Pillager, and Sylvan Township. Project is programmed for FY 2027.

PROJECT RISKS

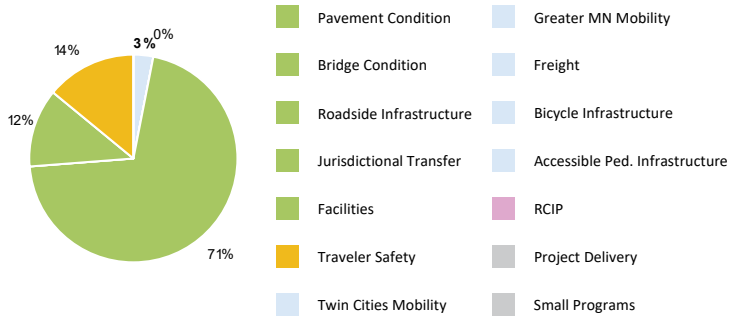
Risk include getting a consultant on board soon enough, detours available for the roundabout construction, and for the replacement of the bridge.

SCHEDULE

Date in which project entered the STIP:	2024
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:	2/26/2027
Current Letting Date:	11/20/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



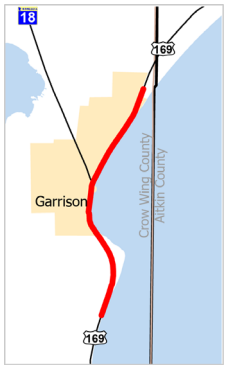
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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



US 169

State Project Number 1804-90

Hwy 169 Garrison: Crow Wing County

Resurface US 169 from Crow Wing CSAH 26 to the junction with MN 18 and from the junction with MN 18 to Pike Ave and from the junction of 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. Preliminary engineering, public engagement, and environmental review are underway with an open house held on November 30, 2022 and geometric layouts nearing completion in fall 2023.

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

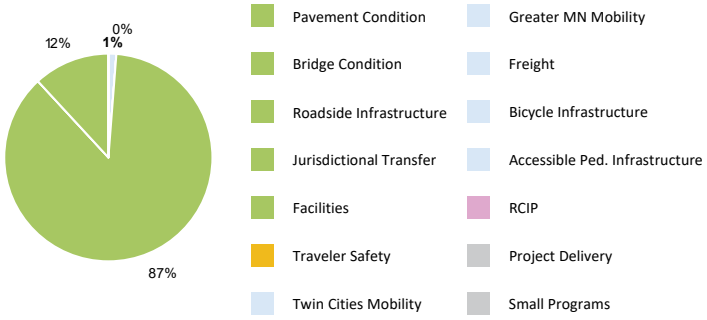
This section of roadway lies within a historically significant and excavation sensitive area adjacent to Mille Lacs Lake which includes many roadside features, bridges, and culverts with historic listings and eligibility. Requires unique environmental studies and complex inter-agency coordination.

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:	2/13/2023
Original Letting Date:	1/24/2025
Current Letting Date:	1/23/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	7.5
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***6.2***	***9.3***

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

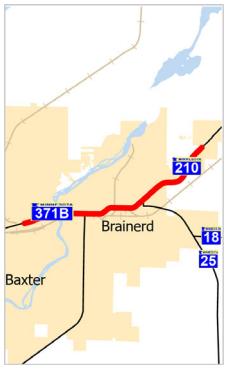
COST ESTIMATE ASSUMPTIONS

Annual cost update included increases related to geometric needs near CSAH26 including the structural rehabilitation of Historic St Albans Bay Culvert and updates based on the current geometric layout and anticipated pavement and drainage needs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 moving into final design and right of way acquisition.

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. Municipal consent by the City of Brainerd was approved.

PROJECT RISKS

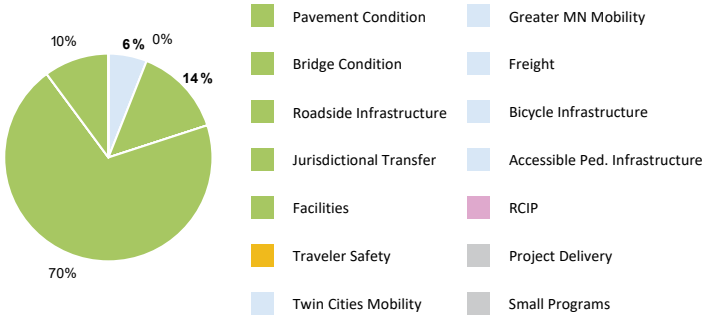
1.)Access Management – The reconstruction portion of the project has an existing painted median that allowed full access to all access points. The proposed direction is to have a concrete median to only allow RIRO at all mid-block accesses. 3.)City Utilities – We have a general location of utilities 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:	Pending Approval
Municipal Consent Approval Date:	2/21/2023
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
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:	18.3	41.4
Post Letting Construction Costs:	0.7	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	5
Construction Engineering:	1.5	3.3
Right of Way:	0	0
Total:	***22.7***	***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

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 1805-81

Resurface MN 210 from W of Timberwood Dr. to Baxter Dr. in Baxter

RECENT CHANGES & UPDATES

In 2023, the City of Baxter added a south leg and signal at Inglewood Dr, and removed the south leg and signal at Knollwood Dr for better access spacing.

PROJECT HISTORY

Due to declining pavement condition and PQI, this segment was identified for a preservation project. MnDOT Planning and the City of Baxter conducted a planning study to identify intersections to be revised. Memorywood Dr was found to have crash index and mobility concerns. An unsignalized continuous green-T and a lane drop to channelize drivers and allow for better sight lines and gap spacing at Memorywood Dr is included in the approved layout dated July 27, 2022. The city of Baxter provided a resolution dated September 9, 2022 supporting the final aprroved layout.

PROJECT RISKS

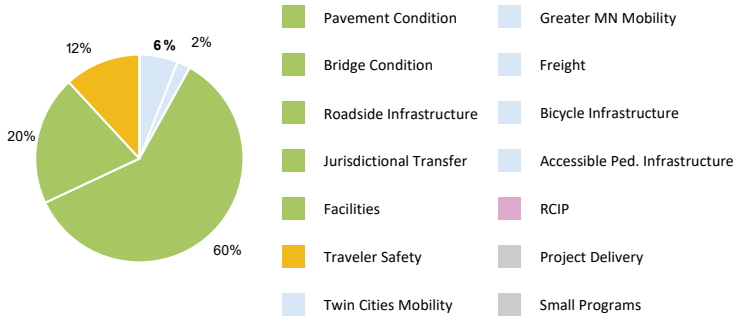
Replace aging signal at Highland Scenic Dr instead of retrofitting flashing yellow arrows. Consider night work to minimize peak hours.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	7/27/2022
Construction Limits Established Date:	8/9/2023
Original Letting Date:	6/30/2023
Current Letting Date:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	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.

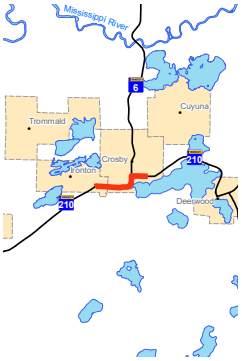
COST ESTIMATE ASSUMPTIONS

Quantities and unit prices updated in 2023.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 210

State Project Number 1807-29

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

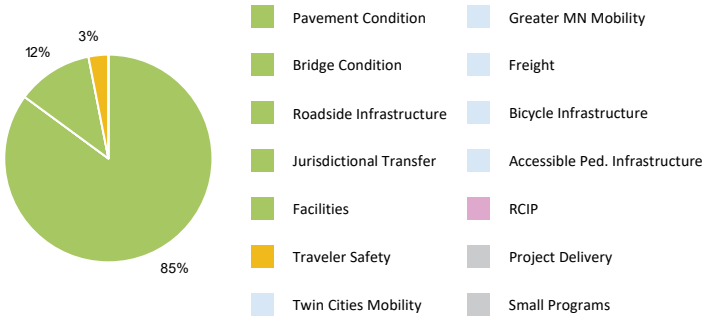
All risks retired

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

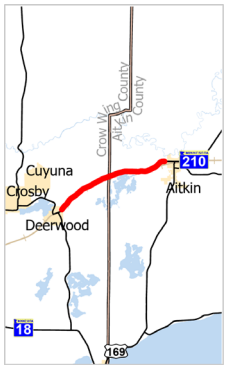
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	7
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0
Total:	***6.6***	***8.7***

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 estimate is based on estimated quantities and average bid prices for similar projects. Current estimate was updated to reflect the awarded construction cost after letting. Project letting incorporated by agreement local plans for utilities and a continuous lighting system.

PROJECT SUMMARY



MN 210

State Project Number 1807-31

MN 210, from 0the east junction at MN 6 in Deerwood to the 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

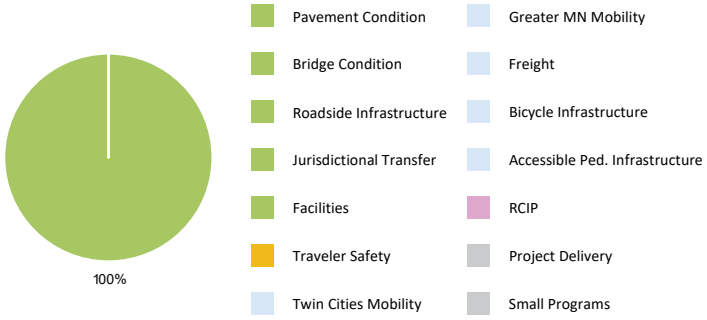
All risks retired.

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)

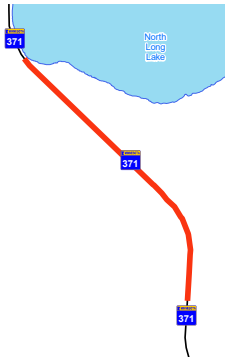
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.6	5.2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***4.8***	***6.4***

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

Current estimate was updated to reflect the awarded construction cost after letting. Field review during design identified further deteriorated concrete pavement than was anticipated during scoping and a scope change was approved to replace multiple centerline culverts. The changes to cost during final design reflected the anticipated letting costs and incorporated quantities to avoid construction over-run.

PROJECT SUMMARY



MN 371

State Project Number 1810-99

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.

PROJECT RISKS

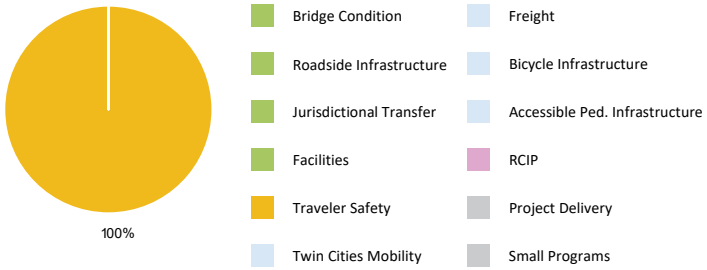
High business location with access issues.

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)

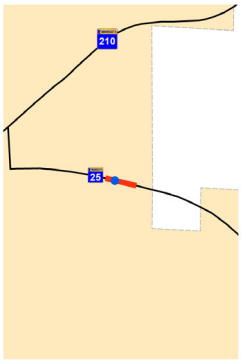
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.3	7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.13	0.8
Construction Engineering:	0.09	0.6
Right of Way:	1.31	1.3
Total:	***2.83***	***10***

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

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 the south of junction with MN 210/ CSAH 3 in Brainerd, and installing bicycle-pedestrian accommodations

RECENT CHANGES & UPDATES

Plans and agreement activities are complete for a scheduled letting of 10/28/2022. Currently under construction in 2023.

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

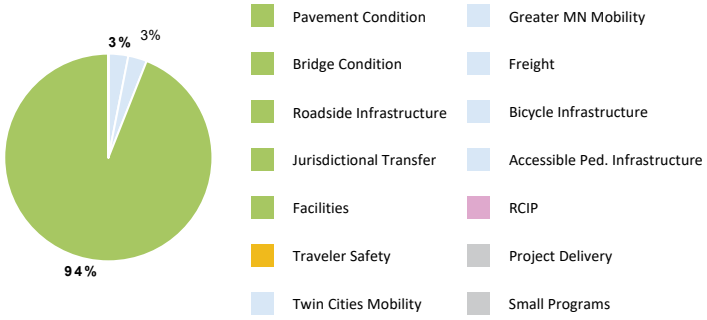
No significant risks are anticipated besides the coordination with BNSF RR.

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:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

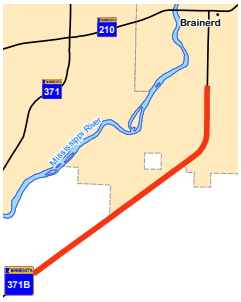
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***4.9***	***8.7***

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. Updated cost estimate after preliminary engineering. Summary of significant changes this period: Updated itemized grading estimate includes earthwork from MDR and construction limits including 18" profile to meet BNSF clearance and addition of a storm sewer system/pond, culvert replacement at 28th Street and RTL addition at Red Pine Road. Updated bridge estimate based on status update of preliminary plans received on 01/29/2021. Most current estimate was updated to reflect the awarded construction cost after letting.

PROJECT SUMMARY



MN 371B

State Project Number 1814-08

Reconstruct MN 371 from Joseph St to south of Greenwood St with 6 ft sidewalk on the east side and resurface the pavement from Greenwood St to just south of 70th Ave

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is substantially complete.

PROJECT HISTORY

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.

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

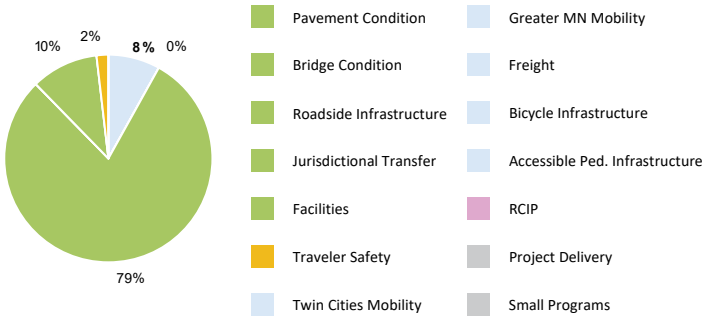
No significant risks are anticipated besides municipal consent and stormwater treatment areas.

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)

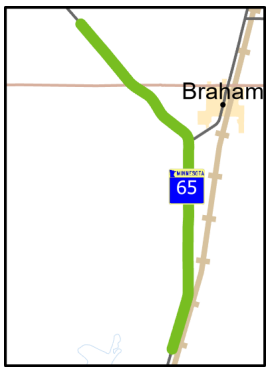
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	7.2
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0.1
Total:	***8.1***	***9.1***

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 is the let cost.

PROJECT SUMMARY



MN 65

State Project Number 3004-65

Recondition MN 65 from the end of the four lane in Cambridge to north of MN 107.

RECENT CHANGES & UPDATES

None

PROJECT HISTORY

Recommended for Cold -in-place recycle pavement preservation. Intersection lighting and drainage improvements will also be included. Grandy proper area will receive ADA and drainage improvements.

PROJECT RISKS

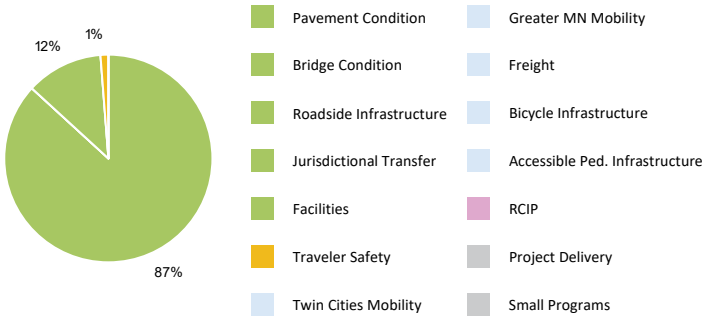
How detour will work with other detours in the area in 2026.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/24/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

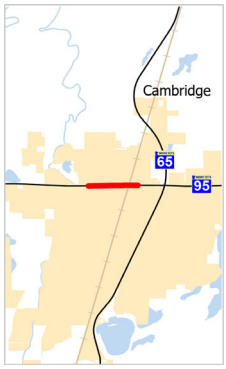
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.8	10.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13.4***	***13.4***

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

COST ESTIMATE ASSUMPTIONS

The 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 3006-39

Hwy 95 in Cambridge: Isanti County

Reconstruction of MN 95 from Fern St to Fillmore St in Cambridge, install fiber from CSAH 14 to Alabama St. and make 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

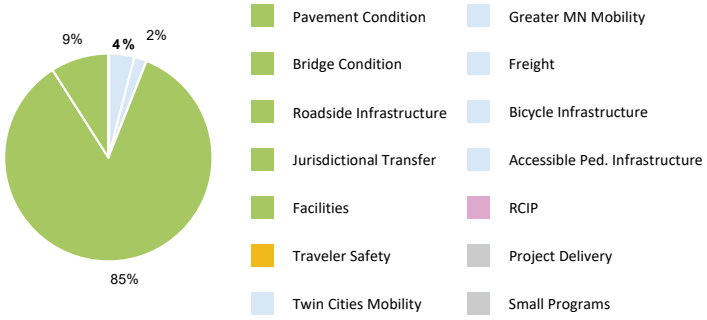
None at this time. Urban construction so traffic control to business and pedestrian traffic is difficult

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:	6/16/2023
Construction Limits Established Date:	Pending Approval
Original Letting Date:	2/23/2024
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

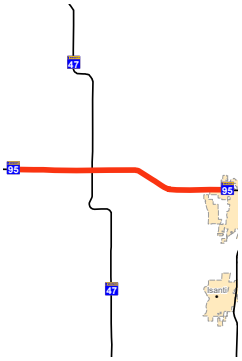
	Baseline Estimate	*Current Estimate*
Construction Letting:	9	10.1
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.2
Construction Engineering:	0.7	0.8
Right of Way:	0	0.2
Total:	***11.2***	***12.7***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate is a scoping level estimate.

PROJECT SUMMARY



MN 95

State Project Number 3006-41

Recondition MN 95 west of Cambridge, from just west of Isanti County CSAH 15 to west of Isanti CSAH 14.

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

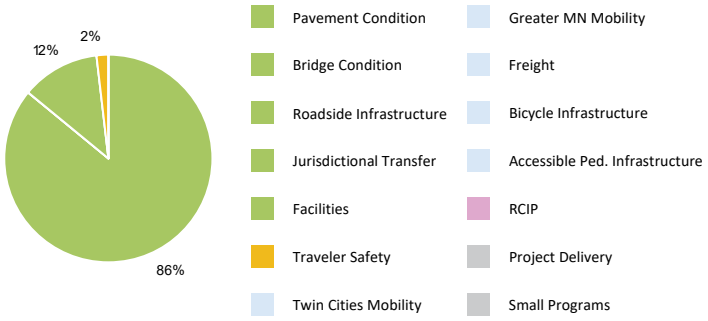
Environmental concerns posed a challenge to address all the mitigation strategies to minimize impacts, and still meet design standards. All was accomplished.

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)

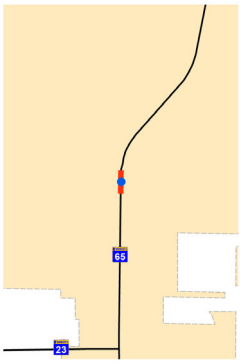
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	8.8
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.1
Construction Engineering:	0.5	0.7
Right of Way:	0	0
Total:	***8***	***11***

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 project cost increased due to the new inflation factor and the final consultant estimate.

PROJECT SUMMARY



MN 65

Bridge 6778

State Project Number 3307-43

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

RECENT CHANGES & UPDATES

Open to traffic in 2023.

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

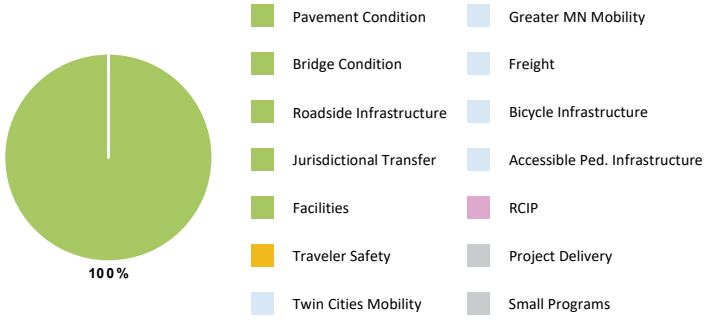
No significant risks are anticipated.

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:	August 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 23

State Project Number 4801-26

Hwy 23 Milaca reconstruction, Mille Lacs County

On MN 23 in Milaca, urban reconstruction.

RECENT CHANGES & UPDATES

Consultant has been selected and currently working on the final geometric layout. The new estimate has been reduced due to better understanding of the extent of the project.

PROJECT HISTORY

This project was selected to address the deteriorating pavement needs and up-scoped to address safety needs.

PROJECT RISKS

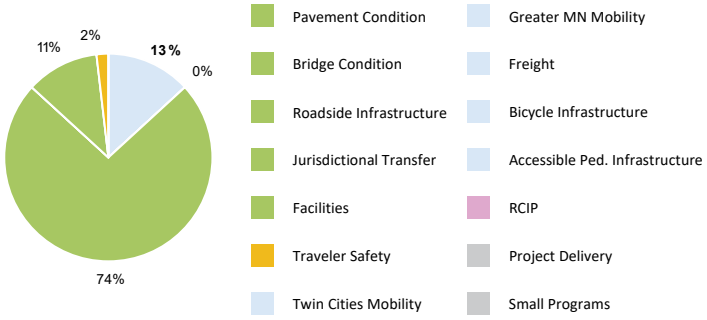
Traffic staging and maintaining accesses during construction. Completing entire project in one construction season.

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:	4/24/2026
Current Letting Date:	9/25/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.8	18.8
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.4	2.3
Construction Engineering:	1.6	1.5
Right of Way:	0	0
Total:	***24.6***	***23.4***

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

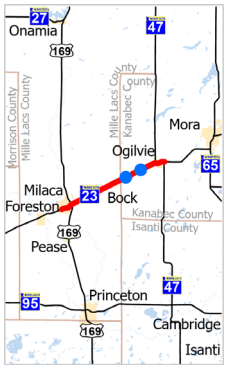
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate is a scoping level estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 23

State Project Number 4802-25

Resurface MN 23 from east of CSAH 2 (105th Ave) to the east of Milaca to the Ground House River; then just east of the junction Hwy 47 south in Ogilvie and include Bridges #6072 & #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

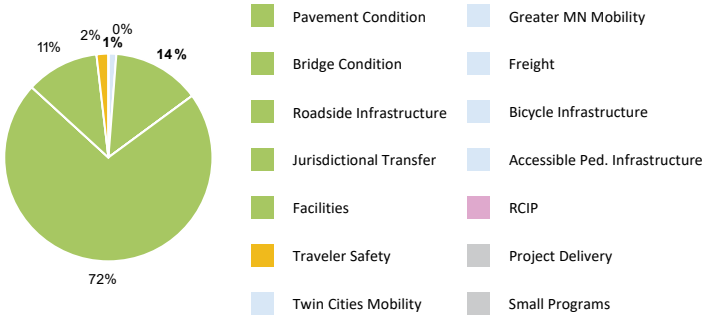
Detour will likely be needed for box culvert replacements.

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)

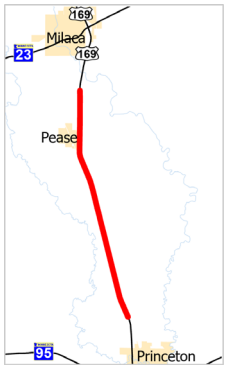
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	6.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.5***	***8.4***

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 Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate reflects the bid amount.

PROJECT SUMMARY



US 169

State Project Number 4811-76

Resurface both northbound and southbound lanes on US 169 from south of Long Siding 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

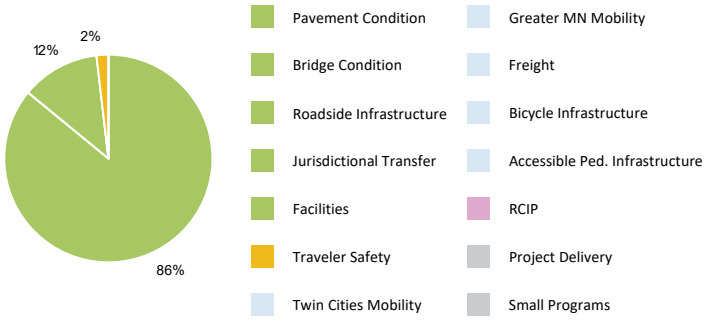
No significant risks associated with this project.

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 2025

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.

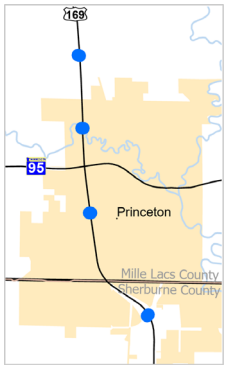
COST ESTIMATE ASSUMPTIONS

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. Cost increase was due to the increase in construction cost as reflected in the 2021 average bid prices.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

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

State Project Number 4811-77

On US 169, perform re-overlays to Bridges #48009/48010, Br #48011/48012,Br#48015/48016 and Br#71007/71008.

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

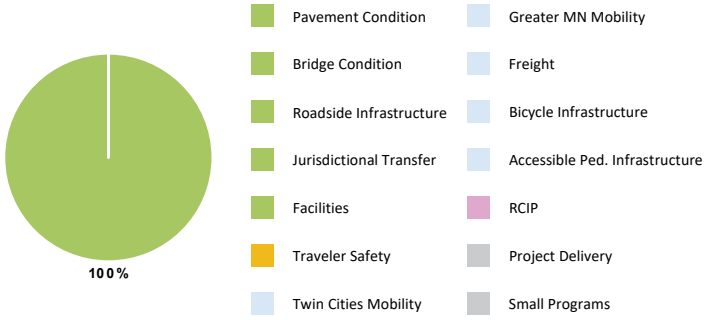
No significant risks associated with this project

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 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

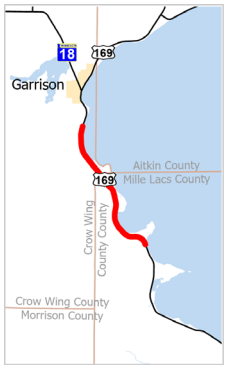
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.4	6.3
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.8
Construction Engineering:	0.1	0.5
Right of Way:	0	0
Total:	***1.8***	***7.9***

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

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 the north of Ojibwe Dr to the south of Crow Wing CSAH 26

RECENT CHANGES & UPDATES

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. Design plans were completed in 2023.

PROJECT HISTORY

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

PROJECT RISKS

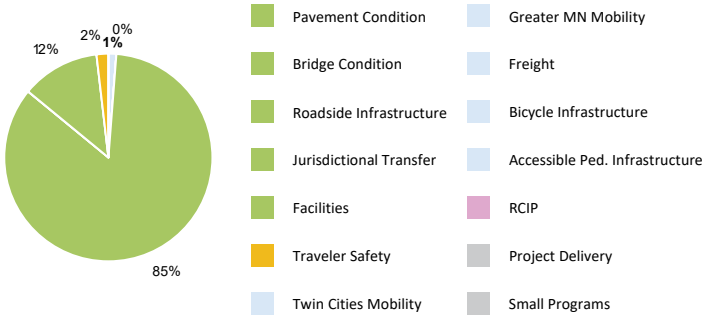
Excavation impacts to cultural resources in the region.

SCHEDULE

Date in which project entered the STIP:	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:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

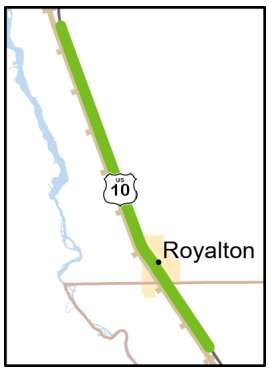
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0.1
Total:	***5.6***	***5.7***

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

COST ESTIMATE ASSUMPTIONS

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 4901-82

Recondition US 10 from Gregory to the Halfway crossing (CR 40), both eastbound and westbound, and add a J turn at Halfway Crossing (CR 40).

RECENT CHANGES & UPDATES

Project will not include J-Turns in Gregory. Currently working to develop the Geometric Layout for the J-Turn at CR 40. Project limits will exclude the city of Royalton .

PROJECT HISTORY

Due to failing pavement and intersection safety this project was brought into the program. After review of the increased needs for the City of Royalton and a corridor study coming, the City will receive a maintenance mill and overlay. Political concerns during planning are no longer an issue as the limits have changed. Replacement of signal was removed from project limits and location of crossovers determined.

PROJECT RISKS

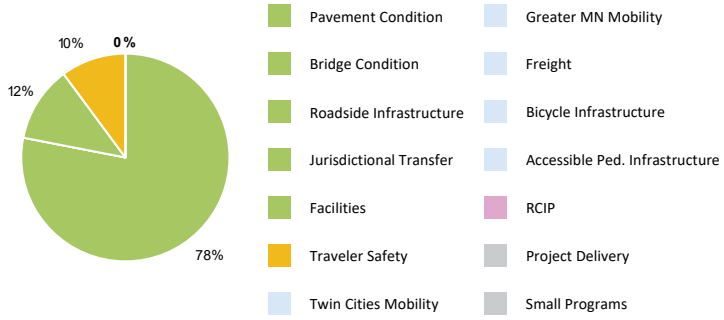
1. May need railroad ROW if loons are needed for the J-turn
2. Delay in supply

SCHEDULE

Date in which project entered the STIP:	2024
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:	10/23/2026
Current Letting Date:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

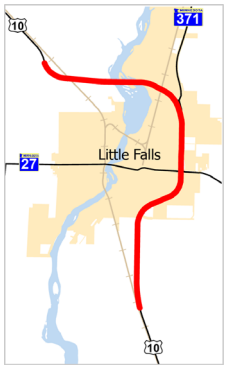
	Baseline Estimate	*Current Estimate*
Construction Letting:	22.9	22.9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.7
Construction Engineering:	1.8	1.8
Right of Way:	0	0
Total:	***28.3***	***28.3***

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

1. Cost of J-Turn at CR 40
2. Cost of cross overs
3. New hydraulic costs

PROJECT SUMMARY



US 10

State Project Number 4902-63

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

RECENT CHANGES & UPDATES

Getting developed by a consultant to prepare as a shelf project

PROJECT HISTORY

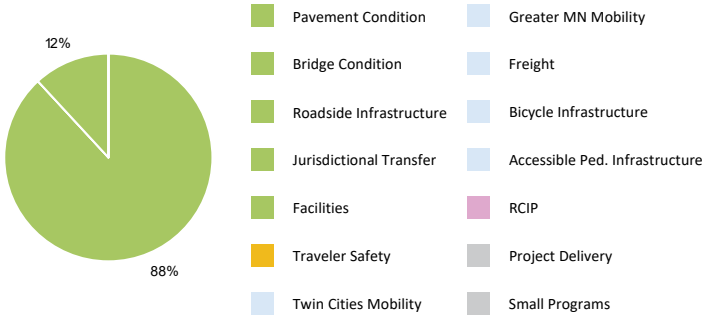
Programmed for a mill and overlay for 2025 due to pavement condition

PROJECT RISKS

Conditions worsen faster than estimated

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***

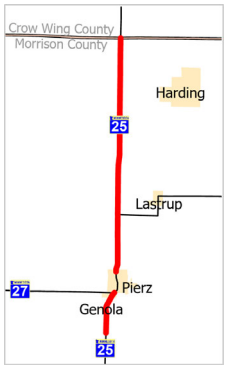
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	3/28/2023
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:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PROJECT SUMMARY



MN 25

Bridge 6321, 88062

State Project Number 4911-15

Resurface MN 25 from Pierz to Morrison/Crow Wing county line, resurface MN 25 from Skunk River to south junction of MN 27 in Pierz, and replace Bridges #6322 & 88062 (box culverts)

RECENT CHANGES & UPDATES

Project is currently developed to 95% plans and waiting for funding for FY 2025.

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 as areas of overtopping concerns as well. 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 RISKS

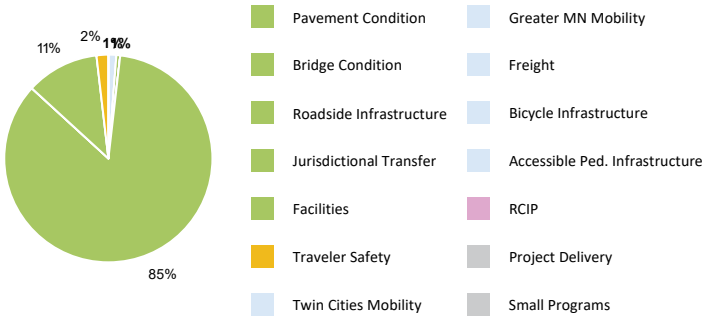
Wolf Creek Box Culvert replacement may require replacement of 1930's era Bridge #88081 on CR 48 to establish stream bank alignment and stabilization with the additional width needed required for roadside safety. Risk was addressed and needed to be replaced.

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	9.4
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.1
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***8.4***	***11.7***

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

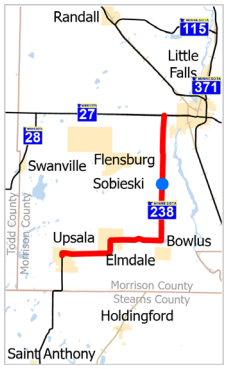
COST ESTIMATE ASSUMPTIONS

The Baseline Estimate and Current Estimate values are based on estimated quantities of average bid prices. Project costs increased because identified risk could not be avoided.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 238

State Project Number 4913-26

Resurface MN 238 from Upsala to MN 27 and Bridge #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

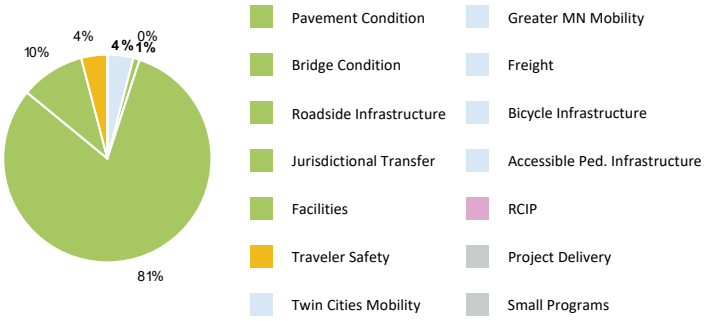
Traffic control for bridge (box culvert) replacement, pipe replacements and intersection realignment.

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:	6/1/2023
Original Letting Date:	12/15/2023
Current Letting Date:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	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 Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate includes intersection realignment.

PROJECT SUMMARY

US 10

State Project Number 7102-135

Reconstruct from Simonet Dr to Lowell Ave in Elk River, including bike/pedestrian trail. Improve Proctor Ave intersection

SUBSTANTIALLY COMPLETE

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

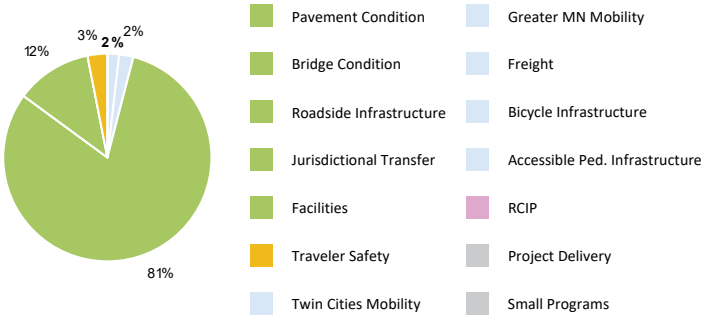
A potential risk is in costs due to maintenance of traffic during construction.

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

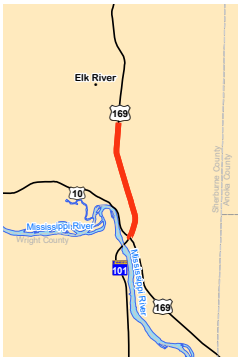
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.8	9.6
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.8
Right of Way:	0.5	0.1
Total:	***12***	***12.1***

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 Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate is let bid cost.

PROJECT SUMMARY



US 169

State Project Number 7106-87

Reconstruct US 169 in Elk River, from TH 101 to 197th Ave. Convert to freeway design. Replace Bridge #71002 with new Bridge #71020 northbound over US 10.

RECENT CHANGES & UPDATES

Project is now 2/3 complete with the final construction being completed Fall 2024. 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

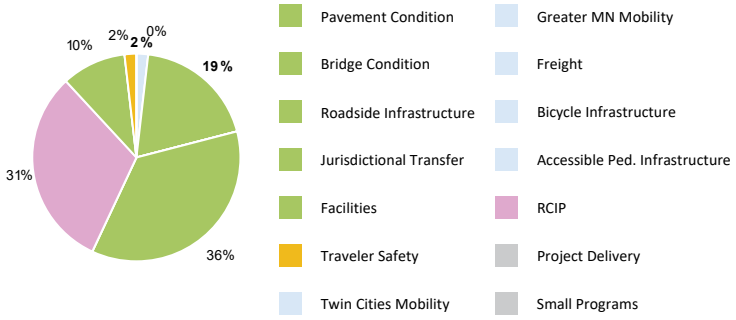
Cost increases at the time of letting due to inflation related to material delivery/availability because of COVID. Delay in utility relocations may cause construction delays and thus delay the schedule and result in contractor delay costs. Traffic congestion on the local streets and Hwy 169 require temporary 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	121.7
Post Letting Construction Costs:	5.5	5.8
Other Construction Elements:	0	0
Preliminary Engineering:	17.5	14
Construction Engineering:	4.5	4.5
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.

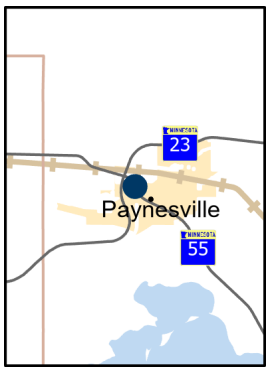
COST ESTIMATE ASSUMPTIONS

Funded with Corridors of Commerce Bond funds and SRC. Cost increases at the time of letting due to inflation related to material delivery/availability because of COVID.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 55

Bridge 5545

State Project Number 7314-41

On MN 55, replace Bridge #5545 over N Fork Crow River just west of Paynesville.

RECENT CHANGES & UPDATES

The bridge was originally in the 2028 program but was accelerated to the 2026 STIP to utilize IIJA Bridge Formula special funding.

PROJECT HISTORY

Bridge #5545 was built in 1937 and spans the N Fork Crow River north of Paynesville. The bridge is structurally deficient based on the condition of the southwest pile that had a major crack in 2017. An emergency fix was performed to encapsulate the piling, no new load rating was performed. The deck shows extensive cracking, leaching, moderate delamination and spalling with remaining service life of 2 years before downgrading the NBI to 4. Bridge #5545 will be 89 years old at the scheduled time of replacement.

PROJECT RISKS

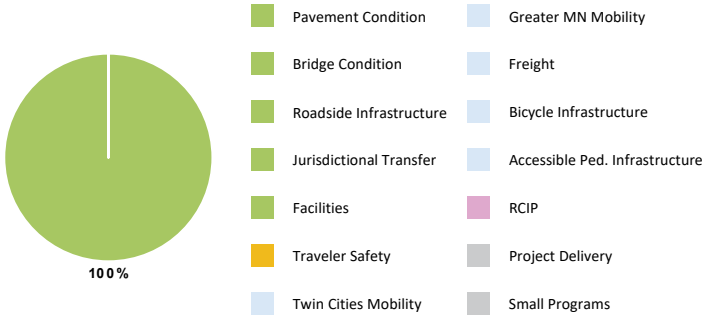
1) Adding bridge length to the north increasing waterway area and addressing the current river choke point condition. 2) Remaining service life of existing bridge.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	2/27/2026
Current Letting Date:	2/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge 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.

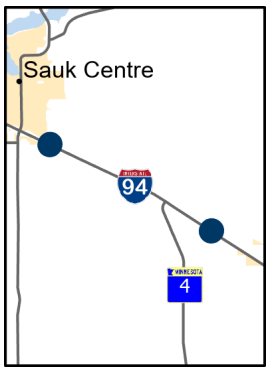
COST ESTIMATE ASSUMPTIONS

Bridge removal and construction items came from the Bridge Office. The remainder of the estimate was populated from scoping documents or calculated quantities and 2022 unit prices.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

Bridge 6896, 6897, 73805, 73809

State Project Number 7380-260

On I-94, replace Bridges #73805 & #73809 and overlay Bridges #6896 & #6897 between Sauk Centre and Melrose.

RECENT CHANGES & UPDATES

January 2023 - Originally Bridges #73809 and #73805 were scoped as a redeck but they were upscoped to replacements after bridge inspection.

PROJECT HISTORY

Originally Bridges #73809 and #73805 were scoped as a redeck but they were upscoped to replacements after bridge inspection fall of 2022. Passage benches will be constructed under all four bridges to create deer crossings.

PROJECT RISKS

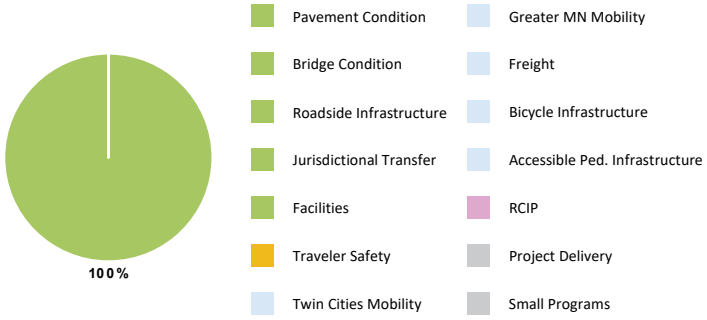
Lead paint found on the two bridges that are being replaced. Potential concrete project on I94 in the same area could change the scope/date of project. Head to head traffic costs and crossovers could inflate project cost.

SCHEDULE

Date in which project entered the STIP:	2023
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:	10/24/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.7	9.7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12.1***	***12.1***

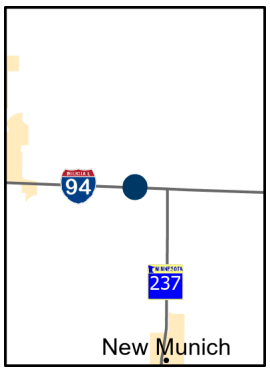
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

Bridge 6870, 73811

State Project Number 7380-271

Replace westbound Bridge #73811 and overlay eastbound Bridge #6870 on I-94 in Sauk River and east of Melrose

RECENT CHANGES & UPDATES

The scoping report has been completed and the project was entered into the STIP in Spring 2023.

PROJECT HISTORY

This project was originally in the CHIP for a deck replacement on BR #73811 and deck re-overlay on BR #6870. The project was up-scoped to a bridge replacement for BR #73811 only.

PROJECT RISKS

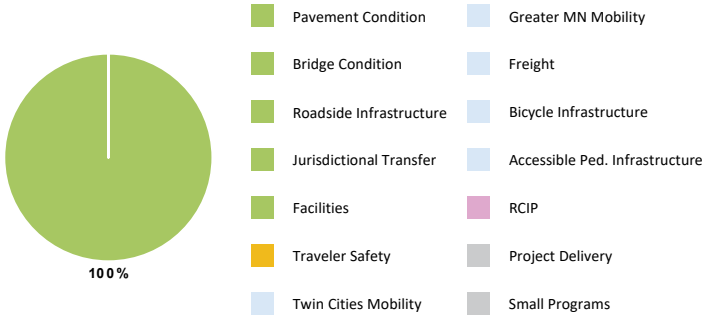
Materials escalation and bats.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Not Needed
Original Letting Date:	3/26/2027
Current Letting Date:	3/26/2027
Construction Season:	2027
Estimated Substantial Completion:	June 2027

PRIMARY INVESTMENT CATEGORY

Bridge 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***

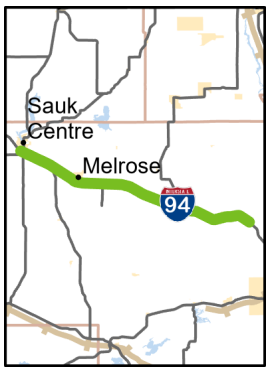
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

State Project Number 7380-274

Resurface I-94, from MN 28 near Sauk Centre to CR 159 near Collegeville

RECENT CHANGES & UPDATES

Project is completed.

PROJECT HISTORY

This project was an emergency mill and overlay project that was started and completed in season 2023.

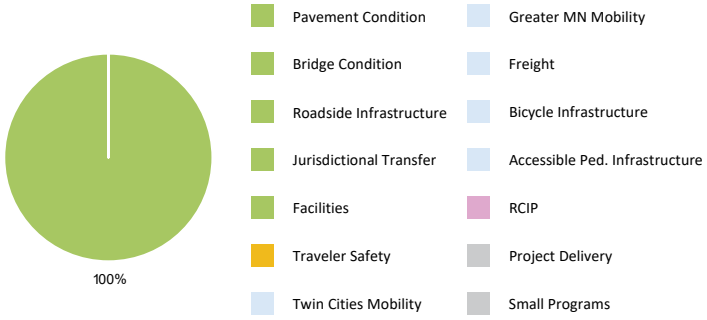
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	6/9/2023
Current Letting Date:	6/9/2023
Construction Season:	2023
Estimated Substantial Completion:	Late 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.9	9.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12.3***	***12.3***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY

MN 27

State Project Number 7703-16

Hwy 27: Osakis area, I-94 in Douglas County to Hwy 71 in Todd County

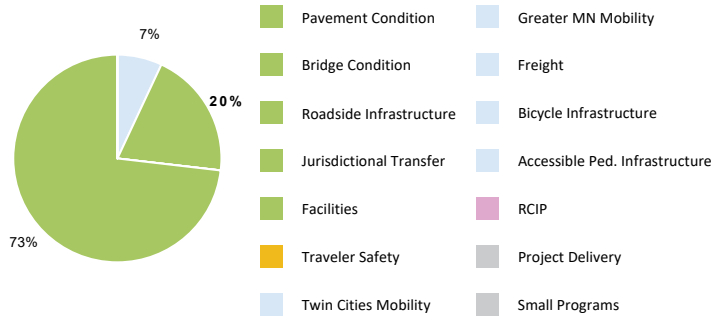
Resurface and shoulder widening on MN 27 from junction Douglas CSAH 82 in Osakis to junction US 71; resurface from junction Douglas CSAH 82 in Osakis to junction I-94, and replace Wobegon Trail Bridge #758 and Bridge #92372 with new trail Bridge #77022 and new box culvert #77X04; replace Bridge #8915 with new box culvert #77X03; and, replace old TAMS Pipe ID 2304930 with new box culvert #77X02

RECENT CHANGES & UPDATES

Open to traffic in 2022.

PRIMARY INVESTMENT CATEGORY

Pavement Condition



PROJECT HISTORY

This section of bituminous pavement was last resurfaced in 2009. The last major rehabilitation dates back to 1948. This roadway needs rehabilitation to maintain an acceptable ride quality and with the rising safety concerns of travelers preventative maintenance is required. The Lake Wobegon Trail Bridge #758 over TH 27 and Bridge #92372 was built in 1939. This structure has a substandard vertical clearance of 14 ft. over the highway. In addition, the bridge pier walls restrict TH 27's horizontal clearance to 40 ft. Bridge #8915 is a double box culvert over the Sauk River that was built in 1956. It too restricts roadway width to 32 ft. This project will improve the ride quality, extend the life of the pavement, reduce the number of required maintenance activities and replace the Wobegon Trail Bridge #758, Bridge #92372 and Bridge #8915 with structurally sound box culverts or bridge structures that meet the needs of the waterways, trails or roadways. This project will aim to address safety and mobility for all users.

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.

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:	0	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.

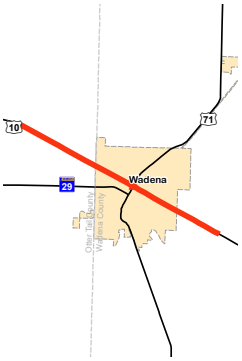
COST ESTIMATE ASSUMPTIONS

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. Current estimate was updated to reflect the awarded construction cost after letting.

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:	August 2023

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

The project complexity required two construction seasons (2019 and 2020). The project is on schedule for fall 2020 completion. 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

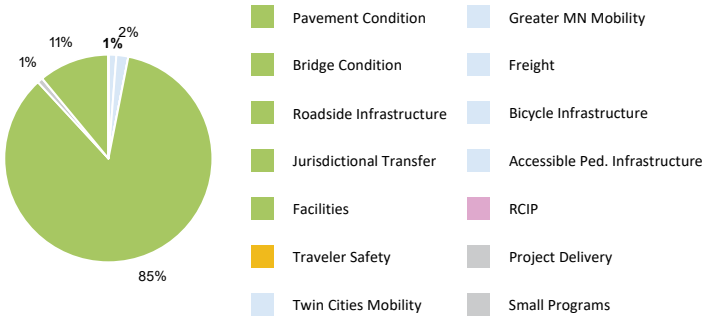
The lack of detour routes may complicate the replacement of storm sewer.

SCHEDULE

Date in which project entered the STIP:	2014
Environmental Document Approval Date:	9/8/2016
Municipal Consent Approval Date:	1/12/2016
Geometric Layout Approval Date:	11/16/2015
Construction Limits Established Date:	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



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	12.5
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.1	2
Construction Engineering:	0.8	1.2
Right of Way:	5	6.9
Total:	***16.5***	***23.2***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was based on estimated quantities and average bid prices. The project includes work in District 4. Significant city utility work and contamination clean-up reflected in Current Estimate.

PROJECT SUMMARY

US 10

State Project Number 8001-44

Hwy 10 reconstruction Wadena: Wadena and Otter Tail 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 held on 8/25/2022 and an online survey opportunity in Wadena. Additional engagement, engineering, and environmental review continued in 2023 with final design plans beginning in August 2023.

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

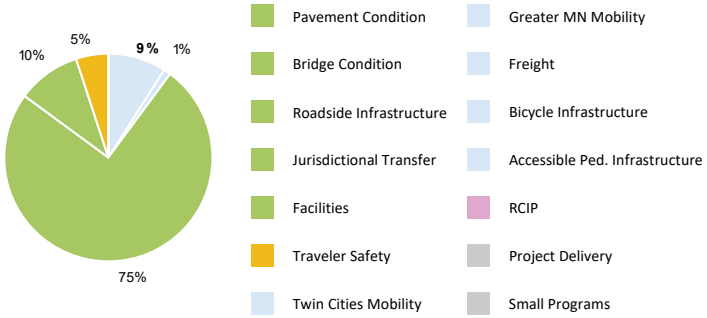
Accelerated schedule to develop layout and construction limits for ROW acquisition and contaminated property investigations, Environmental Coordination/Documentation of Sunnybrook Park [L], utility relocation in advance of construction balanced with need for winter tree clearing and having early title 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:	1/14/2023
Geometric Layout Approval Date:	8/25/2023
Construction Limits Established Date:	3/20/2023
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)

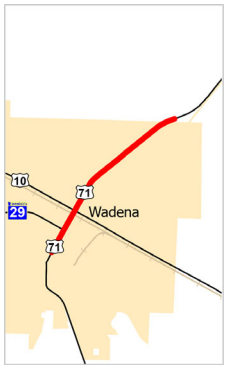
	Baseline Estimate	*Current Estimate*
Construction Letting:	35	47.1
Post Letting Construction Costs:	0	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	0	5.5
Construction Engineering:	0	3.7
Right of Way:	12.6	10
Total:	***47.6***	***68.2***

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 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 IIJA Multimodal Discretionary Grants Program under the Rural Surface Transportation Category. Awards from USDOT are anticipated in fall of 2022. Project Budget approved in April 2023 identifying funding covering the remaining funding gap based on latest itemized cost estimate and updated risk register. The $47.1 construction cost reflects the estimated cost at the conclusion of preliminary engineering with a municipally approved layout.

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 junction 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. Additional coordination, engineering, and environmental review continued in 2023 with final design plans beginning in July 2023. This plan also includes City utility improvements.

PROJECT HISTORY

The primary need for this project is pavement condition. The pavement surface is deteriorating resulting in a decrease in ride quality and an increase in maintenance. The Ride Quality Index (RQI), which is a measure the roughness of the road has now or will have deteriorated to the point where most people feel it is uncomfortable and a major rehabilitation is needed by 2025. A secondary need of this project includes the infrastructure condition of existing sidewalk, in-accessible curb ramp facilities, and aging traffic signals. An ADA scoping field walk was conducted in 2018 which identified many accessibility and condition issues that were summarized in a project ADA scoping recommendation. While the scope of the segments south of US 10 will follow preservation standards, the scope of the reconstruction segment is anticipated to include subsurface utility work resulting in full reconstruction with a longer expected life cycle for the roadway.

PROJECT RISKS

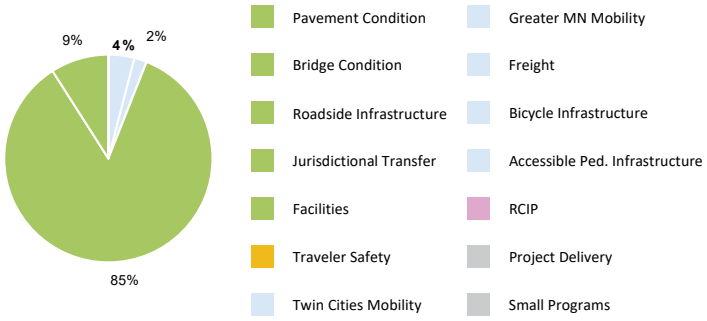
Segment will be evaluated for contaminated material, maintenance of traffic timing and detour coordination with SP8001-44 (4-lane expansion), timely utility relocation including coordination of conflicts with an existing underground pedestrian tunnel to the old Wesley Hospital.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	6/17/2022
Construction Limits Established Date:	2/8/2023
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	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0.1
Total:	***9.2***	***9.2***

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

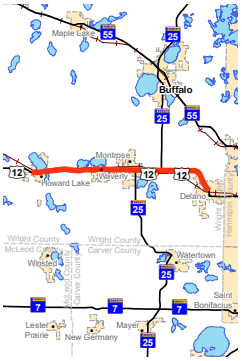
COST ESTIMATE ASSUMPTIONS

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

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 12

State Project Number 8601-62

Resurface US 12 from 13th Ave in Howard Lake to east of Zephyr Ave in Montrose, (urban areas only) including reconstruction and 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

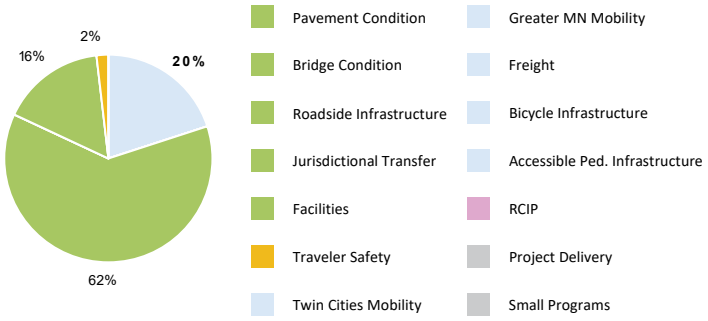
No significant risks are anticipated.

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:	3/28/2023
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)

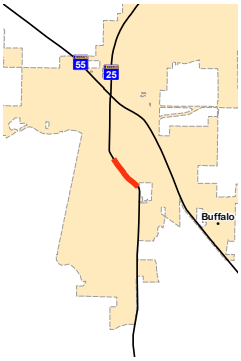
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	9.2
Post Letting Construction Costs:	0.8	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.1
Construction Engineering:	0.6	0.7
Right of Way:	0.1	0.3
Total:	***10.1***	***11.7***

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 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 S in Buffalo.

RECENT CHANGES & UPDATES

This project was delayed several years at the request of the city to allow the community to recover from recent construction activities that were disruptive. Project has been 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

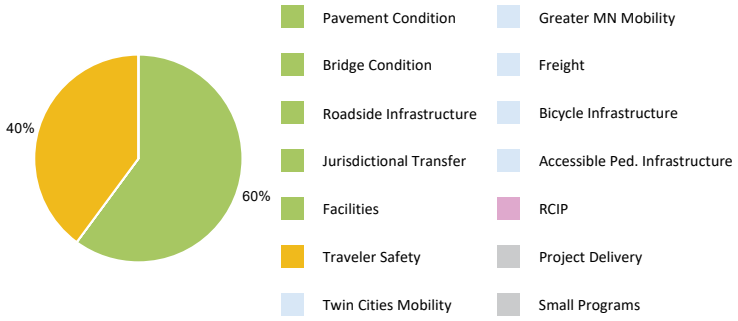
There are no known risks at this time besides traffic control needs during construction.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	3/3/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	5/10/2022
Construction Limits Established Date:	7/28/2022
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	14.6
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.8
Construction Engineering:	0.4	1.2
Right of Way:	0.1	0
Total:	***8.1***	***18.2***

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

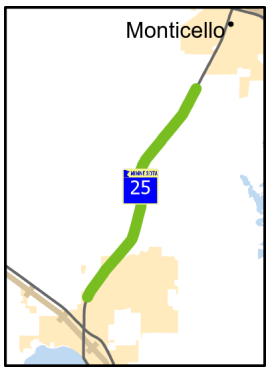
COST ESTIMATE ASSUMPTIONS

The Current Estimate is based on the winning contractor bid. Of Construction Letting Costs, $5.7M is MnDOT's cost and $8.9M is the city's cost.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 25

State Project Number 8605-54

Resurface MN 25 from the north of Buffalo to the south in Monticello.

RECENT CHANGES & UPDATES

MnDOT has hired a consultant to complete the design work.

PROJECT HISTORY

In 2021, MnDOT completed SP 8605-57 which was the TH 25 corridor study from Catlin Street in Buffalo to Kjellberg Court in Monticello. The corridor study recommended short- and long-term safety improvements along the corridor. The short-term recommendations were considered as part of the 2026 pavement preservation work along TH 25. The included improvements include single lane roundabouts at both at Catlin Street and Wright County 37, turn lane improvements at multiple intersections along the corridor, trail along the east side of TH 25 from Wright County 106 to Kjellberg Court, and the construction of a loon turnaround between Wright County 106 and Kjellberg Court. The pavement preservation work includes reconstruction from Catlin Street north approximately 0.85 miles and stabilized full depth pavement reclamation to 1,650 feet south of Wright County 106 (85th Street Northeast).

PROJECT RISKS

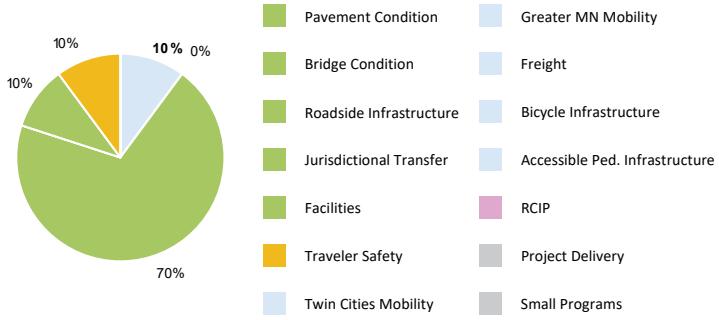
1.Construction staging for the project and both roundabouts

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:	4/13/2023
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/23/2026
Current Letting Date:	1/23/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

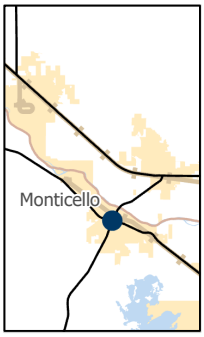
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	13.9
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.7
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***17.3***	***17.3***

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

This inflated scoping 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. Added installation of fiber under I-94 to connect signals between the ramps. Bridge deck replacement will remove current fiber system, which would cause the lose of connection between the signals.

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

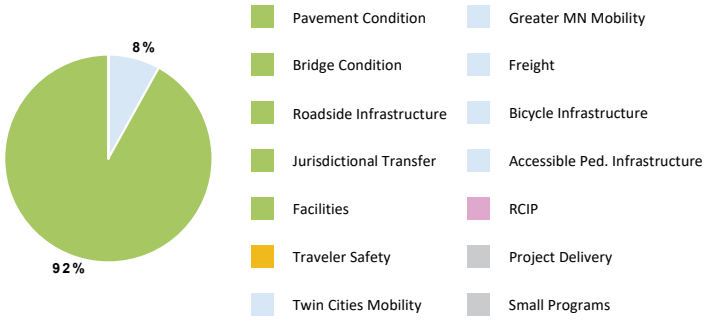
Traffic Control and Construction Staging

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:	1/23/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



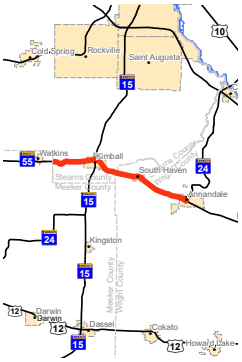
TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 55

State Project Number 8606-63

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

RECENT CHANGES & UPDATES

A consultant has been hired to deliver the final design plans. Moved to FY 2025. 95% plans have been completed by consultant and project is on the shelf until late Winter/Spring 2024. The original estimate was based on basic design. Upon 60 to 95% plan the estimate has gone up. Concrete walk is now 6" vs 4", more muck excavation and more hydraulic work needs to be done.

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. Due to the widening there will now be muck excavation leading to a higher project estimate.

PROJECT RISKS

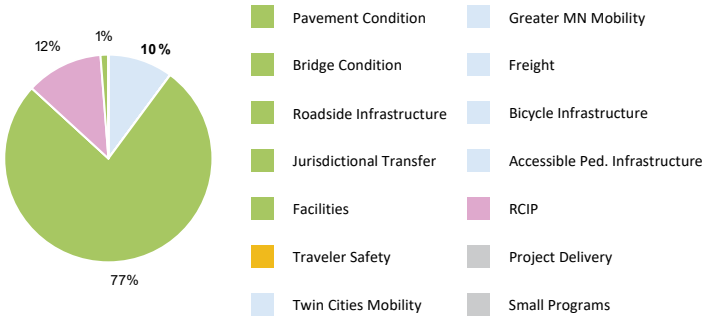
City will design its own utility plans for inclusion in the plan set.

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	11.9
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.4
Construction Engineering:	0.6	1
Right of Way:	0	0
Total:	***9.9***	***14.8***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY

MN 55

State Project Number 8606-64

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was originally part of 8606-63, however this portion of the project is rural and will be constructed separate from the urban portion. Project is a now mill and overlay with ADA work in South Haven and Kimball. Moved from FY 22 to FY 23.

PROJECT HISTORY

The project was selected to address deteriorating pavement. The project was upscoped from a mill and overlay to a full depth reclamation with significant pipe replacements. A detour will be used with the upscoped scale of the project. Project is a now mill and overlay with ADA work in South Haven and Kimball. The detour will no longer be needed.

PROJECT RISKS

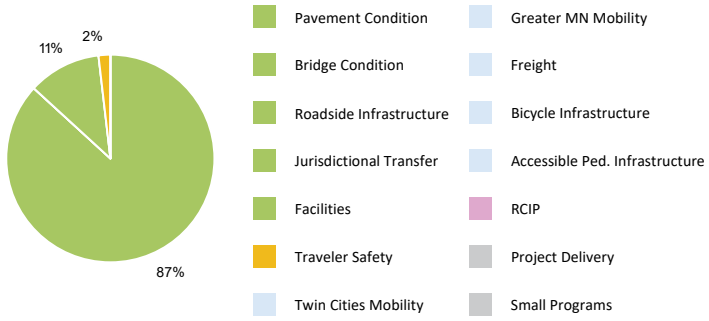
There are no known risks at this time.

SCHEDULE

Date in which project entered the STIP:	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:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

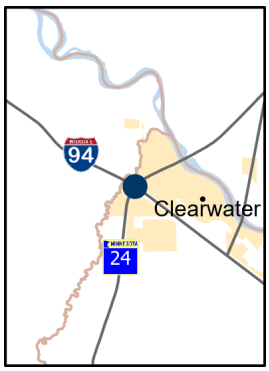
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	4.7
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***6.4***	***5.9***

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.

PROJECT SUMMARY



MN 24

Bridge 86807

State Project Number 8611-29

Replace Bridge #86807 on MN 24 over I-94 in Clearwater

RECENT CHANGES & UPDATES

Project was awarded $8.7 million in Infrastructure Investment and Jobs Act (IIJA) funds for FY 2026. Project scope will include corridor layout and will be consulted out.

PROJECT HISTORY

Bridge No. 86807 was constructed in 1972. Based on current condition, the bridge was included in the CHIP for replacement in 2027. MnDOT, Wright County, and the City of Clearwater participated in a TH 24 corridor study extending from Wright CSAH 7 north to the TH 24 Bridge No. 71004 over the Mississippi River. The corridor study reviewed current and future traffic operations, preliminary hydraulics, and developed alternatives for the corridor. The project was awarded IIJA funds for 2026 and the project has been shifted to utilize these funds. The project will further refine information from the previous study to develop a corridor layout for TH 24 in this area. From this layout, the project will complete final design of the TH 24 Bridge #86807 over I-94 and its necessary tie downs. It is anticipated that remaining portions of the corridor layout would be constructed when outside funding is secured.

PROJECT RISKS

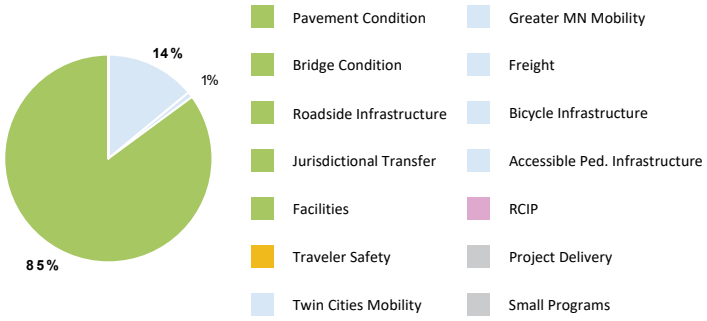
1.Construction staging for the project.
2. Access modifications along TH 24.

SCHEDULE

Date in which project entered the STIP:	2024
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:	4/24/2026
Current Letting Date:	4/24/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

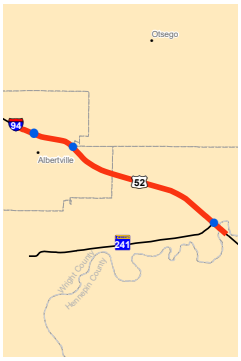
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	10.7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13.3***	***13.3***

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

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

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

SUBSTANTIALLY COMPLETE

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

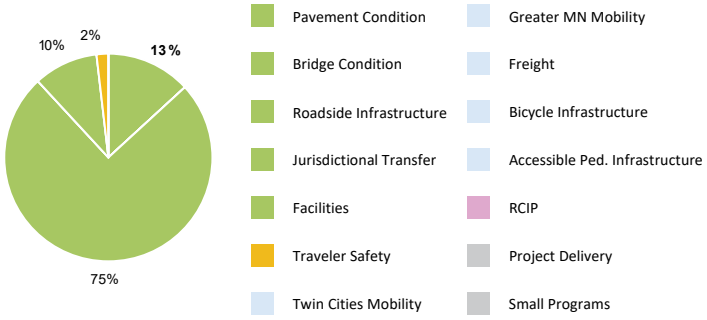
There are no known risks at this time.

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)

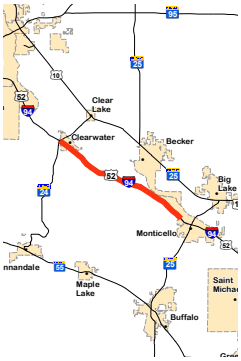
	Baseline Estimate	*Current Estimate*
Construction Letting:	63.6	63.6
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0.1	1.1
Preliminary Engineering:	8.1	8.1
Construction Engineering:	5.1	5.1
Right of Way:	1.2	1.2
Total:	***80.6***	***81.6***

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, and improve drainage

SUBSTANTIALLY COMPLETE

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

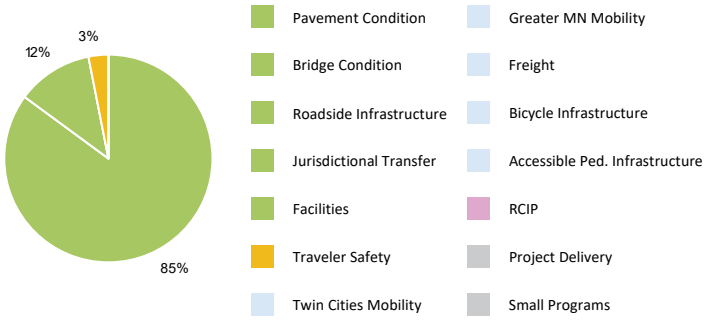
The project needed to maintain freight mobility and address traffic concerns while under construction. Extensive temporary pavement widening was needed for maintenance of traffic. Removal of the temporary pavement became a political risk while there were ongoing efforts by the I-94 Corridor Coalition to expand I-94 to 3-lanes in each direction. Ultimately the decision was made to deliver a project with three lanes in each direction, which added risk to the budget. The project letting was accelerated to match construction time frames with the Maple Grove to Rogers project and the St. Michael to Albertville project.

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:	1.9	8.5
Construction Engineering:	1.3	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.

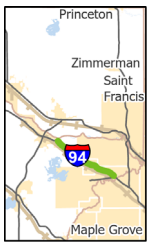
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

State Project Number 8680-189

Reconstruct I-94 from west of Monticello to Albertville

RECENT CHANGES & UPDATES

During preliminary design, the construction cost estimate was roughly computed at $130M due to lack of details. As final plans were developed and risks were mitigated, the construction cost estimate was able to be reduced to $105.3M.

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 WB bridge at CSAH 19 in Albertville will be removed and reconstructed to accommodate lane widening. The WB 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

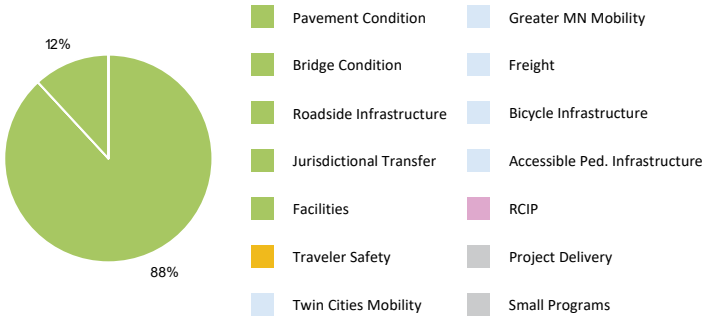
1. Funding – Greatly underfunded for full expansion - How much is secured will result in how much we can build and when, 2. Construction staging at the pinch points – CSAH 19 Bridge in Albertville and CSAH 75 Overpass Bridges in Monticello, 3. Final EA documentation results, and more specifically, potential 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 R/W. 8. Securing needed funding for "whole" project.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	8/31/2023
Municipal Consent Approval Date:	10/9 and 1/27/2023, one pending
Geometric Layout Approval Date:	9/7/2022
Construction Limits Established Date:	2024-2026
Original Letting Date:	2/23/2024
Current Letting Date:	3/8/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

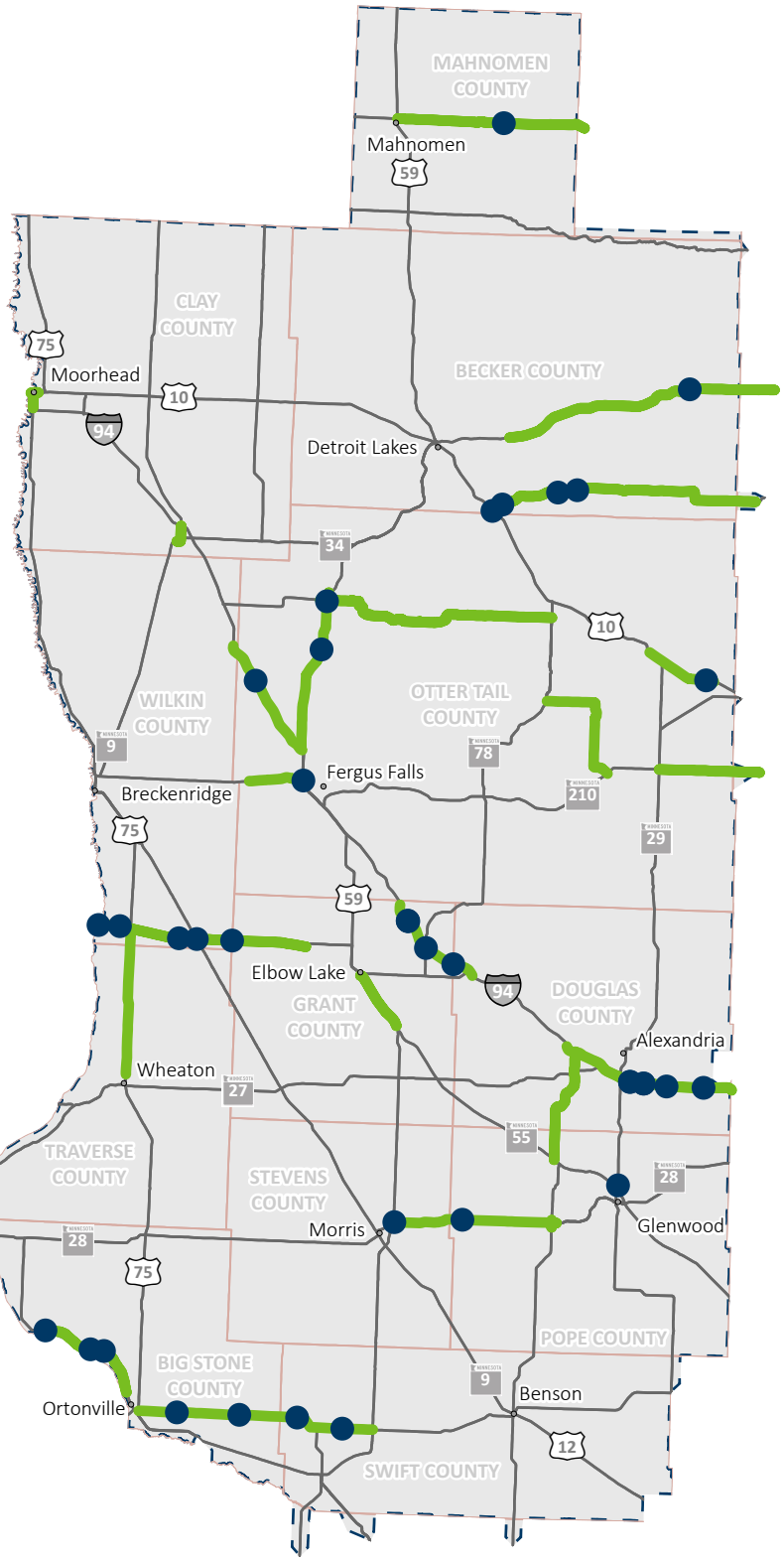
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	105.3
Post Letting Construction Costs:	0.3	4.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	8.4
Construction Engineering:	0.5	8.4
Right of Way:	0	0
Total:	***8.4***	***126.3***

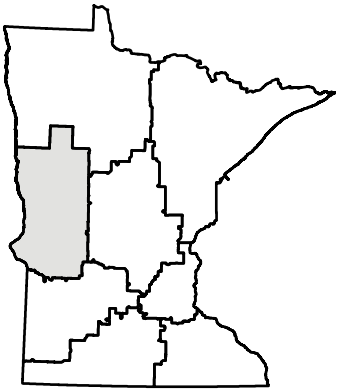
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

$6.85M of District 3 SRC funds were programmed in FY 2024 for westbound Concrete Pavement Rehabilitation only. In 2021, Legislature approved an additional $27 M in bond funding. In 2022, an additional $3M of Community Directed Funding was awarded and an additional $5M was added from IIJA bridge funding. In 2023, an additional $78M was awarded through Corridors of Commerce. Adding all of these up results in a total funding secured amount of approximately $120M. The additional $6M of TPCE funding shortage is being absorbed by the District consultant budget for preliminary engineering costs.

D4 - DETROIT LAKES





Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

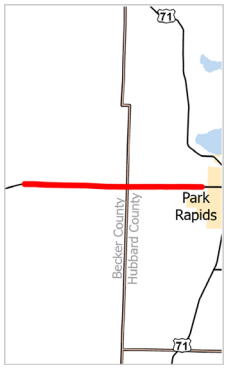
District 4 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 34	0303-67	Resurface and widen shoulders on MN 34 in Park Rapids			D1	213
MN 34	0303-68	On MN 34 from east of CSAH 29 to Ponsford in Becker County			D2	214
MN 87	0306-30	On MN 87 from US 10 to the eastern city limits in Frazee	✓	1st	D3	215
MN 87	0306-31	On MN 87 from Frazee to Menagha	✓	2nd	D4	216
US 12	0603-16	On US 12 from US 75 IN Ortonville to US 59 in Big Stone County	✓	2nd	D5	217
MN 7	0609-33	Resurface and improve drainage on Hwy 7 near Ortonville			D6	218
US 10	1401-177	Construct railroad underpass on Hwy 10/75 in Moorhead			D7	219
US 75	1406-76	Reconstruct US 75, improve ADA and replace signals in Moorhead			D8	220
MN 9	1409-25	On MN 9 from Barnesville to I-94 in Barnesville			D9	221
MN 114	2110-10	Resurface Hwy 114 from Lowry to I-94 and construct roundabout			D10	222
I-94	2180-118	On I-94 from the west junction of 114 to the west of Hwy 29 in Douglas County			D11	223
I-94	2180-125	Resurface I-94 from Alexandria to Douglas/Todd County line			D12	224
I-94	2180-130	Resurface 94 from Lake Latoka Bridge to Hwy 29			D13	225
MN 55	2609-28	On MN 55 from Elbow Lake to Barret in Grant County	✓	1st	D14	226
I-94	2680-44	Rehabilitate concrete from Grant/Otter Tail Co. line to Hwy 79			D15	227
I-94	2680-50	Replace I-94 bridge over Pelican Creek near Ashby			D16	228
MN 200	4402-22	On MN 200 from 59 to E. of Roy Lake in Clearwater and Mahnomen Counties	✓	1st	D17	229
MN 210	5601-33	On MN 210 from 94 to County Line in Otter Tail County	✓	2nd	D18	230
MN 210	5601-35	Reconstruct and replace bridges from Hwy 210 to Hwy 94			D19	231
MN 210	5604-09	Resurface Hwy 210 from Hwy 29 near Hewitt			D20	232
US 10	5605-23	Resurface Hwy 10 from New York Mills to Bluffton			D21	233
US 59	5617-31	Resurface US 59 from I-94 to Pelican Rapids; bridge replacement			D22	234
US 59 & MN 108	5618-117	City of Pelican Rapids			D23	235
MN 108	5623-38	Resurface MN 108 from Pelican Rapids to Hwy 78			D24	236
MN 108	5624-19	Resurface Hwy 108 for Hwy 78			D25	237
MN 108	5624-20	Reconstruction of Hwy 210 in Henning			D26	238
I-94	5680-147	Concrete resurface EB lanes from west of CR 11 to Hwy 59			D27	239
MN 28	6102-25	Resurface from Pomme de Terre Bridge near Morris to Starbuck			D28	240
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	✓	2nd	D29	241
MN 29	6106-25	On MN 29 bridge 61006 in Glenwood	✓	1st	D30	242
US 75	7806-32	Resurface from Mustinka River Bridge to railroad crossing north of Hwy 55			D31	243
MN 55	8404-47	On MN 55 from State Line to Wendell in Wilkin County	✓	1st	D32	244

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

D2 and D4 staff will install snow fence and contractor will supply the materials.

PROJECT HISTORY

Previous 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 RISKS

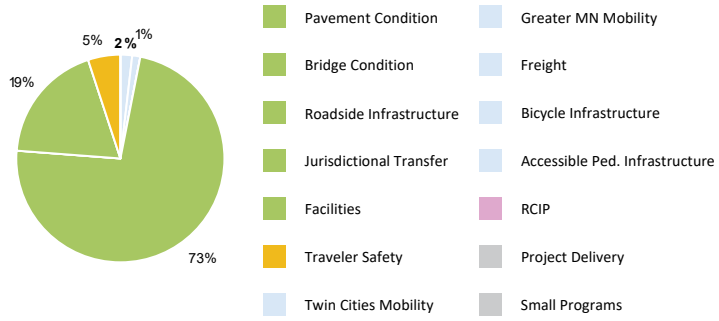
Developing snow fence needs.

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:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	9.1
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	1	0
Preliminary Engineering:	0	1.2
Construction Engineering:	0.7	0.8
Right of Way:	0	0
Total:	***10.5***	***11.7***

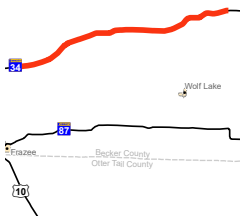
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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

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

Clear zone trees have been removed during construction. A study is being completed by the U of MN to provide additional information on the impact of sun and shade on the pavement.

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

PROJECT RISKS

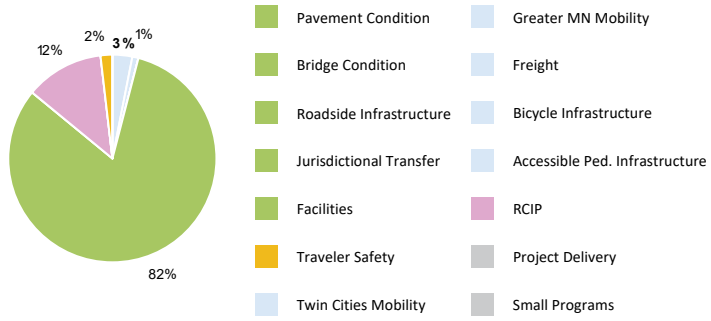
Bridge 03X06 at Shell River

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	15.8
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	***8.8***	***19.5***

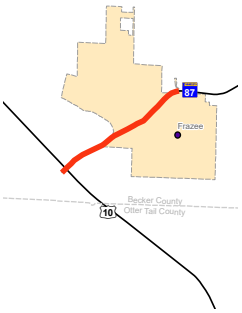
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

$8.8M 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. The district design estimate was $11.4M. The $14M comes from the CO engineering cost estimate, 8/11/22. The cost increased because inflation increased similar to other projects in the state.

PROJECT SUMMARY

MN 87



State Project Number 0306-30

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was constructed summer of 2022 and is substantially complete

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

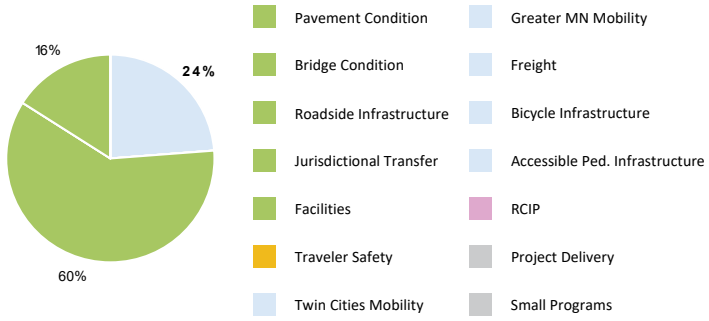
No remaining risks

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)

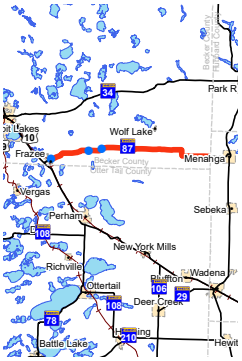
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	6.3
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0.2
Preliminary Engineering:	0	1.6
Construction Engineering:	0	0.5
Right of Way:	0	0.3
Total:	***5***	***9.2***

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 current estimate reflects actual bid and current construction cost.

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

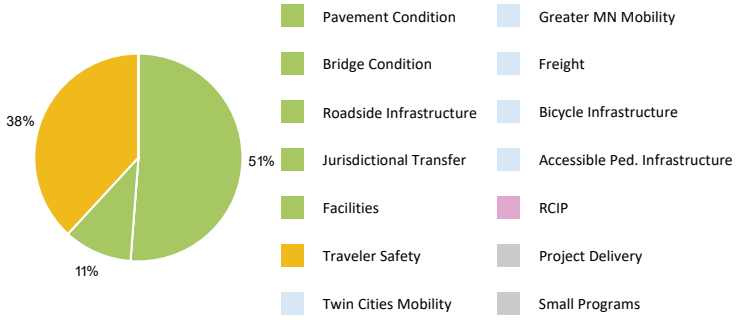
No risks remaining

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:	1.6	2.1
Construction Engineering:	1.1	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

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 upscope to include shoulder widening and snow sloping throughout corridor. Also, pavement fix would be modified to a reclaim. The project scoping document was completed in April 2016. Areas are being reviewed for possible snow trap mitigation.

PROJECT RISKS

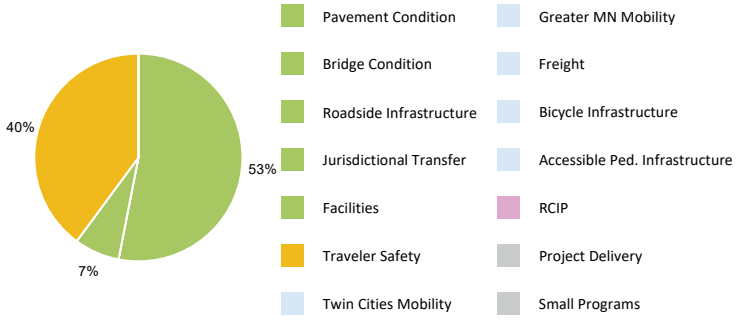
Environmental Impacts: Material prices due to the large quantities of aggregate and bituminous for project. Time to deliver project due to 118 parcels of new right of way required. Contaminated material and superelevation of curve at east end of project. Possible additional drainage needs.

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:	1	2.6
Construction Engineering:	0.6	1.8
Right of Way:	0.1	1.1
Total:	***11***	***29.3***

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

COST ESTIMATE ASSUMPTIONS

Current Estimate reflects bid amounts.

PROJECT SUMMARY

MN 7

State Project Number 0609-33

Resurface and improve drainage on Hwy 7 near Ortonville

RECENT CHANGES & UPDATES

Box culverts #2596 and #6997 were originally considered as risks and have now been removed from the project due to lack of funding.

PROJECT HISTORY

Transverse cracking is present every 20 ft along TH 7 with isolated locations of settlement along the steep slopes. A mill and overlay is needed to preserve the roadway structure and improve the driving quality. In-slope corrections are needed to meet design standards. Mill and overlay limits are only from RP 17.824 to 24.165. The project limits extend to RP 12.73 for drainage improvements due to drainage structures deteriorating quicker than anticipated to the north where the pavement is in better condition.

PROJECT RISKS

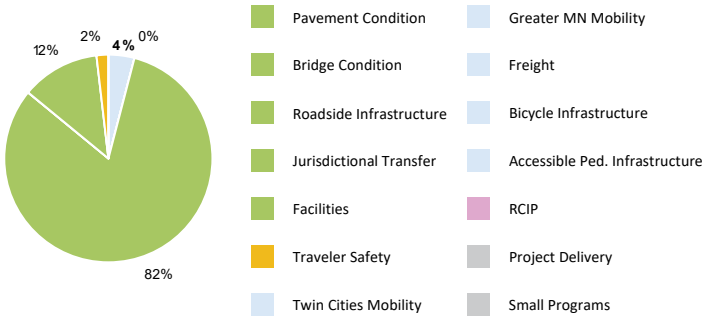
Risks may include tree removals, edge drain installation, contaminated materials, sensitive erosion areas and box culvert #8557 replacement along Big Stone Lake State Park.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	5/10/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/1/2024
Original Letting Date:	2/26/2026
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

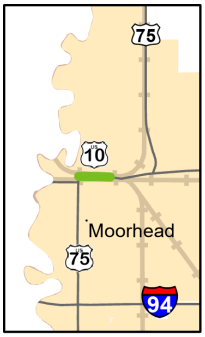
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.4	5.4
Post Letting Construction Costs:	0.4	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.7	0.4
Right of Way:	0	0
Total:	***7***	***6.4***

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

Cost estimate dated 03/14/2023 includes box bridge costs based on recent bridge projects.

PROJECT SUMMARY



US 10

State Project Number 1401-177

Hwy 10, 75 -11th St underpass: Moorhead

Construct railroad underpass on Hwy 10/75 at 11th Street in Moorhead

RECENT CHANGES & UPDATES

Design is currently complete, and the final plans have been turned into Central Office for review. The environmental clearance is complete for the current project. The team is still working with BNSF to obtain a construction and maintenance agreement for the work.

PROJECT HISTORY

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

PROJECT RISKS

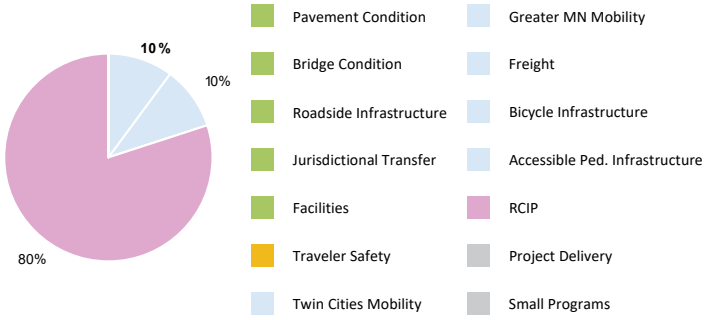
Top risks include: 1. BNSF agreement 2. Contaminated materials 3. Contaminated groundwater 4. Geotechnical engineering – permanent structures 5. Right of way 6. Noise and vibration shortfall

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	7/1/2023
Municipal Consent Approval Date:	8/1/2023
Geometric Layout Approval Date:	8/4/2021
Construction Limits Established Date:	7/1/2022
Original Letting Date:	1/26/2024
Current Letting Date:	1/18/2024
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	122
Post Letting Construction Costs:	4	4
Other Construction Elements:	0	11.9
Preliminary Engineering:	9.4	11.7
Construction Engineering:	6.5	3.3
Right of Way:	12.7	20
Total:	***113.6***	***172.9***

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

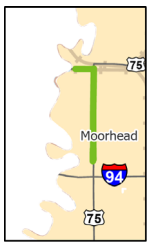
COST ESTIMATE ASSUMPTIONS

Current costs are based on pricing completed by contractor and engineering estimate for the 90% plan with the CMGC process. A Monte Carlo analysis was completed. Risks and have been identified and include mitigation for those risks. The current estimate is higher than the baseline because as the design progressed it was realized many of our assumptions for contaminated materials, foundations, temporary shoring were substantially incorrect.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 75

State Project Number 1406-76

Hwy 10 & 75 downtown Moorhead reconstruction

Reconstruct Hwy 75 from 24th Ave S to Hwy 10/Main Ave, and Hwy 10 from Red River to east of 10th Street in Moorhead; improve ADA, replace signals

RECENT CHANGES & UPDATES

The letting date has moved to August of 2026 moving this project to FY 27. The Main Avenue corridor is still being examined to determine if a 3 lane or 5 lane section should be constructed.

PROJECT HISTORY

A planning study was completed for this corridor in 2019. 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. A demonstration project on Main Avenue between the Red River and 8th street was completed in 2022/2023 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 RISKS

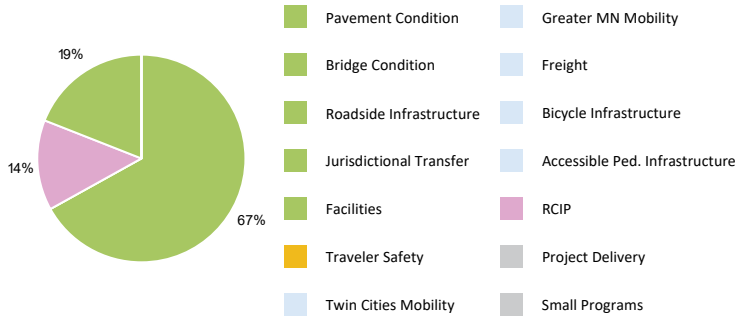
Contaminated materials, municipal consent, cultural resources, traffic control and staging, and tree removal.

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:	6/1/2027
Construction Season:	2027
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

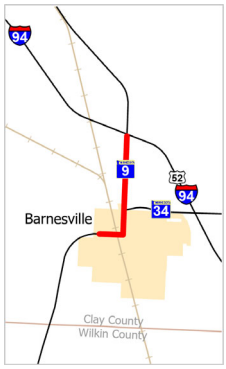
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.8	14.8
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0.1	0.1
Total:	***18.6***	***18.8***

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 Hwy 9 from Barnesville to I-94; includes pedestrian accessibility improvements and local utility replacements

RECENT CHANGES & UPDATES

Construction is ongoing.

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, the city wanted to replace its utilities from Main to TH 34, so it was determined to change the project to a reconstruction 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 ROW 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. The railroad agreement is in place to update one crossing and eliminate the other two crossings.

PROJECT RISKS

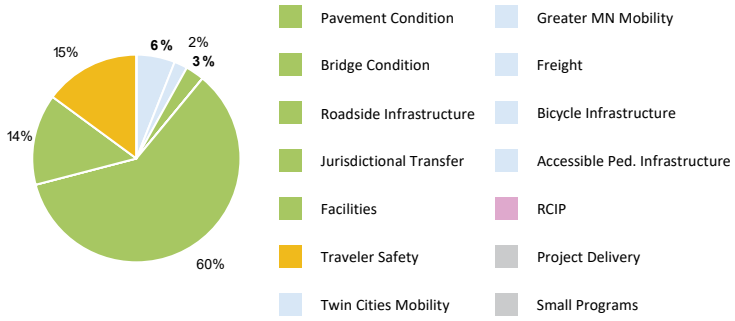
Project risks include construction survey needing to be done by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in right of way, cultural resources requirement for historical structures, coordination with railroad to 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	7.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0.2
Total:	***6***	***11.3***

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

COST ESTIMATE ASSUMPTIONS

The estimate dated 02/18/2021, applied a 8% inflation rate to the 2021 cost estimate to adjust for the 2023 construction year. There are several items from the 2-18-21 Baseline Estimate that have gone up significantly in price causing the Current Estimate increase.

PROJECT SUMMARY

MN 114

State Project Number 2110-10

Hwy 114 Lowry to Hwy 28

Resurface Hwy 114 from Lowry to I-94; construct roundabout at Hwy 27 intersection

RECENT CHANGES & UPDATES

HSIP funds were awarded to this project for a roundabout at the intersection of TH 27 and TH 114.

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 noncompliant 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

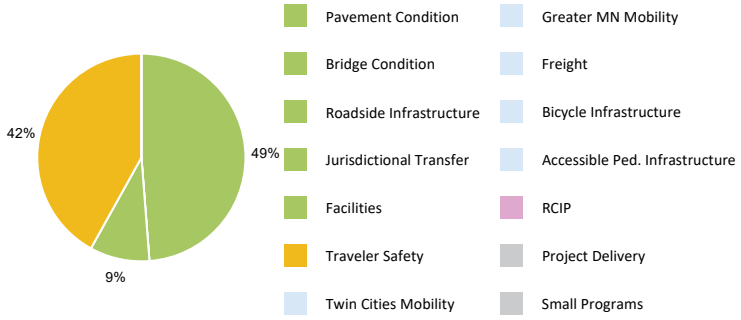
Intersection at Highway 27, potential guardrail.

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:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

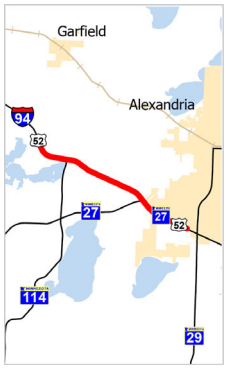
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	6.7
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9***	***9***

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 Baseline Estimate, 03/17/2021, applied a 19% inflation rate, to the 2021 cost estimate to adjust for the 2025 construction year.

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

Construction contract was awarded for $7.4M. Construction began July 11, 2023

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. The project scope was amended to extend the concrete unbonded overlay the length of the project due to more rapid determination of the of the pavement in the areas calling for repair.

PROJECT RISKS

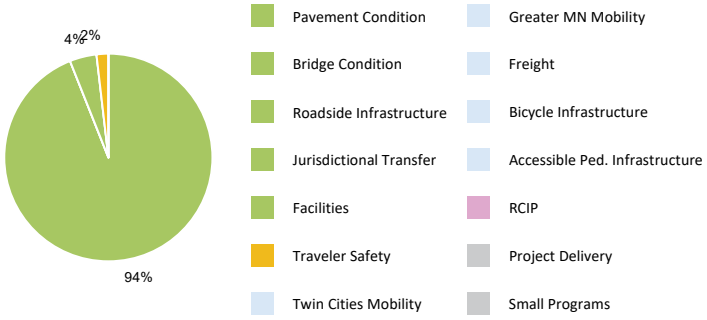
The project risks will include an additional cross over at TH 114.

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)

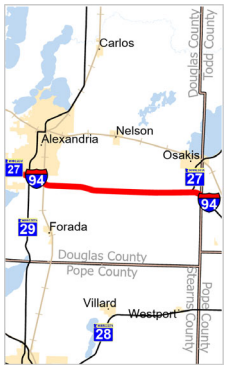
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	***10.6***	***9.3***

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

COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 01/08/2021, applied an 8 percent inflation rate to the 2021 Baseline cost estimate to adjust for the 2023 construction year. 4 joint repairs were added per the MDR, and amount of concrete pavement quantity doubled between the 2 estimates yet the Current Estimate is the let amount.

PROJECT SUMMARY



I-94

State Project Number 2180-125

Concrete resurface of westbound I-94 from west of Alexandria to the Douglas/Todd county line; eastbound and westbound bridge work

RECENT CHANGES & UPDATES

A federal Bridge Improvement Grant has been applied for to fund potential bridge replacements. We didn't receive the grant. The bridges were up-scoped to reconstructions because the rehab cost exceeded 75% the cost of replacement.

PROJECT HISTORY

Project was scoped in March of 2020. The project includes an unbonded concrete overlay of the westbound lanes, guardrail replacement, pipe lining, and extending acceleration lanes to meet current standards. 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

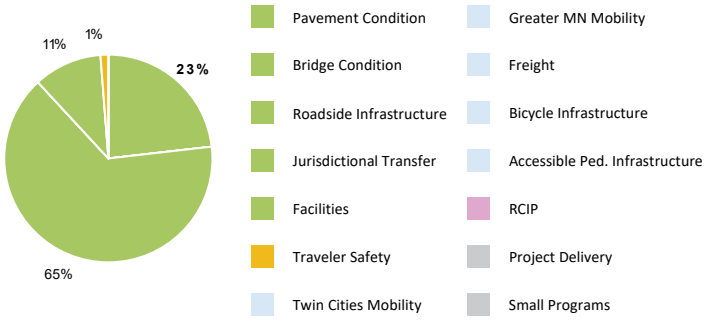
The snow fence risk was retired and will be done under a separate project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	10/23/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	10/1/2021
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

I-94

State Project Number 2180-130

Resurface 94 from Lake Latoka Bridge to Highway 29

RECENT CHANGES & UPDATES

None. Project is currently being scoped

PROJECT HISTORY

This project is currently being scoped.

PROJECT RISKS

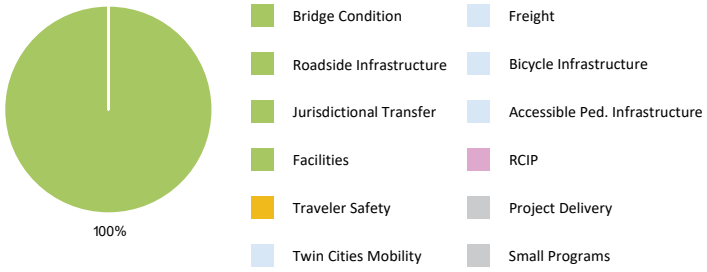
Possible subsurface correction within the TH 27 shadow treatment area. Area of void after city directional bore-portion of road collapsed. Need to reevaluate for the shadow treatment if more subsurface repairs need to be done. Grading possibly needed. Verify bridge clearance. Edge drain repair/replacement, ditch cleaning/grading north of the TH 27 interchange as circled out by hydraulics

SCHEDULE

Date in which project entered the STIP:	2024
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:	6/1/2029
Current Letting Date:	6/1/2029
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

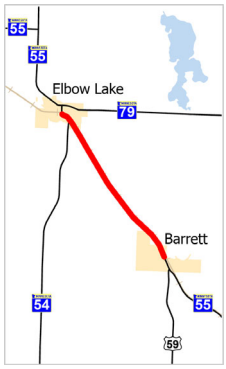
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.8***	***6.8***

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

Project cost being based off currently estimated materials and labor needs.

PROJECT SUMMARY



MN 55

State Project Number 2609-28

Resurface and widen shoulders from Elbow Lake to Barrett

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was constructed summer of 2022 and is substantially complete.

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

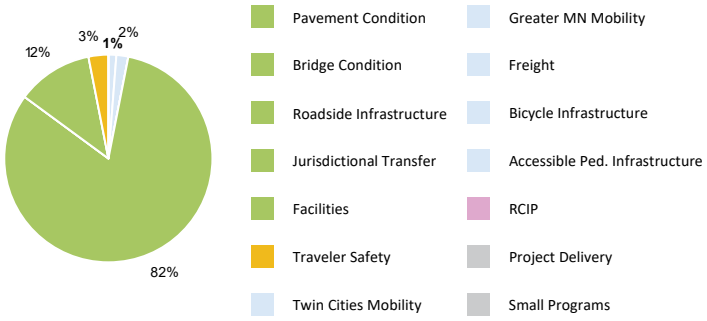
No risks remaining

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	8.6
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0.1
Total:	***9***	***10.8***

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

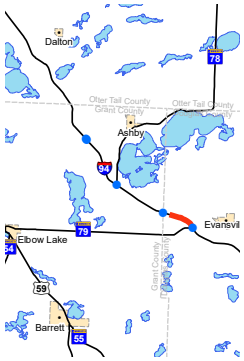
COST ESTIMATE ASSUMPTIONS

The Current Estimate reflects actual bid and current construction cost.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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.

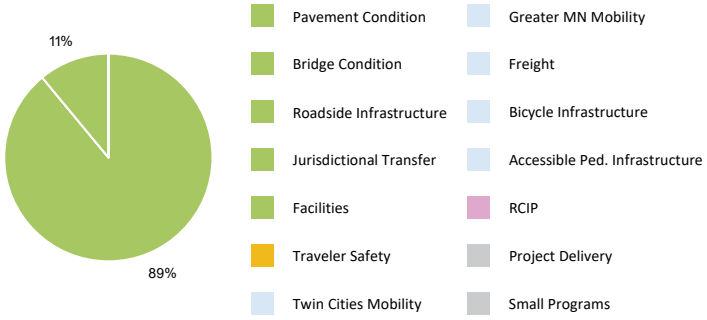
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	3/27/2020
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	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.

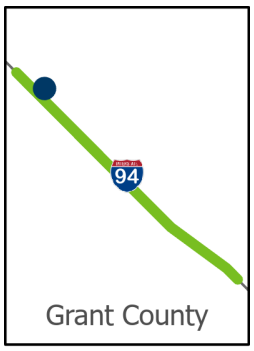
COST ESTIMATE ASSUMPTIONS

The Current Estimate will need to be updated after the first of the year.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

Bridge 26X01

State Project Number 2680-50

Replace I-94 bridge over Pelican Creek near Ashby

RECENT CHANGES & UPDATES

Preliminary bridge plans complete

PROJECT HISTORY

Several options were considered from lining to replacing with RC box culverts. But due to the large fill section it was decided to be most economical and least environmentally impacted by replacing with 2 span bridges. It is anticipated to leave the culverts in place for the duration of both bridge's construction. one of the bridges would be constructed in 2024. The second bridge and the culvert removal would take place in 2025.USFWS will begin drawing down water levels in the fall of 2024 to minimize flow during culvert removal. Stated that under the right circumstances could be little to no flow late summer/fall 2025.

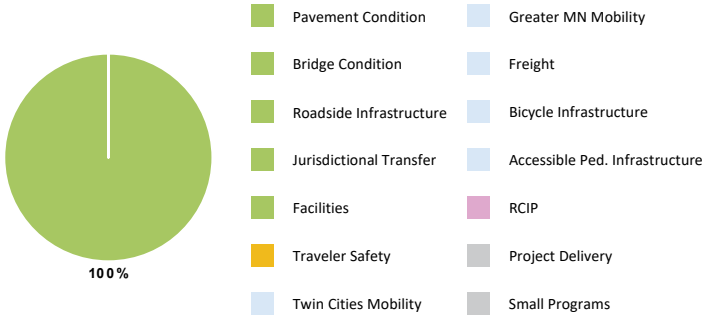
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	7/26/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	4/22/2023
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



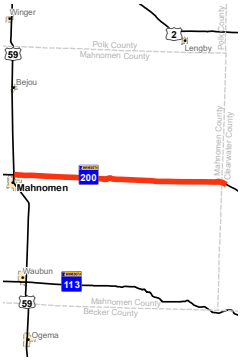
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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	0
Construction Engineering:	0.2	0.2
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

PROJECT SUMMARY



MN 200

State Project Number 4402-22

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete. The box culvert replacement at Beatty Creek and some work at the Roy Lake crossing was removed from the project to be completed at a later date. There is also a small vegetation establishment plan that needs to be done with White Earth. This will be a combined effort with Maintenance.

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

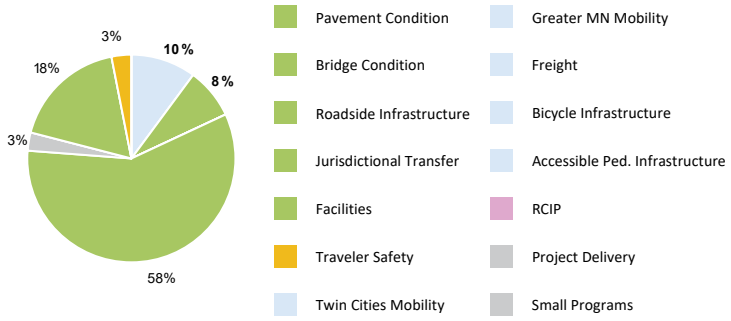
All risks have been realized or mitigated other than the replacement of a box culvert at Beatty Creek.

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:	2022
Estimated Substantial Completion:	September 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

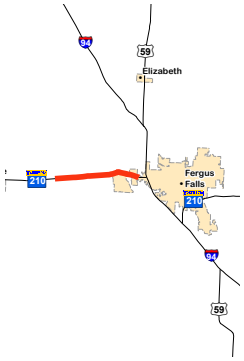
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.2	14
Post Letting Construction Costs:	0.5	0.9
Other Construction Elements:	0.8	0.4
Preliminary Engineering:	1.6	1.8
Construction Engineering:	1	1.2
Right of Way:	0.2	0.2
Total:	***17.3***	***18.5***

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

COST ESTIMATE ASSUMPTIONS

Baseline Estimate costs are based on pricing completed for the 90% plan and also the associated risk costs with the CMGC process. The Current Estimate is actual bid costs.

PROJECT SUMMARY



MN 210

State Project Number 5601-33

Reconstruct from near I-94 to the Wilkin County line

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed fall of 2020.

PROJECT HISTORY

Snow fence was removed from the project to be reviewed in context of the entire corridor. This project addresses higher than normal maintenance patching, three times per year compared to once every five years. The original project scoping was completed December 2015. Blowing and drifting snow control measures benefit/cost study was completed where it was determined to be cost effective. Letting date was advanced due to poor pavement condition.Four foot high snow fence was added to the project, located just behind the enhanced ditch for snow storage. A Draft Runway protection Zone Alternatives Analysis was submitted to the FAA for a section of 4' snow fence in the Fergus Falls Airport RPZ. It was determined that the left turn lane at Co Rd 116 can't be constructed due to geometric constraints. Existing bypass lanes will be replaced with left turn lanes at Co Rd 21 and Co Rd 86 as well as the one at the grain elevator (138th Ave.). City utility relocations will be included in the plan.

PROJECT RISKS

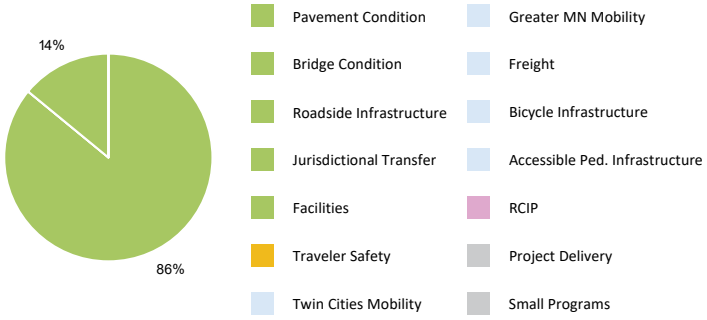
No risks remaining

SCHEDULE

Date in which project entered the STIP:	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)

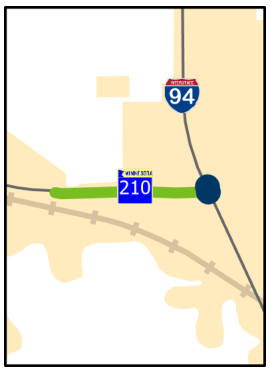
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	12.8
Post Letting Construction Costs:	0.5	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.7
Right of Way:	1	0.2
Total:	***6.8***	***14.2***

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

Bridge 56001, 9697

State Project Number 5601-35

Reconstruct and replace bridges from Hwy 210 from west of Hwy 94 to the junction of Hwy 94

RECENT CHANGES & UPDATES

Layout has been approved. Project will replace two bridges with a single bridge. Project includes three roundabouts. Currently developing the 60% plan.

PROJECT HISTORY

PROJECT RISKS

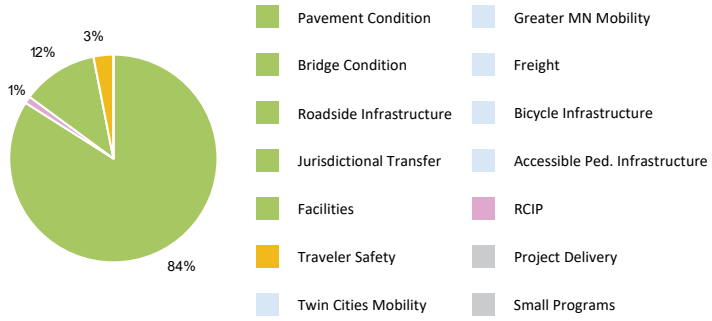
Risks had been identified for signals at the ramps or roundabouts. The roundabout risk has been realized.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	4/17/2023
Geometric Layout Approval Date:	6/15/2023
Construction Limits Established Date:	Pending Approval
Original Letting Date:	6/1/2028
Current Letting Date:	11/21/2025
Construction Season:	2027
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



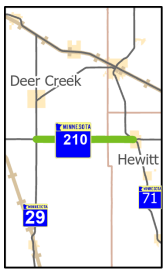
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.3	19.3
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	2.5	2.5
Construction Engineering:	1.7	1.7
Right of Way:	0	0
Total:	***25.1***	***25.1***

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 SUMMARY



MN 210

State Project Number 5604-09

Resurface Hwy 210 from Hwy 29 to west of Hwy 71 near Hewitt

RECENT CHANGES & UPDATES

90% plans have been completed.

PROJECT HISTORY

Project entered the STIP in 2021 and is an ELLE to be let 3-23-24. Project scope was completed and approved on December 9, 2019. No longer an ELLE, Letting date is now 9/27/2024

PROJECT RISKS

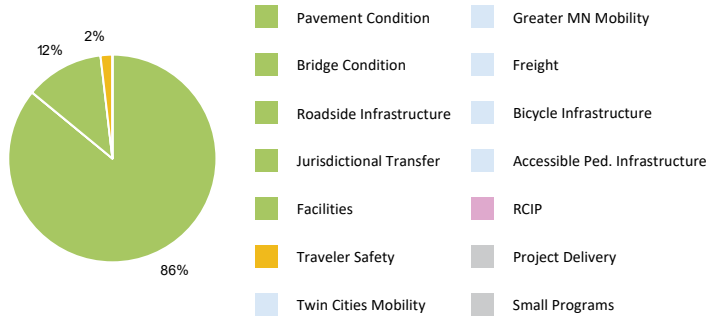
ROW acquisition. Tree removal.

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:	10/1/2022
Original Letting Date:	3/23/2024
Current Letting Date:	9/27/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	4.8
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***	***5.9***

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

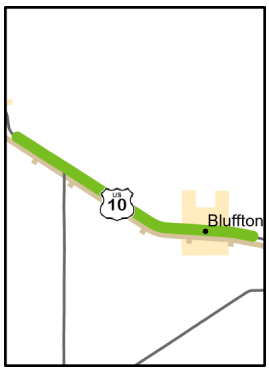
COST ESTIMATE ASSUMPTIONS

Baseline Estimate cost dated 01/08/2021, applied a 14% inflation rate, to the 2021 estimate to apply to the 2024 construction year. Increase comes from the increase in unit prices of all line paint items, bituminous items, traffic control and the increase lump sum items for State Patrol truck pull off lane.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 10

State Project Number 5605-23

Resurface eastbound Hwy 10 from New York Mills to Bluffton

RECENT CHANGES & UPDATES

Scope change from mill & overlay to CIR Flex letting date 3/28/25 dropped

PROJECT HISTORY

PROJECT RISKS

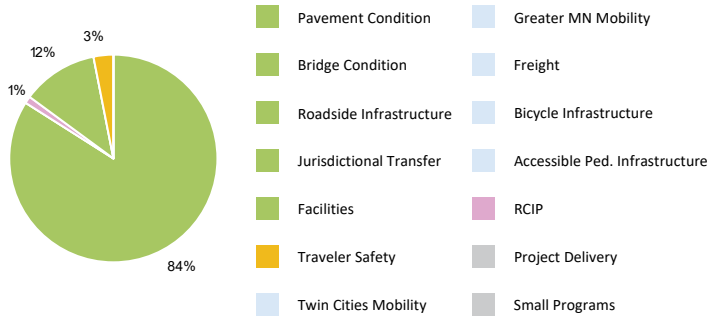
Bridge approach panel and end post risk realized based on bridge office recommendation. Asbestos and regulated materials testing being conducted on bridge 56018

SCHEDULE

Date in which project entered the STIP:	2024
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:	8/30/2024
Current Letting Date:	8/28/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



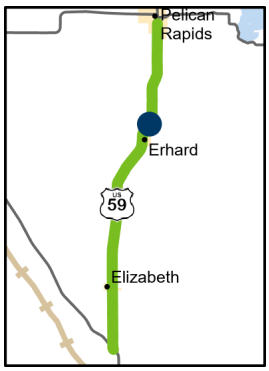
TOTAL PROJECT COST ESTIMATE (MILLIONS)

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



US 59

Bridge 4199

State Project Number 5617-31

Resurface from I-94 to south of 5th Ave in Pelican Rapids; bridge replacement

RECENT CHANGES & UPDATES

The City of Pelican Rapids received a Transportation Alternatives grant in 2023 for pedestrian improvements to be applied to new ADA from 5th Ave to south of 12th Ave.

PROJECT HISTORY

This section of TH 59 had an RQI rating of 3.1 in 2020. Failing pavement performance requires a need to improve the ride quality on a 20-year-old overlay. A mill and overlay will address the pavement needs on TH 59 and the I-94 ramps. The project will include pavement milling and paving on the TH 59 N & S bound ramps to/from I-94 as well as the west bound ramp from CSAH 88 to I-94 (under associated SP 5680-154). ADA will be addressed with variable milling in Elizabeth to create walkable shoulders while new sidewalk and ramps will be added in Erhard and Pelican Rapids. Bridge #4199 over the Pelican River will be replaced with new bridge #56025.

PROJECT RISKS

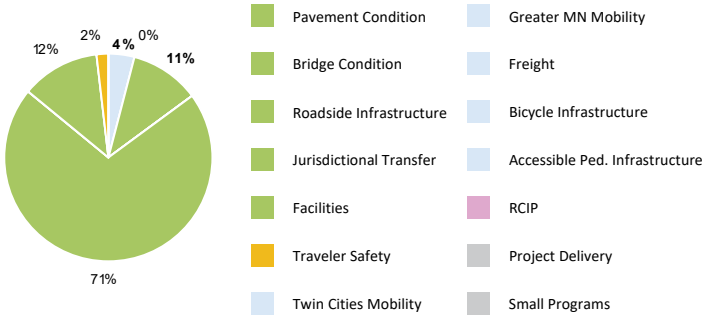
Risks may include contaminated materials, snow fence installation, cattle pass removals and ADA design.

SCHEDULE

Date in which project entered the STIP:	2024
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:	6/1/2027
Current Letting Date:	11/20/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

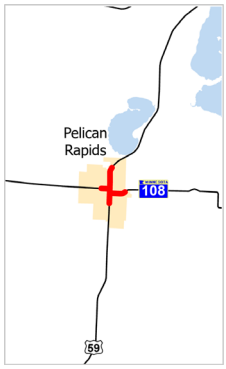
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.1	9.1
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***11.3***	***11.3***

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

Cost estimate dated 01/11/2023 includes bridge costs provided by the bridge office this year. ADA estimate will need to be updated as design progresses and decisions are made.

PROJECT SUMMARY



US 59 & 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, 95% plans and draft CATEX completed. City has accepted the proposed layout, which includes mini roundabouts. Project is now a 2 year construction.

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

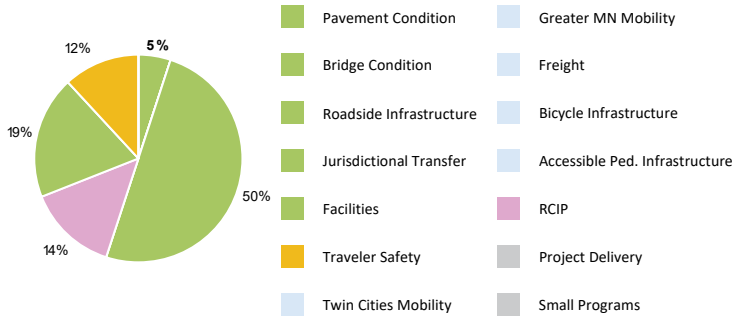
ROW acquisition. LUP and COOP Agreements.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	10/14/2022
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.

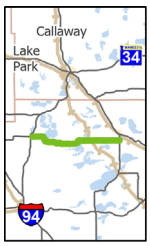
COST ESTIMATE ASSUMPTIONS

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 $18.4M, 30% plan cost estimate, 9-9-22, has an inflated cost of $25.18M. Increase of city utility cost from $5.2M to $8.3M. Increase are due to the inclusion of mini roundabouts in the 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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. Project scope has been completed and approved. Snow fence installation decreased to one. Tree removal added.

PROJECT HISTORY

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

PROJECT RISKS

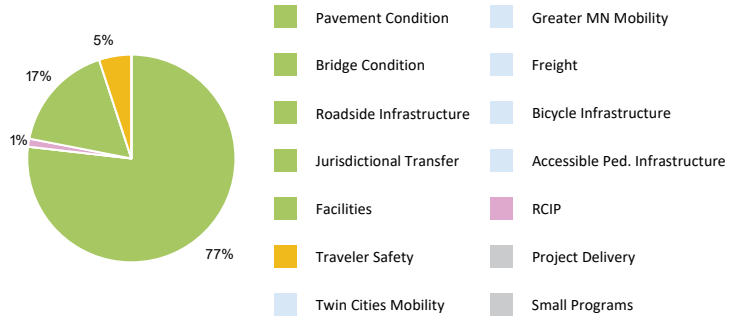
Right of way impacts, environmental document and tree impacts

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	6/1/2026
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.

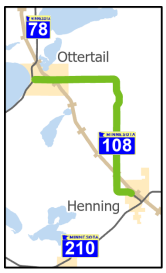
COST ESTIMATE ASSUMPTIONS

Most recent cost estimate, 1/24/22, has an inflated cost of $10.66M.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 108

State Project Number 5624-19

Resurface Hwy 108 from Hwy 78 in Ottertail to 4th Street in Henning.

RECENT CHANGES & UPDATES

Project was moved back one year.

PROJECT HISTORY

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

PROJECT RISKS

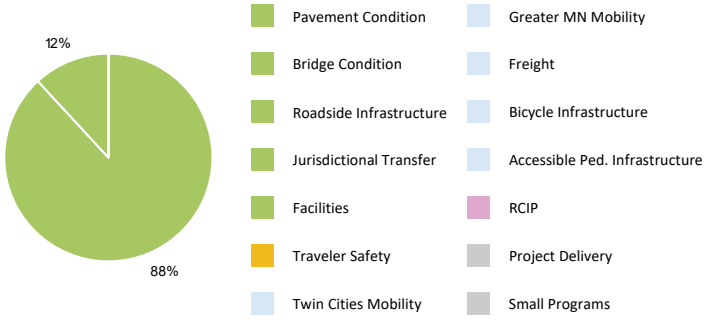
City may want rural rectangular flashing beacons at TH 108 /TH 78 junction. It has been decided not to advance the project due to archaeological investigation and coordination needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	4/26/2021
Construction Limits Established Date:	11/19/2021
Original Letting Date:	1/27/2023
Current Letting Date:	2/28/2025
Construction Season:	2025
Estimated Substantial Completion:	September 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

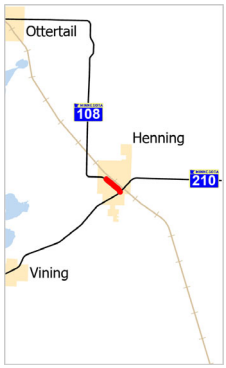
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.1
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.8***	***6.8***

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 as $4.90M. Increase in city utility cost, 7/29/22, from $914,000 to $1.2M. Increase in unit prices, and included a risk for aesthetic items

PROJECT SUMMARY



MN 108

State Project Number 5624-20

Hwy 108: Henning

Reconstruction from 4th street in Henning to Jct. of Hwy 210

RECENT CHANGES & UPDATES

Detail design is nearing completion.

PROJECT HISTORY

MnDOT 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. ADA funding was added to the project.

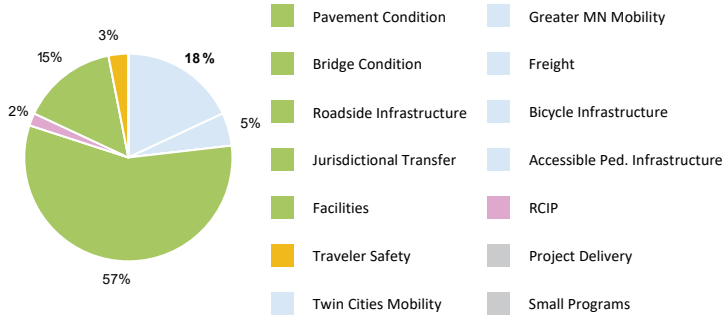
PROJECT RISKS

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:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

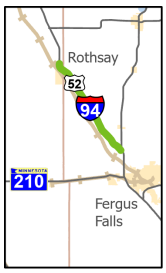
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4.1
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.4
Construction Engineering:	0	0.3
Right of Way:	0	0
Total:	***4***	***5***

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. The original estimate didn't include ground water treatment system, field laboratory or signage. The mobilization cost estimate is a percentage of the project cost so increased with the overall project cost. There was an increase in the bituminous and striping quantities. The estimated cost of erosion control, traffic control, storm sewer and city utilities also increased. A risk for lighting was also realized.

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 overlayed. Guardrail replacement will be included in the project. The project will also include culvert lining.

PROJECT HISTORY

New project

PROJECT RISKS

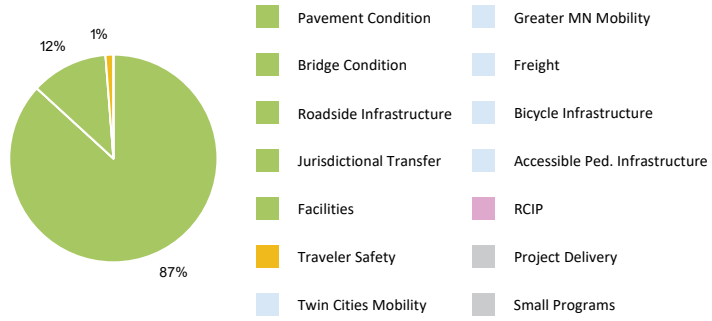
Side slope correction may be needed due to 4-5” grade raise , Culvert extensions may be needed for side slope correction and elimination of hazard for guardrail . There may be wetland impacts resulting from the 4-5

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:	10/25/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

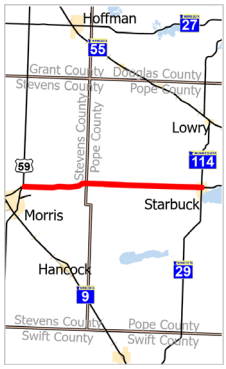
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.4	16.5
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.8
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	***21.8***	***20.8***

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. Most recent cost estimate was done 9/8/22, inflated construction letting is $16.33M. 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 Hwy 28 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 mill & overlay in 2024 but was upscoped to a reclaim and moved to a 2025 letting. 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

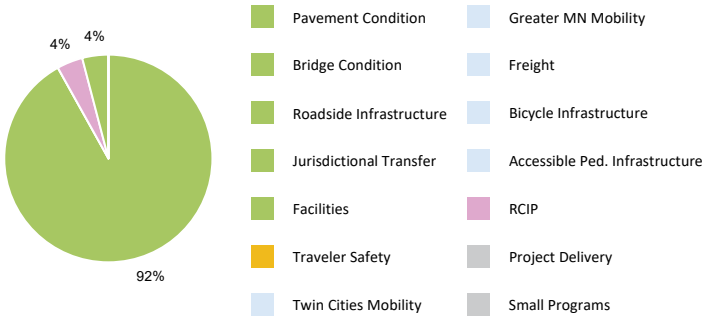
Risks may include shoulder widening west of Starbuck, replacement of edge drain and the possibility of contaminated materials.

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)

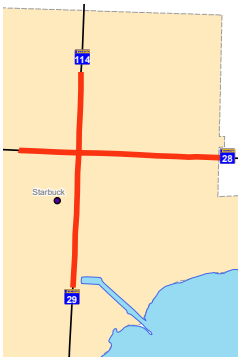
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	12.5
Post Letting Construction Costs:	0.4	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.4
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***11.8***	***15.7***

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

COST ESTIMATE ASSUMPTIONS

Bituminous cost will be similar to recently constructed projects. Aggregate sources are readily available. Cost estimate dated 2/8/23 includes ADA office provided funding. Baseline is lower than Current because initially the project was scheduled to receive a mill and overlay in 2024 but was upscoped to a reclaim and moved to a 2025 letting.

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

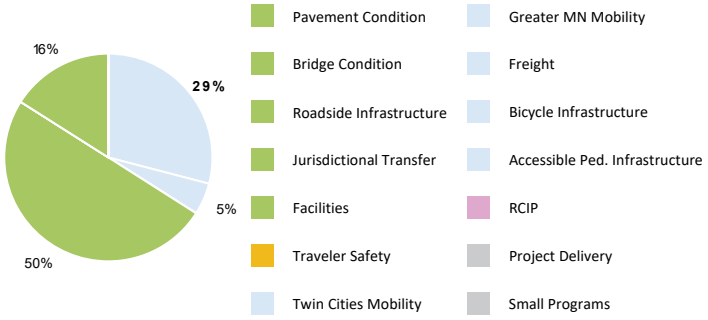
Hydraulic issues, construction staging and accessibility work are all project risks.

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:	November 2020

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.

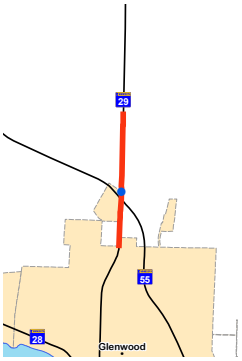
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction has been completed

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

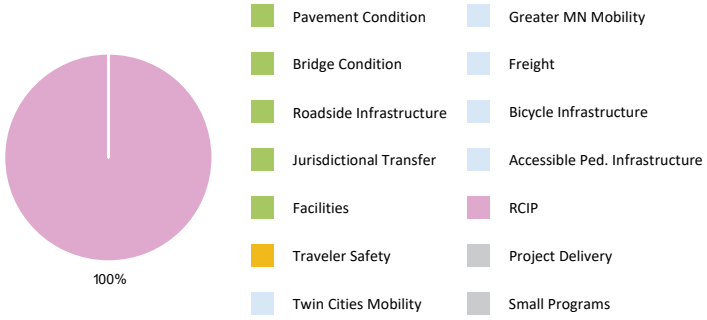
Risk associated with right of way has been addressed. Risk associated with utility impacts has been worked through with the utility coordination process. A rail agreement was successfully negotiated with CP Rail. Any poor or contaminated soils encountered during construction are addressed in the special 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)

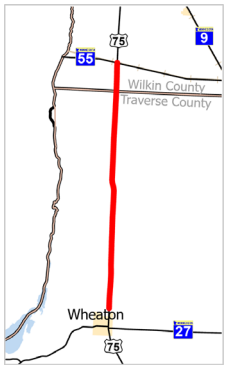
	Baseline Estimate	*Current Estimate*
Construction Letting:	13	9.1
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.7
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	***13***	***14.5***

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

COST ESTIMATE ASSUMPTIONS

The Current Estimate reflects bid amounts.

PROJECT SUMMARY



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. Letting moving back one year from 2025 to 2026.

PROJECT HISTORY

The project was moved from a 2024 to 2025 letting and 60% plans have not been started.

PROJECT RISKS

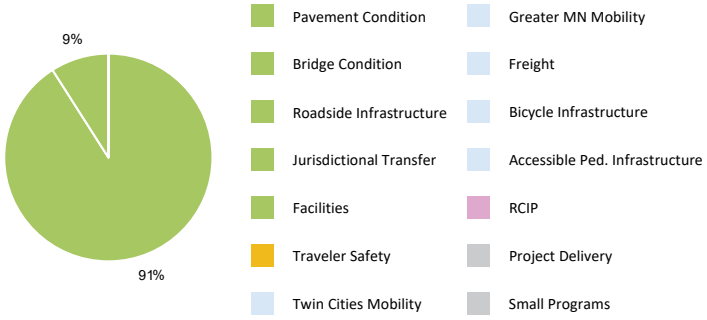
Potential snow fence needed. Rural intersection conflict warning system impacts. Snow fence risk retired, outside of project limits.

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:	2/27/2026
Construction Season:	2026
Estimated Substantial Completion:	August 2026

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

Resurface from MN/ND border to southern junction of CR 11 in Wendell; replace 4 box culverts

SUBSTANTIALLY COMPLETE

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

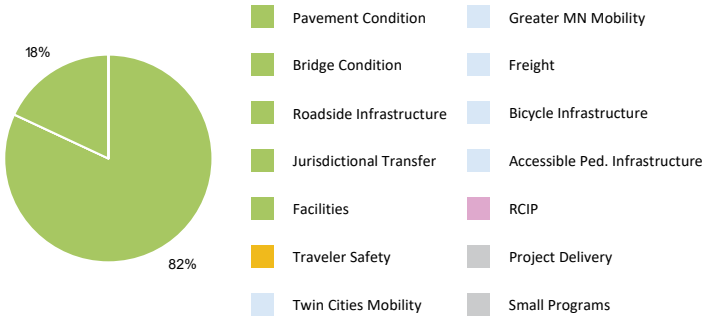
Hydraulic issues on this project are considered to be a risk.

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)

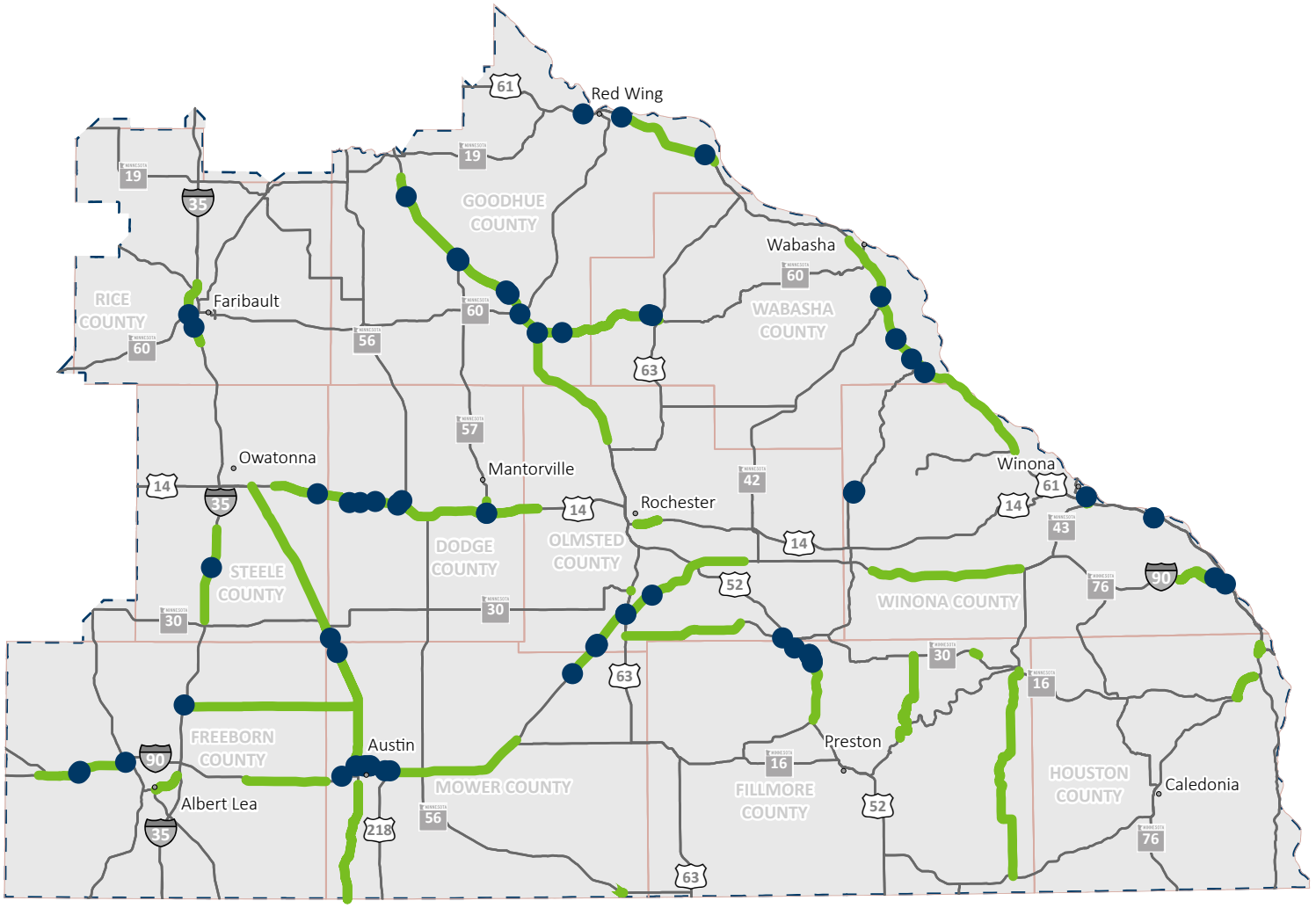
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	10.4
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.3
Construction Engineering:	0.8	0.9
Right of Way:	0.1	0
Total:	***12.6***	***13.5***

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 the actual bid amount.

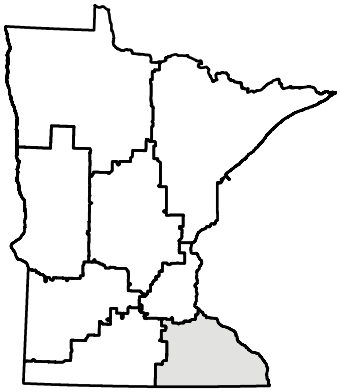
D6 - ROCHESTER



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



District 6 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 14	2001-42	US 14 from Steele CR 43 to MN 56	✓	2nd	E1	248
US 14	2002-37	US 14 from CR 9 to CR 5			E2	249
MN 57	2007-43	On TH 57, from CSAH 34 to 11th St in Kasson			E3	250
MN 30	2305-30	On MN 30 from Rushford West City Limits to MN 43 in Rushford	✓	1st	E4	251
MN 43	2306-26	On MN 43 from TH 44 to just south of the north junction of TH 16 in Houston County	✓	1st	E5	252
US 52	2311-33	Resurface Hwy 52 for Hwy 80 Fillmore CR 5			E6	253
MN 250	2319-20	On Hwy 250, north of Hwy 16 to Hwy 30 in Fillmore County	✓	1st	E7	254
MN 250	2319-21	Reconstruct Hwy 250 in Lanesboro			E8	255
US 65	2405-32	On US 65 from Newton Ave to the I-35 ramps in Albert Lea	✓	1st	E9	256
MN 251	2408-23	On MN 251 from I-35 in Freeborn County to TH 218 in Mower County	✓	2nd	E10	257
I-90	2481-61	I-90 westbound from Alden to Highway 13			E11	258
I-90	2482-77	On I-90 from CSAH 46 (Petran) to Freeborn-Mower County Line in Austin	✓	2nd	E12	259
US 52	2506-83	On US 52 from MN 60 to MN 19 in Goodhue County			E13	260
US 61	2513-97	On US 61 from north of Lake City to the Ready Mix Entrance in Red Wing			E14	261
US 61	2513-98	On Hwy 61, Bridge 6776 in Red Wing			E15	262
US 61	2514-121	On US 61, bridges 6483 and 6482 in Red Wing			E16	263
MN 16	2801-91	Resurface Hwy 16			E17	264
MN 56	5005-68	On MN 56 from eastern city line to 770th Ave in Le Roy			E18	265
MN 105	5007-34	On Hwy 105 from Iowa state line along 11 miles towards Austin	✓	1st	E19	266
US 218	5009-35	Resurface Highway 218 from I-90 to south of Highway 30			E20	267
I-90	5080-166	Replace 28th St bridge over I-90 in Austin	✓	1st	E21	268
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			E22	269
I-90	5080-179	Resurface lanes of I-90			E23	270
US 14	5502-106	Resurface Hwy 14			E24	271
US 14	5502-109	Reconstruction of US 14 in Rochester			E25	272
MN 30	5505-27	On MN 30 replace bridges 9008 and 9009 in Olmsted County			E26	273
MN 30	5505-30	On MN 30 from US 63 in Stewartville to US in Chatfield			E27	274
US 52	5508-130	Repaving of southbound Hwy 52			E28	275
US 63	5509-84	On US 63 from eastbound I 90 to westbound I 90 in Stewartville	✓	2nd	E29	276
I-90	5580-94	On I-90 from east of CSAH 1 to east of US 63 in Mower and Olmsted Counties	✓	1st	E30	277
I-90	5580-99, 5580-99(EP)	Replace I-90 bridges over Hwy 52 and reconstruct interchanges			E31	278
I-90	5580-101	Resurface I-90 from Highway 63 to east of Olmsted CR 19			E32	279
I-35	6680-117	On I 35, northbound and southbound from Rice CR 48 to north of MN 21			E33	280
US 218	7408-50	Resurface Hwy 218 from Hwy 30 to Hwy 14			E34	281
US 218	7408-54	On US 218 from TH 30 to TH 30 in Blooming Prairie			E35	282
I-35	7480-133	Resurface southbound I-35 in Steele County			E36	283
MN 60	7902-25	On MN 60 from US 52 to US 63 (Zumbro Falls) in Goodhue and Wabasha Counties	✓	1st	E37	284
US 61	7904-44	Resurface Hwy 61	✓	1st	E38	285

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 43	8503-53	On MN 43 from TH 61 in Winona to Mankato Ave/Sarnia St.	✓	1st	E39	286
US 61	8504-77	Replace bridges over Cedar Creek on Hwy 61			E40	287
MN 74	8508-42	On TH 74 from Bridge 8592 to 8595 in Whitewater State Park	✓	1st	E41	288
I-90	8580-175	On I-90 from CSAH-12 to near TH-61 in Dakota			E42	289
I-90	8580-178	Resurface I-90 from Hwy 74 to Hwy 43			E43	290

PROJECT SUMMARY

US 14

State Project Number 2001-42

Construction on Hwy 14 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

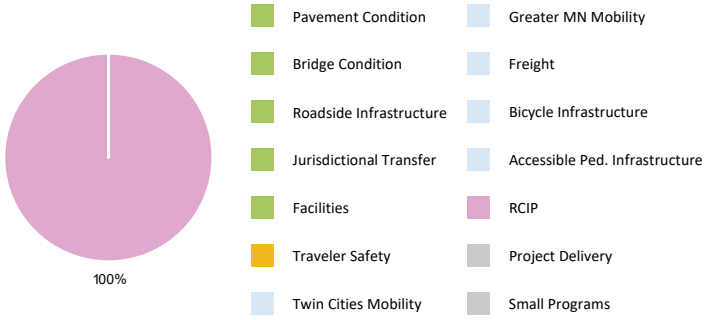
Risks retired

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)

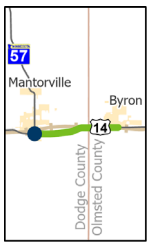
	Baseline Estimate	*Current Estimate*
Construction Letting:	107	99.6
Post Letting Construction Costs:	5.8	1.6
Other Construction Elements:	6.3	4
Preliminary Engineering:	9.8	16.6
Construction Engineering:	6.3	6.6
Right of Way:	10.4	17
Total:	***145.6***	***145.4***

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 from the project financial plan developed as part of the project procurement documentation including the Engineers Cost Estimate for letting along with other known and estimated project expenditures. Following the August 21st, 2019 project letting, the winning bid was less than the Engineers Cost Estimate for the project so the current estimate has updated the construction letting costs to known.

PROJECT SUMMARY



US 14

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 Olmsted 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

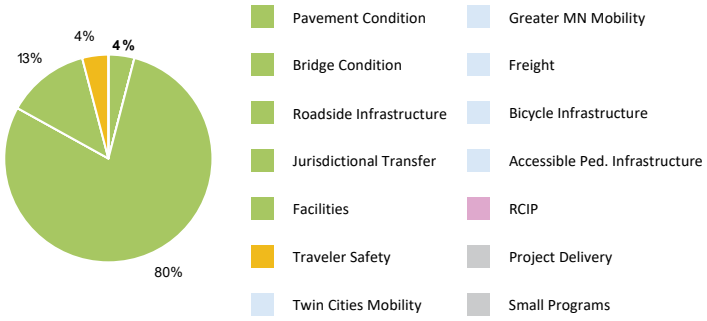
Competitive bid may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	4/14/2023
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:	September 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.3	12.1
Post Letting Construction Costs:	0.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.4
Construction Engineering:	0.6	1
Right of Way:	0	0
Total:	***9.1***	***15.2***

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

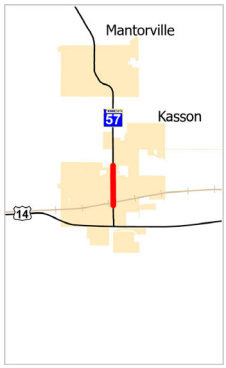
COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on an high level planning estimate. Current estimate includes additional work added to scope.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

Project was opened to traffic on 8/16/2023

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards. In January 2019, MnDOT and the city executed a Partnership Agreement for the city to be the lead for delivery of the project. Geometric layout was revised to include round-a-bouts at Dodge CSAH 34 and Main Street. These will improve operations and safety at these intersections.

PROJECT RISKS

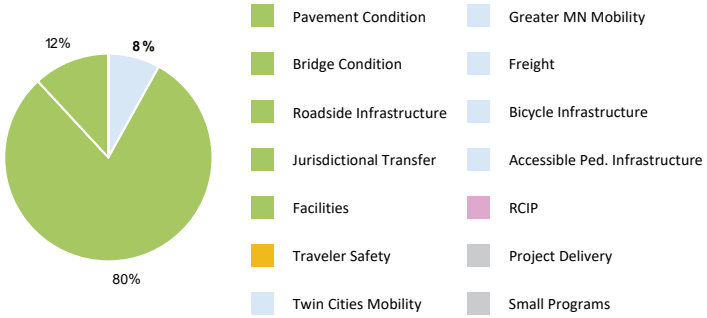
Risks have been retired.

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:	2022
Estimated Substantial Completion:	August 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

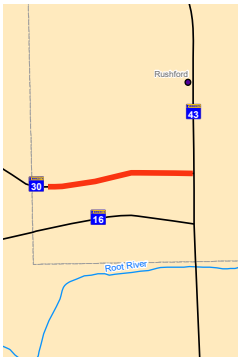
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	8
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.1	0.4
Construction Engineering:	0.6	1.1
Right of Way:	0	0
Total:	***6.6***	***10***

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

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

Reconstruct Hwy 30 in Rushford

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction completed 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

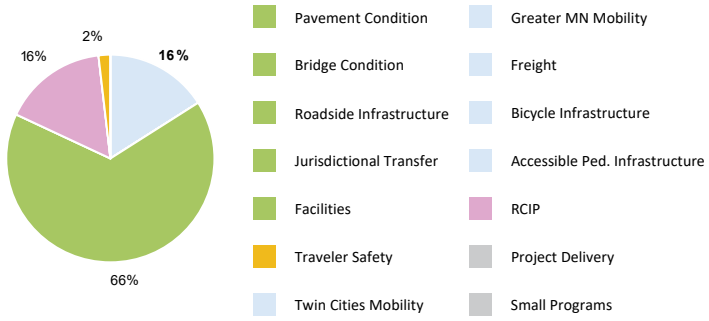
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	
Municipal Consent Approval Date:	
Geometric Layout Approval Date:	Completed
Construction Limits Established Date:	Completed
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)

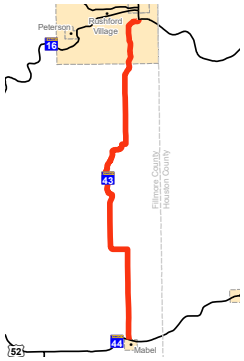
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.8
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0.2
Total:	***5.1***	***5.9***

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 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

Resurfacing Highway 43 from Highway 44 to Highway 16

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed 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

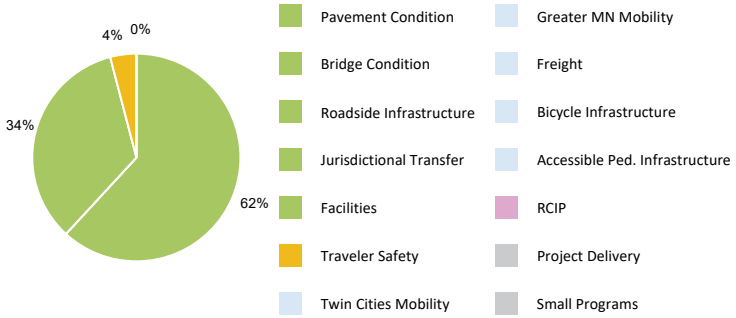
Risks retired.

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)

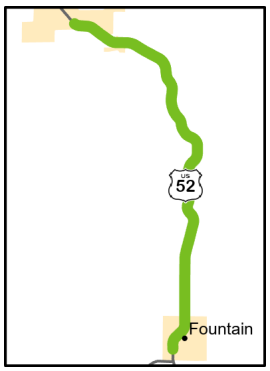
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.1	13
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0.7	0
Preliminary Engineering:	1	1.5
Construction Engineering:	0.9	1.1
Right of Way:	0	0.1
Total:	***12.7***	***16.3***

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



US 52

Bridge 6119, 6120, 6121, 6122, 6123, 95580A

State Project Number 2311-33

Resurface Highway 52 from Highway 80 to Fillmore County Road 5

RECENT CHANGES & UPDATES

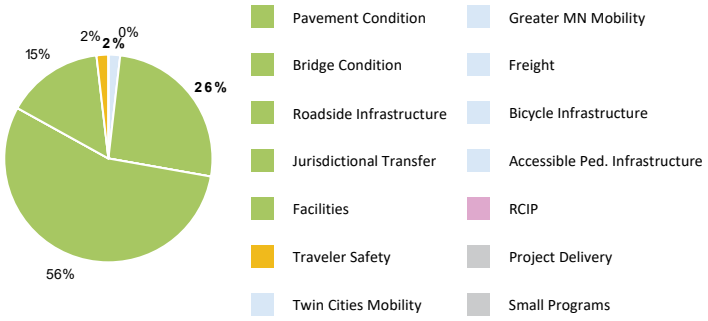
Project added replacement of 6 box culvert bridges, removal of 1 box culvert bridge and the replacement of approach panels and end posts at one span bridge over the Root River. Intersection safety improvements will also be constructed at 3 intersections. Four ft wide paved shoulders along all bypass lanes will be constructed as part of a bicycle investment route initiative. At this time bridge funds are limited to $6 Million, so the number of bridges we can replace will be a function of inslope corrections also being discussed. Steep inslopes, especially on northern half of the project, might get flattened requiring significant fill, lengthening of Box Culvert Bridges, acquisition of significant amount of ROW, and tree clearing.

PROJECT HISTORY

Project began as a Mill & Overlay and remains one for most of the Project. It also originally included adding and replacing all of the guard rail along the road, updating all of the existing signing and a limited amount of ADA work. This work remains in the project.

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	13.9
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0.1	0.1
Total:	***17.8***	***17.8***

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

COST ESTIMATE ASSUMPTIONS

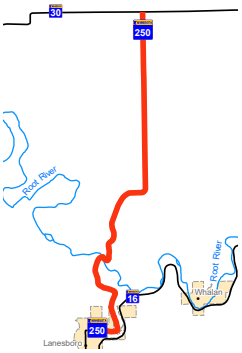
PROJECT RISKS

ROW, environmental issues, & construction limits and could cause schedule and cost impacts as project develops. Environmental designation around the Root River area is known as an area of Environmental Biodiversity with possible trout streams in the area. Mussels might also be present, and the area is good habitat for turtles and snakes. The likelihood of encountering a sinkhole on south end of the project is also high.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2025
Current Letting Date:	10/23/2026
Construction Season:	2026
Estimated Substantial Completion:	October 2028

PROJECT SUMMARY



MN 250

State Project Number 2319-20

Resurface Hwy 250 from Hwy 16 to Hwy 30

SUBSTANTIALLY COMPLETE

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

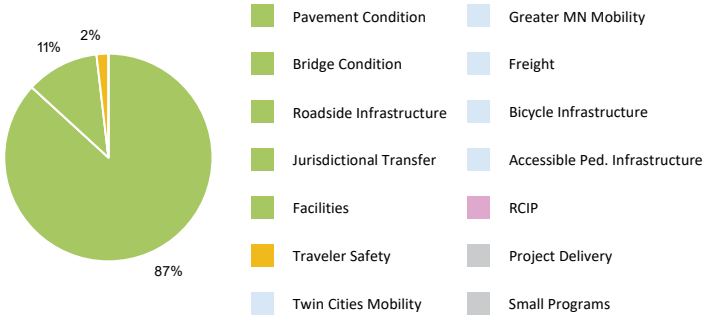
Competitive bid may be higher or lower than expected.

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:	Not Needed
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)

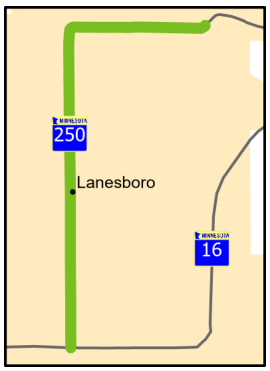
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.2
Right of Way:	0.6	0.1
Total:	***5.2***	***3.9***

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 was a scoping level cost estimate 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 is the let amount.

PROJECT SUMMARY



MN 250

State Project Number 2319-21

Reconstruct Highway 250 in Lanesboro

RECENT CHANGES & UPDATES

This project is currently undergoing a scoping study to determine the scope of the project.

PROJECT HISTORY

This project is a proposed urban reconstruction along Trunk Highway (TH) 250 in the City of Lanesboro in Fillmore County. The project begins at the intersection of TH 250 and TH 16 and continues north thru Lanesboro to the south end of Bridge # 23027. Some elements being considered for inclusion in this project are the following: replace the roadbed and road surface of the trunk highway, update/replace the buried city utilities, bring pedestrian facilities into ADA compliance, address safety and mobility needs for all users, improve multimodal access, maintain/improve freight access to local businesses.

PROJECT RISKS

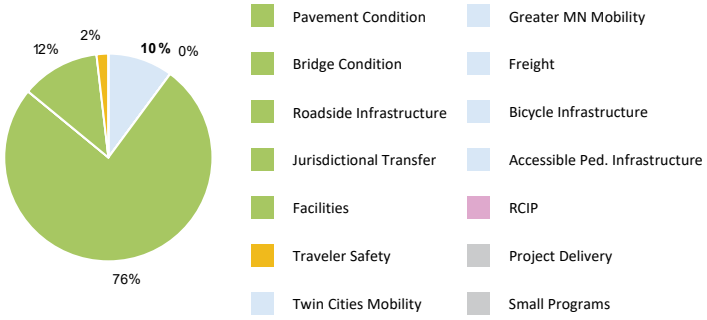
Project timeline, potential cultural resource/historic district concerns, potential contaminated soils, DNR trail alignment, DNR trout stream impacts and right of way acquisition.

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:	1/1/2026
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

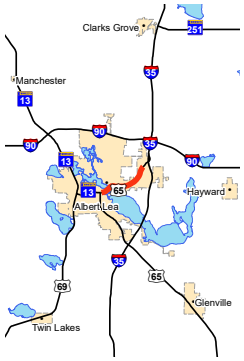
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.4	8.4
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.5	1.5
Construction Engineering:	0.8	0.8
Right of Way:	0.1	0.1
Total:	***12.8***	***12.8***

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

COST ESTIMATE ASSUMPTIONS

This is a planning level estimate.

PROJECT SUMMARY



US 65

State Project Number 2405-32

Resurface Hwy 65 in Albert Lea from Newton Ave to the I-35 ramps and repair storm sewer.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was complete 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 Hay 65 from Garfield Ave to Syverson Avenue.

PROJECT RISKS

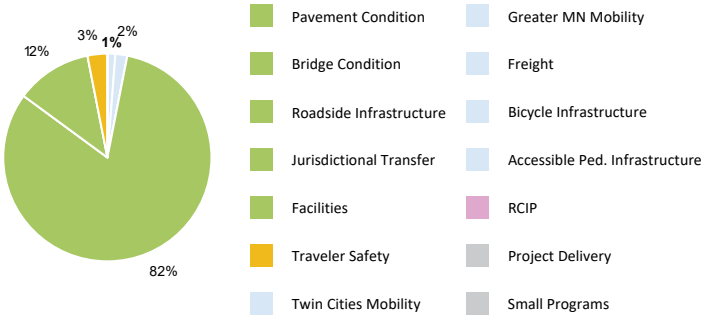
Risks retired.

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)

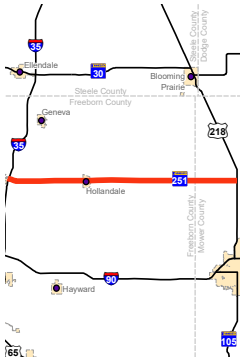
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	13.5
Post Letting Construction Costs:	0.3	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.7
Construction Engineering:	0.4	1.2
Right of Way:	0.1	0.1
Total:	***5.3***	***17.3***

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

Repave Hwy 251 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

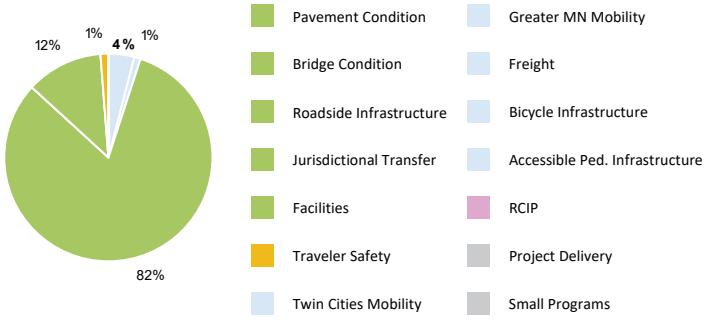
No outstanding risks.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/23/2019
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/20/2018
Original Letting Date:	2/28/2020
Current Letting Date:	2/28/2020
Construction Season:	2020
Estimated Substantial Completion:	November 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

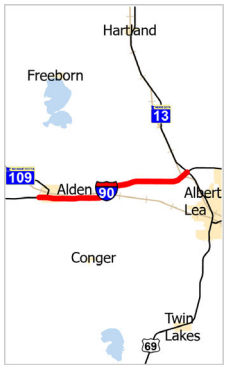
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.1
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	***8.4***	***7.9***

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

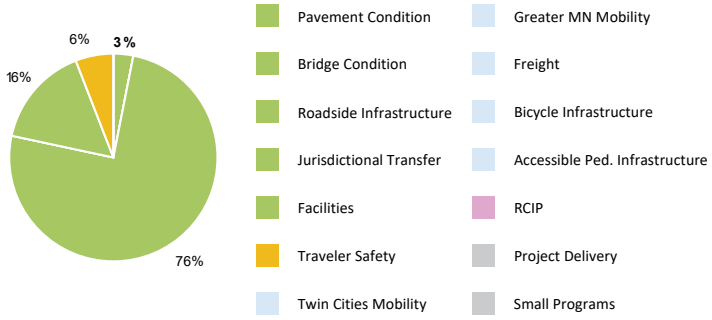
Competitive bid may be higher or lower than expected.

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:	11/17/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

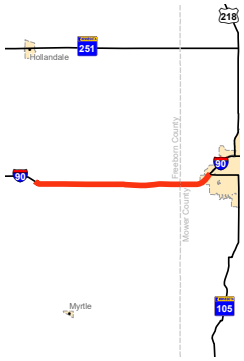
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.3	20.2
Post Letting Construction Costs:	1.3	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	0.5
Construction Engineering:	1.1	1.7
Right of Way:	0	0.1
Total:	***20.4***	***23.6***

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 and Current estimates are based off a signed scoping report. The Current Estimate reflects recent inflationary increases that are above historical levels.

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 #9727and #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

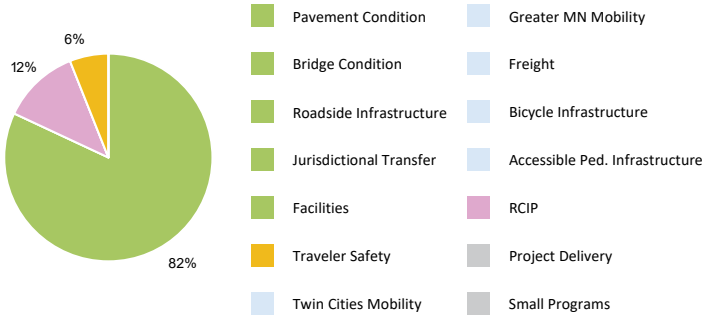
No outstanding risks.

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 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 and resurface northbound lanes from Hwy 60 to CR 7. Construct new interchange and bridge at Hwy 52 and Hwy 57 intersection at Hader

RECENT CHANGES & UPDATES

Project was let and is under construction.

PROJECT HISTORY

An interchange was recommended at Hwy 52 and Hwy 57 in Hader during project development. The existing pavement consists of a 20-foot concrete pavement overlaid with variable depth bituminous surfacing. Significant longitudinal cracking and deterioration is evident along the project length, primarily caused by the underlying narrow concrete pavement structure originally placed in 1920s. The roadway section has been subsequently widened and overlaid with bituminous pavement. However, due to the asymmetric widening (resulting in centerline shift) and performance of the widened sections, the roadway continues to demonstrate significant cracking and deterioration in the wheel paths.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

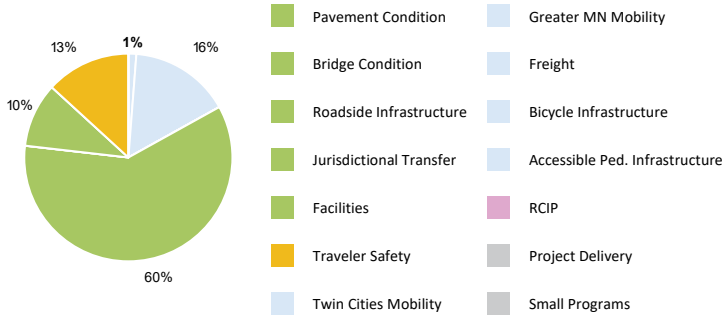
Risks retired.

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	69.7
Post Letting Construction Costs:	0.4	-4.5
Other Construction Elements:	0	1.7
Preliminary Engineering:	0.5	16.6
Construction Engineering:	0.3	1
Right of Way:	0	2.5
Total:	***6.9***	***87***

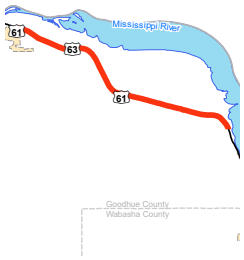
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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

Project was advertised and awarded. North limits were shifted south, because SP 2513-98, which involves replacement of the bridge over CP Rail, has plans of adding a center left turn lane from the Wilson Trucking entrance to just south of the Cemstone access. Construction is on schedule.

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

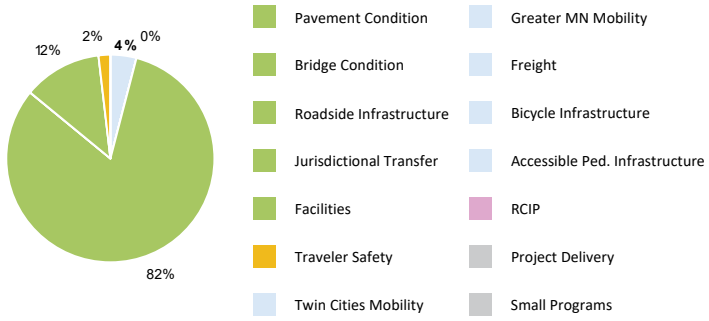
Cost overruns during construction could occur, which would cause additional cost for the project.

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	12.1
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0.5	0.1
Preliminary Engineering:	0.7	0.8
Construction Engineering:	0.4	1
Right of Way:	0	0
Total:	***7.2***	***14.5***

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

COST ESTIMATE ASSUMPTIONS

Cost estimate reflects let cost and assumed construction engineering.

PROJECT SUMMARY

US 61

Bridge 6776

State Project Number 2513-98

Replace Hwy 61 bridge over railroad east of Red Wing

RECENT CHANGES & UPDATES

Design plans are 95% complete and planned for letting in January 2024. Right-of-way acquisition is in process. An early contract will be awarded to allow for tree clearing to occur before the main project begins in April 2024 due to environmental requirements. An in-person public engagement meeting is planned for Fall 2023

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. TH 61 and the proposed bridge over CP Rail will be realigned to the north to improve safety and geometrics. This will also allow for maintaining traffic on TH 61 throughout the majority of construction of the project. The Mississippi River Trail bicycle route will be detoured on CSAH 21 during the project.

PROJECT RISKS

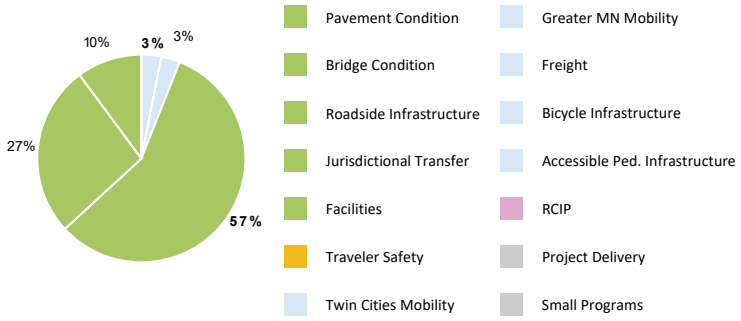
Coordination with CP-KC Railroad is ongoing. A Railroad Agreement will need to be completed before the project can be authorized. Right-of-way will need to be in possession or right of entry permit secured before tree clearing can begin. All tree clearing will need to be done by March 31, 2024. Right-of-way acquisition with CP-KC Railroad and the Department of Corrections is not following the typical right-of-way process, so additional assistance is being provided by MnDOT's Office of Land Management.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	11/9/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	6/6/2022
Construction Limits Established Date:	8/17/2022
Original Letting Date:	1/1/2024
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

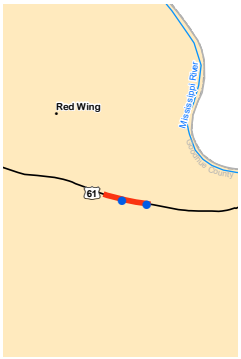
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	13.6
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0.9
Preliminary Engineering:	0.8	2.4
Construction Engineering:	0.5	1
Right of Way:	0.1	0.1
Total:	***9.2***	***18.6***

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 current cost estimate is based on the 95% 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. and fill in abandoned railroad tunnel under Hwy 61.

RECENT CHANGES & UPDATES

Project was let on December 2, 2022 and is currently under construction. Substantial construction completion is planned for Fall 2024.

PROJECT HISTORY

The project calls for the replacement of bridge 6483 because of its age and condition, along with reconstruction of the approaches to the bridge. It also removes bridge 6482 in Red Wing.

PROJECT RISKS

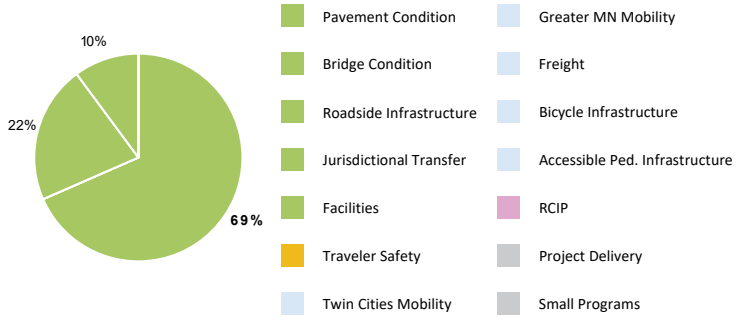
Design risks have been retired. Only remaining risks involved construction schedule delays and cost overruns, primarily driven by weather dependent construction activities.

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
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

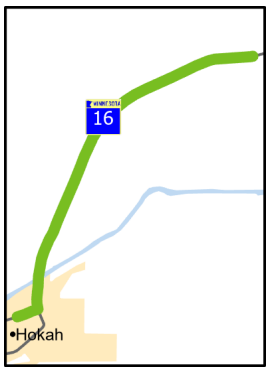
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	13.6
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0.6
Preliminary Engineering:	0.8	1.5
Construction Engineering:	0.6	1.2
Right of Way:	0	0
Total:	***10.1***	***17.3***

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 from the 2013 scoping report with FY 18 letting. Current estimate reflects let cost.

PROJECT SUMMARY



MN 16

State Project Number 2801-91

Resurface Hwy 16 from Hwy 44 to Hwy 26 and from the west of Hwy 61 to Hwy 16, Hwy 61 from Hwy 16/61 to 4th St. and Hwy 44 from Hwy 44/16 junction to Highway 16.

RECENT CHANGES & UPDATES

PROJECT HISTORY

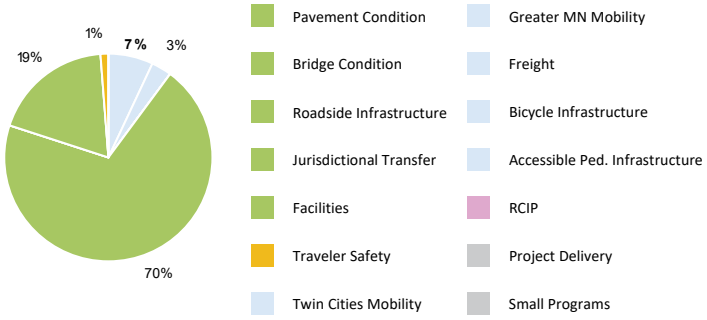
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2025
Current Letting Date:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



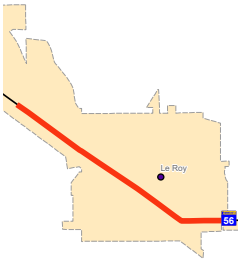
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	4.1
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:	***5.2***	***5.2***

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

COST ESTIMATE ASSUMPTIONS

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 will be approved Fall 2020. Project will require detours to complete construction.

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, replace roadway hydraulics and city utilities, and to bring all pedestrian facilities up to current ADA standards.

PROJECT RISKS

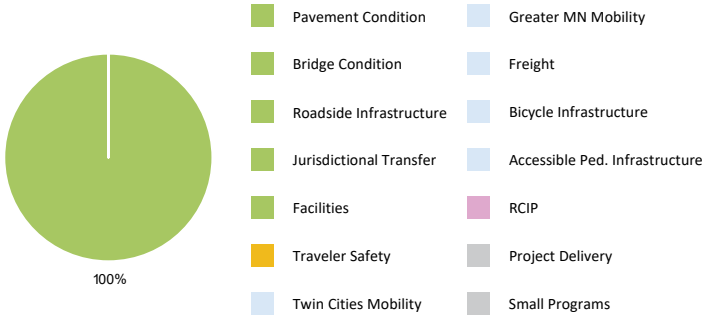
Competitive bids may be higher or lower than expected.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	8/2/2021
Geometric Layout Approval Date:	1/19/2021
Construction Limits Established Date:	8/24/2021
Original Letting Date:	10/28/2022
Current Letting Date:	10/27/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

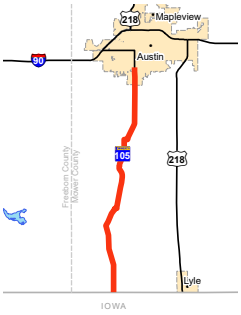
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	12.6
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	2.1	0
Preliminary Engineering:	0.7	1.6
Construction Engineering:	0.5	1.1
Right of Way:	0	0.2
Total:	***8.2***	***16.1***

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

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

SUBSTANTIALLY COMPLETE

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 than is expected on a 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 which did not occur.

PROJECT RISKS

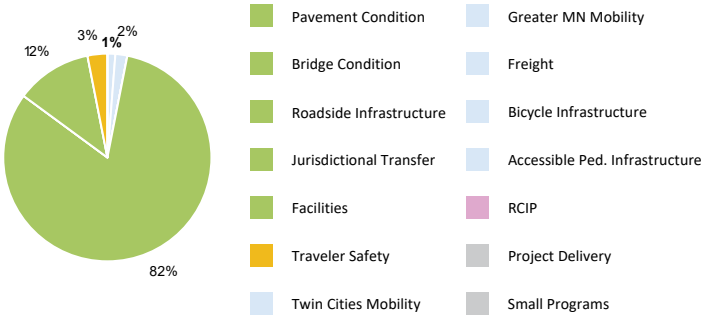
Risks retired.

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)

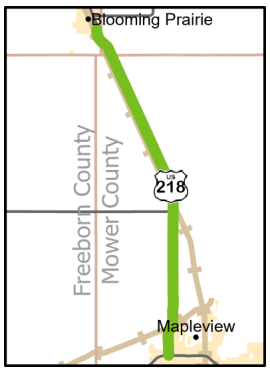
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	2.9
Post Letting Construction Costs:	0.3	-0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.4	0.2
Right of Way:	0.1	0
Total:	***5.8***	***3.1***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based off of a June 2018 estimate from a final scoping document. The current estimate reflects an adjustment for an error in the scoping estimate and adjustment for revised inflation factors.

PROJECT SUMMARY



US 218

State Project Number 5009-35

Resurface Highway 218 from I-90 to south of Highway 30

RECENT CHANGES & UPDATES

Project scoping is complete. Early Notification Memo comments have been received. A layout with intersection improvements at CR 27 is being reviewed and comments due Sept. 1, 2023

PROJECT HISTORY

The replacement of 2 box culvert bridges was added to the project when additional funding became available. Coordination with Mower County and the City of Austin will continue as the project develops.

PROJECT RISKS

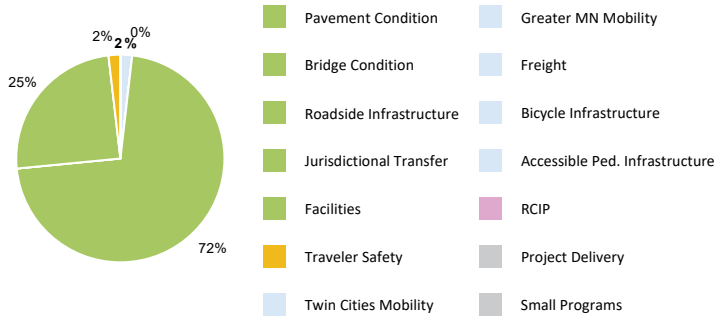
Could have opposition to removal of the free-right turn lane. Lack of local government funding. Support for a left turn lane at Mower CR 1.

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:	1/1/2026
Current Letting Date:	11/19/2026
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



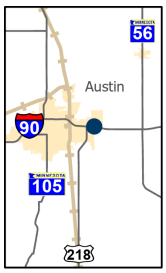
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0.2	0.2
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13***	***13***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-90

Bridge 9504

State Project Number 5080-166

Replace 28th St bridge over I-90 in Austin

SUBSTANTIALLY COMPLETE

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

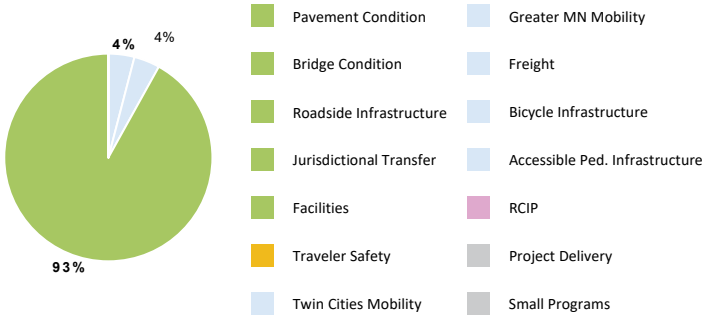
No outstanding risks.

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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.9
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.5	1.8
Construction Engineering:	0.3	0.5
Right of Way:	0	0
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

Baseline costs are 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 six bridges along I-90 (over Cedar River and at Mower County Road 45, Hwy 105 and Hwy 218) and repair two I-90 bridges over 6th St in Austin.

RECENT CHANGES & UPDATES

Project plans nearly complete. Project letting scheduled for 12/1/2023

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

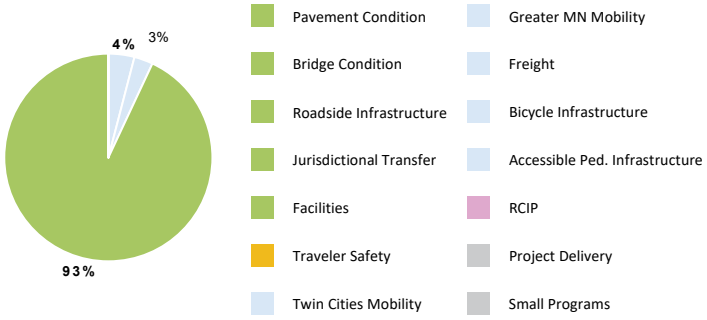
Risks currently being managed include: cost escalation risk.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	1/3/2023
Municipal Consent Approval Date:	9/19/2022
Geometric Layout Approval Date:	3/28/2022
Construction Limits Established Date:	9/15/2022
Original Letting Date:	1/27/2023
Current Letting Date:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	30.4	53
Post Letting Construction Costs:	0	1.5
Other Construction Elements:	2.4	0
Preliminary Engineering:	2.2	8.8
Construction Engineering:	2.2	2.8
Right of Way:	0.1	0.1
Total:	***37.3***	***66.2***

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 does not include replacement of bridges 50803/50804, which were previously planned to be delivered under a separate SP. Those costs and funding are currently being folded into SP 5080-170. Cost estimate was developed based on conceptual bridge and interchange configuration layout. Cost estimate was based on traditional design-bid-build delivery and does not quantify potential city cost share for construction. It is likely the city will be required to cost share in aesthetic details for the corridor. Aesthetics will be developed based on the approved Visual Quality Manual, which was previously developed by MnDOT in conjunction with the city and other stakeholders. The preferred alternative for the 4th St. interchange 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

I-90

State Project Number 5080-179

Resurface westbound lanes of I-90 from Mower County Road 46 to Highway 16

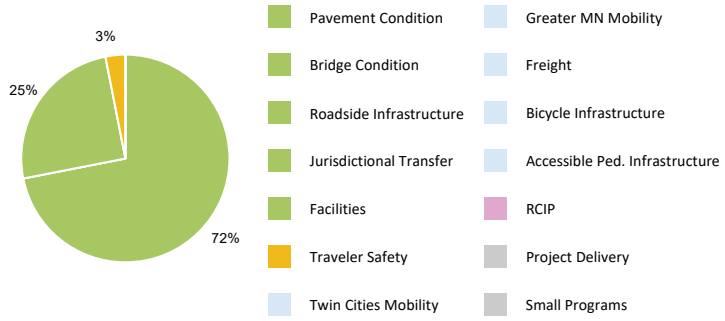
RECENT CHANGES & UPDATES

PROJECT HISTORY

PROJECT RISKS

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.8	7.8
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:	***9.6***	***9.6***

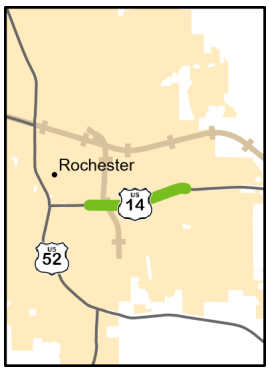
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2027
Current Letting Date:	10/1/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2028

PROJECT SUMMARY



US 14

State Project Number 5502-106

Resurface Hwy 14 from Hwy 52 to Olmsted County Road 36

RECENT CHANGES & UPDATES

PROJECT HISTORY

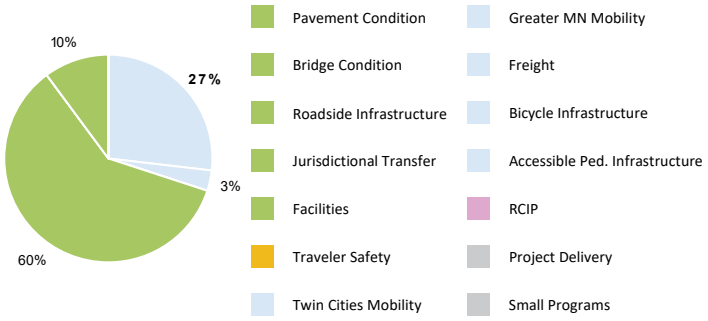
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/27/2023
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.4
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
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

US 14

State Project Number 5502-109

Reconstruction of US 14 and South Broadway in Rochester

RECENT CHANGES & UPDATES

Split out from 5502-106. Project to add city legs and additional scope. Now FY2027 and Consultant Design Delivery

PROJECT HISTORY

The need for the project determined by system evaluation completed over 10 years ago. Safety and bike/pedestrian improvements are necessary due to increased daily volume of traffic.

PROJECT RISKS

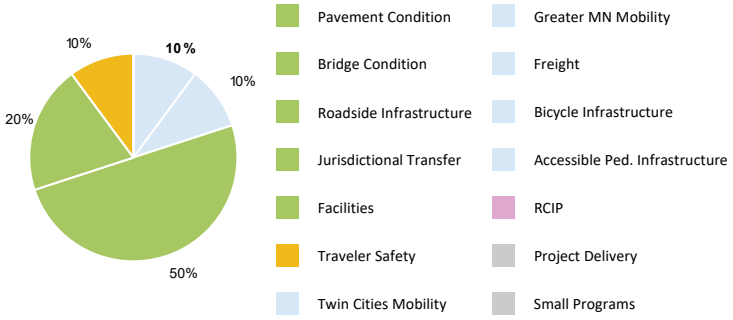
City extension of Broadway. ADA up-scoping. Right of way needs near golf course and mall area. Bike and pedestrian trail.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	1/1/2023
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/23/2026
Current Letting Date:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

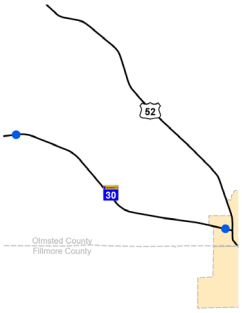
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	15.9
Post Letting Construction Costs:	0.8	1.2
Other Construction Elements:	0.2	0.8
Preliminary Engineering:	2.5	3.4
Construction Engineering:	1.2	1.5
Right of Way:	0	0.1
Total:	***17.6***	***22.9***

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

Reconstruction of intersection and Trunk Highway 14 section. Mill and overlay of Broadway section. Pavement scoping recommendations raised costs over $20M. No value engineering study needed.

PROJECT SUMMARY



MN 30

Bridge 9008, 9009

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

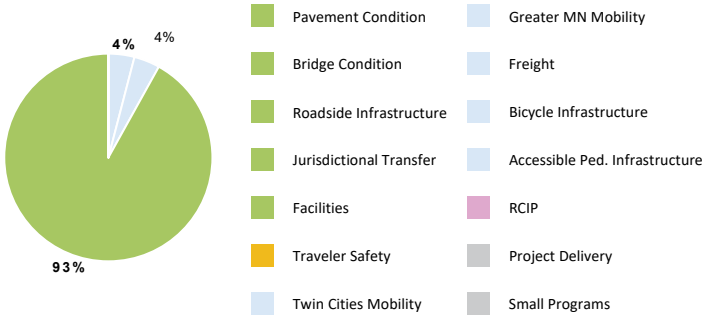
Coordination with the city for inclusion of additional features on the bridge is a risk.

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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

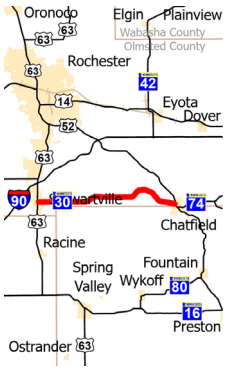
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	6.4
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.4	0.9
Construction Engineering:	0.3	0.5
Right of Way:	0	0.2
Total:	***4.3***	***8.3***

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

Baseline estimate from 2016 scoping report with FY20 letting that involved replacement of Br. 9008 and re-decking Br. 9009. Current estimate reflects upscope to replacement of both bridges and a FY21 letting.

PROJECT SUMMARY



MN 30

State Project Number 5505-30

Resurface Hwy 30 from just east of Hwy 63 to just west of Hwy 52

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 US 63 and Hwy 30 has reached the end of its useful life and will be replaced. The city of Stewartville has requested extending a bike path along Hwy 30 within the project limits.

PROJECT RISKS

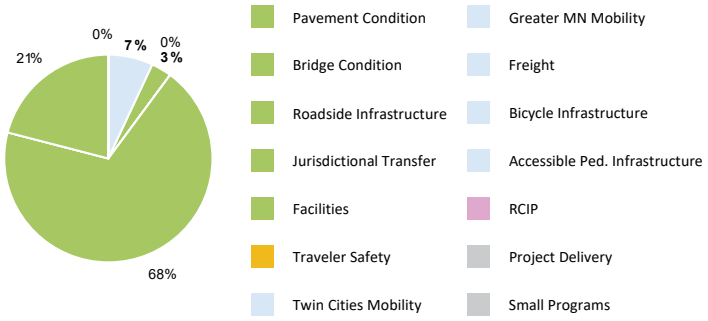
Competitive bid may be higher or lower than expected. Municipal consent may be needed if bike path is added as part of the project.

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	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0.1	0.1
Total:	***9.8***	***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

Baseline and current estimates are based off a signed scoping report.

PROJECT SUMMARY

US 52

State Project Number 5508-130

Concrete repaving southbound Hwy 52 from Olmsted County Road 12 to south junction of Hwy 60

RECENT CHANGES & UPDATES

Project is in scoping phase. Public Engagement has been initiated.

PROJECT HISTORY

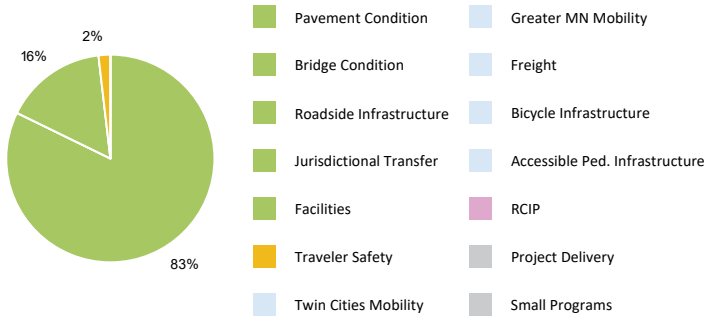
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2024
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:	12/1/2027
Current Letting Date:	12/1/2027
Construction Season:	2025
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



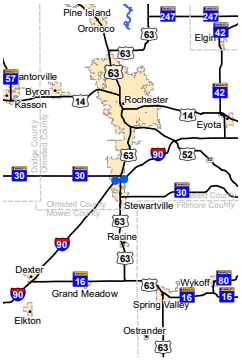
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18	18
Post Letting Construction Costs:	1.3	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	2.2
Construction Engineering:	1.5	1.5
Right of Way:	0	0
Total:	***23***	***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

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

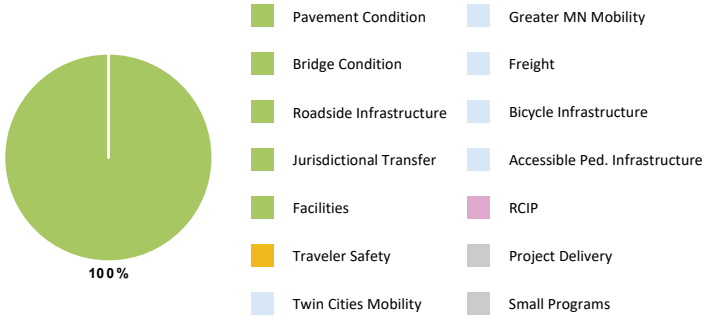
No outstanding risks.

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:	August 2021

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

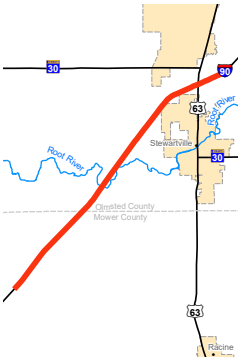
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.9	15.4
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0.4
Preliminary Engineering:	1.6	1.7
Construction Engineering:	1	1.1
Right of Way:	0	2.4
Total:	***18.6***	***21.5***

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

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. Costs reflect current construction cost data and a reduced contingency factor.

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

SUBSTANTIALLY COMPLETE

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

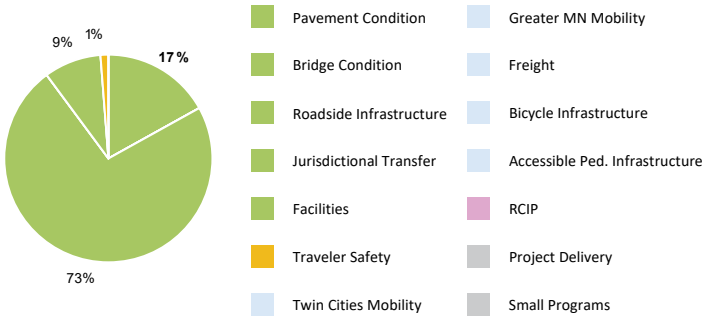
No outstanding risks.

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, 55826, 55X28, 55X29

State Project Number 5580-99, 5580-99(EP)

I-90/Hwy 52 Interchange reconstruction: Olmstead county

Replace I-90 bridges over Hwy 52 and reconstruct interchange ramps

RECENT CHANGES & UPDATES

Project letting was changed to April 2024, with construction completion expected by Fall 2026. A separate contract will be let in October 2023 for early procurement of the box culverts and end sections due to expected long lead times. A separate tree clearing contract will be let in the winter of 2023-2024 to allow for clearing to be completed in advance of construction and within the allowable clearing time, per environmental requirements.

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 I-90 EB and westbound bridges over US 52, constructing new southbound US 52 to I-90 EB ramp, construct a new ramp over US 52, reconstruct existing interchange ramps and loops to current standards, lengthen eastbound I-90 deceleration and westbound acceleration lanes for loops, and replace culverts.

PROJECT RISKS

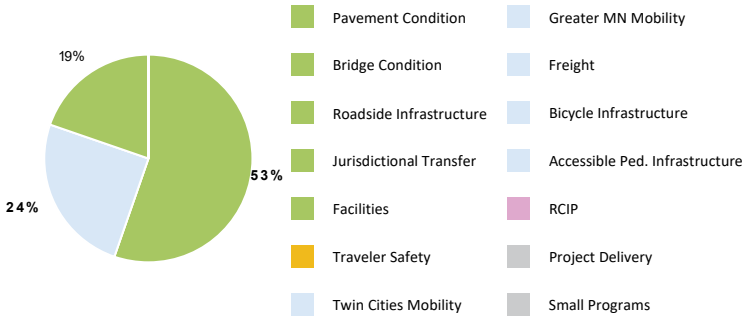
Projects risks are: 1. Prices of steel and oil may rise faster than inflation, 2. A large transmission line is being relocated and a utility agreement is needed. Additional design time and lawn lead times for materials could cause construction schedule impacts 3. Complex construction staging results 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:	4/10/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	9/16/2022
Construction Limits Established Date:	3/3/2023
Original Letting Date:	1/1/2024
Current Letting Date:	4/26/2024
Construction Season:	2023-2024
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

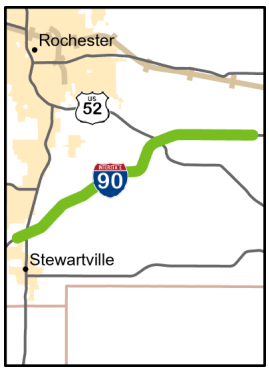
	Baseline Estimate	*Current Estimate*
Construction Letting:	22	40.1
Post Letting Construction Costs:	1.9	0.8
Other Construction Elements:	0	0.4
Preliminary Engineering:	2.6	4.8
Construction Engineering:	1.6	3.2
Right of Way:	0.1	0.1
Total:	***28.2***	***49.4***

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

Cost increased from baseline to account for reconstructing TH 52 through the interchange area and project limits to improve traffic flow and safety through the interchange. Cost also increased to account for additional geotechnical work that is needed due to adverse field conditions, to account for several risks, and due to inflationary cost increases.

PROJECT SUMMARY



I-90

State Project Number 5580-101

Resurface I-90 from Highway 63 to east of Olmsted County Road 19

RECENT CHANGES & UPDATES

PROJECT HISTORY

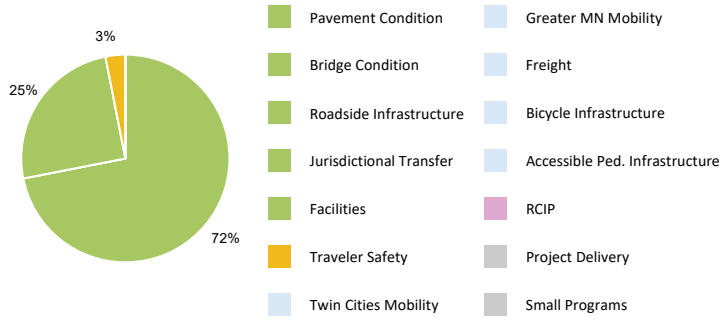
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2027
Current Letting Date:	11/1/2026
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



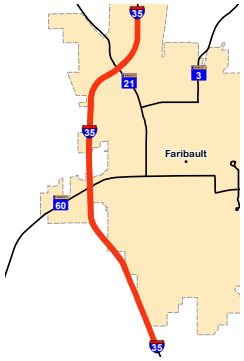
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.9	7.9
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10.2***	***10.2***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-35

State Project Number 6680-117

I-35 Resurfacing: Faribault, Rice County

Resurface all I-35 lanes from Rice CR 48 to Hwy 21

RECENT CHANGES & UPDATES

Crossover construction is in progress and removals on the CSAH 48 bridge is substantially complete. Work on TH 21 will be starting shortly and will be completed by the end of 2023. Most of the remaining work will be completed in 2024.

PROJECT HISTORY

Initially this project was to improve ride quality and extend the service life of the pavement by applying an unbonded overlay on I-35 northbound and southbound including the ramps in the Faribault area. Ramps within the project will be reconstructed with shifting traffic to a single lane. Detours will be used when specific ramps are closed. Bridge #66811 will be improved to correct a deficiency in the exit lane from southbound I-35 to Hwy 60. Bridge 66808 will be upgraded per MnDOT Bridge office recommendations. The project construction is expected to two years.

PROJECT RISKS

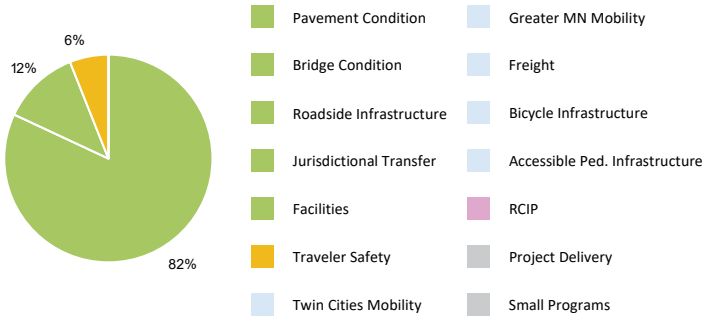
Cost overruns during construction could result in unexpected cost to the project.

SCHEDULE

Date in which project entered the STIP:	2021
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
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

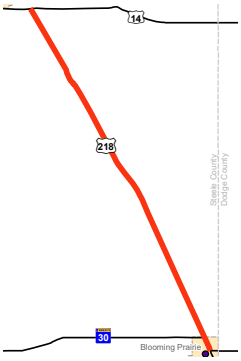
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	29.1
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1
Construction Engineering:	1	1.9
Right of Way:	0	0
Total:	***16***	***33.4***

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

Cost estimate reflects let cost and assumed construction engineering.

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). TH 218 became a NHS route in 2016. TH 218 pavement in the project limits is showing signs of deterioration. Within the project limits, a majority of TH 218 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 intersections have been identified in the District Safety Plan for needing improvement as well.

PROJECT RISKS

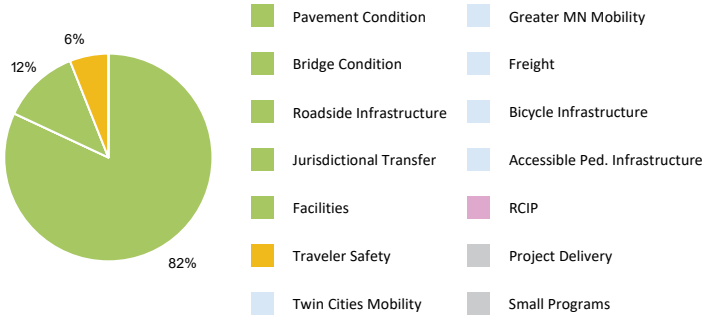
Competitive bid may be higher or lower than expected. Agreement with the railroad is needed.

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)

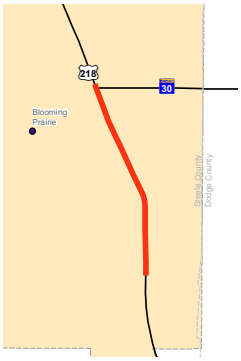
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	5.9
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0
Total:	***8.9***	***7.4***

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 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 TH 218 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

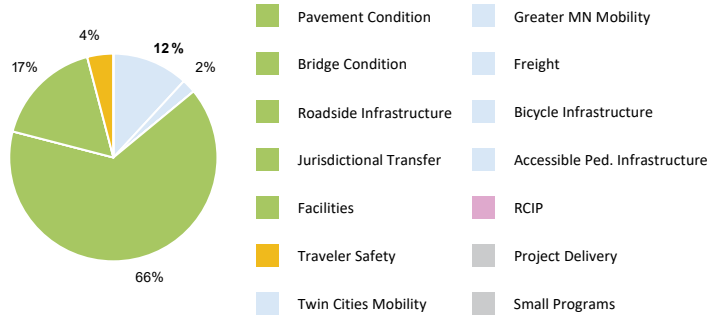
There is a high risk of contaminated materials needing mitigation as part of the construction.

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

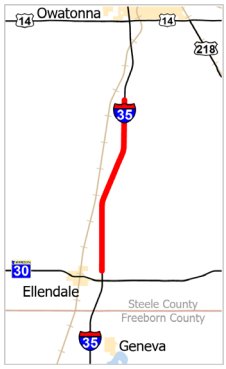
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	11.9
Post Letting Construction Costs:	1.8	1.2
Other Construction Elements:	1.3	0.6
Preliminary Engineering:	0.9	2.5
Construction Engineering:	0.7	0.9
Right of Way:	0.2	0.4
Total:	***10.9***	***17.5***

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

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

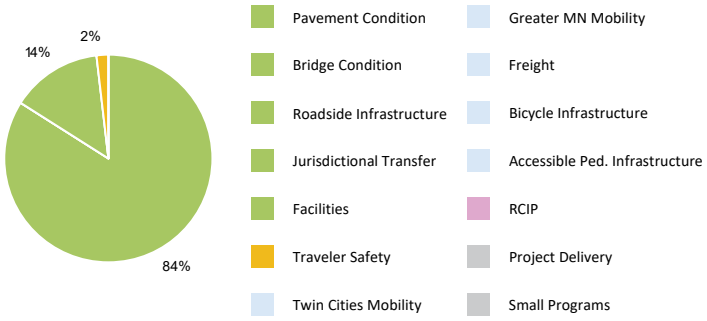
Competitive bid may be higher or lower than expected.

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)

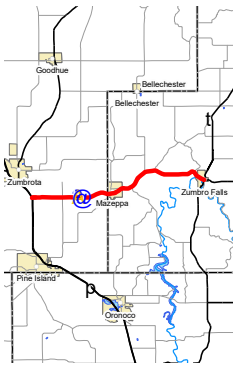
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5***	***5.5***

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

COST ESTIMATE ASSUMPTIONS

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 60

Bridge 8676, 8841, 8890

State Project Number 7902-25

Resurface Hwy 60 from Hwy 52 to Hwy 63 and make ADA improvements

SUBSTANTIALLY COMPLETE

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. TH 60 within Zumbro Falls has non-compliant ADA facilities and sanitary sewers from the 1920s that need replacement. Additionally the storm sewer is not designed to meet current standards. ADA facilities within Mazeppa do not meet current ADA standards. Bridge 8841 and 8890 are concrete box culverts built in 1954. Both culverts are exhibiting deterioration and are considered poor requiring increased maintenance time and cost to maintain. Bridge 8676, built in 1948, is also exhibiting the same issues and is included in the bridge replacement work.

PROJECT RISKS

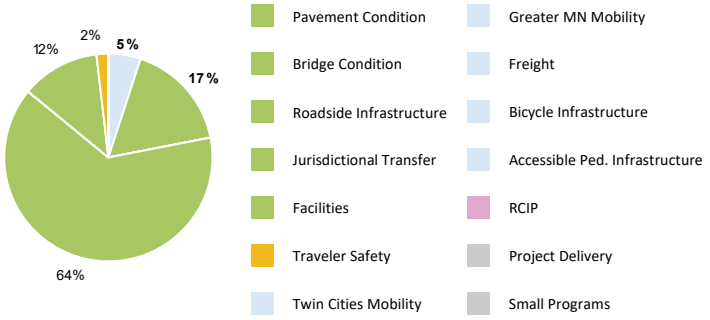
No outstanding risks.

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)

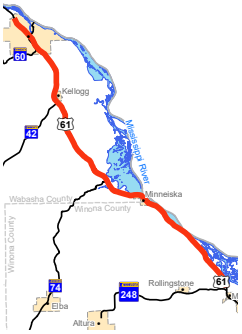
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	10.5
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.7
Construction Engineering:	0.7	0.8
Right of Way:	0.2	0.1
Total:	***12.3***	***13.8***

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 awarded let costs.

PROJECT SUMMARY



US 61

State Project Number 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

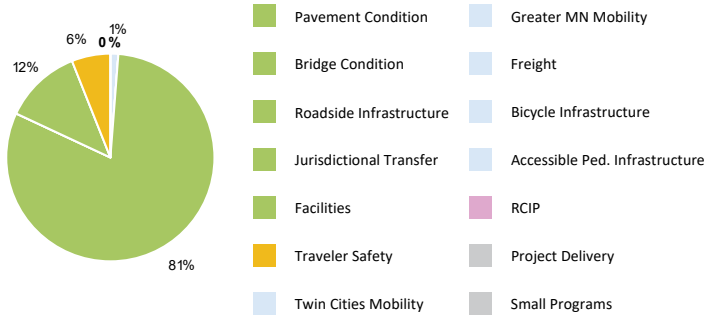
SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction Completed.

PRIMARY INVESTMENT CATEGORY

Pavement Condition



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. TH 74 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.

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.

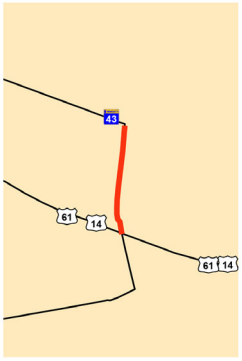
COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on high-level planning estimation. Current estimate reflects let cost.

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

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has been let and construction is complete.

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

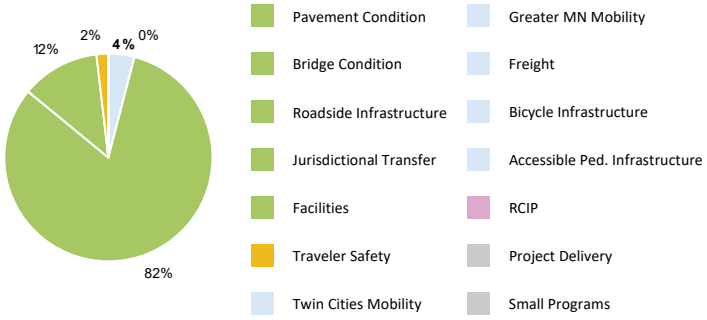
Risks retired.

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)

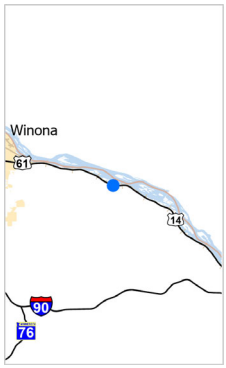
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	17.4
Post Letting Construction Costs:	0.1	1.3
Other Construction Elements:	0.6	0
Preliminary Engineering:	1.1	2.4
Construction Engineering:	0.7	1.5
Right of Way:	0.3	0.8
Total:	***12.3***	***23.4***

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 let cost.

PROJECT SUMMARY



US 61

Bridge 9062, 9063

State Project Number 8504-77

Replace northbound and southbound Hwy 61 bridges over Cedar Creek south of Winona

RECENT CHANGES & UPDATES

This project had originally been planned for construction in 2017 but due to funding constraints it was delayed in the 10-year CHIP and was moved into the program for FY24 contraction during Winter 2020. Scoping for the project is to be complete Fall 2020.

PROJECT HISTORY

This project calls for replacement of Bridges 9062 and 9063 due to age and condition, along with reconstruction of the bridge approach panels and roadway approaches. Bridges 9062 and 9063 were constructed in 1957. Bridge 9062 is a 2-span bridge along TH 61 northbound over Cedar Creek in Winona County. Bridge 9063 is also a 2-span bridge, along TH 61 southbound, over Cedar Creek in Winona County.

PROJECT RISKS

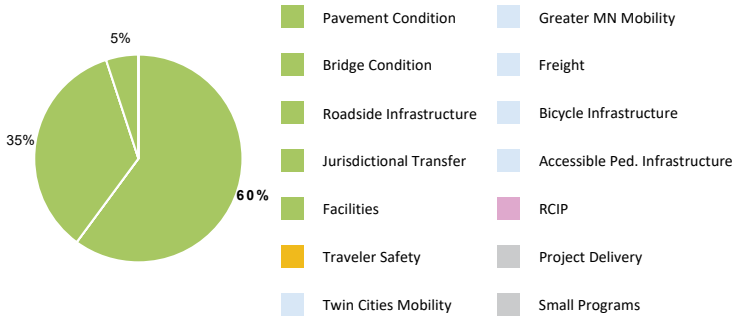
Project scope has not been fully determined.

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:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	12/1/2032
Construction Season:	2033
Estimated Substantial Completion:	October 2033

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

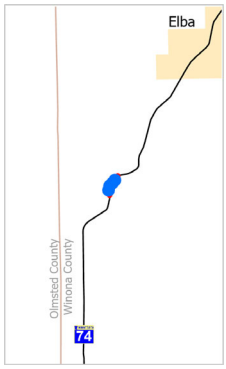
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.4	7.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.2***	***9.2***

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

Current/Baseline estimate is based on an high level planning estimate.

PROJECT SUMMARY



MN 74

State Project Number 8508-42

Rehabilitate four bridges on Highway 74 (Bridge No. 8592, 8593, 8594 and 8595) in Whitewater State Park

SUBSTANTIALLY COMPLETE

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

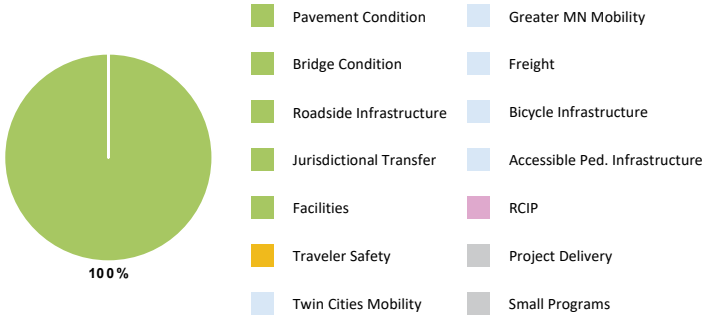
No outstanding risks.

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 2022

PRIMARY INVESTMENT CATEGORY

Bridge Condition



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

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

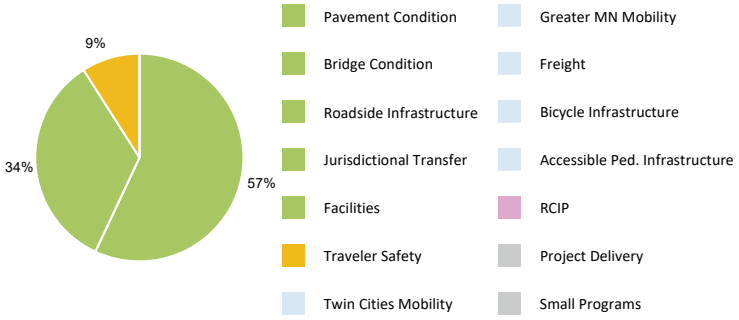
Competitive bids may come in higher or lower than expected.

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:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

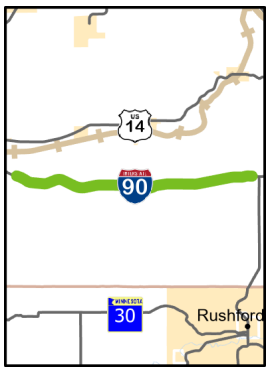
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	16.4
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.8
Construction Engineering:	0.3	1.2
Right of Way:	0	0
Total:	***6.1***	***19.9***

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

The baseline and current estimate reflects the scoping estimate from 2019. The Current Estimate has been adjusted to reflect adjusted inflation factors.

PROJECT SUMMARY



I-90

State Project Number 8580-178

Resurface westbound lanes of I-90 from Highway 74 to Highway 43

RECENT CHANGES & UPDATES

New project manager.

PROJECT HISTORY

Project originally assumed an ELLE with a January 2025 letting, rural mill and overlay. Scoping review held on 5/11/2022, with limits on west bound I-90 from east of TH7 4 to TH 43 bituminous mill & overlay. A materials section review discussed: - 38 culvert linings were identified but additional review needed to determine if any need replacement. - assumption was 1.5" mill and 3" overlay of main line and ramps with a 1.5" overlay of shoulders. - traffic has no plans to add any median HTCB to this section - blowing snow analysis had not been reviewed at that time - no trout streams present but there area has public waters and has areas of bio diversity flood plains should be reviewed - sink hole exists near Lewiston and is monitored and surveyed twice a year. Materials will review if any special treatment is needed - No bridge work because this area addressed in previous 2018 bridge Rehab - 3 bridge overpasses to be reviewed for clearances. Scoping had started but was not finished PM accepted new position within MNDOT and new PM assigned in end of October.

PROJECT RISKS

Because of the rural nature and work identified as a WB M&O only there is not a lot of known risks at this time. But items to be aware of as possible risks are the following:

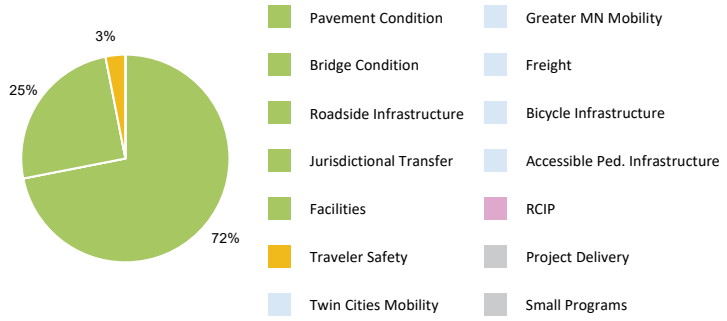
- Area has known sink holes so the possibility of new sink holes should be addressed. RESULTING IN: Higher cost and additional time depending if any are found and where they are found.
- Project may require snow fencing. Need to address this and analyze this with both maintenance and Dan Gullickson's group. RESULTING IN: slightly higher cost but no delay unless additional ROW were needed.
- Additional analysis of culverts my determine replacement is needed for some of them. RESULTING IN: possible detours and other activities depending what would needs replacement and where impact to the interstate is. This could affect both budget and schedule
- 3 bridge overpasses were identified and should be reviewed for pier strut needs as well as if any will need shadow treatments. RESULTING in additional Material costs and possibly some additional time. -Assumption now is no detours will be needed because work could be done one lane at a time. This would only occur if some of the above sited issues occurred some financial impact would likely be small but schedule impact could be larger.
- Rare plant life or other life form may need protecting RESULTING IN: unknown cost and schedule impact

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2025
Current Letting Date:	10/1/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

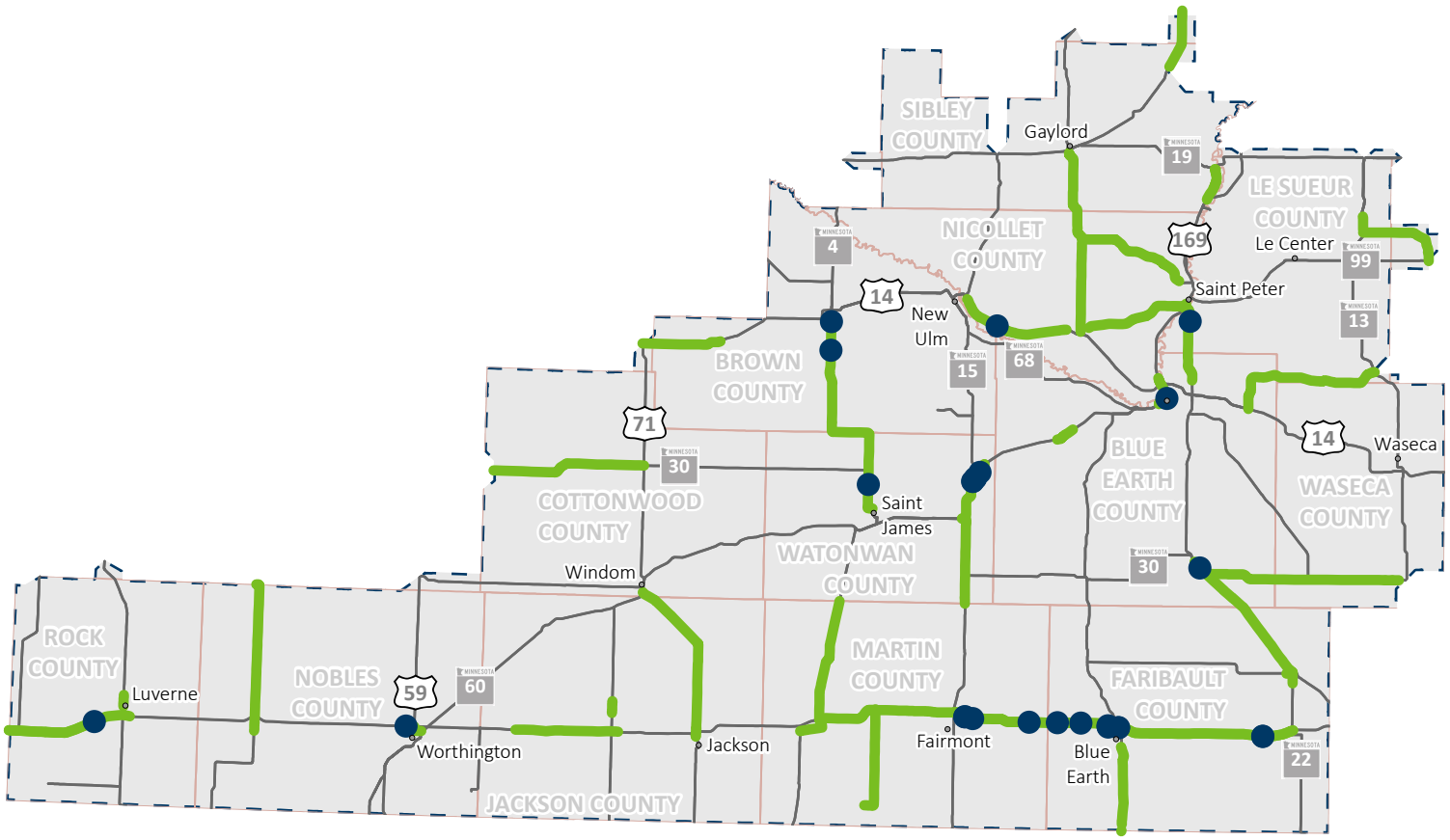
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.9	7.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10***	***10***

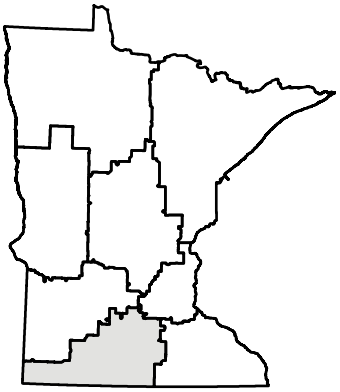
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project is a rural mill and overlay which should include replacement of guardrail and signing. No ADA, cooperative agreements, municipal consent, minimal public engagement, no ROW anticipated, no detours, unlikely CRU impact since road is an interstate.

D7 - MANKATO





Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

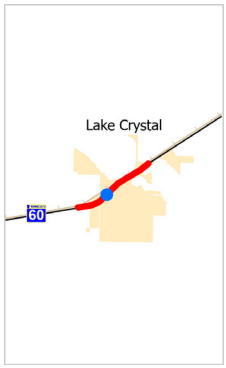
District 7 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 60	0708-47	MN 60 through Lake Crystal			F1	293
US 169	0713-81	Resurface and repair bridges from Riverfront Drive to Lake Street			F2	294
MN 22	0714-35	Resurface Hwy 22 from Mankato to St. Peter			F3	295
MN 4	0801-35	On MN 4 from CSAH 18 to Ellsworth St. in Brown County			F4	296
US 14	0803-44	On US 14 from TH 71 to Springfield in Brown County	✓	1st	F5	297
MN 22	2204-26	Reconstruct Hwy 22 and Hwy 109 in Wells			F6	298
MN 22	2205-13	On MN 22 from CSAH 29 in Wells to TH 30 in Mapleton in Mapleton and Wells			F7	299
US 169	2207-118	Resurface, improve drainage and lighting on Hwy 169	✓	1st	F8	300
I-90	2280-143	Resurface I-90 from Hwy 169 to Hwy 22			F9	301
MN 86	3208-19	Reconstruct Hwy 86 in Lakefield and improve sidewalks	✓	1st	F10	302
I-90	3280-130, 3280-129, 3280-136	Replace rest area on EB I-90 (Clear Lake) near Jackson			F11	303
I 90	3280-131	On I-90 from CSAH 5 to TH 86 in Jackson County	✓	1st	F12	304
MN 13	4002-49	On MN 13 from Milwaukee Ave to N Welco Dr in Montgomery			F13	305
MN 60	4006-35	On MN 60 from Hwy 14 to Hwy 13 in Madison Lake and Waterville	✓	1st	F14	306
MN 4	4602-27	On MN 4 from CSAH 26 in Sherburn to Hwy 60 west of St. James			F15	307
MN 263	4609-17	On MN 263 from CR 125 (Clark St) in Ceylon to I90	✓	1st	F16	308
I-90	4680-132	On I-90 from TH 4 to TH 15 in Martin County	✓	1st	F17	309
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)			F18	310
MN 22	5205-113	Resurface Hwy 22 from St Peter to Hwy 111			F19	311
US 169, MN 99	5206-31	Nicollet to St. Peter	✓	2nd	F20	312
US 169	5209-81	Reconstruct from Broadway Ave to Union St in St Peter			F21	313
US 169, MN 99	5211-66	Nicollet to St. Peter			F22	314
US 169	5212-35	Rehabilitate Veterans Bridge			F23	315
US 59	5304-41	Reconstruct in Worthington			F24	316
I-90	5380-152, 5380-165	Repair I-90 bridges in Nobles County			F25	317
MN 21	6605-38	Resurface MN 21 from Hwy 99 to Hwy 13	✓	1st	F26	318
US 75	6705-50	Resurface and improve ped crossings on Hwy 75 in Luverne			F27	319
I-90	6780-117	Resurface I-90 and repair a bridge	✓	2nd	F28	320
I-90	6780-124	Resurface I-90 lanes from South Dakota State line to Beaver Creek to Hwy 11			F29	321
MN 5	7201-119	`Resurface Hwy 5 from Green Isle to Hwy 212	✓	1st	F30	322
MN 93	7212-21	Reconstruct Hwy 93 from Hwy 169 to flood wall in Henderson; repair 1 bridge			F31	323
MN 4	8302-48	On MN 4 from Armstrong Blvd in St. James to Brown/Watonwan County line.			F32	324
MN 15	8303-48	Resurface Hwy 15 from Watonwan; add lighting and snowfence			F33	325
MN 60	8304-118	Resurface Hwy 60 near Madelia, lighting and repair five bridges			F34	326

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 RISKS

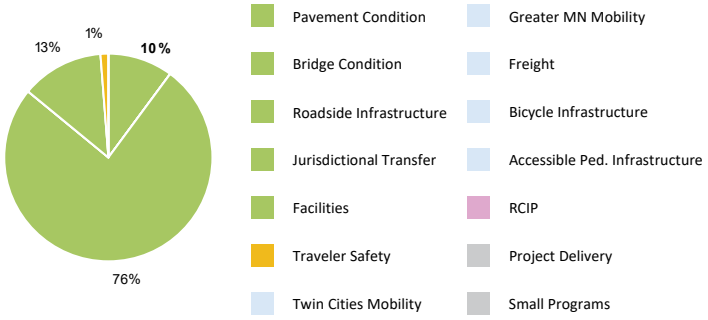
Project risks include managing traffic during construction (under traffic or detour). Right of way acquisitions will be needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	10/15/2021
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)

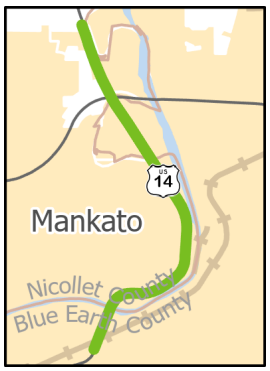
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	16.8
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.9
Construction Engineering:	0.5	1.3
Right of Way:	0	0.2
Total:	***8.7***	***21.6***

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



US 169

Bridge 07029, 52012, 9098

State Project Number 0713-81

Resurface and repair bridges from Riverfront Drive to Lake Street

RECENT CHANGES & UPDATES

This is a new project entering the STIP. Design will begin in winter 2023-24

PROJECT HISTORY

169 Corridor Study has been completed. Project scope has been signed in the summer of 2023.

PROJECT RISKS

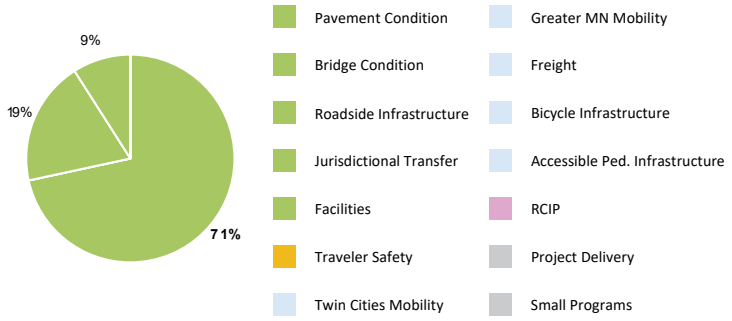
Risk of unforeseen work associated with the levee system along the Minnesota River beyond what is currently anticipated. Addition of grade separated pedestrian crossings beyond the current at-grade crossings planned for the intersections if additional funding for grade separated crossings becomes available. Staging expectations of local agency partners, businesses and local residents leads to a need to change the anticipated approach to maintenance of traffic.

SCHEDULE

Date in which project entered the STIP:	2024
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:	1/1/2027
Current Letting Date:	1/1/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	68.7	68.7
Post Letting Construction Costs:	5.4	5.4
Other Construction Elements:	0	0
Preliminary Engineering:	7.8	7.8
Construction Engineering:	5.2	5.2
Right of Way:	0.7	0.7
Total:	***87.8***	***87.8***

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

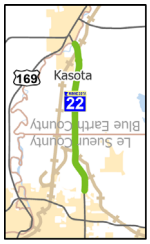
COST ESTIMATE ASSUMPTIONS

Project is estimated with 2023 costs and is anticipated to take two years to construct 2027-2028.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 22

Bridge 07036, 40003, 40X02, 40X08, 8436

State Project Number 0714-35

Hwy 22 Reconstruction: Mankato to St. Peter

Resurface Hwy 22 from Mankato to St. Peter; replace 1 bridge, repair 3 bridges and construct 1 new bridge; construct roundabout at Le Sueur Co Hwy 21 and Hwy 22.

RECENT CHANGES & UPDATES

Environmental document and geometric layouts have been approved and is currently in final design.

PROJECT HISTORY

This project has 3 primary needs. The corridor has significant crash and delay issues along with deteriorating pavement. All will be addressed as part of the project. The project will begin in late 2024 and extend through the 2026 season.

PROJECT RISKS

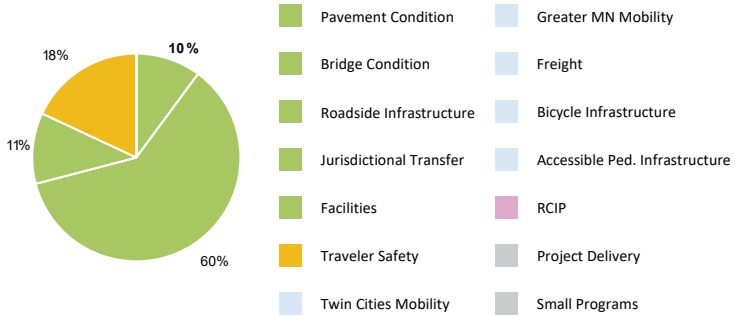
Risks include securing funding for the trail as this is not currently funded. There is also one location where the road is being raised 8 feet that may need more geotechnical information for a foundation recommendation .

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	6/15/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/29/2022
Construction Limits Established Date:	11/29/2022
Original Letting Date:	1/1/2024
Current Letting Date:	5/17/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	22	39.9
Post Letting Construction Costs:	1.7	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	4.5
Construction Engineering:	1.7	3.2
Right of Way:	0	3.8
Total:	***28***	***54***

Construction cost estimates 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

The project was moved from Fiscal Year 2023 to Fiscal Year 2024. 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 is 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 mill and overlay 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

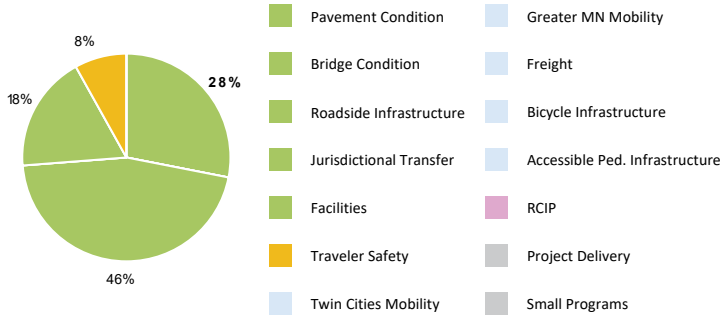
With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages and supply chain issues associated with material and labor remain a cost risk.

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:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

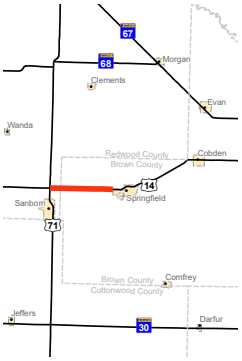
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	13.1
Post Letting Construction Costs:	0.8	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.6
Construction Engineering:	0.8	1
Right of Way:	0	0.1
Total:	***12.7***	***16.8***

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

COST ESTIMATE ASSUMPTIONS

Using a mill & overlay, with addition of 2+ inches of pavement structure, will allow the department to not weight restrict (less than 10-Ton) this roadway in the springtime. Project cost estimate based on preliminary pavement fix of milling the existing roadway and placement of a four-inch overlay.

PROJECT SUMMARY



US 14

State Project Number 0803-44

Resurface Hwy 14 from Hwy 71 to Springfield; improve pedestrian crossings, lighting and signal improvements

SUBSTANTIALLY COMPLETE

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

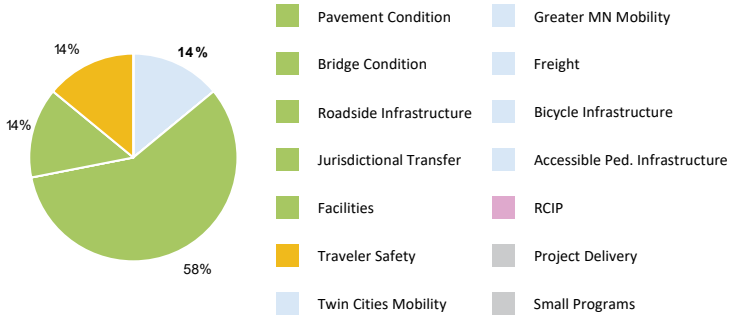
Risks include right of way acquisitions and tree clearing prior to project letting.

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)

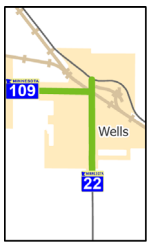
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	4.6
Post Letting Construction Costs:	1.1	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.7
Right of Way:	0	0.8
Total:	***6.9***	***7.6***

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

Current cost estimate is due to removal of city utilities and contingencies and updating the conversion factor table to the current year.

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. Layout approved Spring 2023. Project is now anticipated to take two construction seasons (2026 and 2027).

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. Layout was finalized spring of 2023.

PROJECT RISKS

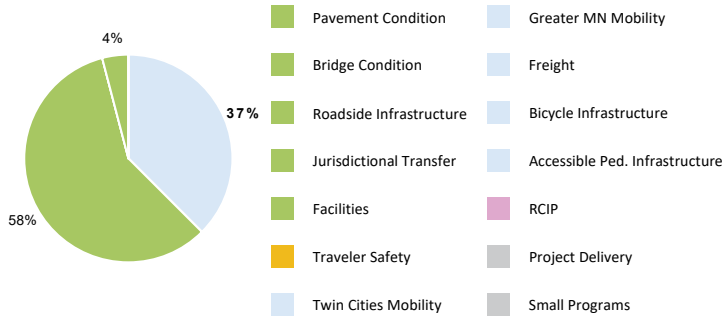
Increase project costs due to inflation. Managing traffic through temporary traffic control and staging. Coordination with local project partners.

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:	5/2/2023
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

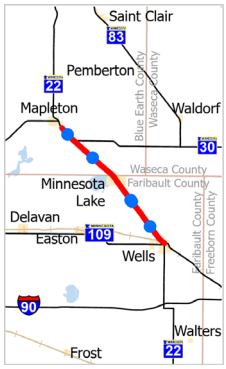
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	13.3
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0.3	0.4
Preliminary Engineering:	1.2	2
Construction Engineering:	0.8	0.8
Right of Way:	0.2	0.2
Total:	***14.9***	***17.7***

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 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

Project has been turned in for final letting

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

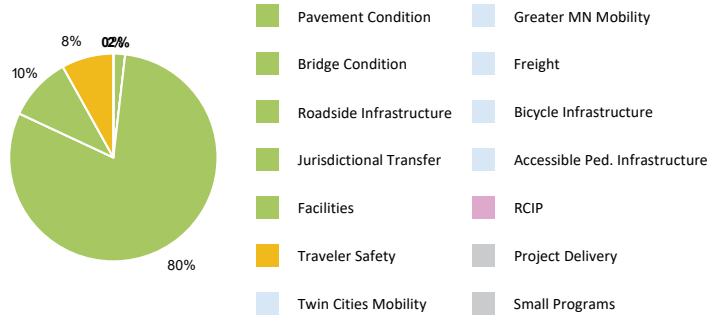
Project risks include managing traffic through temporary traffic control and staging.

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)

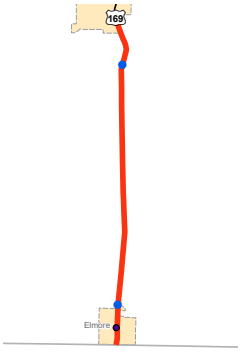
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.2	10.2
Post Letting Construction Costs:	0.4	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0.3
Total:	***11.4***	***13***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based on a rough cost estimate as scoping had not been completed at the time. The project limits have been reduced removing work through the City of Mapleton. The current estimate is based on CIR and bituminous overlay. Some contingency was included based on additional pavement items, surveying, and traffic safety needs. This estimate was based on 2020 dollars, then inflated to 2023 dollars.

PROJECT SUMMARY



US 169

State Project Number 2207-118

Resurface Hwy 169 from Elmore to Blue Earth; improve drainage and lighting

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has passed 95% completion and has been turned in for letting.

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

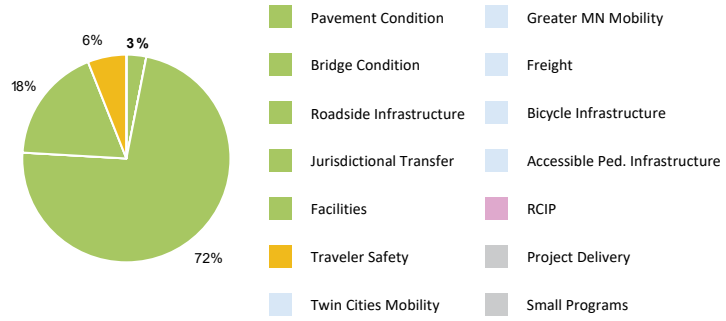
Project risks include managing traffic through temporary traffic control and staging.

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:	July 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.

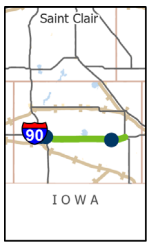
COST ESTIMATE ASSUMPTIONS

Cost savings are needed due to reduced revenue because of COVID-19 emergency repair projects due to heavy rains in the summer of 2020. Cost savings were due to removal of bridge work and adjusted quantities.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 upscoped 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 upscope the project to a Concrete Overlay.

PROJECT RISKS

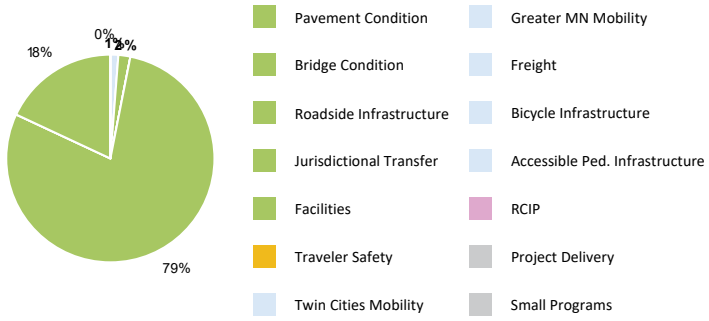
Projects risks are: 1. Material availability due to shortages in items like steel, culverts, and other materials, 2. Contractor availability, 3. Complex construction staging results in costs over budget, and 4. Inflation unknowns

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:	2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

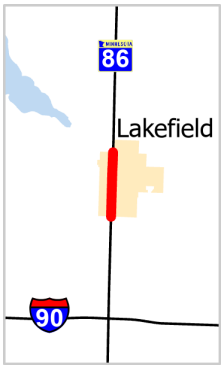
	Baseline Estimate	*Current Estimate*
Construction Letting:	81	81
Post Letting Construction Costs:	3.9	3.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.3
Construction Engineering:	1.9	1.9
Right of Way:	0	0
Total:	***89.1***	***89.1***

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



MN 86

State Project Number 3208-19

Reconstruct Hwy 86 in Lakefield from 9th Ave S to Funk Ave; improve sidewalks

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction is expeted 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.

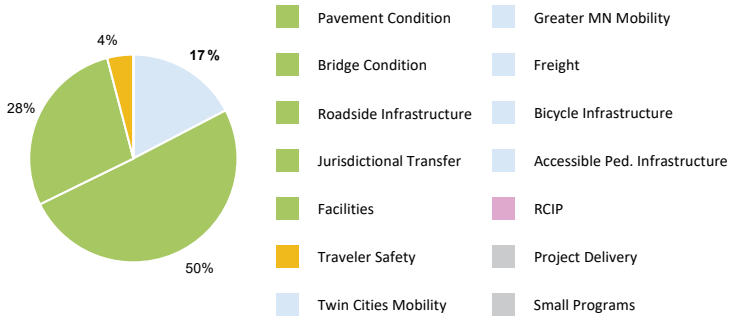
PROJECT RISKS

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:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

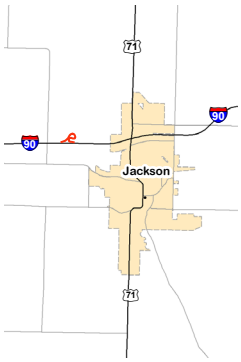
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.8	8.3
Post Letting Construction Costs:	0.5	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.6
Right of Way:	0.2	0.6
Total:	***7.7***	***10.6***

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

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 3280-130, 3280-129, 3280-136

Replace rest area on westbound I-90 (Des Moines) near Jackson; replace rest area on eastbound I-90 (Clear Lake) near Jackson.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Supply change issues and staff shortages resulting from the COVID-19 pandemic has caused significant delays in completion of the work. The extended construction period has resulted in additional construction engineering.

PROJECT HISTORY

The project need was identified in 2015 following completion of a facility condition assessment of the rest area buildings. The assessment identified deteriorating physical condition of the existing building and site, inadequate traveler services and amenities and ADA deficiencies. Similarly, the site and site furnishings are worn out and outdated. Play areas and play equipment no longer meet safety standards nor comply with the American with Disabilities Act (ADA). The project was programmed to be let in 2020. The project will reconstruct the rest area building and site to meet capacity needs, ADA and State Building Code.

PROJECT RISKS

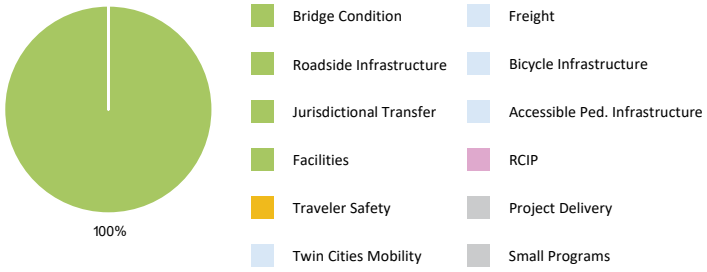
1) Coordination with SP3280-136, -137 vehicular pavement project at the rest area. 2)Coordination with adjacent mainline project on eastbound I-90. 3) Bidding when many contractors have their work aligned for the current construction season. 4) Few architectural construction contractors in the region. 5) Increasing architectural building construction costs.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/3/2019
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/1/2020
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	14.8
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	2.5
Construction Engineering:	0.4	1
Right of Way:	0	0.1
Total:	***5.8***	***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

Cost estimates prepared by an independent cost estimating company familiar with estimating public architectural projects in the region. Current estimate is based on realized costs for both rest areas as project has been let.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

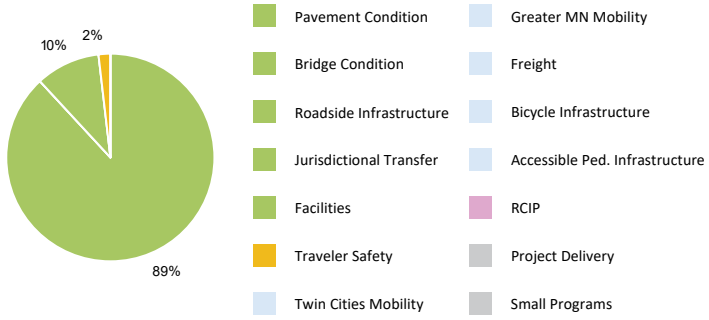
Project risks include managing traffic through temporary traffic control and staging.

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:	0.4	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.2
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5.7***	***11.6***

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

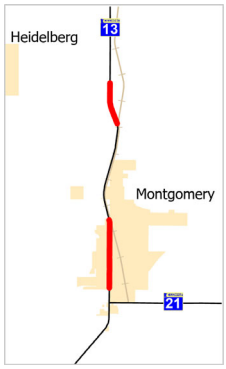
COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on mill and overlay prices inflated to 2022. The current estimate is based on a concrete overlay increasing costs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

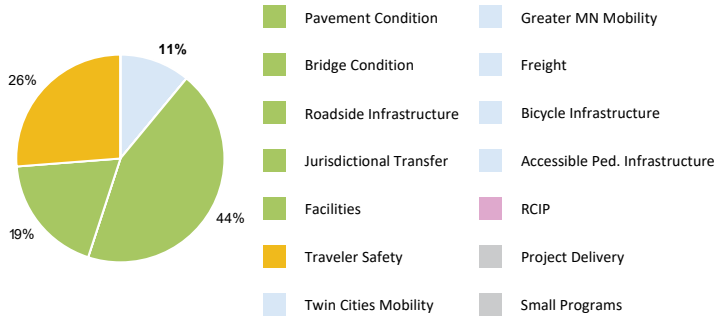
Narrowing roadway due to elimination of parking. Increased cost for potential contaminated soils. Condemnation for ROW, which moved the letting date back.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	1/18/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	6/18/2021
Construction Limits Established Date:	7/14/2021
Original Letting Date:	1/27/2023
Current Letting Date:	3/24/2023
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

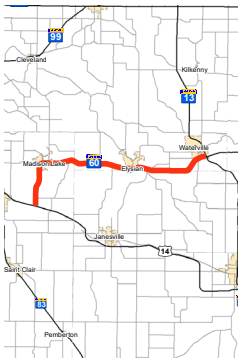
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	8
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.2
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.4
Total:	***7.7***	***10.7***

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

Resurface Hwy 60 from Hwy 14 to Hwy 13 in Waterville; reconstruct in Madision 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

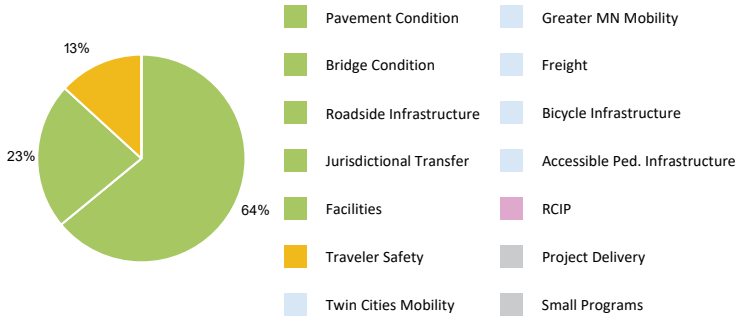
Current risks included: Phase one completion schedule. Phase one is very aggressive schedule and Geofoam availability. The factories that make the foam are significantly behind.

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)

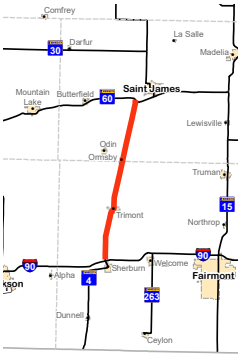
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	20.2
Post Letting Construction Costs:	0.9	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	2.2
Construction Engineering:	0.8	1
Right of Way:	0	0.7
Total:	***13.9***	***25.5***

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

Bridge 46003, 5965, 6504, 8567

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 has been let and awarded.

PROJECT HISTORY

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. Flex 23 letting was not achievable for the district budget. 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

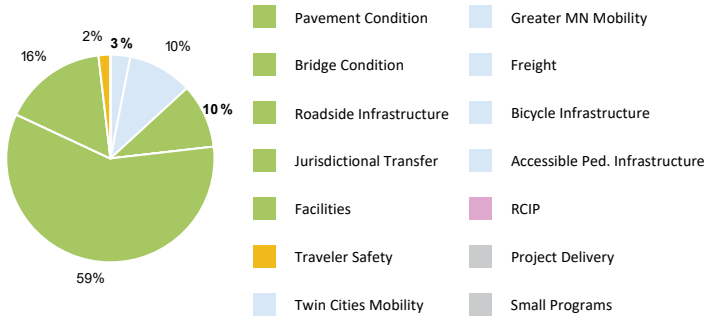
Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/4/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/10/2021
Original Letting Date:	11/19/2021
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

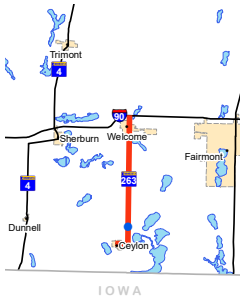
	Baseline Estimate	*Current Estimate*
Construction Letting:	16	17.8
Post Letting Construction Costs:	1.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2
Construction Engineering:	1.2	1.4
Right of Way:	0	0.8
Total:	***20.7***	***23.5***

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

COST ESTIMATE ASSUMPTIONS

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. 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

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

SUBSTANTIALLY COMPLETE

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

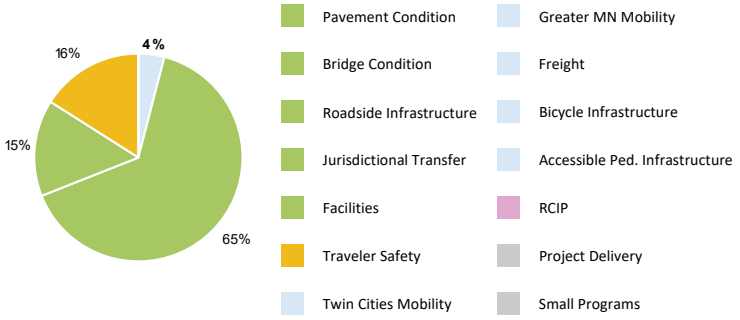
Project risks include managing traffic through temporary traffic control and staging.

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	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.7
Right of Way:	0	0.3
Total:	***7.3***	***14.6***

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

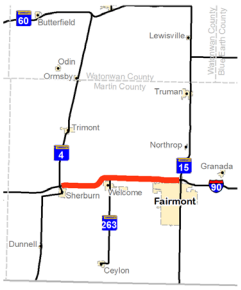
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-90

State Project Number 4680-132

Resurface I-90 from Hwy 4 to Hwy 15; upgrade lighting

SUBSTANTIALLY COMPLETE

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

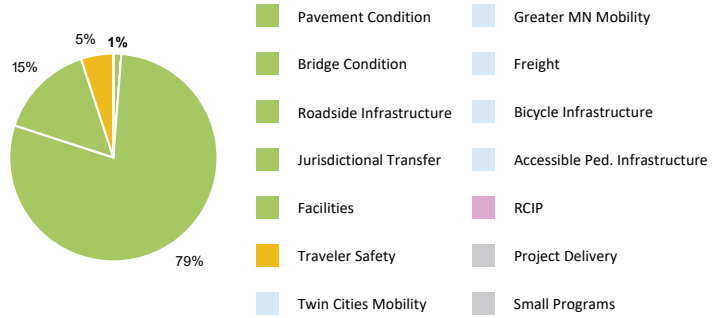
All risks have been mitigated.

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:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

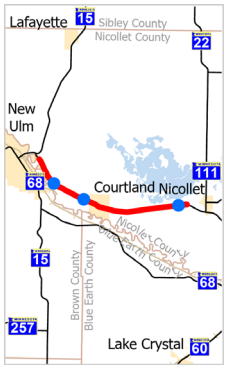
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	5.7
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	0.6
Construction Engineering:	0.7	0.1
Right of Way:	0	0
Total:	***13.3***	***6.4***

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

COST ESTIMATE ASSUMPTIONS

The cost estimate is based on mill & overlay prices inflated to 2022. Cost is reduced due to scoped change from CIR to mill & overlay.

PROJECT SUMMARY



US 14

Bridge 96916, 97036, 97101

State Project Number 5202-58

Hwy 14: New Ulm, Courtland, Nicollet, North Mankato

Reconstruct Hwy 14 from 2-lane to 4-lane from Hwy 37 at New Ulm to east of Nicollet (481st Ave); construct 3 new interchange bridges, replace 5 bridges; lighting, install camera and vehicle counting equipment and improve pedestrian crossings

RECENT CHANGES & UPDATES

Project is complete and open to traffic as of November 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

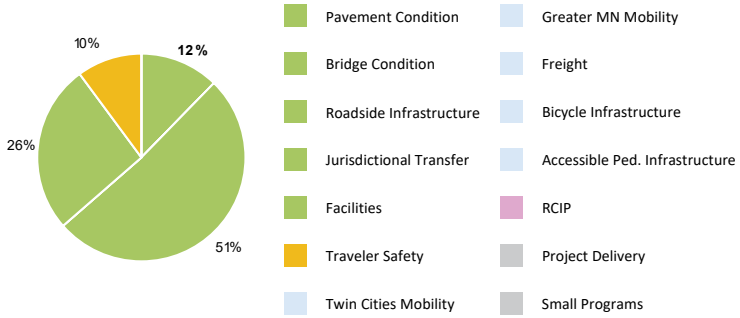
Risks retired as project is complete.

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)

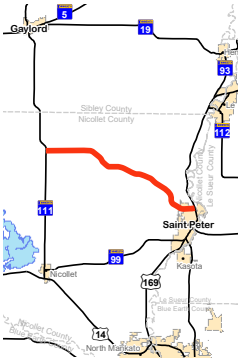
	Baseline Estimate	*Current Estimate*
Construction Letting:	74	83.5
Post Letting Construction Costs:	3.5	3.3
Other Construction Elements:	2.2	18.7
Preliminary Engineering:	2.5	5.5
Construction Engineering:	1.5	1.7
Right of Way:	9	9.8
Total:	***92.7***	***122.5***

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

Funding for the project will be as follows: TIFIA Loan $48.2M; 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 details 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. Project has moved to FY 27. Plans are at 90% design.

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 111 and Hwy 22. Project moved from FY 26 to FY 27, with the desire to FLEX into FY 25.

PROJECT RISKS

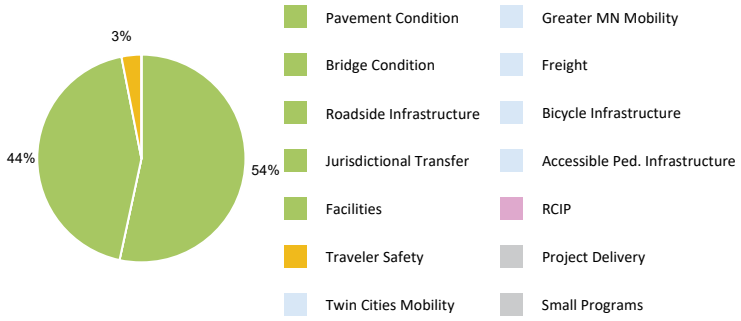
Increased scope of work due to hydraulic issues. Project is in FY 27, with a FLEX into FY25. If money is not available to FLEX, cost would need to be inflated to 2027 dollars.

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:	2/15/2023
Original Letting Date:	1/28/2022
Current Letting Date:	1/29/2027
Construction Season:	2027
Estimated Substantial Completion:	11/19/2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

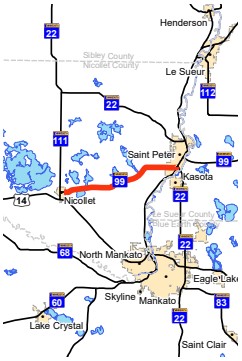
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	5.5
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.6
Construction Engineering:	0.5	0.4
Right of Way:	0	0.2
Total:	***8.2***	***7.1***

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

COST ESTIMATE ASSUMPTIONS

Cost 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



US 169,MN 99

Bridge 4596

State Project Number 5206-31

Resurface Hwy 99 from Birch St in Nicollet to Hwy 169 in St Peter; replace 1 bridge and 1 culvert, and lighting

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

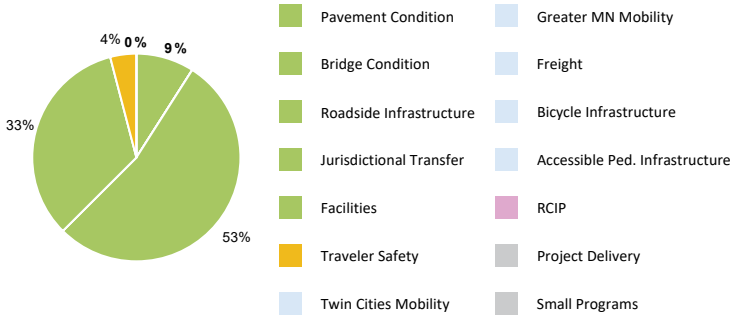
Project was constructed this year and all risks were mitigated.

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)

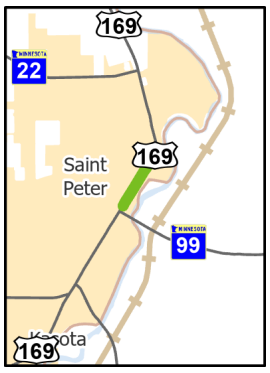
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.1	4.9
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.4
Right of Way:	0	0.2
Total:	***10.4***	***6.6***

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 thick mill and overlay contributed to a much lower cost estimate for 2021 construction.

PROJECT SUMMARY



US 169

State Project Number 5209-81

Hwy 169: Broadway Ave to Union St: 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

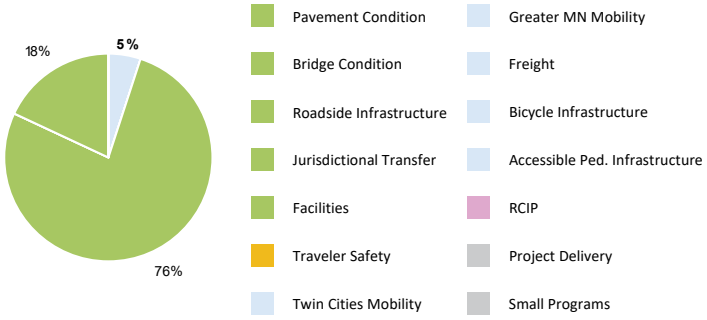
Project risks include managing traffic through temporary traffic control and staging.

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:	1/1/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

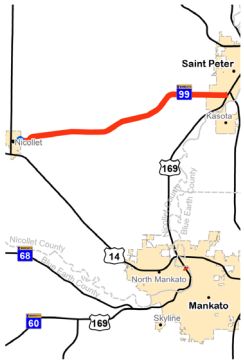
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	3.9
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***4.3***	***5***

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

Baseline 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 & MN 99

State Project Number 5211-66

Hwy 169/Hwy22/Hwy 99-St. Peter Intersections

Improve 2 intersections at junction of Hwy 169 and Hwy 22 and Hwy 169 and Hwy 99 in St Peter; remove centerline rumble strips, Hwy 99 from Meyer Ave to Hwy 169

RECENT CHANGES & UPDATES

This project is currently under construction and should be complete by November 2023.

PROJECT HISTORY

This short section of Highway 169 has two main intersections that have a significant crash issue. This project will reconfigure both intersections to lower the crash rates.

PROJECT RISKS

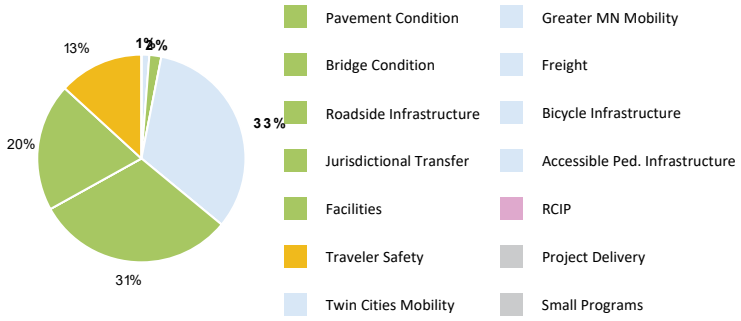
There are currently no risks on this project as it is almost complete.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	2/23/2022
Municipal Consent Approval Date:	4/20/2022
Geometric Layout Approval Date:	6/11/2021
Construction Limits Established Date:	6/11/2021
Original Letting Date:	11/18/2022
Current Letting Date:	11/18/2022
Construction Season:	2023
Estimated Substantial Completion:	October 2023

PRIMARY INVESTMENT CATEGORY

Greater MN Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	8.2
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.6	1
Construction Engineering:	0.4	0.5
Right of Way:	0	0.1
Total:	***6.3***	***10.4***

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

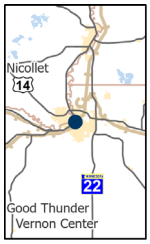
COST ESTIMATE ASSUMPTIONS

Current Cost Estimate reflects numerous project changes and very high inflation since the Baseline was created.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

Bridge 07042, 52009

State Project Number 5212-35

Rehabilitate Veterans Bridge and reconstruct ramps and intersections at the Hwy 169/Belgrade Ave. interchange

RECENT CHANGES & UPDATES

ICE report was completed in the summer of 2022 at the Hwy 169 and Belgrade Ave interchange ramps. Retaining signalized intersection control at the ramps is recommended and supported by the City of North Mankato.

PROJECT HISTORY

Project was in the program as a FY 25 project. Due to budget constraints, both district and local, the project was moved to FY 26.

PROJECT RISKS

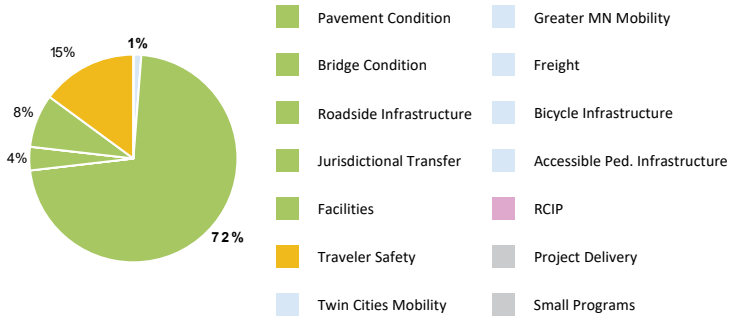
This is a major bridge rehabilitation project spanning the MN River, railroad, and Riverfront Drive. There are risks to construction costs due to unforeseen or unknowns due to the specialty type of work involved. The results of the Belgrade/Hwy 169 interchange and Hwy 169 corridor study may impact the scope of work. There are risks and opportunities to combine bridge work and interchange work at Hwy 169 and Belgrade Ave to reduce traffic impacts to the region while the bridge is closed.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	10/24/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15.3	23.2
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	2.8
Construction Engineering:	1.4	1.4
Right of Way:	0	0
Total:	***20.3***	***28.9***

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 cost estimate was based on preliminary data without a scope. The Current cost estimate is based on the finalized scope after the ICE was completed.

PROJECT SUMMARY

US 59

State Project Number 5304-41

Reconstruct in Worthington

RECENT CHANGES & UPDATES

PROJECT HISTORY

This is a new project in the STIP.

PROJECT RISKS

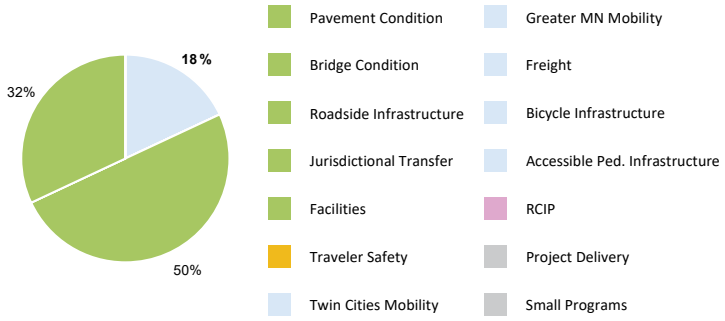
Turn-back candidate. Staging and traffic control during construction.

SCHEDULE

Date in which project entered the STIP:	2024
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:	1/1/2027
Current Letting Date:	10/21/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

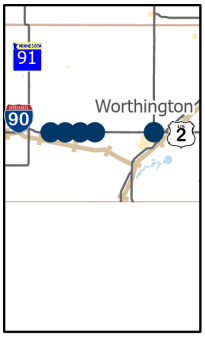
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.6	13.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0.5	0.5
Total:	***17.3***	***17.3***

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

Full reconstruction.

PROJECT SUMMARY



I-90

Bridge 53815, 53816, 53817, 53818

State Project Number 5380-152, 5380-165

Replace four I-90 bridges at Worthington

RECENT CHANGES & UPDATES

Scoping report has been finalized during Fall 2022

PROJECT HISTORY

Scope changed from bridge rehabilitation to bridge replacements.

PROJECT RISKS

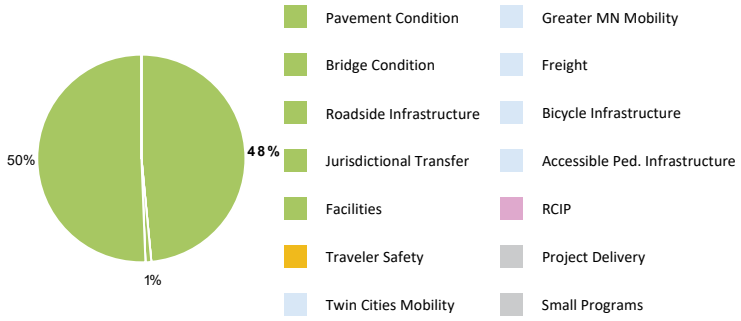
Managing traffic through temporary traffic control and staging.

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:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	11/4/2026
Construction Season:	2026-2027
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

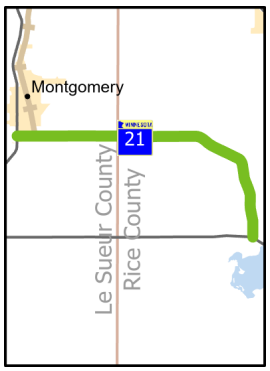
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.9	17.4
Post Letting Construction Costs:	0.7	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	2.1
Construction Engineering:	0.7	1.3
Right of Way:	0	0
Total:	***12.4***	***22.2***

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

COST ESTIMATE ASSUMPTIONS

Baseline Estimate was based on bridge rehabilitations, but scope has changed to replacement of 4 bridges. The Current Estimate is based on bridge replacements with prices inflated to 2027.

PROJECT SUMMARY



MN 21

State Project Number 6605-38

Resurface from Hwy 99 to Hwy 13

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has been complete since 2022. Project scoping report completed in Fall 2021. Project design complete in Spring 2022.

PROJECT HISTORY

Project has been complete since 2022. Project scoping report completed in Fall 2021. Project design complete in Spring 2022.

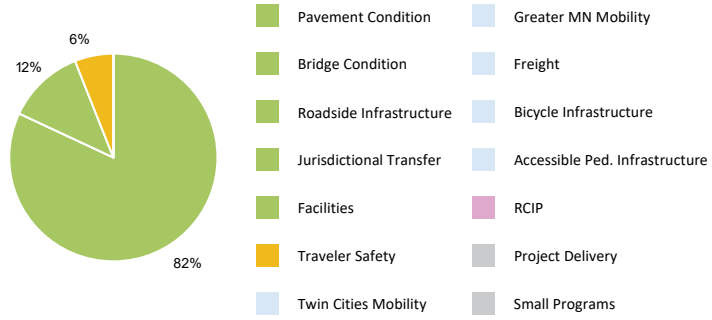
PROJECT RISKS

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:	1/1/2026
Current Letting Date:	5/20/2022
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

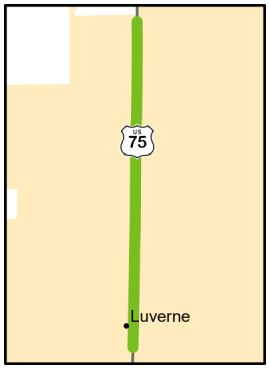
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	4.3
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***4.2***	***5.2***

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

COST ESTIMATE ASSUMPTIONS

Current Estimate reflects actual bid amount. Bids came in much higher than expected.

PROJECT SUMMARY



US 75

State Project Number 6705-50

Resurface Hwy 75 from Main St to Veterans Dr in Luverne; improve pedestrian crossings

RECENT CHANGES & UPDATES

Storm sewer replacement needs required change from mill and overlay for that portion of the project to a full reconstruction.

PROJECT HISTORY

Project was a reconstruct from Main St. to Dodge St, with a mill and overlay north of that to Veterans Dr.

PROJECT RISKS

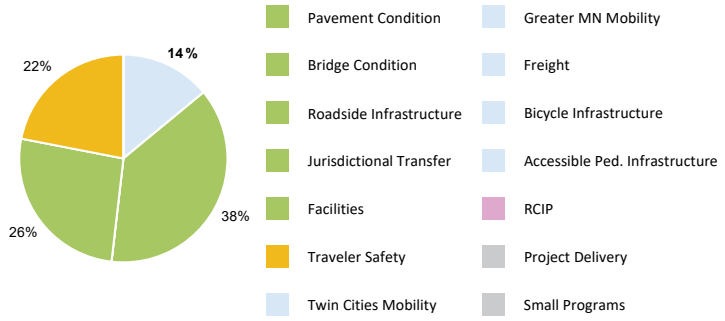
Tree removal may be an issue due to schedule and endangered species. Access modifications may be contentious.

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:	6/24/2022
Construction Limits Established Date:	8/11/2023
Original Letting Date:	1/1/2025
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:	3.7	6.1
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.8
Construction Engineering:	0.3	0.5
Right of Way:	0.1	0.3
Total:	***4.8***	***8.2***

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

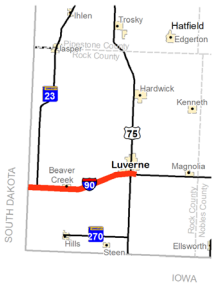
COST ESTIMATE ASSUMPTIONS

The Current Estimate has increased because the project has become a full reconstruct from Main St to Veterans Dr due to the storm sewer age and discovered capacity issues from Dodge St to Central Ln. The Baseline Estimate only accounted for a reconstruction from Main St to Dodge St, with a mill an overlay from Dodge St to Veterans Dr. Baseline estimate was based off partial reconstruct and partial mill & overlay. Current cost estimate reflects the new scope of a complete reconstruct through town.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-90

Bridge 67801

State Project Number 6780-117

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

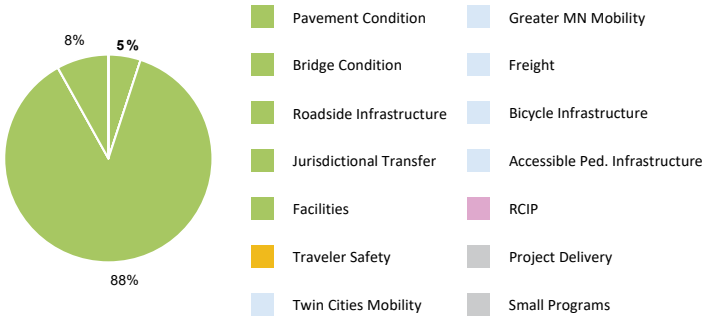
All risks have been mitigated.

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)

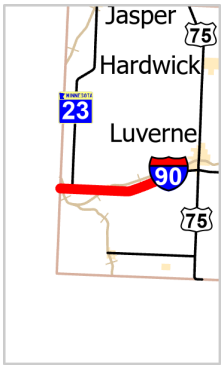
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.6	4.8
Post Letting Construction Costs:	1.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	0.2
Construction Engineering:	0.9	0.4
Right of Way:	0	0
Total:	***17***	***5.8***

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

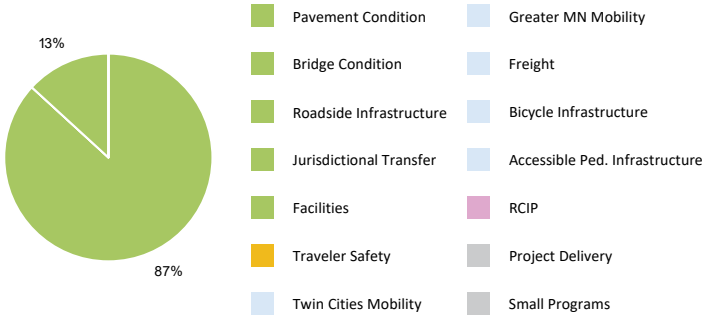
Accelerated project schedule which could cause a delay to the letting.

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:	June 2023

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	0.6
Right of Way:	0	0
Total:	***11.1***	***25.3***

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

Estimate is based on average unbonded overlay pricing for district 7 and inflated to 2022 construction. Cost increase is due to adding additional work on the westbound lanes from South Dakota to CSAH 11 and inflation.

PROJECT SUMMARY

MN 5

State Project Number 7201-119

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 upscoped to include the Metro portion (Carver County) and for cold in-place recycle fix. Project has changed to remove full-width paved shoulders at the north end of the project between 134th Street and TH 212 . The change will remove the auxiliary lane present along this stretch up to the point where it would be necessary as a turn lane. The project scope has changed to include paving of the easternmost 200' of 180th Street on the west side of MN 5 just north of Green Isle. Project will also correct the crown of MN 5 to 2% along the project segment.

PROJECT RISKS

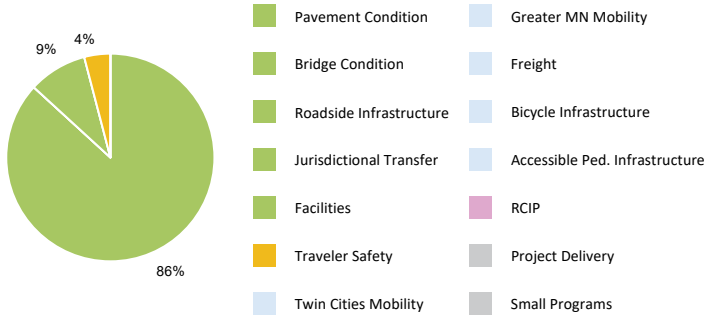
Risks retired.

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.

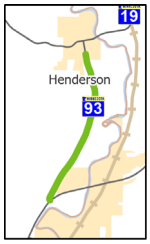
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 93

Bridge 72005, 72017, 72X06

State Project Number 7212-21

Highway 93 Henderson Floodwall

Reconstruct Hwy 93 from Hwy 169 to flood wall in Henderson; replace 1 bridge and add 2 bridges

RECENT CHANGES & UPDATES

Large surcharge durations are now needed, which changes this project from a 2 year project to a 3 year project. The project is currently being prepared in final design and will be at 100% plans soon. Project turn in is a the end of September 2023.

PROJECT HISTORY

This project will raise the highway 8 feet in elevation to ensure it is out of the 100 year flood event. The project includes several bridges and will take 3 years to build.

PROJECT RISKS

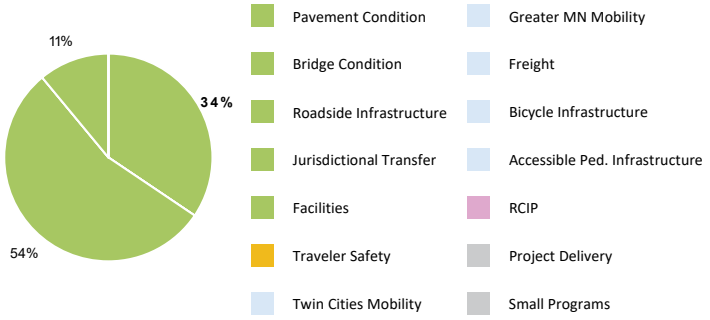
Geotechnical analysis identified some poor soils. Coordination with the city of Henderson's levy reconstruction.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	2/13/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	1/18/2023
Original Letting Date:	11/20/2020
Current Letting Date:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	34.2
Post Letting Construction Costs:	0.2	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	4.2
Construction Engineering:	0.2	2.8
Right of Way:	1	3.5
Total:	***4.9***	***47.5***

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

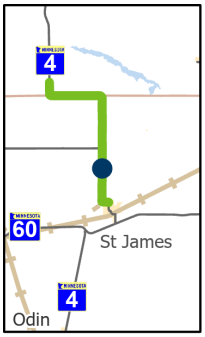
COST ESTIMATE ASSUMPTIONS

The 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

The project was moved from Fiscal Year 2023 to Fiscal Year 2024. 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 investing 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

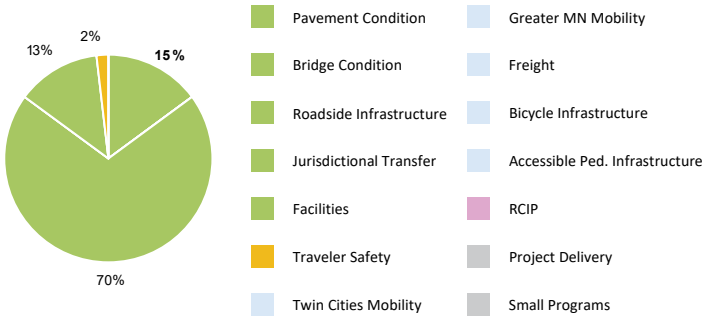
With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages and supply chain issues associated with material and labor remain a cost risk.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	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:	1/26/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

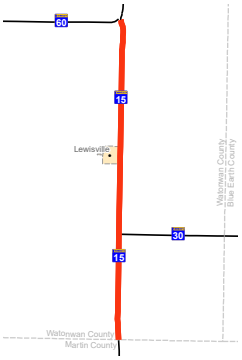
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	9.1
Post Letting Construction Costs:	0.9	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1
Construction Engineering:	0.8	0.7
Right of Way:	0	0.1
Total:	***13.8***	***11.5***

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

COST ESTIMATE ASSUMPTIONS

Using a mill & overlay, with addition of 2+ inches of pavement structure, will allow the department to not weight restrict (less than 10-Ton) this roadway in the springtime. Project cost estimate based on preliminary pavement fix of milling the existing roadway and placement of a four-inch overlay. Current cost estimate based on preliminary pavement fix of milling the existing roadway and placement of a four-inch overlay. The Baseline estimate included a more extensive pavement fix in order to achieve a 10-Ton Roadway.

PROJECT SUMMARY



MN 15 & MN 60

State Project Number 8303-48

Hwy 15: Lewisville

Resurface Hwy 15 from Watonwan/Martin County line to south junction of 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

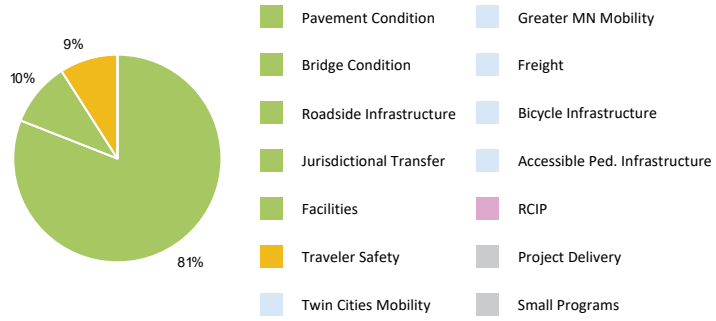
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/7/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/15/2022
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)

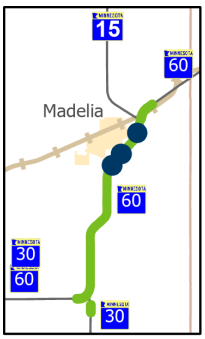
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	5.9
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***5.8***	***7.4***

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

COST ESTIMATE ASSUMPTIONS

The Current 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 west interchange to Hwy 60 east interchange near Madelia; lighting and repair 5 bridges

RECENT CHANGES & UPDATES

Year one of construction finished in the fall of 2022. Construction will finish at the end of 2023.

PROJECT HISTORY

Pavement condition is considered to be poor by 2022. Project is needed to resurface the roadway, improve the riding surface and extend the life of the roadway.

PROJECT RISKS

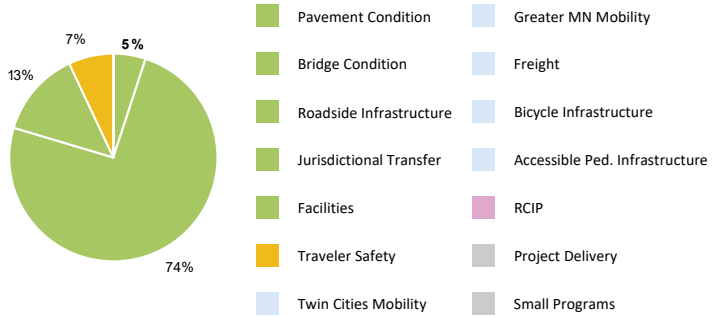
Coordination needed with City of Madelia and Watonwan County on detours and local traffic control.

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)

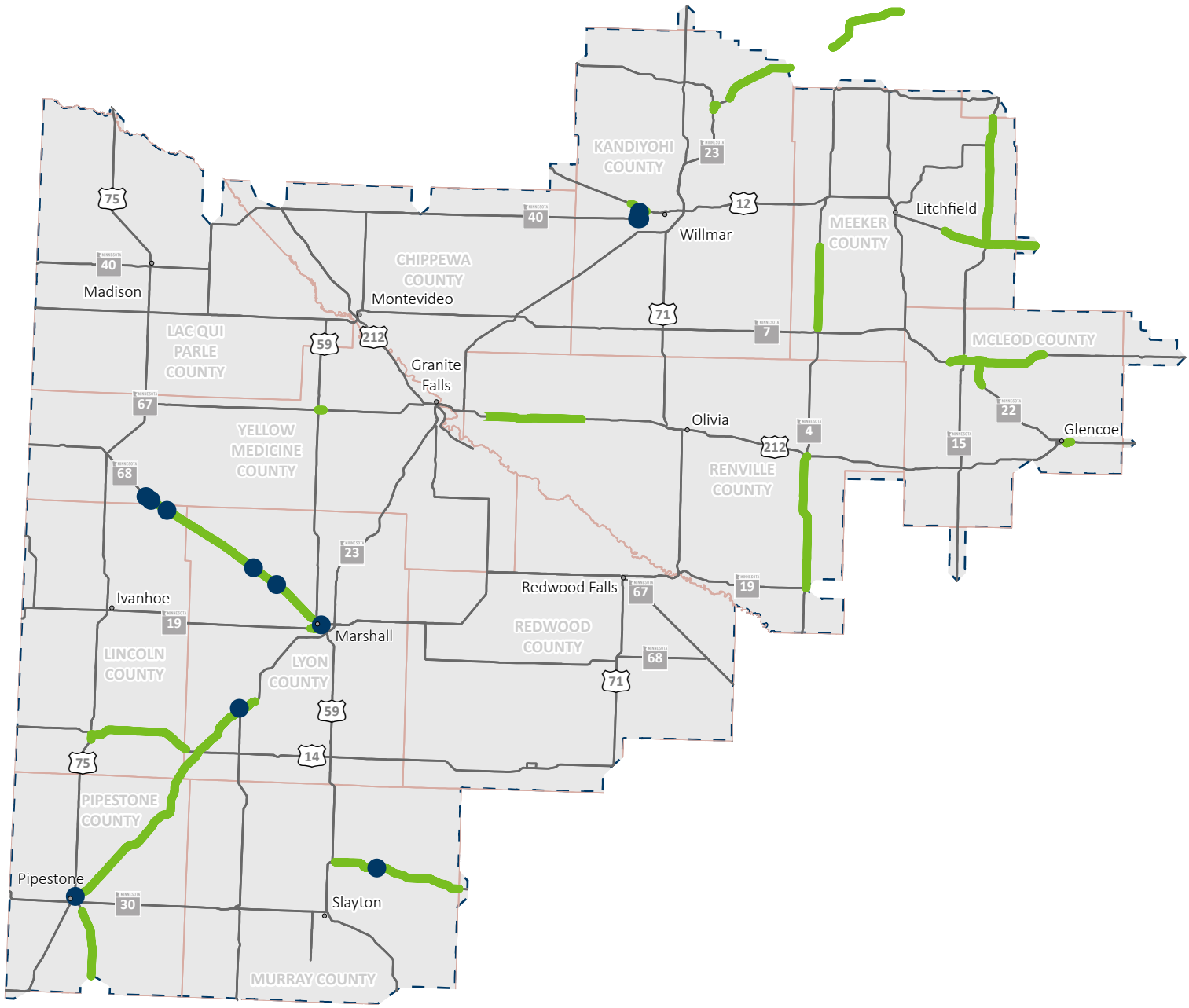
	Baseline Estimate	*Current Estimate*
Construction Letting:	18.1	25
Post Letting Construction Costs:	1.5	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	1.5
Construction Engineering:	1.5	1.7
Right of Way:	0	0
Total:	***23.4***	***29.9***

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 Etimate is based on pavement resurfacing prices inflated to 2022. Cost increase in Current Estimate is due to reconstruction of sections of roadway.

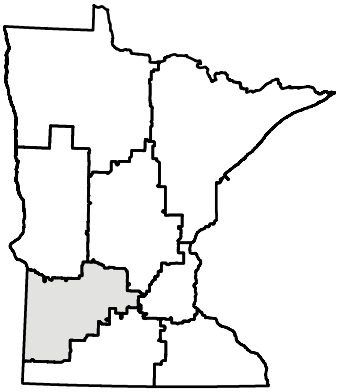
D8 - WILLMAR



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



District 8 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 12	3403-74	On US 12 from Hwy 40; on Hwy 40, west of CSAH 55 in Kandiyohi County.	✓	1st	G1	329
MN 23	3408-18	On MN 23, from New London to Paynesville in Kandiyohi County.			G2	330
MN 23	3408-90	On MN 23, construct reduced conflict intersection in New London			G3	331
US 14	4102-27	Resurface Hwy 14 in Lake Benton			G4	332
US 75	4107-19	Reconstruct Hwy 75 in Lake Benton			G5	333
MN 19	4204-40	Reconstruct Hwy 19			G6	334
MN 68	4210-49	On MN 68 from Minneota to Marshall in Lyon County.	✓	1st	G7	335
MN 7	4302-97	Resurface Hwy 7			G8	336
US 212	4310-95	Construct roundabout on Hwy 212 in Glencoe			G9	337
MN 4	4701-32	On MN 4 from Cosmos to CSAH 23 in Meeker County.			G10	338
US 12	4705-49	Resurface (concrete) Hwy 12 from CR 14 in Darwin			G11	339
MN 15	4707-26	On MN 15 from US 12 at Dassel to Meeker/Stearns County Line.			G12	340
MN 30	5103-91	On MN 30 from US 59 to Murray/Cottonwood County line.			G13	341
MN 23	5902-25	Resurface Hwy 23 from Hwy 75			G14	342
US 75	5905-29	Resurface Hwy 75 in Pipestone			G15	343
US 71	6405-68	Replace bridge on Hwy 71 south of Sanborn	✓	1st	G16	344
MN 4	6502-17	Resurface Hwy 4 from Fairfax to Hector			G17	345
US 212	6510-67	On US 212 from MN 23 to CSAH 6 in Sacred Heart.			G18	346
MN 23	7305-124	On MN 23 from Paynesville to Richmond in Stearns County.			G19	347
MN 67	8706-89, 8706-91	On MN 67 from US 59 to 6th St. in Clarkfield in Yellow Medicine County			G20	348

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

SUBSTANTIALLY COMPLETE

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. This project is substantially complete. The road portion was open to traffic in July 2021 and the RR portion was complete in September 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

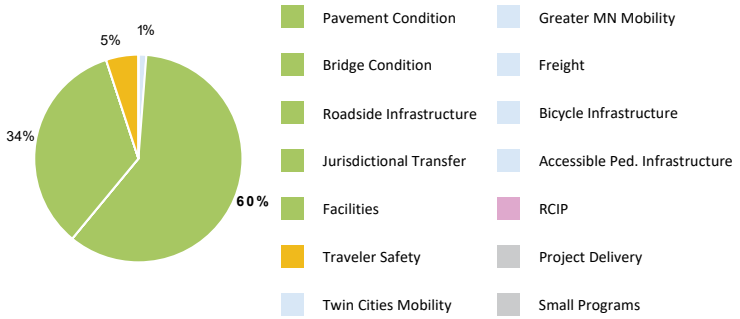
Given that this project is a public/private partnership, there are risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway. One example would be the master cooperative agreement between public and private entities and complexity 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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	36.2	27.7
Post Letting Construction Costs:	0	1.1
Other Construction Elements:	0	0.5
Preliminary Engineering:	1.8	13.1
Construction Engineering:	1.2	0.8
Right of Way:	2.5	3.6
Total:	***41.7***	***46.8***

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

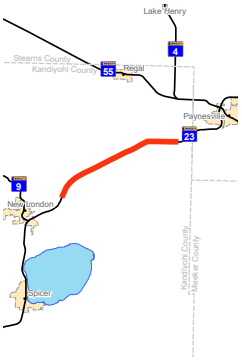
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

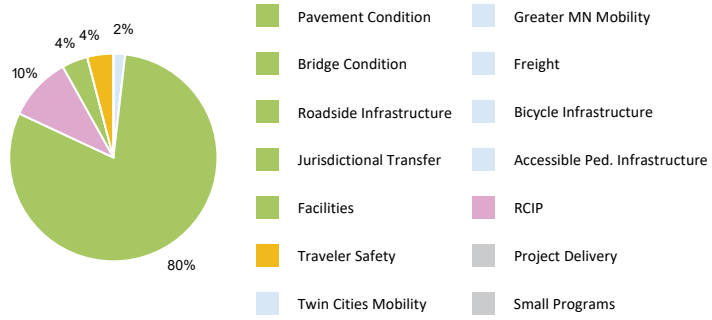
There are several project risks including utility impacts, wetland coordination, potential contaminated materials, hydraulics, and permits for DNR/NPDES.

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:	1/27/2023
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	34.5
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***	***50.5***

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

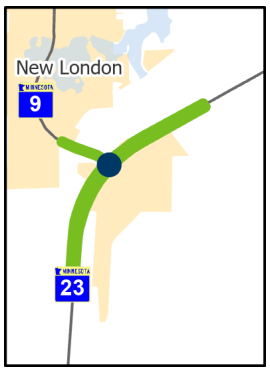
COST ESTIMATE ASSUMPTIONS

Engineering cost is assumed to be 20% of construction total. The Current Estimate increased due to inflationary increases in the construction costs during the timeline of the project's estimates and construction.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



State Project Number 3408-95

Install new bridge at junction of Hwy 23 and Hwy 9.

RECENT CHANGES & UPDATES

Went back into planning phase (original SP was 3408-90) to determine intersection type which will be determined this winter with a project being programmed thereafter. We have received Corridors of Commerce funding to build an interchange and realign CSAH40 to connect to TH9 at TH23

PROJECT HISTORY

This was 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. An interchange with pedestrian facilities has been selected to replace the J-turn and the pedestrian underpass. Also a re-alignment of CSAH 40 with a trail to tie into TH 9 at TH 23 has been added to the project.

PROJECT RISKS

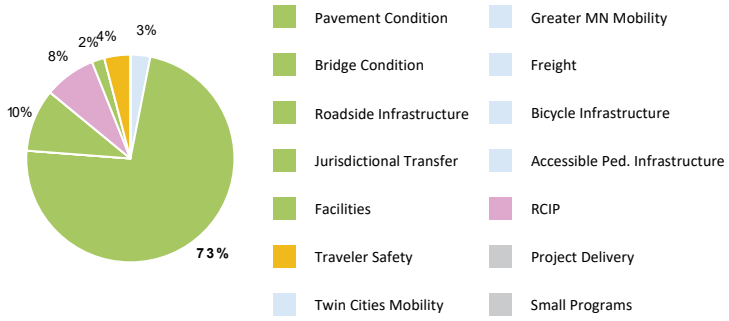
One risk with the new intersection control evaluation will be the public engagement and getting public and local government support for whichever option is selected. We currently only have a concept layout so changes in the layout could add additional right of way and possible environmental and local business and resident impacts as well as budget. Municipal consent will be needed.

SCHEDULE

Date in which project entered the STIP:	2024
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:	6/4/2027
Current Letting Date:	6/11/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	24.8	24.8
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.6
Construction Engineering:	1.8	1.8
Right of Way:	0.3	0.3
Total:	***30.5***	***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

Engineering estimates reflect 20% of construction letting.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

US 14

State Project Number 4102-27

Resurface Hwy 14 from south jct of Hwy 75 in Lake Benton to the Lincoln/Lyon county line; upgrade sidewalks in Lake Benton to meet ADA standards.

RECENT CHANGES & UPDATES

Tied to SP 4107-19

PROJECT HISTORY

Project scoping is underway.

PROJECT RISKS

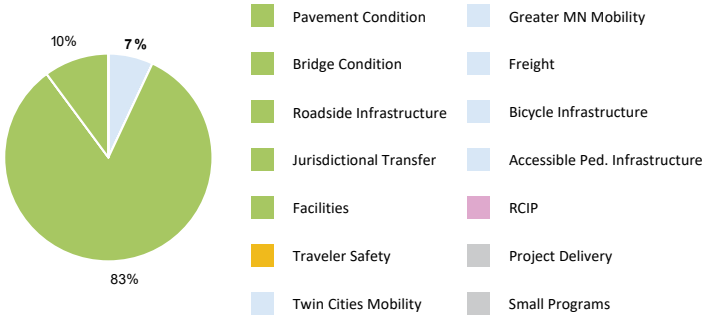
Some culverts may need to be replaced instead of lined. Might need to do some curb & gutter work in Lake Benton. Potential flooding issues near Tyler. May need to do some grading in the guardrail areas.

SCHEDULE

Date in which project entered the STIP:	2024
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:	11/21/2025
Current Letting Date:	9/25/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

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:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.7***	***8.7***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

US 75

State Project Number 4107-19

Reconstruct Hwy 75 from S Valley St in Lake Benton to south junction of Hwy 14.

RECENT CHANGES & UPDATES

Preliminary Layout complete Public engagement has began

PROJECT HISTORY

Project scoping is underway.

PROJECT RISKS

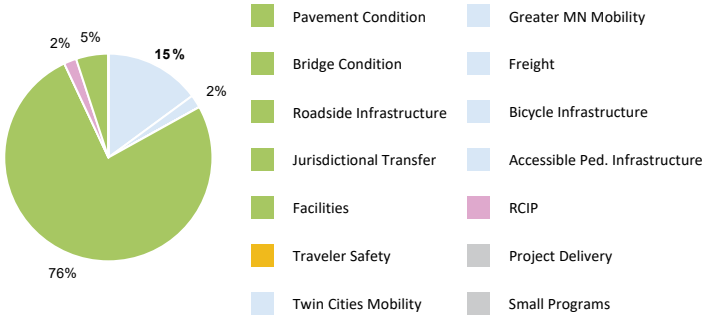
Contaminated material and Dewatering at the intersection of Hwy 75 and CO RD 21. Stairs to residents will be impacted by profile adjustments. Possible addition of more retaining walls.

SCHEDULE

Date in which project entered the STIP:	2024
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:	9/25/2026
Current Letting Date:	9/25/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

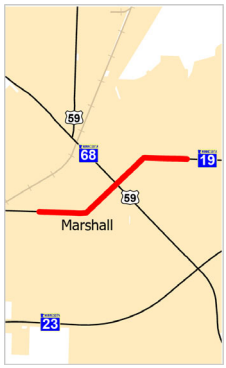
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.7***	***6.7***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction 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. The project has been extended to the west to now include reconstruction from west of Marlene street through Bruce street. A flap to the layout is currently in progress.

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

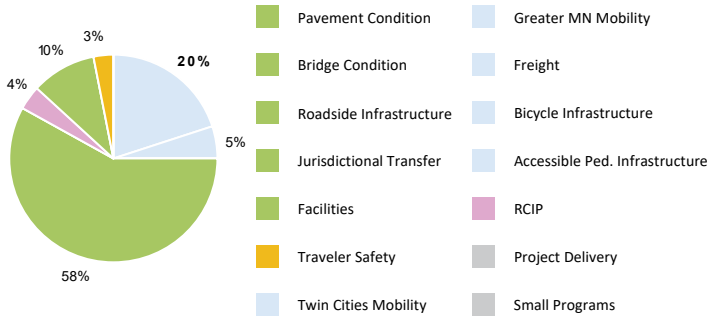
Utility impacts, potential contaminated materials and de-watering.

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:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	17.6	21.1
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2.5
Construction Engineering:	1.2	1.4
Right of Way:	0	0.7
Total:	***21***	***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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction underway summer 2022. Construction was completed in the fall of 2022.

PROJECT HISTORY

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

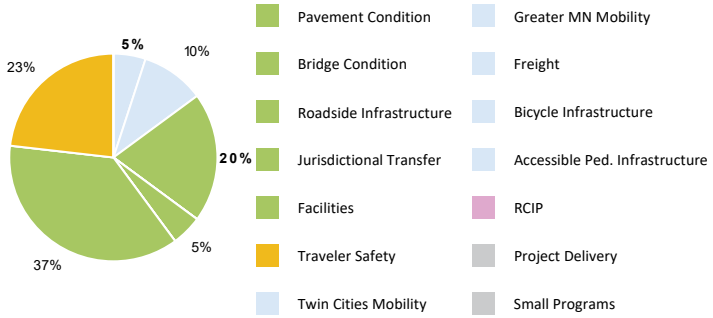
This project has some risks in hydraulics as well as contaminated materials management.

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)

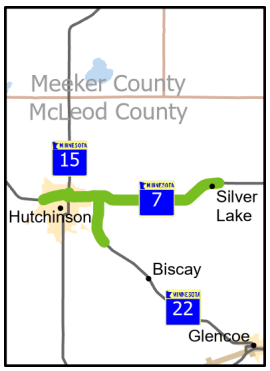
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	9.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	1.1
Preliminary Engineering:	0.8	2.9
Construction Engineering:	0.5	0.6
Right of Way:	1	1.2
Total:	***9.8***	***15.5***

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 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 7

State Project Number 4302-97

On Hwy 7, pavement rehabilitation, diamond grinding, and ADA improvements on TH 7 from Technology Dr. in Hutchinson to west of CR 2 in Silver Lake, and on TH 22 from the junction of TH 7 to south of Airport Rd.

RECENT CHANGES & UPDATES

Letting date moved from 8/26/2026 to 1/22/2027.

PROJECT HISTORY

Scoping report completed October 2023. Consultant should be on board for preliminary design and final design by January 2024.

PROJECT RISKS

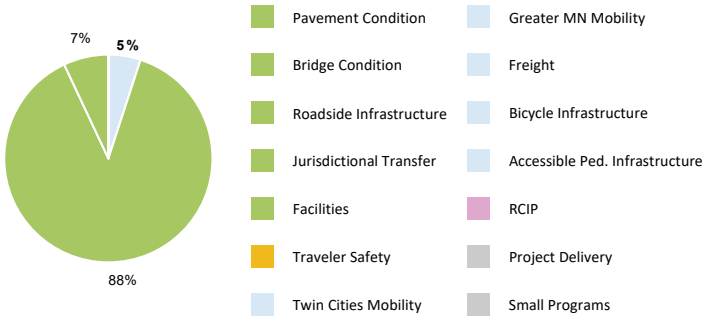
CPR projects can have overrun risks due to additional repairs required between the scoping estimate and the field survey estimate done prior to the 60% plan turn in.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	11/30/2024
Municipal Consent Approval Date:	9/29/2026
Geometric Layout Approval Date:	8/21/2024
Construction Limits Established Date:	1/16/2025
Original Letting Date:	8/28/2026
Current Letting Date:	1/22/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

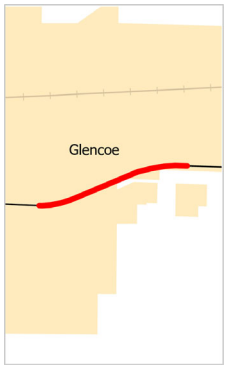
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.3	8.7
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***11.2***	***10.7***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The change from Baseline to Current reflects a change in scope, which also changed the project limits.

PROJECT SUMMARY



US 212

State Project Number 4310-95

Hwy 212: Roundabout at Morningside Dr. in Glencoe

Construct roundabout on Hwy 212 at Morningside Dr in Glencoe.

RECENT CHANGES & UPDATES

The plan has been turned into and reviewed by CO and all right of way has been acquired.

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. 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. City water main replacement was added to the project at 100% city cost. The project was turned in to CO 6/15/2023.

PROJECT RISKS

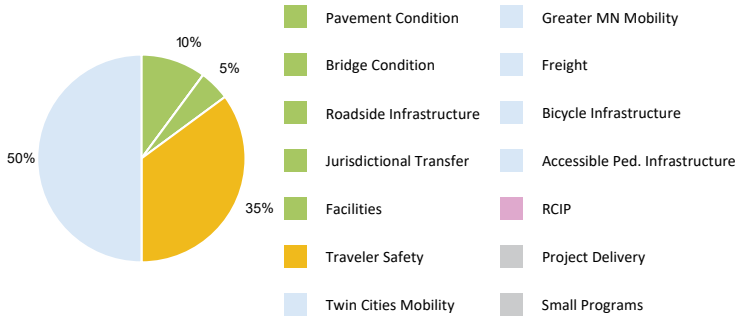
Some potential risks include right of way acquisition, trail adjustments, watershed permit requirements, and determining route for detour during construction. City watermain replacement. High water table near a pipe on the southeast corner of project. This is identified and dealt with in the Special provisions.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	3/21/2023
Municipal Consent Approval Date:	Not Needed
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:	8/30/2024

PRIMARY INVESTMENT CATEGORY

Freight



TOTAL PROJECT COST ESTIMATE (MILLIONS)

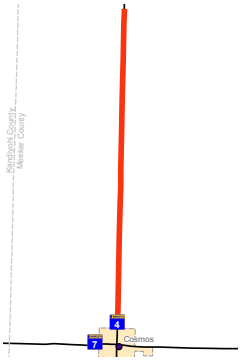
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.8
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.1
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.2***	***5.4***

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

Assume approximate 2/3 MnDOT 1/3 County spilt on roundabout cost.

PROJECT SUMMARY



MN 4

State Project Number 4701-32

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. Substantially completed as of 2022.

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

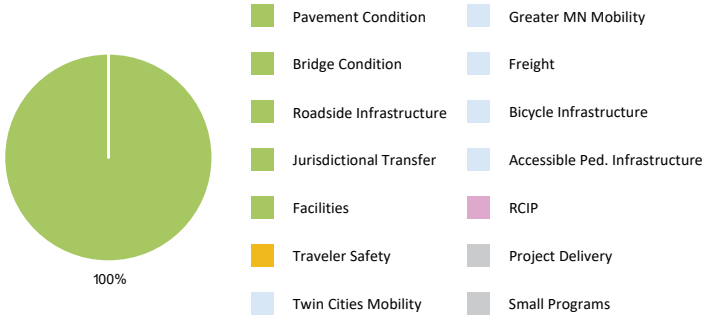
No known significant project risks.

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.

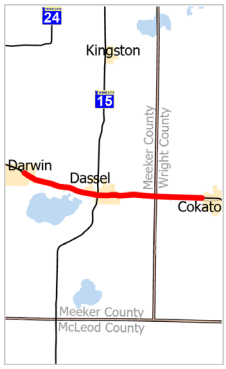
COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The decrease from Baseline to Current is due to reduced costs for engineering.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 Dassel to meet ADA standards.

RECENT CHANGES & UPDATES

Project design continues and construction is planned for 2024..

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 changed from last year, additional work packages have now been added to this project. The District Determined to tie SP 4705-46 and SP 4705-49 to save construction costs, coordinate detour routes, and to meet construction staffing needs.

PROJECT RISKS

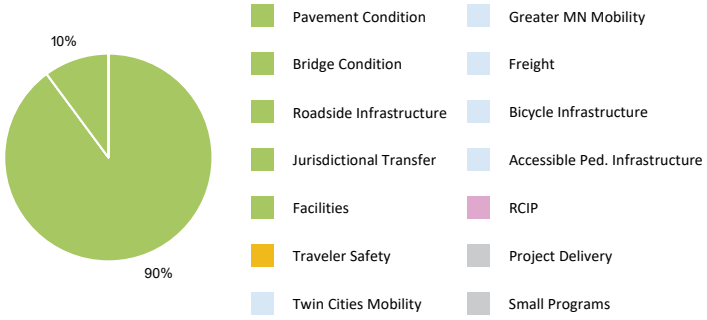
City 2022 TA Fund Project Coordination, Right of Way Acquisition, CMMT Impacts, RRFB / Pedestrian Crossing Coordination, and determining route for detour during construction. All ADA sidewalk, ramps, and driveways replaced in Dassel. The bituminous shoulder to be replaced all entire project.

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:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	6.8
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.5
Right of Way:	0	0.3
Total:	***5.6***	***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

Engineering estimates reflect 20% of construction letting. The increase in costs is due to the increase in CPR quantities.

PROJECT SUMMARY

MN 15

State Project Number 4707-26

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

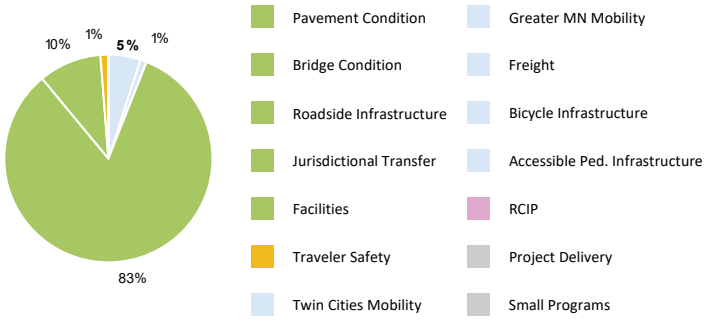
No known significant project risks.

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	11.6
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***	***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 percent of construction letting. The project has no right of way costs. The cost increased because of late addition of culvert replacement, seal coat, & geotextiles.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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, this project was re-scoped and re-scheduled to be let in 2028 and constructed in 2029 with a more extensive scope including a full depth reclamation and the full replacement of bridge 6782. Project was moved to FY 2029

PROJECT HISTORY

Project was initially scoped in fall 2016 as a pavement rehabilitation project due to anticipated pavement deterioration over the next decade. Over the next several months, the initial scope of the project was modified to include guardrail replacement, end post repairs, and deck repairs of Bridge #6782, east of Currie. The installation of culvert liners were also added to the scope to facilitate drainage improvements along the corridor. The final scope was approved in summer of 2017. In 2020, it was decided that the project was to be rescoped with a larger pavement fix and a complete replacement of bridge # 6782. Project is being re-scoped to include a larger pavement fix and a bridge replacement. Scope expected to be finalized by the end of September 2020.

PROJECT RISKS

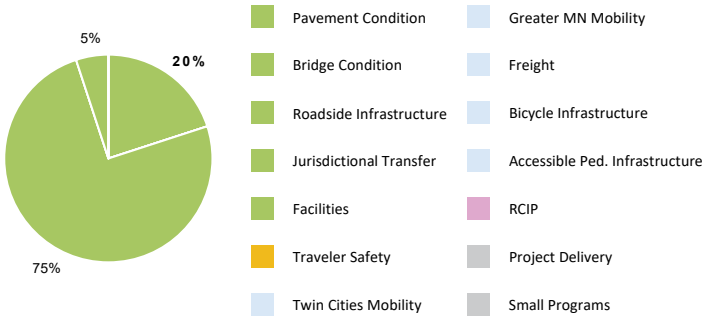
No known significant project risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	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:	10/27/2028
Construction Season:	2029
Estimated Substantial Completion:	September 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	11.2
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.3
Construction Engineering:	0.3	0.8
Right of Way:	0	0
Total:	***5***	***13.8***

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

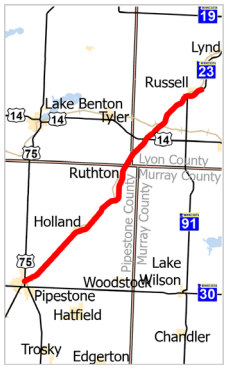
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20 percent of construction letting. The difference between Baseline and Current is because the project has been upscoped to include a larger pavement fix and bridge replacement.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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. Aiming to wrap up final design plans in fall 2023. Starting permitting utility coordination.

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

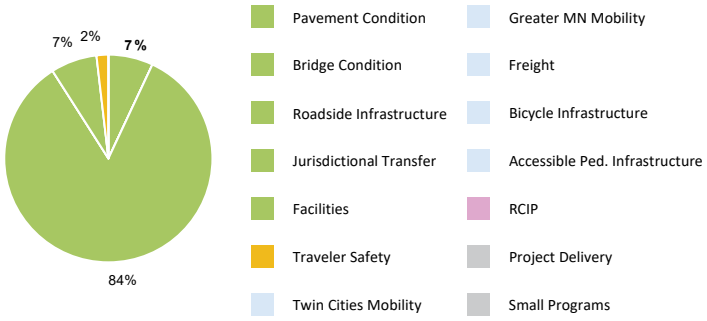
Right of way and drainage needs being determined. No known significant project risks.

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:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

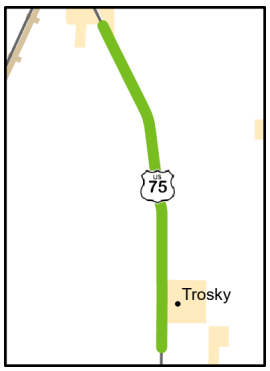
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	10.9
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.3
Construction Engineering:	0.7	0.9
Right of Way:	0	0
Total:	***12.6***	***13.5***

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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



US 75

State Project Number 5905-29

Resurface Hwy 75 from CR 34 to Hwy 30 in Pipestone.

RECENT CHANGES & UPDATES

Proposed fix changed to unbonded concrete overlay because of critical condition of the underlying pavement. Since this a long term fix, we have also included the replacement of five w-box culverts to the scope of this project.

PROJECT HISTORY

Initial proposed fix was a medium mill and overlay.

PROJECT RISKS

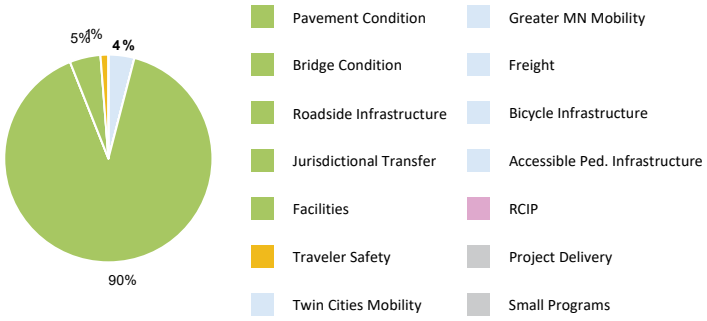
Some project risks include right of way acquisition, utility impacts, contaminated materials, and permits.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	2/27/2026
Current Letting Date:	2/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

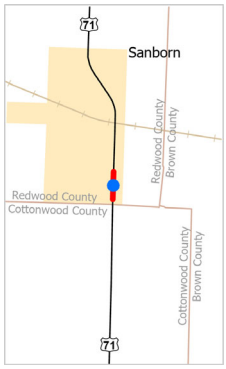
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	15.7
Post Letting Construction Costs:	0.27	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.8
Construction Engineering:	0.4	1.2
Right of Way:	0	0
Total:	***8.7***	***19.3***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The increase in cost from Baseline Estimate to Current Estimate is due to changing the fix to a concrete overlay.

PROJECT SUMMARY



US 71

Bridge 5543

State Project Number 6405-68

Replace bridge on Hwy 71 over the Cottonwood River south of Sanborn.

SUBSTANTIALLY COMPLETE

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

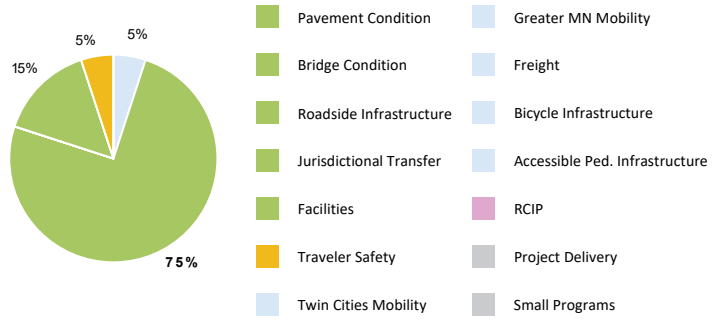
Project complete. All risks retired

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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

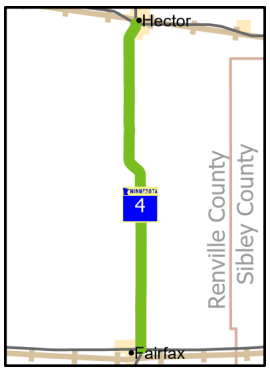
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	3.6
Post Letting Construction Costs:	0.1	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***5***	***4.6***

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 project was Let on 11/20/2020. The Letting amount was $3,590,939. No other changes on the estimate.

PROJECT SUMMARY



MN 4

State Project Number 6502-17

Resurface Hwy 4 from Fairfax to Hector.

RECENT CHANGES & UPDATES

The subbase was in much worse condition than initially thought, and going with more of a robust fix was considered a better fix for the current state of the pavement.

PROJECT HISTORY

Project scope complete. Project originally considered extending the pavement work through Hector, however this would trigger ADA fixes, which would turn this project into more of a reconstruction than a pavement project. It was determined that funds were not available for this, so the pavement work north of US212 was cut.

PROJECT RISKS

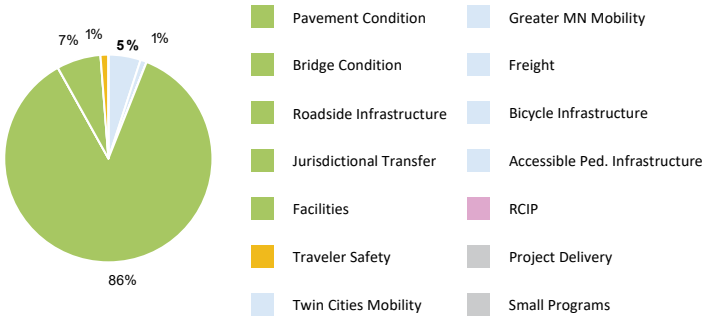
No significant project risks.

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:	10/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.3	11.5
Post Letting Construction Costs:	0.27	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.3
Construction Engineering:	0.6	0.9
Right of Way:	0	0
Total:	***11.2***	***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

Engineering estimates reflect 20% of construction letting. The increase from Baseline to Current was because the fix for the project was changed.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

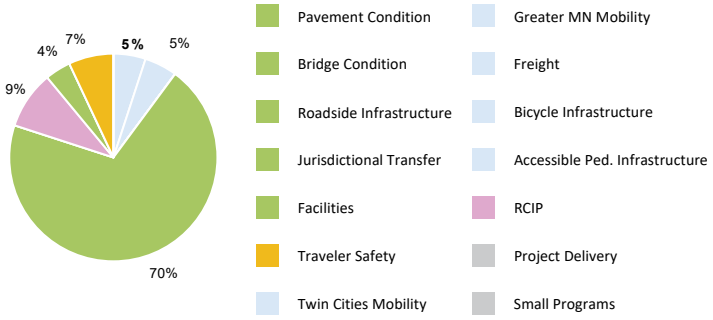
Project risks include encountering unknowns during construction that may come in the form of building irregularities or contaminated soil.

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:	November 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

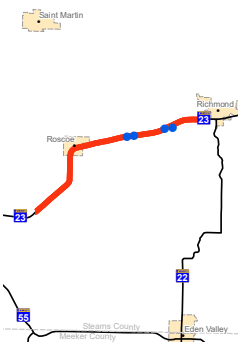
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.3	25.5
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.6	2.2
Construction Engineering:	1	1.4
Right of Way:	0	0.2
Total:	***20.4***	***30***

Construction 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. Currently in second year of 2 year construction schedule. Planned for completion in fall 2023.

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

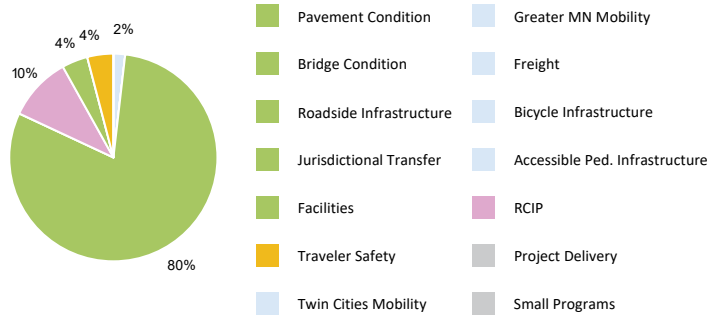
No known risks at this time.

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)

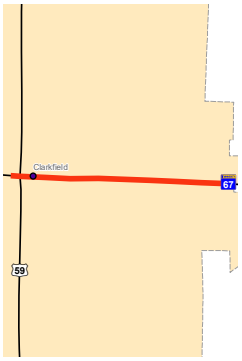
	Baseline Estimate	*Current Estimate*
Construction Letting:	44.4	48.5
Post Letting Construction Costs:	1.9	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	4	6
Construction Engineering:	3	3.6
Right of Way:	6.4	8.3
Total:	***59.7***	***69.1***

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. The Current Estimate is greater than the Baseline estimate due to the inflationary increases in the construction costs during the timeline of the project's estimates and construction.

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. The road plans have been completed and submitted to central office. Project is on track for a November 2023 letting.

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. Outreach to the Community in progress, two open houses held in fall of 2019. PROJECT RISKS. 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

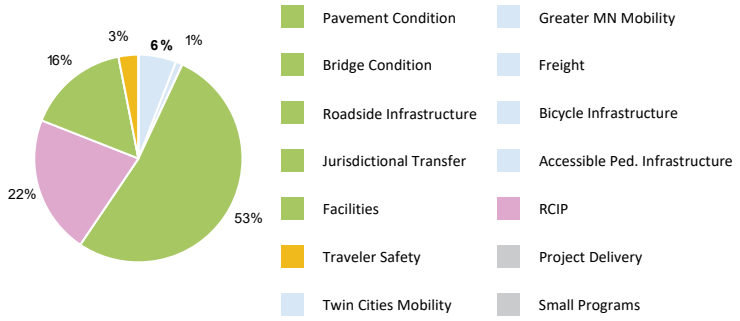
This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

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)

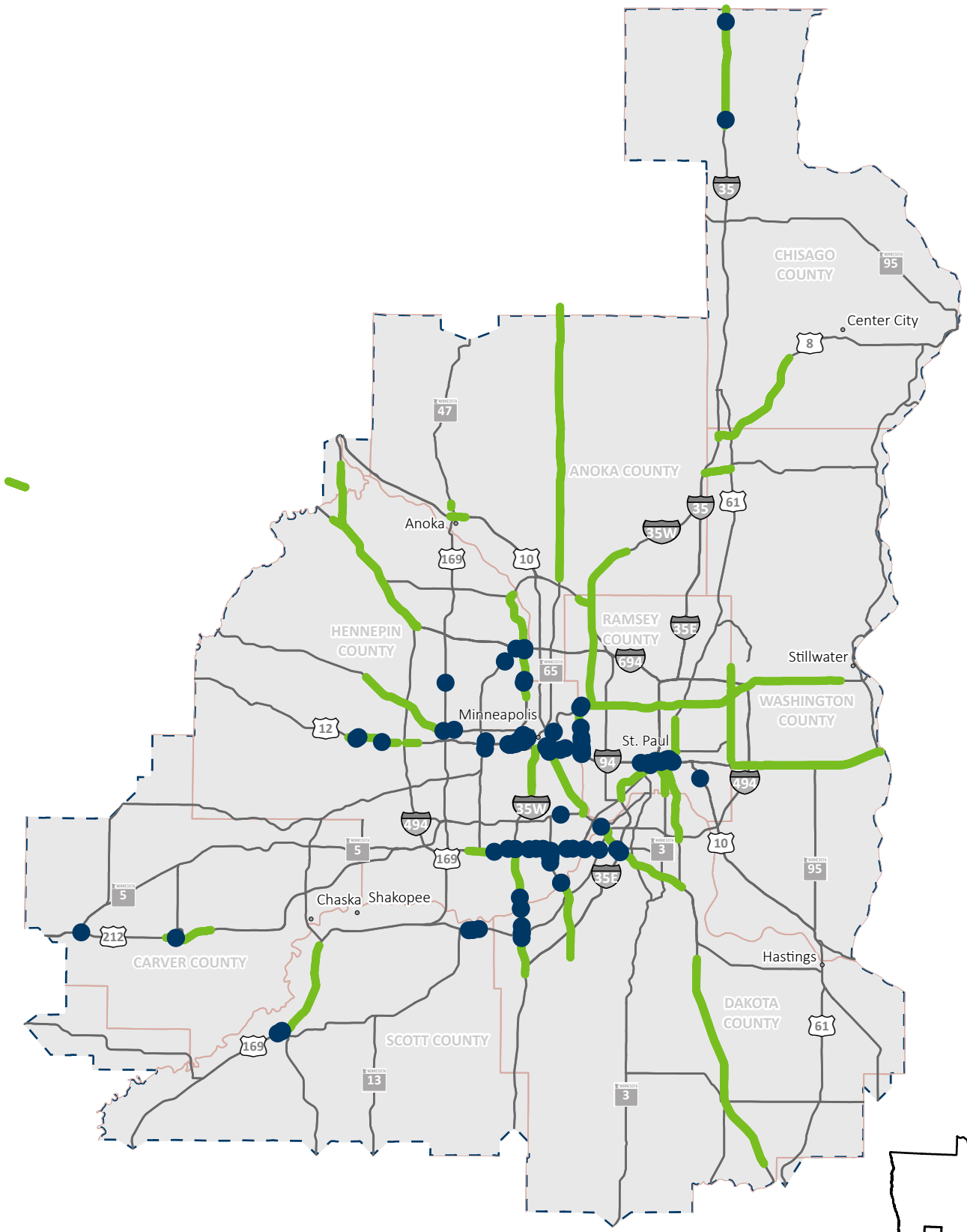
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.9
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.5
Construction Engineering:	0.3	0.4
Right of Way:	0.2	0.1
Total:	***5.4***	***7.1***

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. The increased local portion and inflation caused the increase in cost from Baseline Estimate to Current.

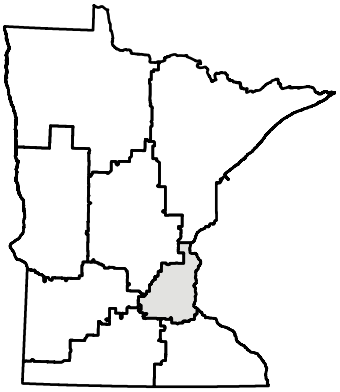
METRO DISTRICT



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



Metro District Project List

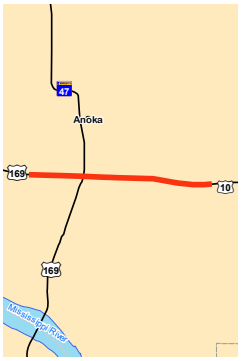
ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 10	0206-86, 0215-92, 0215-76, 0202-120, 0209-36	Replace and rehabilitate bridges on Hwy 10 from Ferry St to bridge over BNSF in Anoka	✓	2nd	H1	352
MN 65	0208-02X06(EP), 0208-165, 0208-173	Repair pavement and replace bridges			H2	353
US 212	1013-101	Resurface, repair 2 bridges and install cable barrier on Hwy 212			H3	354
US 8	1308-27	Resurface, drainage repair, construct pond, construct left turn lane on Hwy 8			H4	355
MN 243	1311-06	Replace a bridge in Franconia			H5	357
I-35	1380-84	On I-35 from south of Chisago CSAH 9 to Chisago/Pine Co line in Chisago Co	✓	2nd	H6	356
US 52	1906-71, 1906-74	On US 52 from north of CR 86 to north of CSAH 42 in Rosemount			H7	358
MN 55	1909-99	Resurface, drainage, ADA, rehab bridges on MN 55	✓	1st	H8	359
US 52	1928-71	Resurface, concrete repair, weight enforcement facility improvements, pedestrian crossing and signing on US 52	✓	2nd	H9	360
MN 77	1929-50	Resurface Hwy 77 (Cedar Ave)			H10	361
I-35W	1981-124	On I-35W bridge(s) 5983, 5983;9043;9044 in Bloomington and Burnsville	✓	1st	H11	362
I-35W	1981-140	Resurface road, replace bridge 6583 and ADA improvements from I-35W/I-35E split in Burnsville			H12	363
MN 65	2710-47, 2710-52	On MN 65 bridge 2440 in Minneapolis			H13	364
US 12	2713-129	Resurface, lighting, drainage, ADA on Hwy 12			H14	365
MN 55	2723-144	Repair pavement, bridge culverts and other improvements on Hwy 55			H15	366
MN 55	2724-124	Redeck bridges, pavement repair, replace sign structures, ADA, lighting, drainage repair on Hwy 55 in Mpls			H16	367
MN 55	2724-126	Resurfacing and repairs on Hwy 55	✓	1st	H17	368
MN 100	2735-212	Resurfacing and repairs on Hwy 100			H18	369
MN 101	2738-31	Repairs and resurfacing of Hwy 101 for I-94 I Rogers			H19	370
MN 252 & I-94	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.			H20	371
MN 77	2758-75	On Hwy 77 at Killebrew Drive			H21	372
MN 77	2758-77	On MN 77 from north end of MN River Bridge to Edgewater Blvd in Bloomington and Mpls	✓	1st	H22	373
US 169	2772-115	Replace bridge, interchange, signals, trails at CR 9 (Rockford Rd)			H23	374
MN 62	2775-25	Reconstruct Hwy 62 from Hwy 62 to Hwy 55			H24	375
I-94	2780-97, 2780-99, 2780-101	On I-94 from MN610 to MN101 in Maple Grove and Rogers	✓	2nd	H25	376
I-94	2781-544	Repair 5 bridges, crossovers and guardrail on I-94			H26	377
I-35W	2782-327, 2782-347, 2782-354	On I-35W from 43rd St to 11th Ave in Minneapolis	✓	2nd	H27	378
I-35W	2782-352	On I-35W from W 106th St. to south of W 82nd St in Bloomington			H28	379
I-35W	2783-168	Replace bridges over I-35W in Minneapolis			H29	380
I-494	2785-424	On I-494, from East Bush Lake Rd to I-35W in both directions			H30	381
I-494	2785-433	Rehab bridges, pavement, shoulders and other work in Eagan			H31	382

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-394	2789-174, 2789-196	Rehabilitate 25 bridges, lighting, ADA on I-394 in Mpls.			H32	383
MN 36	6212-192	Resurface pavement on Hwy 36 from Roseville to Maplewood/Little Canada			H33	384
MN 3	6217-51, 6217-50	Rehab pavement, sidewalk and ADA on Robert St (Hwy 3)			H34	385
US 61	6220-96	On Hwy 61, from north of Carver Ave. to east of I-94 in St. Paul			H35	386
US 61	6221-107	On Hwy 61 (Arcade) from East 7th St to south Roselawn Ave in Maplewood and on Hwy 5 from east end of the bridge to Minnehaha Ave in St Paul.			H36	387
MN 120	6227-86	Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake			H37	388
MN 280	6242-83	Repair pavement, rehab 13 bridges and guardrail on Hwy 280			H38	389
I-35E	6280-419, 1982-218	Replace pavement at exit of Shepard Rd and bridge over Shepard Rd			H39	390
I-94	6282-216	Repair bridges, paint, and replace bridges on I-94			H40	391
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	✓	1st	H41	392
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	✓	2nd	H42	393
MN 13	7001-128	On Hwy 13 from Hwy 90 to Quentin Ave. in Savage			H43	394
US 169	7008-112, 7008-118	On Hwy 169 south of Hwy 282 (2nd St W) and CR 9 (Quaker Ave. to north of Syndicate St in Jordan			H44	395
US 169	7009-85	Repair pavement on Hwy 169			H45	396
MN 97	8201-21	Reconstruct road and trail, add turn lanes and lighting in Scandia			H46	397
MN 36	8204-77	On MN 36 from Edgerton to Greeley Ave in Maplewood and Stillwater	✓	1st	H47	398
I-94	8282-132, 8282-145, 8282-150	On I-94 from MN 120 to St. Croix River in Lakeland and Oakdale			H48	399

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 10

Bridge 9700; 9713; 9714;9715;9716; 9717

State Project Number 0206-86, 0215-92, 0215-76, 0202-120, 0209-36

Hwy 10 Rum River Bridge Replacement, Intersection Improvements: Anoka

Replace 4 bridges and rehabilitate 2 bridges on Hwy 10 from east of Ferry St to bridge over BNSF in Anoka and reconstruct Hwy 47/169 interchange, noisewalls, construct auxiliary lanes and ADA improvements

RECENT CHANGES & UPDATES

Project was let in 2022, was mistakenly marked as substantially complete in 2022

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

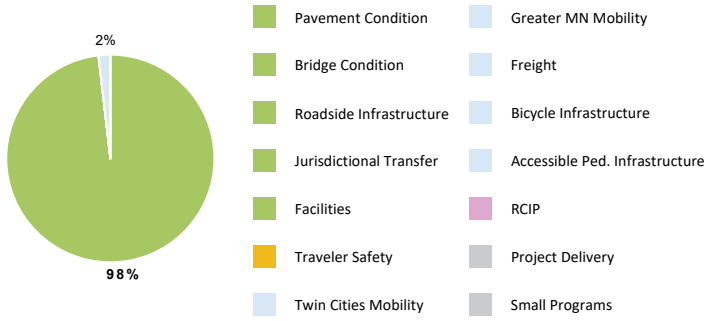
Project risks include: work over water (Rum River) contaminated groundwater, and coordination with regional projects

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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

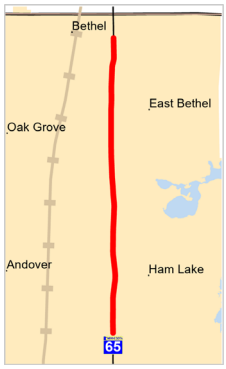
	Baseline Estimate	*Current Estimate*
Construction Letting:	54.2	45.2
Post Letting Construction Costs:	2.7	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	8.2	5.8
Construction Engineering:	5.5	3.8
Right of Way:	5.2	0.6
Total:	***75.8***	***57.3***

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

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

Bridge 6817; 02X06; 02X07; 9417; 9465, 6817, 9417,9465, 02X06, 02X07,02X08, 02051

State Project Number 0208-02X06(EP), 0208-165, 0208-173

Repair pavement and replace Bridges 6817 (new Bridge # 02X06) and 9417 (02X07) over Coon Creek, replace box culvert Bridge 9465 and ADA, signal replacement 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

RECENT CHANGES & UPDATES

Rescoping pavement work to a 2.5" mill & overlay and full reconstruction in areas where settlement has occurred. Replacement of box culvert that crosses under TH 65 at Viking Blvd added to scope in January 2023.

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

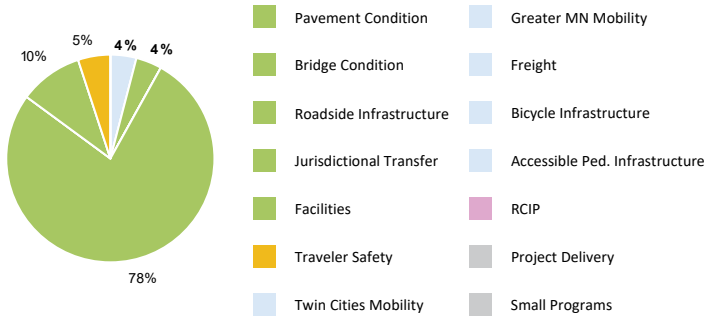
Schedule: Project includes significant work to be completed, there is risk of not completing the work in a single construction season depending on weather. Pre-work is being completed Fall 2023 to mitigate this risk. Traffic Management: Traffic will be single lane each direction on south end of the project during a significant portion of construction and will generate queues on TH65. There will also be a long term full closure for the replacement of the Viking Blvd box culvert, detours will be provided.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	5/18/2023
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	5/9/2022
Original Letting Date:	2/23/2024
Current Letting Date:	2/23/2024
Construction Season:	2023-2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.1	42.6
Post Letting Construction Costs:	0.5	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	5.1
Construction Engineering:	1	3.4
Right of Way:	0	0
Total:	***15.1***	***52.8***

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

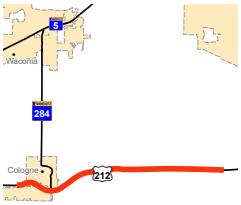
COST ESTIMATE ASSUMPTIONS

The Current Cost Estimate includes the addition of the box culvert replacement at Viking Blvd and the removal of the construction of cross-overs and some pipe replacement work to be completed early, in the Fall of 2023.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 212

Bridge 10021, 10022

State Project Number 1013-101

Resurface road, repair 2 bridges and install cable median barrier on Hwy 212 from west of CR 36 (Lake St) in Cologne to east of CR 36 (Lake St) in Cologne

RECENT CHANGES & UPDATES

This project was let on 4/28/23. Construction began in summer 2023 and is due to be substantially completed in fall 2023. Cable median guardrail construction will be finished in spring 2024. Project has a completion date of 6/30/24.

PROJECT HISTORY

The present RQI (ride quality) of this section ranges from 3.2 to 3.4 (2016) placing it in the good category. This roadway was paved in 1994 and has medium severity transverse joint spalling along with multiple cracked and broken panels. This segment requires medium CPR and Diamond Grinding to restore the ride and prevent further accelerated pavement deterioration. Bridges 10021 and 10022 were constructed in 1974, and rehabbed in 1985. The lowslump overlay and expansion joints have exceeded their effective service life, and should be replaced to ensure that there is no further deterioration on the structural deck. This segment has a history of median crossover crashes so cable median barriers are being installed. The RCI U-Turns at US212 / TH284 is being brought up to current RCI standards.

PROJECT RISKS

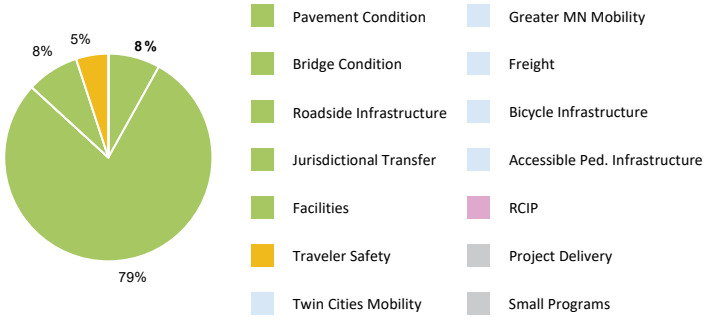
This project has been delivered to construction and therefore no longer has preconstruction risks associated with the project.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	12/31/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	July 2021
Original Letting Date:	11/18/2022
Current Letting Date:	4/28/2023
Construction Season:	2023
Estimated Substantial Completion:	July 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.8	14.9
Post Letting Construction Costs:	0.4	6
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.2	1.8
Construction Engineering:	0.8	1.2
Right of Way:	0	0
Total:	***12.1***	***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 bridge rehab work consists of mill and overlay, crack sealing, deck patching, replace expansion joints, reseal poured joints, replace and grease bearings, concrete surface repairs on the substructure, repair/ replace approach panels, replace E-8 joints. The cost increase is due to the increase in unit price for full depth concrete repair and changes to bridge barrier standards.

PROJECT SUMMARY

US 8

State Project Number 1308-27

Resurface, drainage repair, and construct pond from junction with 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

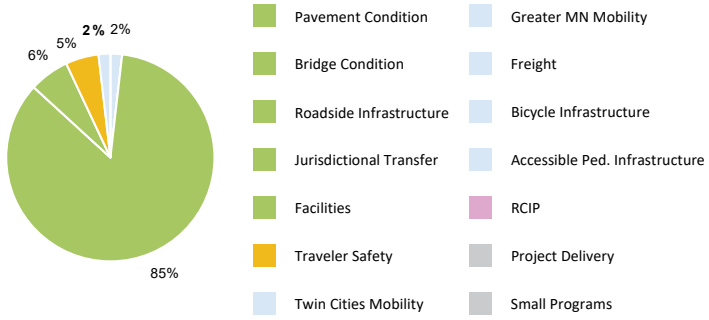
This Chisago County led project to convert US 8 to four lanes from east of TH 61 to Karmel Ave has received funding. MnDOT will stop work on the SP 1308-27 pavement preservation project, and the funds programmed for SP 1308-27 will be contributed to the county project.

PROJECT HISTORY

The primary project needs are pavement preservation and traveler safety.

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	14.3
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.7
Construction Engineering:	1	1.1
Right of Way:	0	0
Total:	***15.9***	***17.7***

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

PROJECT RISKS

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. Risk can probably be retired.

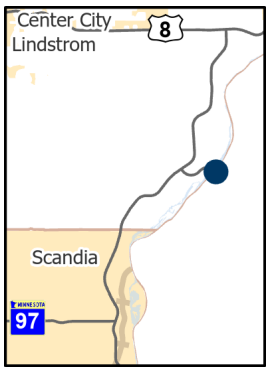
COST ESTIMATE ASSUMPTIONS

This project is now transferred to Chisago County. It will be delivered by the county and MnDOT will be contributing the funds programmed for SP 1308-27 to the County project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	Unknown
Geometric Layout Approval Date:	Unknown
Construction Limits Established Date:	Unknown
Original Letting Date:	3/28/2025
Current Letting Date:	3/28/2025
Construction Season:	2025
Estimated Substantial Completion:	September 2025

PROJECT SUMMARY



MN 243

Bridge 6347

State Project Number 1311-06

Replace Bridge 6347 (Osceola) on Hwy 243 over St Croix River in Franconia

RECENT CHANGES & UPDATES

The project will replace the bridge on its current alignment. The project is in the environmental review phase and there's extensive agency coordination.

PROJECT HISTORY

PROJECT RISKS

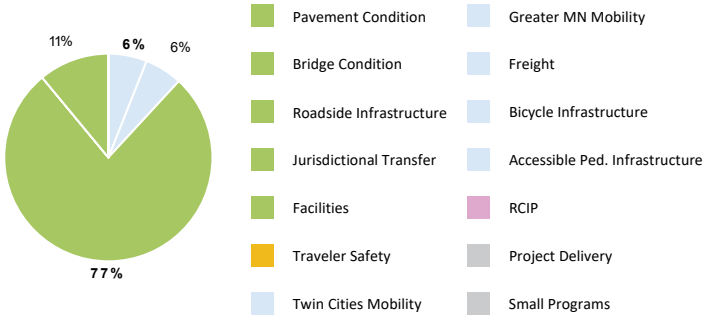
-Environmental - Constructibility - Permitting

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	1/1/2025
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:	1/1/2026
Construction Season:	2026
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	31	31
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	307	3.7
Construction Engineering:	2.5	2.5
Right of Way:	0	0
Total:	***38.4***	***38.4***

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

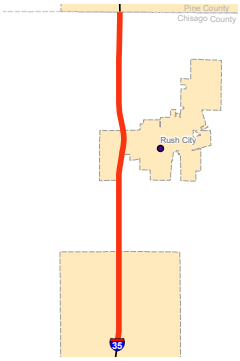
COST ESTIMATE ASSUMPTIONS

Replace bridge on alignment, Pre-Stressed concrete beam bridge type, MN and WI approach construction including trail, Bridge cost split 50/50 between MN and WI

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35

State Project Number 1380-84

Concrete pavement, stormwater drainage repair on I35 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 overlayThe 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

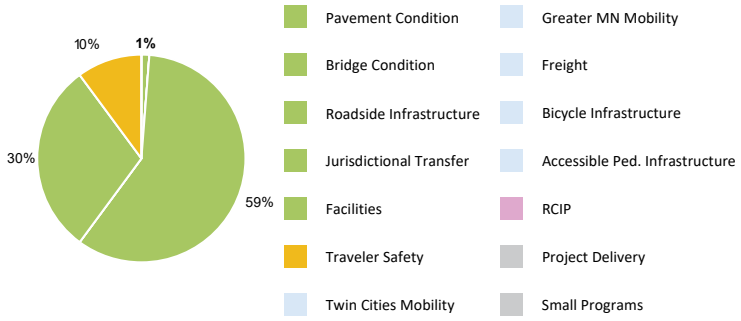
There are no remaining risks to be mitigated. The project has been let and construction completed.

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:	August 2020

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

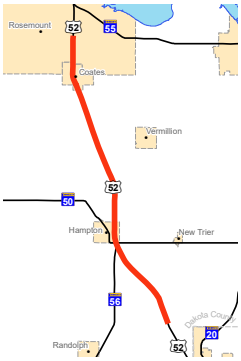
	Baseline Estimate	*Current Estimate*
Construction Letting:	26.7	22.5
Post Letting Construction Costs:	1	0
Other Construction Elements:	0	0
Preliminary Engineering:	3.2	5.1
Construction Engineering:	2.1	0
Right of Way:	0	0
Total:	***33***	***27.6***

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. final payment amount $23,852,560. The Current Estimate reflects let bid amount.

PROJECT SUMMARY



US 52

Bridge 19033; 9675

State Project Number 1906-71, 1906-74

Highway 52: Rosemount, Coates and Hampton

Resurface road, install 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

The project has been let.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

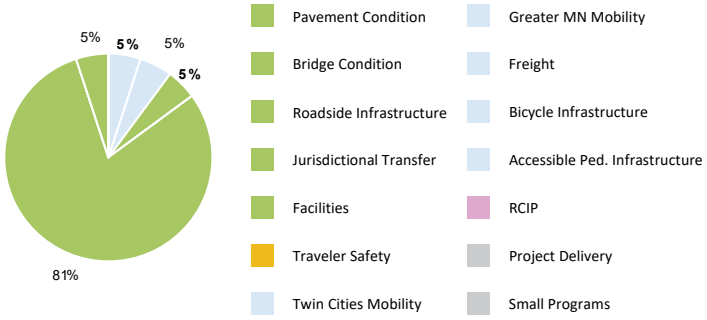
Floodplain mitigation at Pine Creek. Originally intended to hold the profile elevation, moved to carrying the UBOL through and constructing a mitigation pond. Will increase ROW needs and change environmental documents. The pond will cost less than rebuilding the section, however there are some schedule concerns within project delivery particularly within the ROW package. It is essential that this project and the other TH52 projects remain consistent, as the traveling public will consider it one corridor. Effort continues to maintain this consistency in items such as: temporary speed limits, access management through construction and work zone traffic control practices. Hampton frontage roads are partially out of MnDOT ROW and in turnback process. Not clear what the impacts will be at this time.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	8/28/2020
Original Letting Date:	7/22/2022
Current Letting Date:	11/9/2022
Construction Season:	2022-2023
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

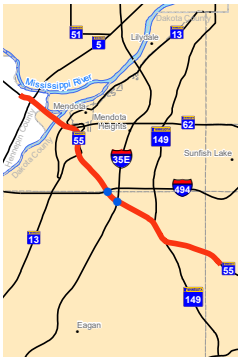
	Baseline Estimate	*Current Estimate*
Construction Letting:	61.9	61.3
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	2.2
Construction Engineering:	5	4.9
Right of Way:	0	0
Total:	***76.8***	***70.9***

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

Bituminous mill and overlay frontage roads in Hampton and Coates. Full depth reconstructions at key locations including approach panels. Vermillion River floodplain/RCI Staging and at corridor split at TH50: stage 1 is north portion, stage 2 is the south portion. Crossovers at all interchanges, except TH50. The Current Estimate is the let amount.

PROJECT SUMMARY



MN 55

State Project Number 1909-99

Resurface, drainage, ADA, rehab bridges on MN 55 from east end of bridge over Bloomington Road in Mpls to junction US 52 in Inver Grove Heights; and, on I-35E at MN 55 install lighting, and construct restricted crossing intersection at Hwy 55 and Louis Lane in Eagan and extend turn lane at south junction Hwy 149.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction complete.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report.

PROJECT RISKS

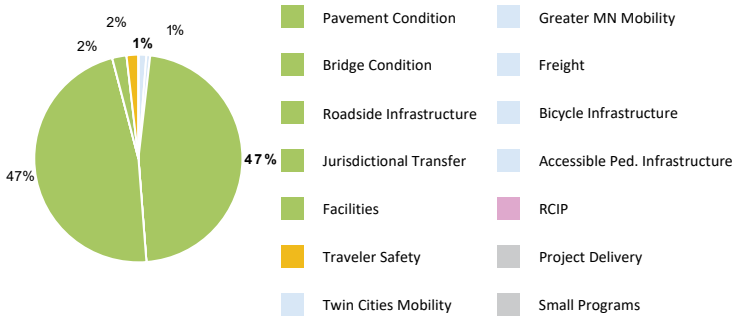
Risks retired.

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 Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

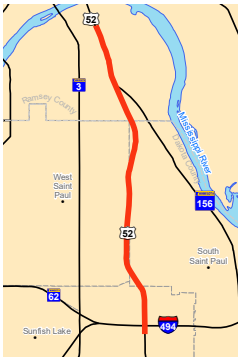
	Baseline Estimate	*Current Estimate*
Construction Letting:	27	29
Post Letting Construction Costs:	1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.5
Construction Engineering:	2	2.3
Right of Way:	0	0
Total:	***33***	***36***

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

The cost increase from Baseline and Current is due to several upscopes to the project, including: lighting on I-35E, cable median barrier, access modifications, replacing 3 culverts, ADA improvements, and addition of a missing trail connection.

PROJECT SUMMARY



US 52

State Project Number 1928-71

Resurface, concrete repair, improvement to the weight enforcement facility, pedestrian crossings 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

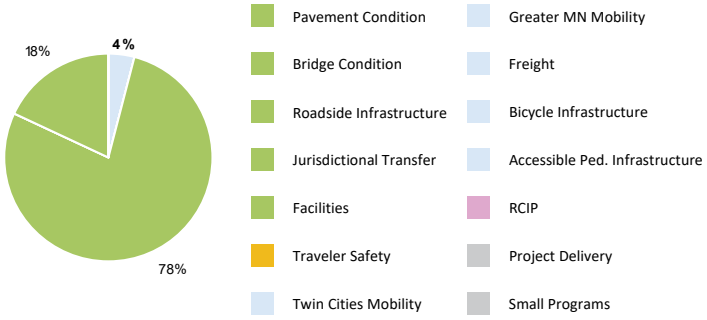
Risks retired

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	12/10/2019
Municipal Consent Approval Date:	
Geometric Layout Approval Date:	10/29/2020
Construction Limits Established Date:	
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.

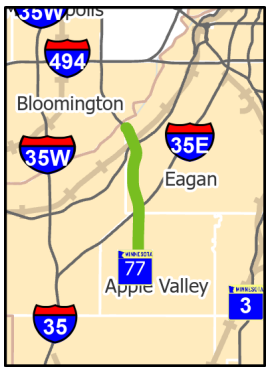
COST ESTIMATE ASSUMPTIONS

Project is substantially completed, cost assumptions are retired.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 77

State Project Number 1929-50

Resurface Hwy 77 (Cedar) from 138th St (CR 23) to the Dakota-Hennepin County line in Apple Valley

RECENT CHANGES & UPDATES

PROJECT HISTORY

Unbonded overlay on the south segment and a medium mill and overlay on the north segment, ADA, fix drainage from 138TH ST/CSAH-23 to Dakota-Hennepin Co. line.

PROJECT RISKS

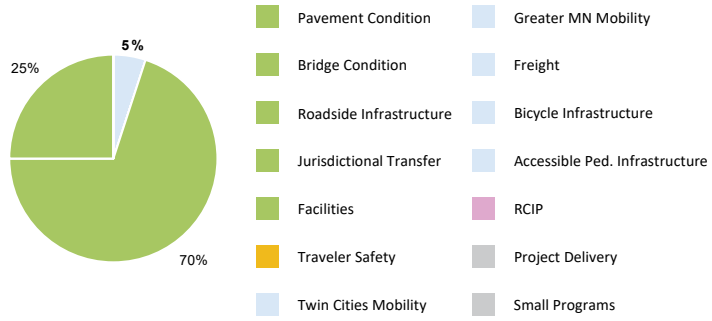
Additional concrete paving on ramps may be needed. At this time, concrete paving on ramps has not been determined. There is a chance that 20 ramps may need paving. Programmed TH 35W UBOL construction in FY2025-2026. With second year of programmed TH 35W unbonded overlay taking place in the same FY as TH 77 project that could be a threat to traffic to and from South of Metro. Additional traffic mitigation may be needed (e.g., restriping lanes or using shoulders) while constructing the UBOL segment of the TH77 project. Funding associated with local trails/sidewalks etc. may necessitate coordination, financial commitments, and agreements. Potential R/W acquisitions and temporary easements for the ADA and WRE facilities.

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:	Not Needed
Construction Limits Established Date:	Pending
Original Letting Date:	7/1/2025
Current Letting Date:	3/27/2026
Construction Season:	2026
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

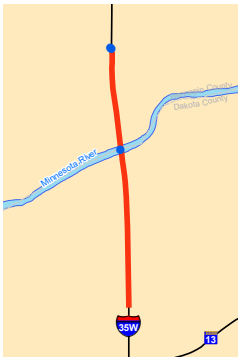
	Baseline Estimate	*Current Estimate*
Construction Letting:	43.5	43.5
Post Letting Construction Costs:	1.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	5.4	5.4
Construction Engineering:	3.6	3.6
Right of Way:	0	0
Total:	***54.3***	***54.3***

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 is mainly pavement preservation project so we used LWD cost multiplier.

PROJECT SUMMARY



I-35W

Bridge 5983; 5983; 9043; 9044

State Project Number 1981-124

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 is substantially complete.

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

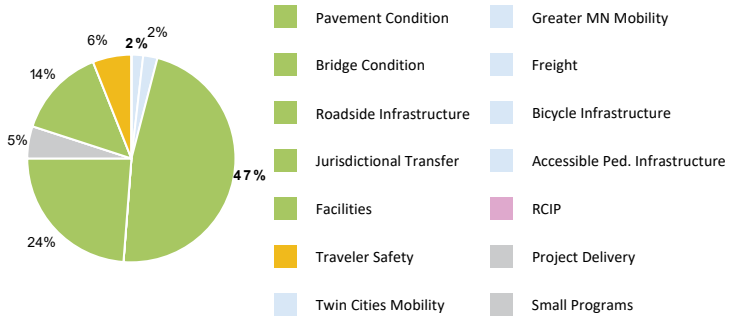
All risks retired.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/11/2018
Municipal Consent Approval Date:	11/6/2017
Geometric Layout Approval Date:	8/31/2016
Construction Limits Established Date:	4/11/2018
Original Letting Date:	5/9/2018
Current Letting Date:	5/9/2018
Construction Season:	2018
Estimated Substantial Completion:	July 2021

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	134	112.6
Post Letting Construction Costs:	0	2.6
Other Construction Elements:	0	4.5
Preliminary Engineering:	13.4	19.8
Construction Engineering:	9	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. A design build contract letting resulted in lower current estimate from the baseline estimate. Favorable bids came in lower than the project cost estimate.

PROJECT SUMMARY

I-35W

Bridge 6583,19863, 9779, 9780, 6583

State Project Number 1981-140

I-35 Burnsville

Resurface road, replace Bridge 6583, construct auxiliary lanes, construct additional southbound exit at CR 42, signal system, roadway lighting, and ADA improvements from I-35W/I-35E split to north of Cliff Rd in Burnsville; and, replace Bridge 9779 and 9780 and install cable median barrier on Hwy 13. Replace Bridge 19863 at I-35W and Burnsville Parkway in Burnsville and install continuous street lighting on I-35W/Hwy 13 to I-35E in Burnsville.

RECENT CHANGES & UPDATES

SP 1981-150 has been created to construct crossovers, temporary widening, and reconstruct shoulders to carry traffic.

PROJECT HISTORY

The project was initiated due to are deteriorating pavement, drainage infrastructure, and bridge conditions. The pavement is expected to fall out of the good category by 2035, and based on previous experience. Bridge No. 6583 over Cliff Rd was built in 1959, and has extensive deterioration. Replacement of bridges 9779 and 9780, carrying TH 13 over I-35W, were moved from a separate project to take advantage of staging efficiencies. A Spot Mobility Study completed in 2021 identified localized safety and operational improvements and several cost-effective solutions were added to the project. In 2023, replacement of bridge 19863 carrying Burnsville Pkwy over I-35W was added to the project when IIJA funds became available. Also in 2023, a CSAH 42 interchange revision was added to the project when the City of Burnsville was awarded $3.1M in Targeted Economic Development (TED) funds. This work will construct an additional southbound exit ramp from I-35W to Buck Hill Rd, providing access to eastbound Buck Hill Rd via a new roundabout.

PROJECT RISKS

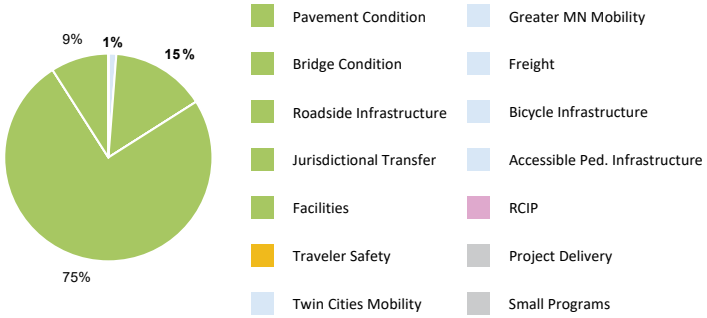
Bridge 6583 spans the Union Pacific Railroad. The bridge pier and slopes are in railroad right-of-way, and bridge replacement will require a variance from the UPRR. Delays in getting a variance could impact the project letting, and Union Pacific review of bridge design could lead to mitigation measures that add cost to bridge design and construction. There are high voltage transmission lines directly above Bridge 6583, which will be replaced with the project. There are times when these lines will need to be powered down for up to a month, and will require staging plan to be coordinated with Xcel Energy. MnDOT will incorporate a CSAH 42 TED project into SP 1981-140, and will acquire R/W for the City of Burnsville by Agreement. Delays in R/W acquisition could impact letting and may require a PIF.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	12/31/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	1/19/2024
Construction Limits Established Date:	1/10/2024
Original Letting Date:	1/24/2025
Current Letting Date:	1/24/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	82.2	99.4
Post Letting Construction Costs:	3.3	4
Other Construction Elements:	0	0
Preliminary Engineering:	9.9	11.9
Construction Engineering:	6.6	8
Right of Way:	0	0
Total:	***102***	***123.3***

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

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 10.5-inch concrete overlay of mainline and 8.5 inches on ramps. Reconstruct areas assume 10.5 inches of concrete on mainline and 8.5 inches on ramps. Cost increased due to addition of the Burnsville Pkwy bridge when IIJA funds became available, a corridor lighting project was merged with the pavement project, and updates to the LWD cost multipliers.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

MN 65

Bridge 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 Mpls.

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 aches 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

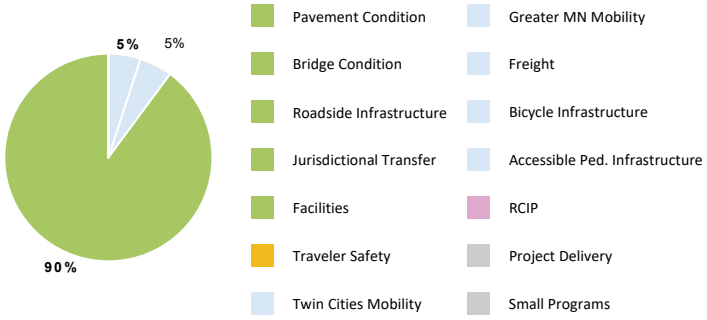
Project risks include additional unknown conditions, Construction Manager/General Contractor costs, construction access to the bridge, traffic control, the number of construction seasons and historic/cultural resource mitigation.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	12/10/2019
Municipal Consent Approval Date:	4/30/2020
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/18/2019
Original Letting Date:	8/23/2019
Current Letting Date:	3/25/2020
Construction Season:	2020
Estimated Substantial Completion:	June 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	50	129.3
Post Letting Construction Costs:	0	10.6
Other Construction Elements:	0	1.6
Preliminary Engineering:	4.4	13
Construction Engineering:	2.9	5.5
Right of Way:	0	0.3
Total:	***57.3***	***160.3***

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

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. The baseline estimate was established prior to scoping was completed. As a result, project costs were not fully understood at the time the Baseline was established.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

US 12

Bridge 27129, 27130

State Project Number 2713-129

Resurface road, lighting, drainage improvements, ADA, pier protection on Bridges 27129 and 27130 on Hwy 12 (Wayzata Blvd) from west of Shoreline Dr in Orono to east of I-494 in Minnetonka.

RECENT CHANGES & UPDATES

No changes

PROJECT HISTORY

The project is located on US Trunk Highway 12 and I-394 in the cities of Wayzata and Minnetonka, in the western metropolitan area in Hennepin County, Minnesota. The project termini are from 0.5 miles west of the County State Aid Highway (CSAH) 15 / Shoreline Drive exit to 0.5 miles east of the interchange with I-494.The purpose of this project is to improve the ride (smoothness), restore the pavement structure to prevent further deterioration, and extend the life of the structure for the traveling public.

PROJECT RISKS

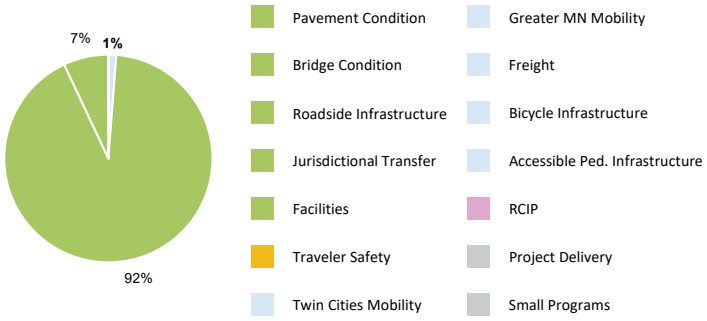
Updating LUPs, retaining wall on west side of Central Ave. RTMC scope of work, ADA upgrades and local coordination.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	3/30/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	6/6/2024
Original Letting Date:	7/1/2025
Current Letting Date:	9/26/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	50.1	50.1
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	6	6
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***62.1***	***62.1***

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

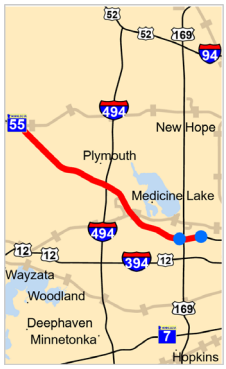
COST ESTIMATE ASSUMPTIONS

Inflation

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 55

State Project Number 2723-144

Highway 55: Golden Valley and Plymouth

Repair pavement and Bridge culverts 6732 and 6745, traffic management system and add turn lane on Hwy 55 (Olson Memorial Hwy) from Old Rockford Rd in Plymouth to just east of General Mills Blvd in Golden Valley

RECENT CHANGES & UPDATES

Desire to tie the City of Plymouth pedestrian underpass to 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

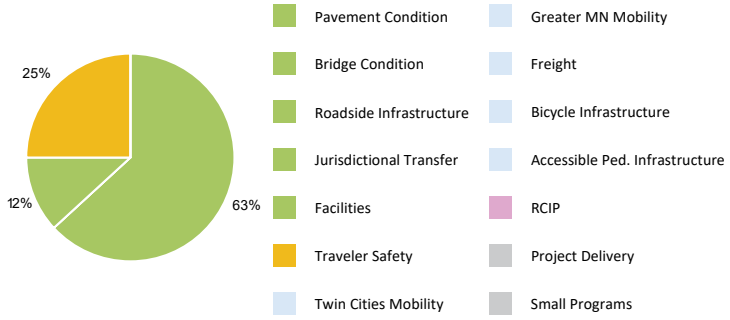
No major risks have been identified with this project.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	12/13/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	2/3/2022
Construction Limits Established Date:	9/21/2021
Original Letting Date:	7/28/2023
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15.9	19.1
Post Letting Construction Costs:	0.6	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2.3
Construction Engineering:	1.3	1.5
Right of Way:	0	0.6
Total:	***19.7***	***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 project costs increased to address failing drainage infrastructure, the multimodal trails and it absorbed another project to install new signals at Vicksburg Lane.

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 Mpls.

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

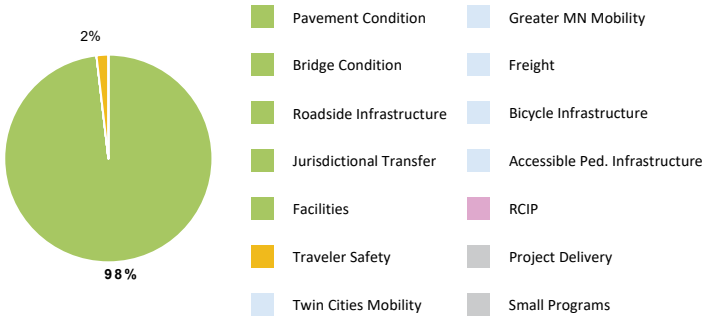
No major risks have been identified yet for this project.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Completed
Municipal Consent Approval Date:	Completed
Geometric Layout Approval Date:	Completed
Construction Limits Established Date:	Completed
Original Letting Date:	7/23/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



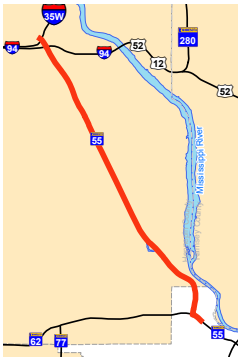
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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, APS, upgrade guardrail, drainage and traffic signals on Hwy 55 from 32nd St to Hwy 62 junction in Mpls

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

2019 is the first year the project is in the major highway projects report. 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.

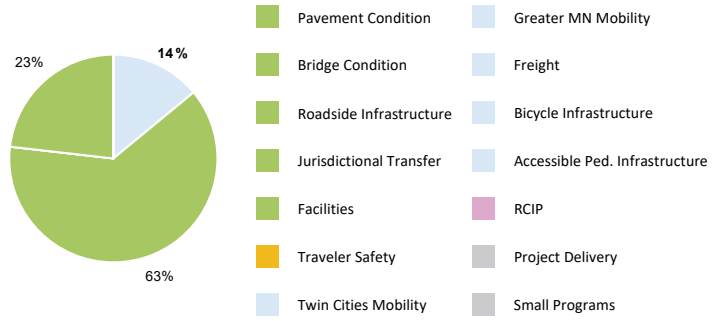
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/12/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	8/26/2020
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.

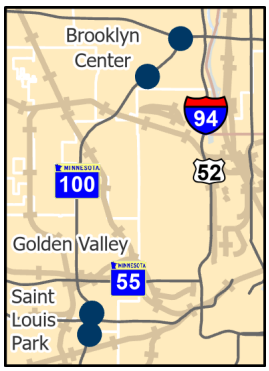
COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce cost estimates for this project. The required pavement fix was not as extensive as expected leading to a decrease in the project estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 100

Bridge 27982; 27039; 27040; 27754; 27754A; 27788; 27

State Project Number 2735-212

Resurface road, repair 12 bridges, curb and gutter repair, access removal, ramp realignment and removal of Bridge 27042 on Hwy 100 from under pedestrian bridge/exit Cedar Lake Rd in St Louis Park to I-694 in Brooklyn Center

RECENT CHANGES & UPDATES

Additional funding allowed for the inclusion of an additional bridge scope.

PROJECT HISTORY

PROJECT RISKS

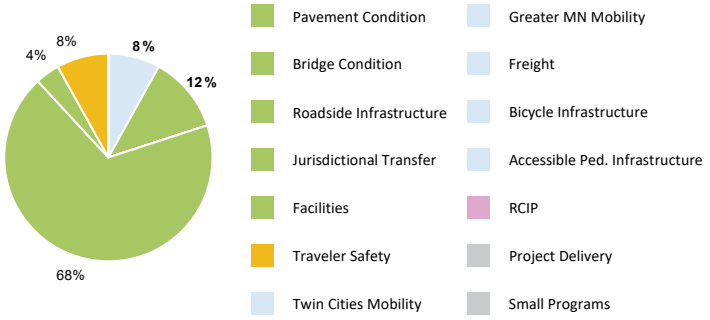
1.Utility (power/phone line) above ground crossing proximity to West 26th St pedestrian bridge 2. Congestion at ramp to I-394 3. Scoping duration 4. Trail 5. Ponding

SCHEDULE

Date in which project entered the STIP:	2024
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:	7/1/2027
Current Letting Date:	7/1/2027
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	49.4	49.4
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	5.9	5.9
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***61.3***	***61.3***

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

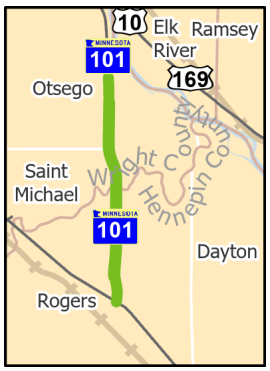
COST ESTIMATE ASSUMPTIONS

Inflation

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 101

State Project Number 2738-31

Repair and resurface road, update guardrail and median barrier, signal replacement, ADA curb ramps, drainage, turn lane extension and pork chop island realignment on Hwy 101 from I-94 in Rogers to CR 38 (70th St NE) in Otsego

RECENT CHANGES & UPDATES

No recent changes or updates.

PROJECT HISTORY

The last resurface project in this segment was a mill and overlay done in 2014 in conjunction with the 141st Ave bridge project. The segment has an odd history with the northbound originally being constructed in 1968 & having mill and overlays about every 10 years, with the southbound side being reconstructed in 1996 & a mill and overlay. Now the segment is in fair shape with few distresses, but past history predicts a mill and overlay will be needed by 2025. The concrete segment was first paved in 2008. There are some localized small surface repairs, pop outs, and joint issues, which were due to built in issues when it was first paved.

PROJECT RISKS

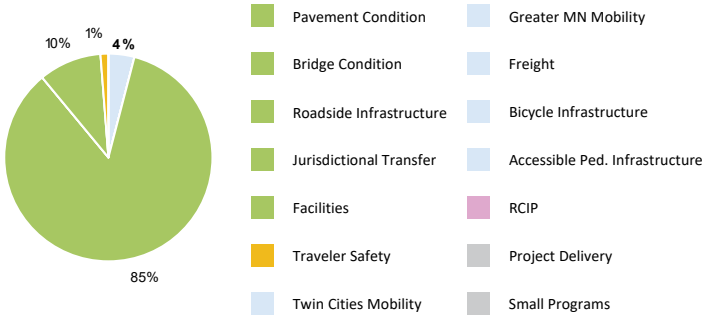
Potential reconstruction of 3 intersections in Elk River on TH 169 may need actions or work items on this project. No bridges are included in this project, but could see some bridge work added to the project with timing and planned closure and detour for northbound 101. Weigh in motion may get installed in District 3 affecting our project.

SCHEDULE

Date in which project entered the STIP:	2024
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:	7/1/2025
Current Letting Date:	6/14/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	12.7
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:	***15.7***	***15.7***

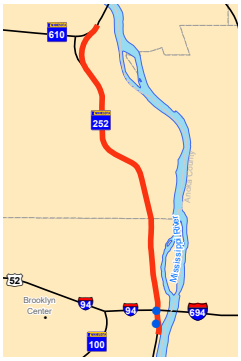
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 252 & I94

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 Mpls, 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 it 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

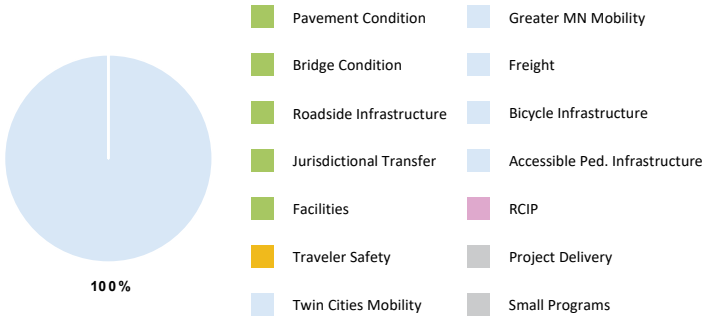
There are significant risks to the project including, transit alternatives, # of lanes, interchange locations, & bike and walkability alternatives. There is a risk of the schedule, scope and cost changing significantly depending on the outcome of the EIS.

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.

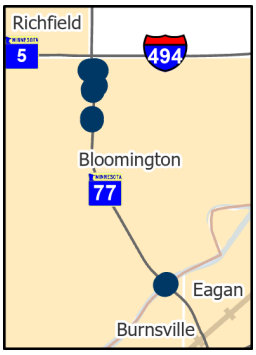
COST ESTIMATE ASSUMPTIONS

This particular project is funded through the Corridors of Commerce program and was under-developed at the time of selection. 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 77

Bridge 27046

State Project Number 2758-75

Resurface and paint Killebrew eastbound/westbound bridge over Hwy 77 and resurface southbound Lindau Lane and resurface Cedar Ave north/south ramps in Bloomington

RECENT CHANGES & UPDATES

PROJECT HISTORY

PROJECT RISKS

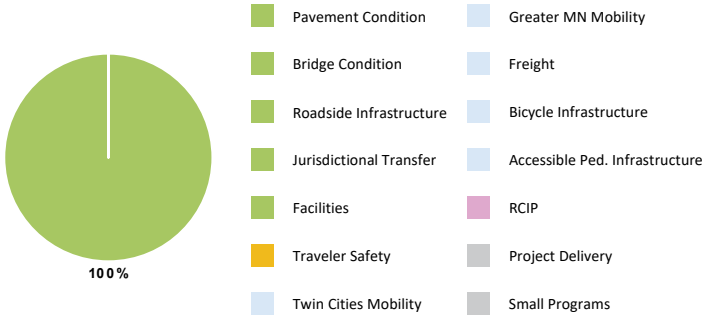
Determining if cables need to be replaced

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	10/1/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	7/1/2025
Current Letting Date:	7/1/2025
Construction Season:	2025
Estimated Substantial Completion:	September 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	50.4	50.4
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	6	6
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***62.4***	***62.4***

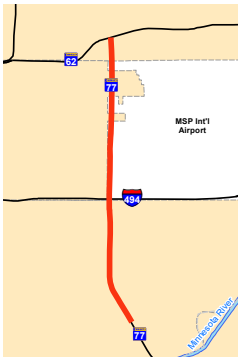
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 77

Bridge 27060

State Project Number 2758-77

Resurface, extend right turn lane on Hwy 77 from north end of 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.

SUBSTANTIALLY COMPLETE

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

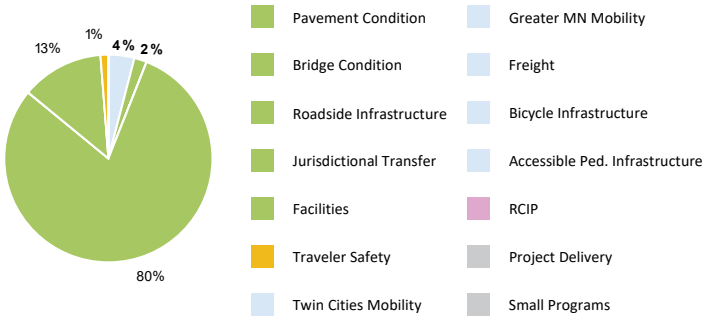
No major risks have been identified yet for this project

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	4/7/2021
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.

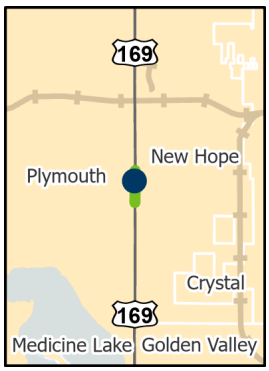
COST ESTIMATE ASSUMPTIONS

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 TH62 loops.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

State Project Number 2772-115

Replace Bridge #27551 and reconstruct interchange, pavement, signals and trails on Hwy 169 over CR 9 (Rockford Rd/42nd Ave) from just west of Nathan Lane to Gettysburg Ave in New Hope and Plymouth

RECENT CHANGES & UPDATES

Project is close to completion.

PROJECT HISTORY

The CSAH 9 Bridge # 27551 over TH 169 built in 1972 and did not meet current standards and clearances, and had no pedestrian facilities. It was determined to replace it to meet standards and improve pedestrian and bike facilities. The projects converts the old cloverleaf interchange into a folded diamond. It will also provide auxiliary lanes on the exit and entrance ramps to loop traffic.

PROJECT RISKS

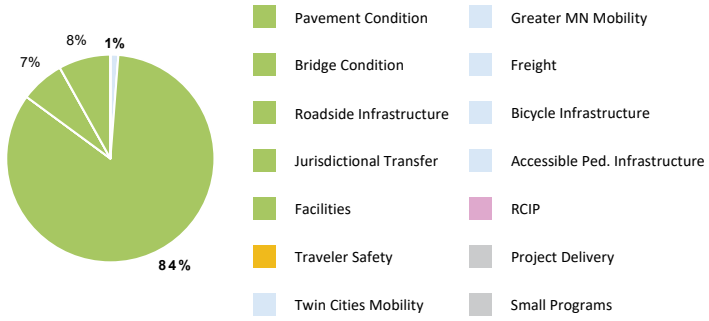
No significant risks.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	8/30/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	7/12/2021
Construction Limits Established Date:	Unknown
Original Letting Date:	11/16/2018
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2023

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	18.8
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	2.3
Construction Engineering:	0.5	1.5
Right of Way:	0	0
Total:	***7.3***	***23.4***

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

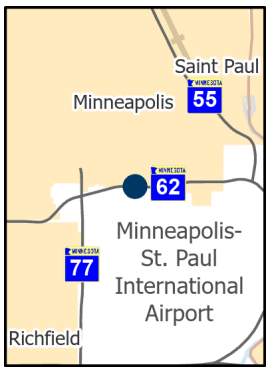
COST ESTIMATE ASSUMPTIONS

The Baseline was just for grading and now the Current includes a bridge

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 62

Bridge 27521

State Project Number 2775-25

Reconstruct road, curb and gutter, guardrail, drainage, sidewalk, railing replacement and repair Bridge #27521 on Hwy 62 from 28th Ave to Hwy 55 in Mpls.

RECENT CHANGES & UPDATES

No recent changes were introduced to the project.

PROJECT HISTORY

Deteriorating pavement conditions mandated the replacement of the existing concrete placement, reconstructing drainage and repairing bridges along this section of TH 62.

PROJECT RISKS

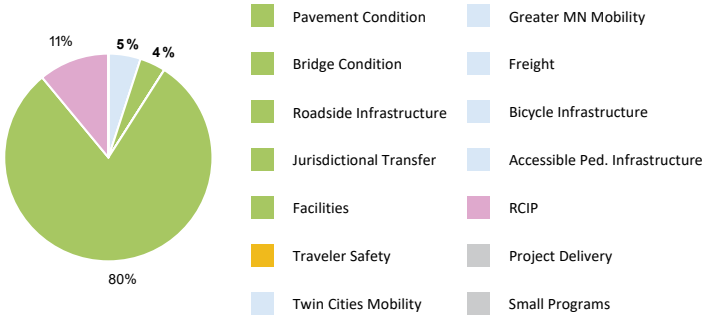
Discovery of unknown substandard soil and drainage conditions may increase reconstruction cost and time.

SCHEDULE

Date in which project entered the STIP:	2024
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:	7/1/2025
Current Letting Date:	1/22/2027
Construction Season:	2027
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	22.9	22.9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.7
Construction Engineering:	1.8	1.8
Right of Way:	0	0
Total:	***28.3***	***28.3***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY

I-94

State Project Number 2780-97, 2780-99, 2780-101

Reconstruction of Eastbound and westbound lanes between MN 610 and MN 101, 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

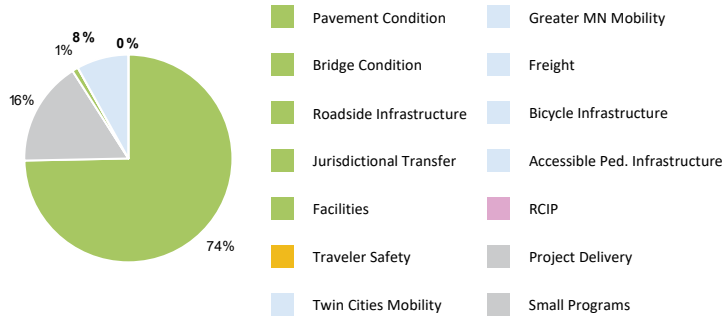
Project has let. There are no additional risks.

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:	November 2021

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

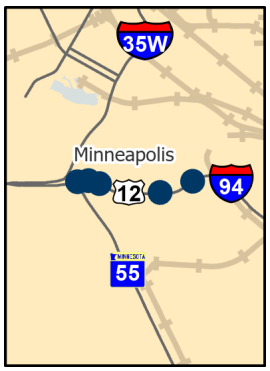
	Baseline Estimate	*Current Estimate*
Construction Letting:	139.9	157.6
Post Letting Construction Costs:	1.8	2.1
Other Construction Elements:	0.1	0
Preliminary Engineering:	7	16.2
Construction Engineering:	14.8	10.9
Right of Way:	1	0.5
Total:	***164.6***	***187.3***

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-94

Bridge 9350; 27855; 27859; 27863; 9421

State Project Number 2781-544

Repair Bridges 9350, 9421, 27855, 27859, 27863, construct crossovers, guardrail on I-94 from west of Hwy 55 to east of Franklin Ave SE in Mpls.

RECENT CHANGES & UPDATES

PROJECT HISTORY

The Federal IIJA funding provided MnDOT unique funding to repair bridges. MnDOT Metro District is using this federal funding to program maintenance repair work for I-94 bridges. The proposed project is solely bridge preservation work and its purpose is to maintain the bridges superstructure and extend the service life of these bridges another 20 to 40 years. Replacing bridge joints, which have deteriorated, and restore the proper expansion and contraction of the bridges is imperative to prevent damage of the superstructure.

PROJECT RISKS

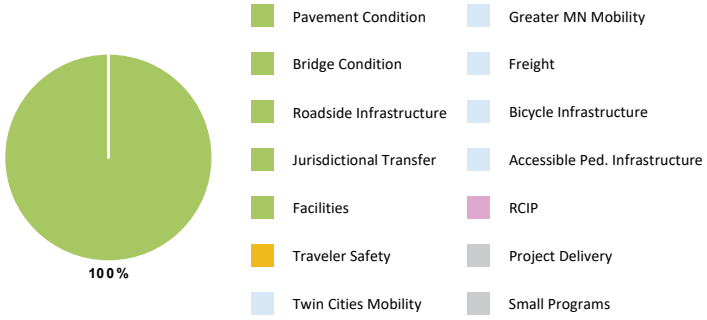
Project limits corresponds with western limits of Rethinking I-94 corridor. Possibility of bats roosting in bridge crevices.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	3/31/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	8/25/2023
Original Letting Date:	8/23/2024
Current Letting Date:	8/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

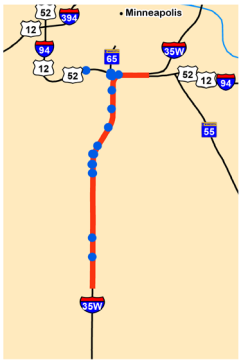
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	12.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	***15.7***	***15.7***

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

COST ESTIMATE ASSUMPTIONS

The project cost estimates were developed using a statement of estimated quantities and a comparison to bridge projects constructed with similar repair recommendations.

PROJECT SUMMARY



I-35W

State Project Number 2782-327, 2782-347, 2782-354

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

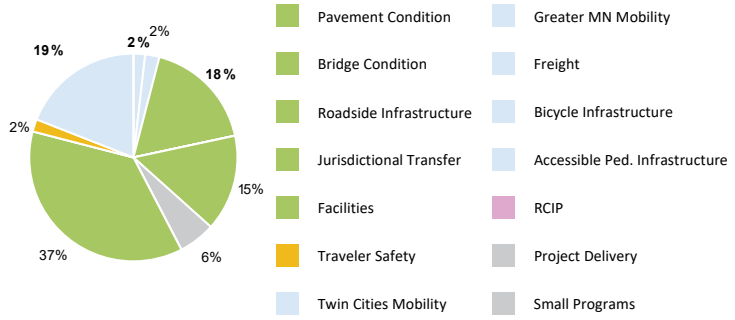
The inclusion of the projects for the construction of the Storm Water Storage Facility add risk to the project based upon the need to coordinate that construction with the contractor for the project to reconstruct Interstate 35W from 43rd Street to downtown. This is mitigated to some extent by having 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:	October 2021

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	265.5	311.3
Post Letting Construction Costs:	0	14.2
Other Construction Elements:	0	14.4
Preliminary Engineering:	26.7	26.5
Construction Engineering:	17.8	19.0
Right of Way:	3.6	3.6
Total:	***313.6***	***389.0***

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

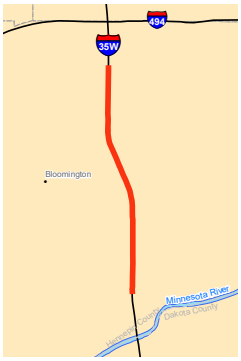
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35W

State Project Number 2782-352

Resurface road, 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 is complete

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.

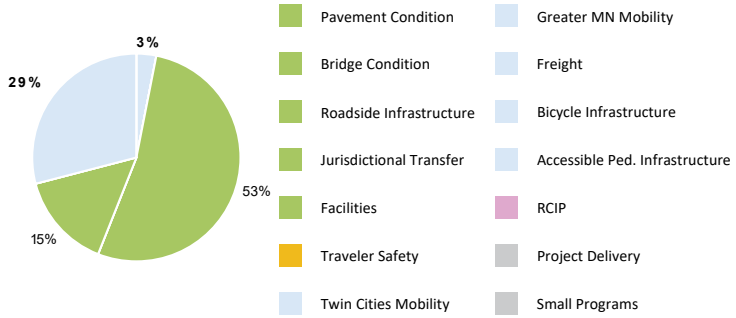
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	1/4/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	5/14/2021
Construction Limits Established Date:	8/3/2020
Original Letting Date:	10/28/2022
Current Letting Date:	2/24/2023
Construction Season:	2023
Estimated Substantial Completion:	September 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

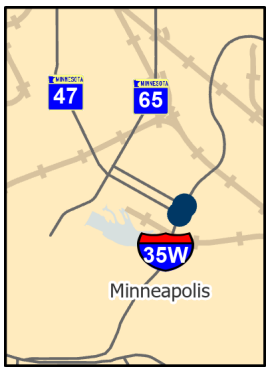
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	12.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.5
Construction Engineering:	1.3	1
Right of Way:	0	0
Total:	***20***	***15.8***

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. Further study determined a lengthened turn lane provided the same benefits for less costs to 35W SB travelers, than the auxiliary lane originally proposed. The budget was reduced to reflect this cost savings

PROJECT SUMMARY



I-35W

Bridge 27882, 27883

State Project Number 2783-168

Replace Bridge #27882 and 27883 on University and 4th St over I-35W in Mpls

RECENT CHANGES & UPDATES

The project was scoped last year. This is the first time in the MHPR. The project was added to the district program due to the condition of the bridges and advanced using additional federal bridge funding.

PROJECT HISTORY

The project was scoped in 2023. Information from the 35W gateway study was used in developing the scope of the project.

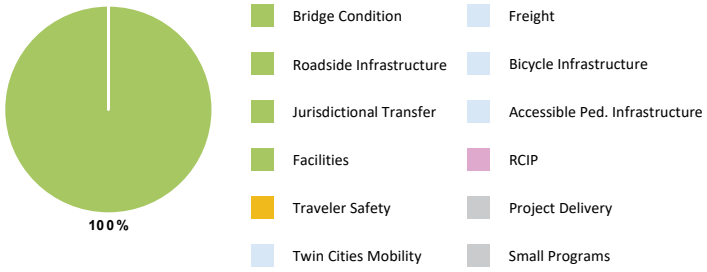
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2024
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:	7/1/2025
Current Letting Date:	7/1/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



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:	2.7	2.7
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.

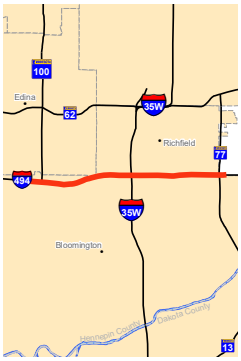
COST ESTIMATE ASSUMPTIONS

The cost assumes both bridges are replaced as well as the intersection on each side and the frontage road between University and 4th.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 Highwy 169

Improve mobility, reconstruct I-35W/I-494 interchange (construct 7 new bridges), replace 5 bridges and repair 27V45 and 27892 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 scope increased to include pavement reconstruction and geotech correction of the Penn Ave drainage problem after the baseline estimate. The project is under construction and is in year 1 of 4.

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

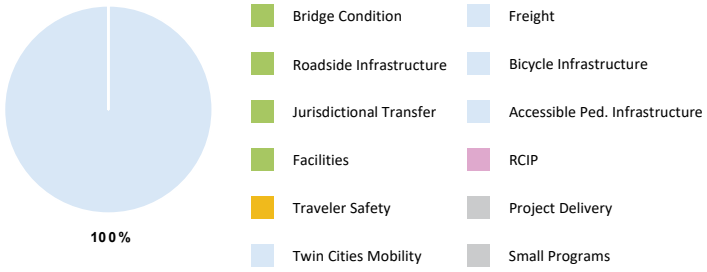
Fixing existing drainage capacity constraints east of 35W. Urbanized corridor with high potential of contamination of soil and groundwater that needs to be handled during construction. Management of traffic/staging during construction and impacts from traffic diverting to local streets and adjacent corridors. 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	345.2
Post Letting Construction Costs:	0	7.5
Other Construction Elements:	0	22
Preliminary Engineering:	13	54
Construction Engineering:	13	12.3
Right of Way:	5	40.3
Total:	***204***	***481.3***

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 particular project is funded through the Corridors of Commerce program and was under-developed at the time of project selection. 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 Estimates of $204 million combines two projects that were submitted to the CoC program: the first project involving the construction of the MnPASS lane on I-494 from France Ave. to Hwy 77 and a second project involving the construction of the turbine interchange at I-494 and I-35W. A TPCE will be forthcoming.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

I-494

Bridge 9217E; 9217W; 19825; 27765; 27767

State Project Number 2785-433

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

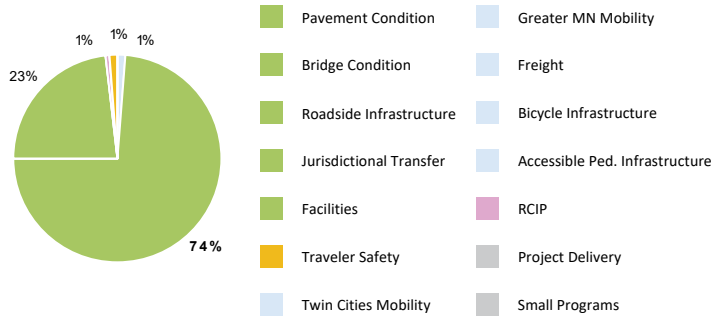
Limited right of way in area for drainage pond and MN Valley trail reconstruction. Environmental impact to local wildlife, additional traffic management .

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:	2023
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

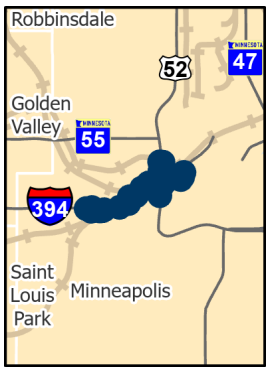
	Baseline Estimate	*Current Estimate*
Construction Letting:	69.5	62
Post Letting Construction Costs:	2.8	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	8.3	7.4
Construction Engineering:	5.6	5
Right of Way:	0	0
Total:	***86.2***	***76.9***

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

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, then estimate budget set as a summation of those items. Inflation % was added to the summation of scope items.

PROJECT SUMMARY



I-394

Bridge 27776A, 27776B, 27776C, 27776F, 27792, 27798, 27799R, 27794, 27831C, 27770E, 27831, 27770A, 27770

State Project Number 2789-174, 2789-196

Rehab 25 bridges, lighting, sidewalk, ADA on I-394 from Penn Ave to 11th St N and rehab 6 bridges on I-94 from Glenwood Ave N to I-394 in Mpls

RECENT CHANGES & UPDATES

Project originally had 14 bridges but is rehabbing up to 25 bridges and includes a re-deck of Penn Avenue bridge.

PROJECT HISTORY

The Federal IIJA funding provided MnDOT unique funding to repair bridges. MnDOT Metro District is utilizing this Federal Funding to program maintenance repair work for I-394 Bridges. The proposed project is solely bridge preservation work and its purpose is to maintain the bridges superstructure and extend the service life of these bridges another 20 â€“ 40 years. Replacing bridge joints which have deteriorated and restore the proper expansion and contraction of the bridges is imperative to prevent damage of the superstructure.

PROJECT RISKS

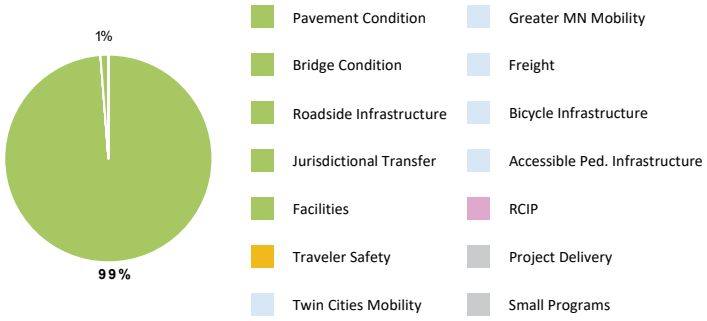
Delays to project letting could impact funding (which is FY 2025) and can not move to FY 2026. HOV Lane Geotechnical Work. Drainage Work. Extending construction beyond the 2026 construction year. Minneapolis cannot fund signal cost participation.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	7/1/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	5/16/2023
Original Letting Date:	7/1/2025
Current Letting Date:	5/2/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

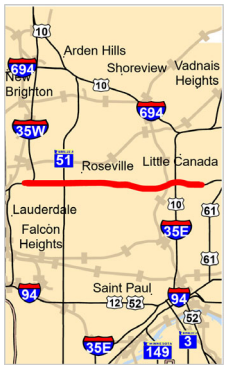
	Baseline Estimate	*Current Estimate*
Construction Letting:	69.7	69.7
Post Letting Construction Costs:	2.8	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	8.4	8.4
Construction Engineering:	5.6	5.6
Right of Way:	0	0
Total:	***86.5***	***86.5***

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

$69.7M costs assumes Penn Ave bridge is included. $325k comes from the City of Minneapolis cost participation for signals.

PROJECT SUMMARY



MN 36

State Project Number 6212-192

Resurface pavement on Hwy 36 from the junction of I-35W in Roseville to just east of Edgerton in Maplewood/Little Canada and extend auxiliary lane, guardrail replacement, ADA improvements and reconstruct ramp at I-35W southbound/Cleveland Ave to Hwy 36 eastbound.

RECENT CHANGES & UPDATES

PROJECT HISTORY

2021 was the first year in the project is in the major projects report

PROJECT RISKS

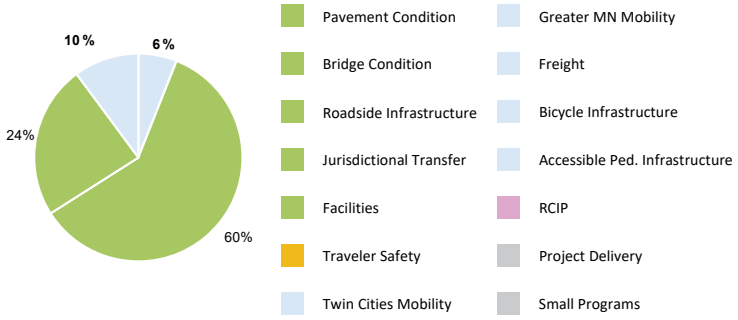
Projet risks include: Additional drainage infrastructure repairs, impacts on scope

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:	6/21/2022
Construction Limits Established Date:	5/1/2023
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:	12.2	13.8
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.7
Construction Engineering:	1	1.1
Right of Way:	0	0
Total:	***15.2***	***17.2***

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

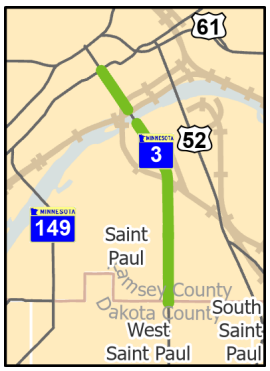
COST ESTIMATE ASSUMPTIONS

Standard practices were used to develop estimates for this project. The project will include additional sign bridge replacements to address deficient structures. It will also replace TMS infrastructure along the corridor pushing the Current Estimate up.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 3

State Project Number 6217-51. 6217-50

Resurface and jurisdictional transfer of Hwy 3 (Robert St) from Mississippi River Bridge to E 11th St in St. Paul; resurface Hwy 3 from Mississippi River Bridge to Annapolis St. in Saint Paul

RECENT CHANGES & UPDATES

None

PROJECT HISTORY

Project has been delayed from original 2024 letting to allow more time to develop alternatives and plan/coordinate the necessary work

PROJECT RISKS

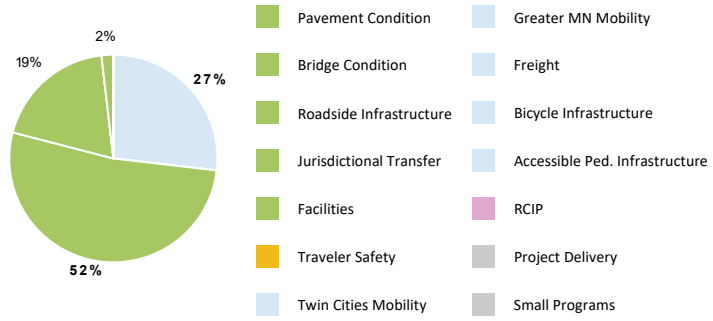
Project is currently scoped as a mill and overlay in FY 2026. Since the project was scoped, we've learned that at least 40% of the road surface area will need to be reconstructed in order to do G Line BRT, ADA, drainage, and utility work. There is a high risk that this project will turn into a complete reconstruction, and that it will need to be delayed until FY 2027. Reconstruct costs are currently unknown, but likely between $20M and $40M. District is exploring opportunities to obtain grant funding and bonding to help offset costs - available funding may dictate the final project scope. Scope, schedule, and budget decisions expected in Spring 2024.

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:	10/25/2024
Current Letting Date:	6/15/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	July 2024

PRIMARY INVESTMENT CATEGORY

Jurisdictional Transfer



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	14.6	28.4
Post Letting Construction Costs:	0.6	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	3.4
Construction Engineering:	1.2	2.3
Right of Way:	0	0.1
Total:	***18.1***	***35.3***

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

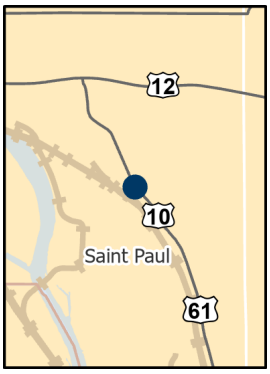
COST ESTIMATE ASSUMPTIONS

This project is to transfer ownership (jurisdiction) of Robert Street north of the Mississippi River from MnDOT to the city of Saint Paul. The cost increase is because the projects were combined.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 61

Bridge 96093

State Project Number 6220-96

Resurface road, traffic signals, pedestrian improvements, drainage, curb and gutter and replace Bridge #96093 on Hwy 61 from north of Carver Ave to east junction of I-94 in St Paul

RECENT CHANGES & UPDATES

Planning study has been started, scoping just complete.

PROJECT HISTORY

Project was scoped as a mill and overlay with traffic signal replacements.

PROJECT RISKS

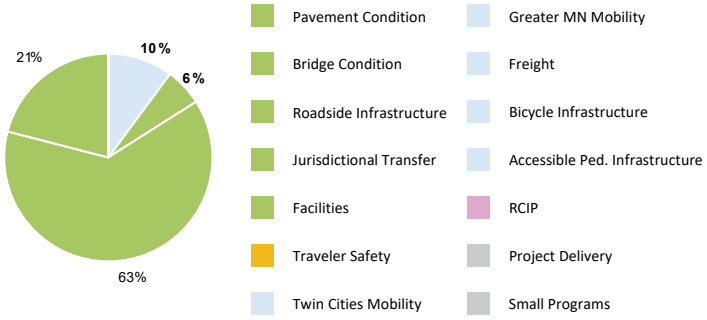
The SB shoulder, side slope, and trail are failing due to the soils under them. If not corrected, damage will likely occur to SB travel lanes. Water resources has scoped a small fix of curb & gutter with slope stabilization. Further investigation will likely result in a need for more intense fixes., safety study underway in corridor could change or increase scope.

SCHEDULE

Date in which project entered the STIP:	2024
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:	7/1/2026
Current Letting Date:	7/1/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	25.3	25.3
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3	3
Construction Engineering:	2	2
Right of Way:	0	0
Total:	***31.3***	***31.3***

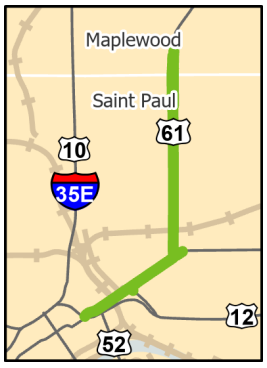
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 61

State Project Number 6221-107

Improve pavement conditions, stormwater drainage, corridor safety, walkability, traffic signals, landscaping, trails, bus stops, lighting, and sidewalk curb ramps on Hwy 61 (Arcade) from East 7th St to south of Roselawn Ave in Maplewood and on Hwy 5 from east end Bridge 62703 to Minnehaha Ave in St Paul

RECENT CHANGES & UPDATES

PROJECT HISTORY

PROJECT RISKS

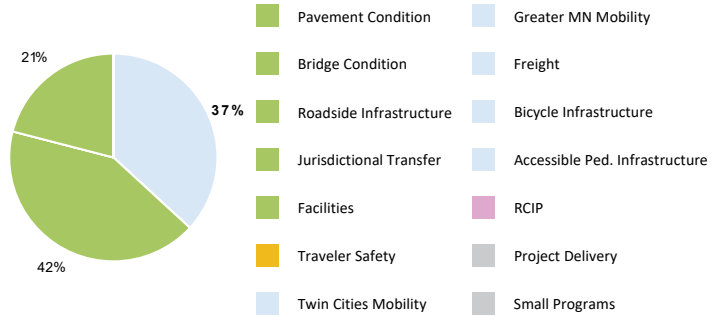
Rail, accuracy of underground utilities, agreement with City of Saint Paul

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/10/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	7/5/2023
Construction Limits Established Date:	6/10/2022
Original Letting Date:	9/23/2022
Current Letting Date:	9/27/2024
Construction Season:	2025
Estimated Substantial Completion:	2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

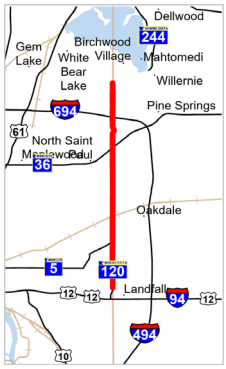
	Baseline Estimate	*Current Estimate*
Construction Letting:	30.8	30.8
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3.7	3.7
Construction Engineering:	2.5	2.5
Right of Way:	0	0
Total:	***0***	***38.2***

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

Reconstruct for some portions of the project. Includes intersection improvements.

PROJECT SUMMARY



MN 120

State Project Number 6227-86

Resurface road on Hwy 120 (Century Ave) from north of 4th St in Maplewood and bituminous mill and overlay on Hwy 120 (Century Ave) from Hwy 36 to Hwy 244 in White Bear Lake

RECENT CHANGES & UPDATES

A Planning and Environmental Linkes (PEL) study is underway to determine the VISION for the corridor. Anticipated PEL Study will be completed Spring 2024. Hwy 120 north of 694 is going to be turned back to Washington and Ramsey County, likely in 2025. Anticipated this section of TH 120 will be reconstructed in 2027.

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

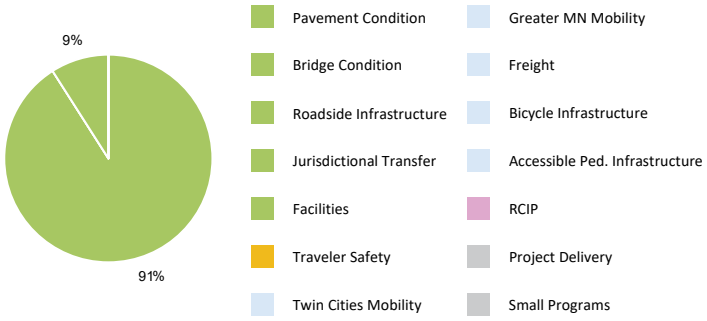
Utility impacts, adjacent studies and projects in progress.

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:	6/14/2027
Construction Season:	2027
Estimated Substantial Completion:	September 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

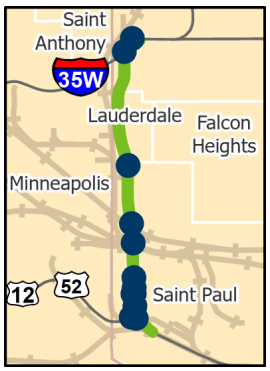
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	8.8
Post Letting Construction Costs:	0.6	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.1
Construction Engineering:	1.2	0.7
Right of Way:	0	0
Total:	***18.6***	***11***

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 and current estimates are based on standard practices using estimated quantities and average bid prices. MnDOT is currently working on a planning and environmental linkage study to better identify the needs and possible alternatives for Hwy 120. This project represents a maintenance project that will be necessary prior to the implementation of the vision set up in the study. The funding was reduced to reflect this type of project.

PROJECT SUMMARY



MN 280

Bridge 62033, 62034, 62843, 62844, 9471, 9472, 6805

State Project Number 6242-83

Repair pavement, guardrail, rehab 13 bridges on Hwy 280 from junction with I-94 in St Paul to junction with I-35W in Roseville and close median on Hwy 280 at Broadway in Lauderdale and install signals at Kosata Ave and ramps with Energy Park Dr in St Paul

RECENT CHANGES & UPDATES

PROJECT HISTORY

The goal of this project is to improve ride quality and restore pavement structure. The construction would restore the road approximately for 15 years.

PROJECT RISKS

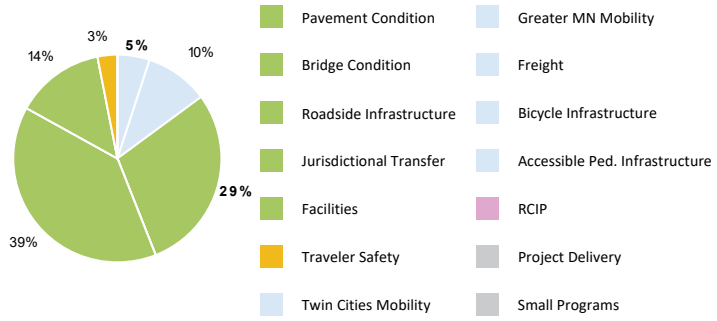
Major project risk is to increase the repair scope from CPR to CX or full pavement replacement. This may increase the cost by 30% or more.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	7/1/2025
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	December 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	32.5
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	0	3.9
Construction Engineering:	0	2.6
Right of Way:	0	0
Total:	***0***	***40.3***

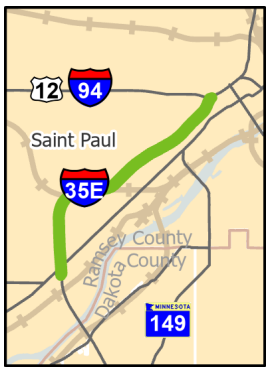
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35E

Bridge 62912, 9534

State Project Number 6280-419, 1982-218

Replace pavement on I-35E from north exit of Shepard Rd to Hwy 5 (W 7th St) and replace Bridge 9534 over Shepard Rd and overlay Bridge 62912 in St Paul

RECENT CHANGES & UPDATES

PROJECT HISTORY

BR # 9534 was built in 1963. The structural deck has significant spalling, water damage and bare rebar. There is a history of high load impact due to substandard vertical clearance under the bridge. The new bridge will provide standard clearance, increased capacity for future maintenance staging, and improved drainage and storm water treatment..

PROJECT RISKS

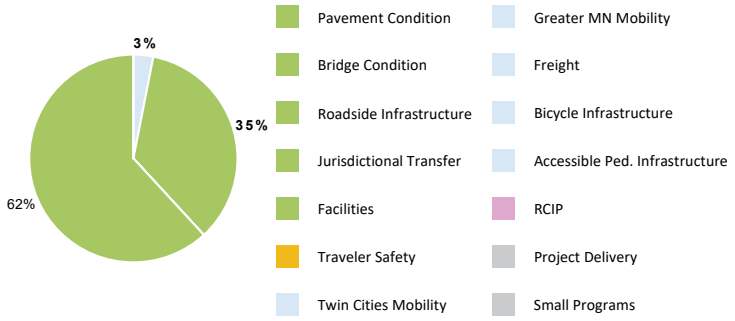
Local traffic management during construction represents a risk we have to alleviate during construction. The selection of proposed storm water treatment facility location carries significant risk due to the fractures and permeability of the local limestone bedrock.

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:	7/1/2025
Current Letting Date:	1/23/2026
Construction Season:	2026-2027
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.7	27.2
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:	***24.5***	***32***

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

COST ESTIMATE ASSUMPTIONS

The increase from the Baseline Estimate to the Current Estimate is due to an inflationary adjustment.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

I-94

Bridge 62706, 62703, 62877, 9631, 9632,62878,62879, 62888, 62889, 62891, 62893, 62894, 62898

State Project Number 6282-216

Repair 9 bridges, paint 2 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

Public engagement process was completed in August, 2023 which resulted in selection of Option #2 as the preferred concept. Staff will now enter into final design.

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.

PROJECT RISKS

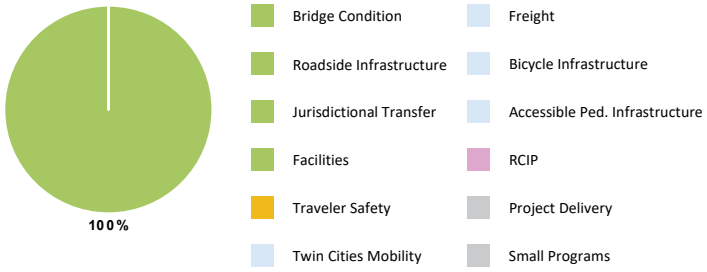
Stakeholder approval of a bridge typical section and adjacent improvements at the 12th & John Ireland intersection.

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:	3/28/2025
Construction Season:	2025
Estimated Substantial Completion:	Late 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

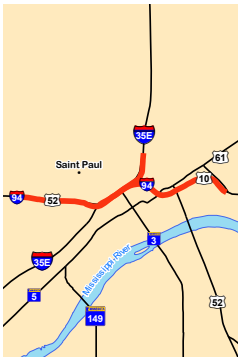
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	17
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.4
Right of Way:	0	0
Total:	***20.1***	***21.1***

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 increase in cost from Baseline to Current is due to inflation and because all bridges will now be fully painted, not just a partial painting.

PROJECT SUMMARY



I-94

Bridge 9805; 9805A; 62875; 6875A; 62882; 62894

State Project Number 6283-247

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

SUBSTANTIALLY COMPLETE

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

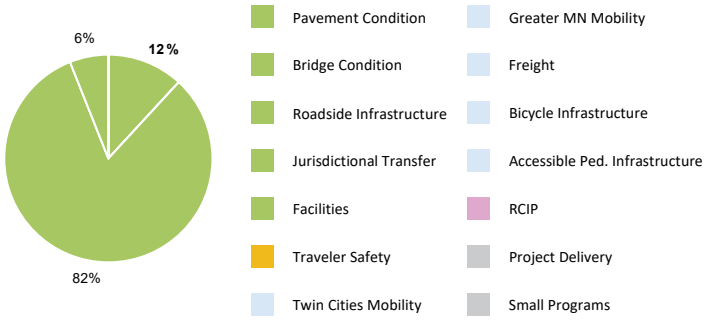
Risks retired

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	2/28/2020
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	10/3/2019
Original Letting Date:	4/23/2021
Current Letting Date:	5/7/2021
Construction Season:	2021
Estimated Substantial Completion:	November 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

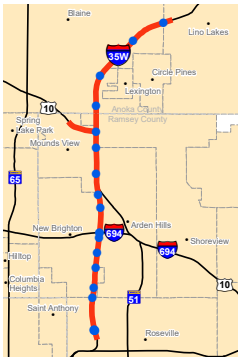
	Baseline Estimate	*Current Estimate*
Construction Letting:	27.3	23.9
Post Letting Construction Costs:	1.1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3.3	2.9
Construction Engineering:	2.2	1.9
Right of Way:	0	0
Total:	***33.9***	***29.7***

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

Construct MnPass lane, resurface, repair 17 bridges, replace 5 bridges. Project on I-35W is from CR B-2 in Roseville to north of Sunset Ave in Lino Lakes; on Hwy 10 project is from the junction with I-35W to 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

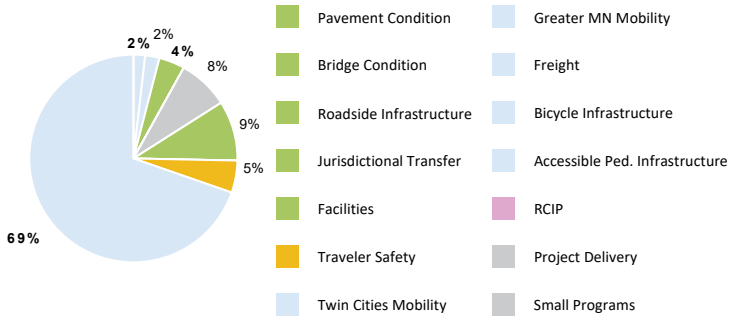
Risks retired.

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:	August 2021

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

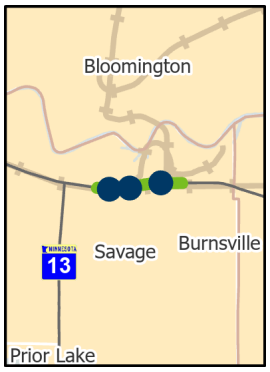
	Baseline Estimate	*Current Estimate*
Construction Letting:	208	193.9
Post Letting Construction Costs:	6.1	4.4
Other Construction Elements:	0	4.5
Preliminary Engineering:	2.2	23.6
Construction Engineering:	1.4	13.2
Right of Way:	0	0.2
Total:	***217.7***	***243.8***

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. The project is let and the current estimate is the post letting cost.

PROJECT SUMMARY



MN 13

Bridge 5528; 5831; 70053

State Project Number 7001-128

Construct interchange, frontage roads, and bridges on Hwy 13 from Hwy 901B to Quentin Ave in Savage.

RECENT CHANGES & UPDATES

Construction has been completed for the project.

PROJECT HISTORY

SP 7001-128 is a locally initiated project that MnDOT designed, let and administered construction. It is funded by a combination of grant, Ted, bonds and local funds. There are no MnDOT SRC funds as part of the construction let funding. Project included transportation planning and environmental documentation for the corridor from the TH13/TH 101 interchange to the intersection of TH 13 and Nicollet Ave. in the Cities of Savage and Burnsville as well as the delivery of the construction at the intersection of TH 13 and Dakota Ave. This project was selected for a freight grant due to the complications of freight movements at the Ports of Savage. The interchange constructed sought to improve freight access and movements in the area by allowing truck traffic to exit off of the highway and circulate separate from passenger vehicles.
This was a fast track project to complete the necessary planning and environmental work before the expiration of the grant funds.

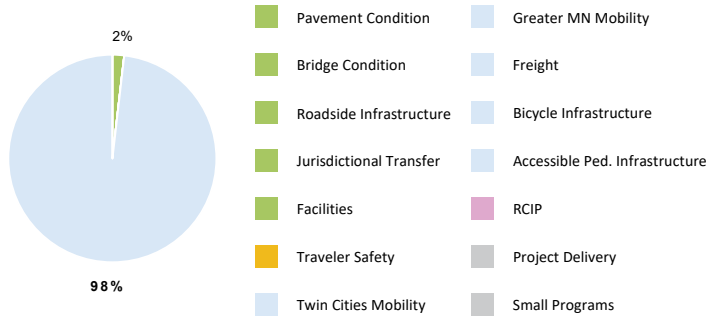
PROJECT RISKS

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	10/1/2021
Municipal Consent Approval Date:	7/6/2021
Geometric Layout Approval Date:	5/19/2021
Construction Limits Established Date:	5/19/2021
Original Letting Date:	2/25/2022
Current Letting Date:	3/15/2022
Construction Season:	2018-2022
Estimated Substantial Completion:	2023

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	31.7	31.7
Post Letting Construction Costs:	3.2	3.2
Other Construction Elements:	0.7	0.7
Preliminary Engineering:	6.8	6.8
Construction Engineering:	2.5	2.5
Right of Way:	0	0
Total:	***44.9***	***44.9***

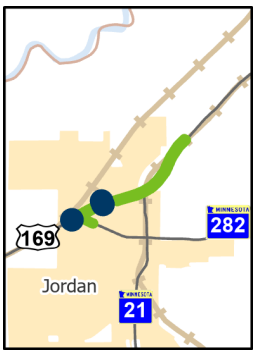
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

Bridge 6802, 8840, 70509, 70052, 70556, 70J68,70X05

State Project Number 7008-112, 7008-118

Construct interchange, roundabouts, signals, rehab and install new bridges at Hwy 169, south of Hwy 282 (2nd St W), and CR 9 (Quaker Ave) to north of Syndicate St in Jordan; and, construct pedestrian bypass and trail under Hwy 169 in Jordan.

RECENT CHANGES & UPDATES

Hwy 169 runs through the City of Jordan. The City is located on both sides of Hwy 169. The existing traffic signal at the intersection of Hwy 169 and Hwy 282 needs to be removed to increase safety and mobility. Constructing an interchange will grade separate the roadways and eliminate conflict points that create crashes. In addition, the CSAH 9 bridge over the UPRR will also eliminate the possibility of crashes and increase the mobility and safety for both motorists and freight traffic.

PROJECT HISTORY

Scott County initiated preliminary design and requested that MnDOT take over this extremely large and complex interchange project because it includes three state highway legs. MnDOT will continue to work with their project partners, Scott County and the City of Jordan, to finish preliminary design, final design and acquire the R/W for a MnDOT project letting no later than September 27, 2024

PROJECT RISKS

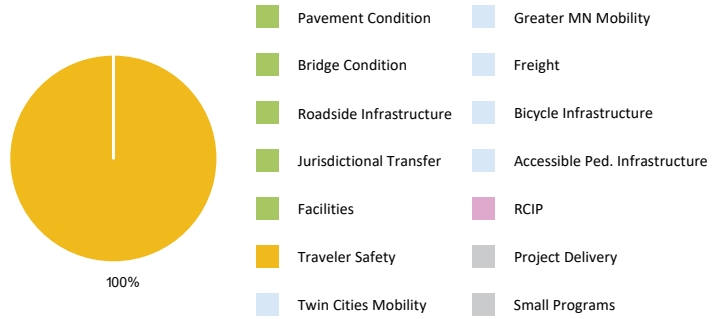
Muck excavation – Global soil correction may be necessary to provide roadway and structure stability
Building Relocation – There is one relocation needed on this project Holiday and MacDonalds Entrances - Business entrances along Triangle Lane will have a high ROW cost due to them being a corporate company.
Structure Design – Wall type and height of the retaining walls near the roundabout and double box culvert

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	9/11/2023
Geometric Layout Approval Date:	9/12/2023
Construction Limits Established Date:	9/12/2023
Original Letting Date:	9/27/2024
Current Letting Date:	9/27/2024
Construction Season:	2024-2026
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	39.8	47
Post Letting Construction Costs:	1.6	0
Other Construction Elements:	0	0
Preliminary Engineering:	4.8	2.6
Construction Engineering:	3.2	3.9
Right of Way:	0	3
Total:	***49.4***	***56.5***

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

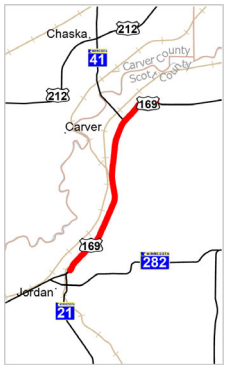
COST ESTIMATE ASSUMPTIONS

A Monte Carlo analysis was performed to better incorporate the risk into the cost estimate. The cost of the project increased. This increased cost was related to a more detailed estimate that accounted for some the risks and their most likely cost. This included poor soils and a longer settlement time for the bridges.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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 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

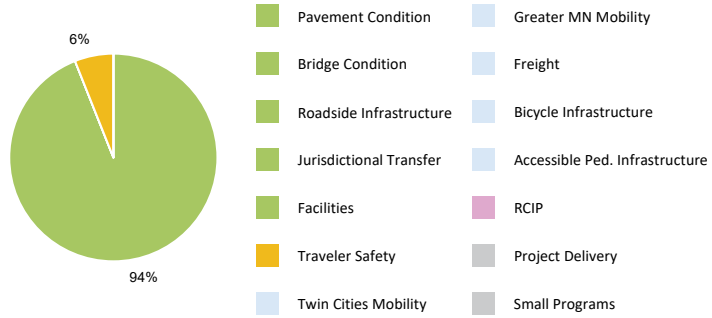
There are 3 projects 7009-85, -87 and -89 all occurring along the same corridor which will need to coordinate improvements and timing.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	May 2, 2021
Municipal Consent Approval Date:	Not Needed
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
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.5	1.3
Construction Engineering:	1	0.9
Right of Way:	0.3	0
Total:	***16.2***	***13.7***

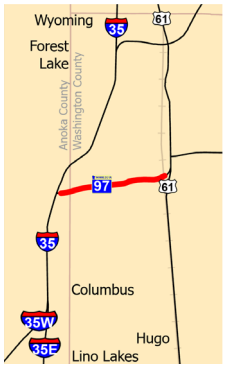
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline and Current estimates are based on estimated quantities and average bid prices. Previously, scope and funds for pavement and signal improvements were removed in favor of a Scott County led interchange at US 169 and TH 41. These locally led improvements have been constructed and the project area became an exception area in the 7009-85 project.

Additionally, Scott County and Spring Creek township are leading design and construction of an overpass and access improvements from 173rd Ave to Bluff Drive. The Planned MnDOT safety improvements in this area were removed from 7009-85 and funds were contributed to the local project.

PROJECT SUMMARY



MN 97

State Project Number 8201-21

Hwy 97: Forest Lake

Reconstruct road, trail on Hwy 97 (Scandia Trail N) from ast 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 MN97, 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. Staff approved layout summer 2023. Start final

PROJECT HISTORY

Project started as a mill and overlay, due to poor soils project has been changed to pavement reconstruction

PROJECT RISKS

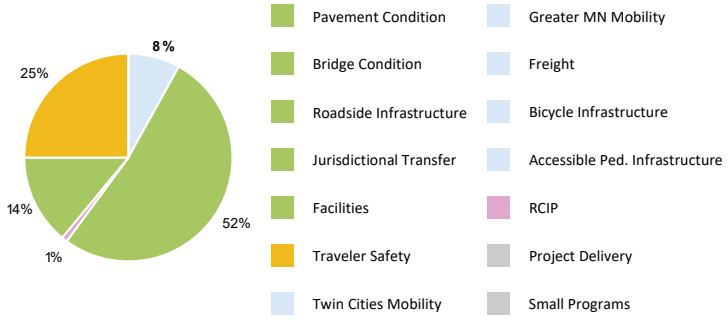
Drainage, poor soils, construction staging, costs

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:	Need Unknown
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)

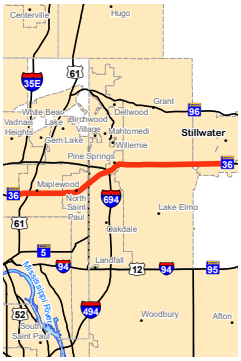
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.9	15.9
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.9
Construction Engineering:	1	1.3
Right of Way:	1.1	0
Total:	***15.9***	***19.7***

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

Standard practices were used to develop estimates for this project. Inflationary increases pushed Current Estimate amounts up.

PROJECT SUMMARY



MN 36

State Project Number 8204-77

Resurface, add ADA improvements, and replace signal on Hwy 36 from east of Edgerton in Maplewood to west of Greeley Avenue in Stillwater

SUBSTANTIALLY COMPLETE

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 TH36 from I-35W to 0.23 miles east of Edgerton was removed from this project and added to SP 6216-192 in 2019. The need of this project is to improve the pavement quality, drainage infrastructure, ADA accessibility, sidewalk/trail connections and install a permanent signal. The condition of the pavement smoothness and select drainage structure are the low category. In addition to sidewalk/trails that require connections, pavement improvement and accessibility. A temporary signal is being replaced with a permanent signal.

PROJECT RISKS

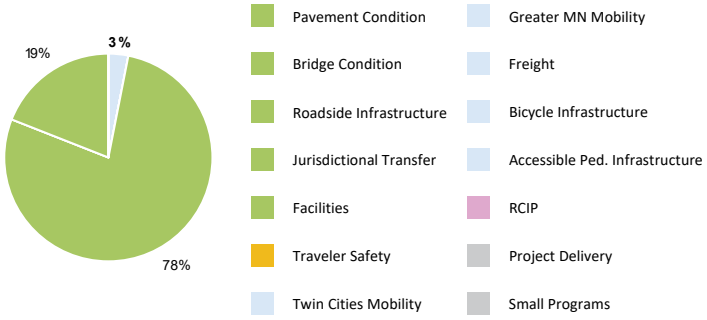
Risks include traffic staging/detour management which requires coordination with numerous adjacent local projects

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	4/14/2021
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

Some work was removed from the scope or transferred to a local project resulting in a lower Current Estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY

I-94

State Project Number 8282-132, 8282-145, 8282-150

I-94: Oakdale, Woodbury, Landfall, Lake Elmo, and Lakeland

Resurface road, traffic management system, drainage, signing, lighting, guardrail, noise wall, Hudson frontage road 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 and widen and strengthen bituminous shoulders, update traffic management system, improve drainage, add bituminous crossovers on I-94 from MN 120 in Oakdale to St Croix River in Lakeland

RECENT CHANGES & UPDATES

Project construction started summer 2022, 2023 construction focused on Woodbry Dr to St Croix River, 2024 construction will focus on Century to Woodbury Drive, project completion fall 2024. I-94 Gold Line BRT construction is occurring at same time near west end of project.

PROJECT HISTORY

This project is for a long term concrete pavement repair. Project received Frieght funding to add an eastbound 94 lane from 494/694 to Woodbury Drive.

PROJECT RISKS

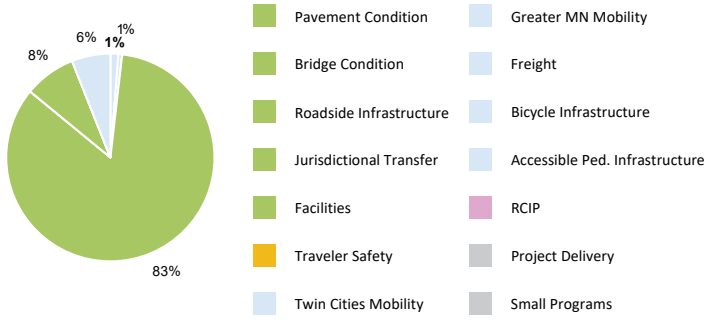
Management of traffic including crossover work and keeping traffic open including working with Wisconsin DOT. Material escalation costs due to the increasing costs for material. The underlying pavement condition is not known an unknown amount of bituminous patching will be required prior to placing the unbonded overlay.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	7/22/2022
Current Letting Date:	2/9/2023
Construction Season:	2022-2026
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	103.7	109.6
Post Letting Construction Costs:	4.1	8.0
Other Construction Elements:	0	0.6
Preliminary Engineering:	12.5	5.0
Construction Engineering:	8.4	9.7
Right of Way:	0	0
Total:	***128.7***	***132.8***

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

COST ESTIMATE ASSUMPTIONS

To date, standard practices have been used to produce both the baseline and current estimates for this project.

Appendix D: Future Major Highway Projects (planned 2025-2035)

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 23	0901-81	Larson, Brian	2029	Carlton	Resurface Hwy 23 from east of Pine/Carlton County line to St. Louis River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
1	MN 33	0906-51	Not assigned	2031	Carlton	Resurface bridges over St Louis River on Hwy 33 in Cloquet	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.6	6.9
1	MN 210	0910-36	Not assigned	2031	Carlton, St Louis	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	I-35	0980-166	Not assigned	2028	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	7.6
1	I-35	0980-168	Not assigned	2032	Carlton	Resurface I-35 from 2.6 miles south of CR 4 to the north end of the Hwy 210 bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.6	23
1	MN 61	1603-54, 1603-55	Kerfeld, Douglas	2025-2029	Cook	Resurface Hwy 61 from just south of CR 14 to Reservation Bay Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	20.4	25.4
1	US 2	3103-71	Not assigned	2031	Itasca	Resurface Hwy 2 from 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 38	3108-86	Richardson, Landon	2028	Itasca	Resurface Hwy 38 from just north of S Jct 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	4.4	5.4
1	US 169	3115-128	Not assigned	2031	Itasca	Resurface Hwy 169 from just south of the Aitkin/Itasca County line to CR 64 (Harristown Rd)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.9	17.3
1	US 169	3115-129	Not assigned	2029	Itasca	Resurface Hwy 169 from CR 64 (Harristown Rd) to 13th St SW in Grand Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
1	US 169	3116-155	Not assigned	2032	Itasca	Resurface Hwy 169 from 10th Ave NE in Grand Rapids to Morrison Ave in Coleraine	Not Needed	Not Needed	Not Needed	Not Needed	11.3	14
1	MN 11	3605-43	Not assigned	2027	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	6.8	8.4
1	MN 11	3606-68	Not assigned	2031	Koochiching	Resurface Hwy 11 from just east of CR 23 to end of Hwy 11	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
1	US 71	3613-18	Not assigned	2031	Koochiching	Repair bridge over Little Fork River on Hwy 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
1	MN 1	3803-35	Not assigned	2031	Lake	Resurface Hwy 1 from Salveson Rd to Hwy 61	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.7	4.6
1	MN 61	3806-72	Not assigned	2031	Lake	Resurface Hwy 61 from north of the Gooseberry River to just south of the Split Rock River and north of CR 22 to Beaver Bay Bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
1	MN 18	5808-25	Not assigned	2031	Pine	Resurface Hwy 18 in Finlayson to Hwy 23	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	MN 1	6902-28	Not assigned	2028	St Louis	Resurface Hwy 1 from Hwy 53 to Hwy 169	Not Needed	Not Needed	Not Needed	Not Needed	7.1	8.9
1	US 2	6906-19	Not assigned	2027	St Louis	Resurface Hwy 2 from just east of Hwy 200 to west limits of Floodwood	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	11.1
1	US 2	6907-54	Not assigned	2032	St Louis	Resurface Hwy 2 from .25 miles east of Hwy 73 to just east of CR 845/Maki Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.6	18.2
1	MN 135	6913-38	Not assigned	2027	St Louis	Resurface Hwy 135 from just north of the Embarrass River to Hwy 1	Not Needed	Not Needed	Not Needed	Not Needed	6.9	8.6
1	US 53	6915-139	Not assigned	2027	St Louis	Resurface Hwy 53/Trinity Rd from just north of Piedmont Ave to Hwy 194/Central Entrance in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	US 53	6917-149	Olson, Josie	2032	St Louis	Replace the NB Hwy 53 bridge over St Louis River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
1	US 53	6918-96	Peritz, Alex	2032	St Louis	Replace the Hwy 53 bridges over Hwy 37	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.9	9.8
1	US 53	6920-57	Not assigned	2030	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	MN 61	6926-56	Not assigned	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	8.5	10.5
1	MN 194	6933-99	Not assigned	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	15	18.6
1	I-35	6982-359	Not assigned	2029	St Louis	Reconstruct I-35 from .5 miles south of Boundary Ave to bridge over Hwy 23	Need Unknown	Need Unknown	Need Unknown	Need Unknown	50.7	62.9
1	I-535	8801-BLATNIK-CA, 6981-26	Not assigned	2026-2027	St Louis	Repair or replace the Blatnik Bridge on I-535 between Duluth and Superior	Not Needed	Not Needed	Not Needed	Not Needed	215.6	267.3
2	MN 1	0403-08	Mason, Jonathon	2033	Beltrami	Resurface Hwy 1 between Clearwater County line and the south junction of Hwy 89	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.2	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 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	6.1	8.4
2	MN 197	0416-64	Mason, Jonathon	2032	Beltrami	Resurface Hwy 197 between Bemidji Ave and Hannah Ave in Bemidji	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
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	10.5	13
2	MN 92	1507-68	Mason, Jonathon	2029	Clearwater	Resurface Hwy 92 between Gonvick and Bagley	Pending Approval	Pending Approval	Pending Approval	Pending Approval	11	13.6
2	MN 34	2902-46	Mason, Jonathon	2030	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	2030	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	2030	Kittson	Resurface Hwy 75 and replace 3 culverts between Donaldson and Hallock	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.8	13.4
2	MN 11	3901-44	Mason, Jonathon	2033	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	MN 1	4509-05	Mason, Jonathon	2028	Marshall	Refurbish Hwy 1 bridge over the Red River in Oslo	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15	18.6
2	US 75	5406-20	Mason, Jonathon	2031	Norman	Resurface Hwy 75 between Hendrum and Perley	Pending Approval	Not Needed	Not Needed	Pending Approval	4.7	7.6
2	US 59	5705-66	Mason, Jonathon	2029	Pennington	Resurface 2 miles of Hwy 59 in Thief River Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1
2	US 2	6005-79	Mason, Jonathon	2029	Polk	Resurface westbound lanes of Hwy 2 between Hwy 59 and Fosston	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
2	MN 32	6007-15	Mason, Jonathon	2029	Polk	Resurface Hwy 32 between Co Rd 1 and Hwy 2	Pending Approval	Not Needed	Not Needed	Pending Approval	6	7.4
2	US 75	6012-56	Mason, Jonathon	2028	Polk	Replace 4 culverts on Hwy 75 between Eldred and Girard	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
2	MN 11	6804-28	Mason, Jonathon	2028	Roseau	Resurface Hwy 11 between Warroad and Roosevelt	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7	8.8
2	MN 89	6806-32	Mason, Jonathon	2030	Roseau	Resurface Hwy 89 between Wannaska and Roseau	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
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	6.1	7.5
3	US 169	0115-56	Wehseler, Luke	2032	Aitkin	Resurface and reconstruct Hwy 169 from Westwood Dr to the South Junction of Hwy 210 in Aitkin	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
3	MN 95	0505-27	Scegura, Kelly	2029	Benton	Resurface MN 95 from Junction MN 23 East of St. Cloud to Benton/Mille Lacs Co line	Not Needed	Not Needed	Not Needed	Not Needed	7.5	9.3
3	MN 25	1808-26	Not assigned	2028	Crow Wing	Resurface from Morrison/Crow Wing County line to Jct MN 210 in Brainerd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
3	MN 371	1810-118	Not assigned	2031	Crow Wing	Recondition MN 371 from Junction MN 210 in Baxter to South of Nisswa, NB & SB	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19.2	23.8
3	MN 65	3307-44	Not assigned	2030	Kanabec	Reconstruction MN 65, thru Mora	Not Needed	Not Needed	Not Needed	Not Needed	23.3	28.9
3	MN 95	4809-23	Not assigned	2030	Isanti, Mille Lacs	Resurface MN 95 from Benton/Mille Lacs County line to 0.05 Mi W of CR 35/15 + Br 48013	Not Needed	Not Needed	Not Needed	Not Needed	7.5	9.3
3	MN 107	5812-12	Not assigned	2031	Pine	Resurface Hwy 107 from the Kanabec/Pine County line to Hwy 23	Not Needed	Not Needed	Not Needed	Not Needed	4.7	5.9
3	US 10	7102-146	Not assigned	2028	Sherburne	Resurface us 10 from Big Lake to Joplin Ave in Elk River eastbound and westbound, includes ADA work (Rural Only)	Not Needed	Not Needed	Not Needed	Not Needed	27.6	34.2
3	MN 23	7305-131	Dumont, Claudia	2028	Stearns	Resurface MN 23, from 0.455 Mi E of93rd Ave to MN 15 in Waite Park eastbound and westbound	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16
3	MN 23	7306-98	Not assigned	2029	Stearns	MN 23, Resurface from MN 15 to RR Br near US 10 + ADA in St. Cloud, EB & WB	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.2	9
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	25.1	31.1

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
3	US 71	7319-43	Not assigned	2029	Stearns, Todd	US 71, Recondition from 4th St N in Sauk Centre to 0.1 M N of 230th St in Long Prairie	Not Needed	Not Needed	Not Needed	Not Needed	14.1	17.5
3	MN 210	7701-41	Schiller, Eric	2030	Todd	Resurface MN 210, from Jct US 71 in Hewitt to US 10 in Staples, includes ADA work	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.1	17.5
3	US 71	8005-22	Schiller, Eric	2028	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 Jct US 71	Not Needed	Not Needed	Not Needed	Not Needed	9	11.2
4	US 10	0301-73	Oyster, Kalob	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	13.6	16.8
4	US 10	0302-89	Oyster, Kalob	2025	Becker	Resurface from CR 54 in Detroit Lakes to east of county road 10	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.8	9.6
4	US 75	0608-40	Bausman, Brian	2030	Big Stone	Resurface from Hwy 12 to Hwy 28 in Graceville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.1	11.3
4	US 10	1401-180	Harris, Dan	2028	Clay	Resurface and bridge replacement from Dilworth to Glyndon	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.9	19.7
4	US 10	1401-193	Oyster, Kalob	2033	Clay	Resurface from CR 31 to CR 5	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.2	18.8
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	37	46
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	7.2	9
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	10.6	13.1
4	MN 78	5620-26	Vanderhider, Lori	2030	Otter Tail	Resurface on 113, from Wagon Trail to county road 54	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.5	11.9
4	MN 104	6110-23	Bausman, Brian	2032	Pope	Resurface from highway 9 to Glenwood	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.7	9.6
4	MN 27	7803-13	Pace, Thomas	2026	Grant, Traverse	Resurface from Wheaton to Herman	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.3	9.1
4	US 75	8406-24	Pace, Thomas	2029	Traverse	Resurface from RR north of Hwy 55 to Hwy 9 near Doran	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.6	12
4	MN 9	8409-26	Harris, Dan	2022	Wilkin	Resurface from Hwy 210 to 6th Street in Barnesville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.6	13.1
6	MN 56	2005-30	Not assigned	2031	Dodge, Mower	Resurface Hwy 56 from County Road 46 to Hwy 14	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.4	16.6
6	US 65	2404-44	Zager, Paul	2028	Freeborn	Resurface Hwy 65 from Iowa state line to 0.5 mi. south I-35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.7
6		2482-83	Thompson, Tory	2030	Freeborn	Replace bridges on I90 over I35 and Improve Ramps	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.9	23.5
6	US 52	2506-90	Not assigned	2031	Dakota, Goodhue	Resurface Hwy 52 southbound from Hwy 60 to Hwy 19	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
6	MN 60	2511-54	Not assigned	2025	Goodhue	Resurface Highway 60 from Kenyon to Highway 52	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	11.1
6	MN 16	2801-90	Austin, Thomas	2029	Houston	Reconstruct Highway 16 through Houston	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.2
6	MN 44	2803-35	Gasper, Jacob	2026	Houston	Resurface Highway 44 from Spring Grove to Caledonia	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
6	MN 44	2804-39	Gasper, Jacob	2024	Houston	Resurface Highway 44 from Houston County Road 12 to Hokah	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.6	9.4
6	I-90	5080-175	Not assigned	2025	Mower	Resurface I-90 from Highway 105 to Mower County Road 46	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.8	12.2
6	I-90	5080-180	Not assigned	2026	Mower	Resurface eastbound lanes of I-90 from Mower County Road 46 to Highway 16	Need Unknown	Need Unknown	Need Unknown	Need Unknown	22.6	27.8
6	I-90	5080-183	Not assigned	2028	Mower	Replace Bridge over I-90	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.3	7.9
6	US 14	5501-48	Not assigned	2029	Olmsted	Resurface EB Highway 14 from Byron to Rochester	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.9	14.9
6	US 14	5501-50	Not assigned	2027	Olmsted	Resurface WB Highway 14 from Byron to Rochester	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.2	10.2
6	I-90	5580-103	Not assigned	2028	Olmsted	Resurface I90 eastbound from Hwy 63 to County Road 19	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.6
6	MN 19	6602-30, 6603-28	Trogstad-Isaacson, Mark	2022-2027	Rice	Resurface Highway 19 from Highway 13 to I 35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.6	17.5
6	MN 3	6612-105	Not assigned	2028	Rice	Replace Bridge over Cannon River on MN 3	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
6	I-35	6680-122	Not assigned	2027	Rice	Resurface I 35 SB from CR 9 to Heath Creek Rest Area	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1

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)
6	MN 30	7403-34	Not assigned	2027	Steele, Waseca	Resurface Highway 30 from Highway 13 to Ellendale	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
6	I-35	7480-137	Not assigned	2026	Steele	Resurface I 35, NB and SB from CR 2 to CR 48	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.1	15.1
6	MN 43	8502-37	Not assigned	2032	Winona	Resurface Highway 43 from Jct I 90 to Highway 61	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
6	MN 43	8503-54	Hanson, Chad	2027	Winona	Resurface Highway 43 from Sarnia Street to end of Mississippi River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
6	US 61	8504-77	Gasper, Jacob	2024	Winona	Replace northbound and southbound Hwy 61 bridges over Cedar Creek south of Winona	Pending Approval	Not Needed	Pending Approval	Pending Approval	7.4	9.2
6	US 61	8506-75	Not assigned	2028	Winona	Resurface northbound lanes of Hwy 61 from Hwy 14 to Hwy 42 and southbound lanes from Hwy 14 to Hwy 248	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.8	18.4
6	MN 74	8507-28	Not assigned	2026	Winona	Resurface Highway 74 from Highway 52 to east Highway 14	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9
6	I-90	8580-179	Zager, Paul	2027	Winona	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14	17
6	I-90	8580-180	Not assigned	2028	Winona	Resurface I 90 WB from Highway 76 to Nodine	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
7	US 14	0702-128	Coudron, Glen	2029	Blue Earth	Repair from CR 3 to 2 miles east of Eagle Lake	Not Needed	Not Needed	Not Needed	Not Needed	13.3	16.5
7	MN 30	0705-26	Thibert, Mathew	2030	Blue Earth, Watonwan	Resurface from Hwy 15 to Hwy 169	Not Needed	Not Needed	Not Needed	Not Needed	6	7.4
7	MN 68	0710-123	Hasty, Forrest	2031	Blue Earth, Brown	Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169	Not Needed	Not Needed	Not Needed	Not Needed	20.6	25.5
7	MN 60	1703-82	Dieken, Mary	2023	Cottonwood	Repair pavement on Mountain Lake bypass	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.6	8.4
7	MN 60	1703-83	Coudron, Glen	2031	Cottonwood	Reconstruct in Windom	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16	19.6
7	MN 22	2203-115	Thibert, Mathew	2031	Faribault	Resurface from Iowa border to west Jct of CR 16	Not Needed	Not Needed	Not Needed	Not Needed	8.4	10.4
7	MN 22	2204-27	Thibert, Mathew	2030	Faribault	Resurface from west Jct of CR 16 to Wells	Not Needed	Not Needed	Not Needed	Not Needed	6.5	8.1
7	US 169	2207-121	Hasty, Forrest	2033	Faribault	Reconstruct Hwy 169 in Elmore	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
7	MN 60	3204-70	Hasty, Forrest	2030	Jackson, Nobles	Repair WB lanes from Worthington to Windom and EB lanes at Heron Lake and from Wilder to Windom	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.2	22.4
7	US 71	3205-36	Engelmeyer, Peter	2030	Jackson	Resurface from Iowa border to CR 38 in Jackson	Not Needed	Not Needed	Not Needed	Not Needed	9.5	11.8
7	MN 13	4001-48	Dieken, Mary	2030	Le Sueur	Resurface from Waterville to Montgomery	Not Needed	Not Needed	Not Needed	Not Needed	15	29.4
7	MN 19	4004-126	Tess, Zachary	2031	Le Sueur, Sibley	Resurface from Hwy 169 to east Jct of Hwy 13	Not Needed	Not Needed	Not Needed	Not Needed	12.9	15.9
7	MN 99	4009-114	Hasty, Forrest	2026	Le Sueur	Resurface from Le Center to Hwy 13	Not Needed	Not Needed	Not Needed	Not Needed	7.8	9.6
7	MN 15	4603-52	Coudron, Glen	2033	Martin	Resurface from Iowa to Fairmont	Not Needed	Not Needed	Not Needed	Not Needed	5.2	6.4
7	MN 22	5205-115	Dieken, Mary	2027	Nicollet	Resurface from Hwy 169 to CR 20 in Saint Peter	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
7	US 59	5304-44	Coudron, Glen	2032	Murray, Nobles	Resurface and replace multiple bridges from Worthington to Fulda	Not Needed	Not Needed	Not Needed	Not Needed	16.9	21
7	I-90	5380-154	Dieken, Mary	2027	Nobles	Resurface WB lanes from Adrian to Rushmore	Not Needed	Not Needed	Not Needed	Not Needed	6.5	8.1
7	US 75	6704-116	Hasty, Forrest	2030	Rock	Resurface from Iowa border to Luverne	Not Needed	Not Needed	Not Needed	Not Needed	8.8	11
7	US 75	6705-47	Jones, Robert	2028	Pipestone, Rock	Resurface from Luverne to Trosky	Not Needed	Not Needed	Not Needed	Not Needed	12.1	15.1
7	MN 19	7206-117	Hasty, Forrest	2029	Le Sueur, Sibley	Resurface from Gaylord to Hwy 169	Not Needed	Not Needed	Not Needed	Not Needed	19.2	24
7	MN 13	8102-30	Tess, Zachary	2028	Le Sueur, Waseca	Resurface from Waseca to Waterville	Not Needed	Not Needed	Not Needed	Not Needed	5.7	7.1

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 40	1210-93	DeSchepper, Phillip	2027	Chippewa	Resurface Hwy 40 from CR 4 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.2	16.2
8	US 12	3403-78	DeSchepper, Phillip	2028	Kandiyohi	Resurface Hwy 12 from 11th St W to 6th St E in Willmar; upgrade sidewalks to meet ADA standards.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.7	13.2
8	US 75	3703-30	Nienaber, Christopher	2027	Lac Qui Parle	Replace bridge on Hwy 75, 3 miles south of Hwy 7.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.7	7.1
8	US 14	4201-91	DeSchepper, Phillip	2032	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 19	4204-42	Baumchen, Tyler	2030	Lyon	Resurface Hwy 19 from Ivanhoe to CR 5.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.3	16.9
8	MN 23	4207-58	Kalthoff, Lance	2031	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	2027	Lyon	Resurface Hwy 59 from Hwy 14 to CR 6 in Marshall.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.7
8	MN 22	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	11.5
8	US 75	5906-43	Vlaminck, Jesse	2031	Lincoln, Pipestone	Resurface Hwy 75 from Pipestone Creek to S Valley St in Lake Benton.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.4
8	US 71	6405-72	Miller, Jacob	2027	Redwood	Resurface Hwy 71 from CR 115 in Sanborn to the south Jct of Hwy 68.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	10.5
8	US 71	6405-74	Miller, Jacob	2028	Redwood	Resurface Hwy 71 from Hwy 68 to CR 101 in Redwood Falls.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.4
M	MN 7	1004-35	Lutaya, Andrew	2028	Carver, Hennepin	Resurface road from the Hennepin/Carver County line to Division St and replace bridge over County Road 82.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	31.3	38.9
M	MN 95	1306-57	Rabban, Shaker	2025	Chisago	Resurface Hwy 95 from the Isanti county line to Hemingway Ave	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.1	17.5
M	I-35E	1982-207	Alam, Tahsina	2029	Dakota	Reconstruct road from I-35W/I-35E split to Lone Oak Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	98.5	121.9
M	MN 5	2701-55	Not assigned	2033	Carver	Repair road from MN 41 to Eden Prairie Rd	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.6	20.6
M	MN 5	6201-91	Thornsen, Jesse	2023	Ramsey	Resurface road from Munster Ave to St. Claire Ave	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14	17.4
M	US 169	7005-129	Vasas, Victor	2028	Scott	Resurface Hwy 169 from CSAH 15 to Ferry Bridges	Need Unknown	Need Unknown	Need Unknown	Need Unknown	27.6	34.2

Appendix E: Efficiency Pages

US 2 Pavement Resurfacing from Highway 65 to Highway 200

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 2	3104-62	1	6.5 Miles	Itasca and Aitkin Counties	$8M	Randy Costley	May 19, 2023

Project Description:

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

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$525,000
Performance Based Practical Design	**$150,000**
Due to the narrow right of way within the corridor and the need to improve the rural ditch drainage within the area of the roundabout, the Design Team utilized steeper back slopes than typical. This minimized impacts and reduced overall project costs	$150,000
Value Engineering	**$375,000**
Within the mill and overlay portion of the project, the Design Team developed a pavement typical section for the mill and overlay that allowed all construction to stay within the limits of the existing road surface. This eliminated the need for any grading on the existing inslopes and disturbance of the existing ditches.	$375,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 2 Pavement Resurfacing from CR 874 to Highway 194 and Roundabout Construction at the Intersection of US 2 and Highway 194

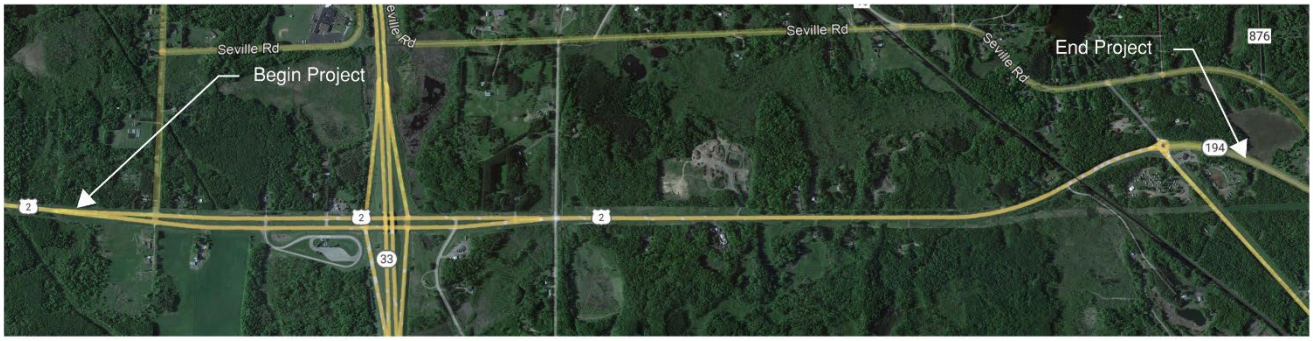
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 2	6908-61	1	3 Miles	St. Louis County	$6M	Tom Lamb	February 24, 2023

Project Description:

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

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$725,000
Value Engineering	**$725,000**
The initial design of the roundabout was developed using typical roundabout standards. This resulted in a significant shift in the alignment of US 2 on the eastern leg of the roundabout. As part of the preliminary design process, an alternative configuration for the roundabout was developed that allowed the east leg to primarily remain within the limits of the existing roadway. This resulted in a reduction of grading costs and tree removal.	$500,000
The existing shoulders on US 2 are 10' wide with bituminous surfacing which exceeds the current standards for width and surface type. The shoulders were determined to be acceptable for their intended use and instead of completing a mill and overlay of the entire pavement surface, only the mainline and two feet of the shoulders were milled and overlayed. This approach achieved the goal to improve the ride surface without affecting the performance or safety of the highway. The remaining portions of the shoulder were fog sealed to extend the life of the shoulders.	$225,000
Best Practices Summary	
Detouring US 2 for construction of the roundabout was not feasible due to the lack of alternate routes. The Project Team developed a temporary bypass for the roundabout which allowed US 2 to remain open during construction. This approach did not save construction dollars but did save significant user costs.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 34 Pavement Reconstruction in Akeley

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 34	2902-44	2	1 Mile	Hubbard County	$4M	Tony Collyard	March 24, 2023

Project Description:

Reconstruct MN 34 through the town of Akeley due to poor surface ride quality. The project also included pedestrian facility improvements to meet ADA compliance requirements.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Performance Based Practical Design	**$350,000**
The overall shoulder and parking pavement width in Akeley was reduced to allow for the construction of a sidewalk and a boulevard without the need for significant right of way and property impacts.	$350,000
Best Practices Summary	
The reduction in overall pavement width will save future maintenance costs in addition to the up-front savings realized at the time of construction.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 23/US 10 Interchange Reconstruction

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 23	0503-91	3	2.5 Miles	Benton County	$50M	Darren Nelson	December 2, 2022

Project Description:

Reconstruction of the US 10/MN 23 interchange in St. Cloud. The project reconfigures the interchange ramps to improve safety and mobility. The existing bridges are being replaced and a new bridge is being added to the south of the interchange to improve multi-modal mobility across US 10.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,500,000
Value Engineering	**$1,500,000**
The existing interchange consists of four diagonal ramps and four loop ramps. The proposed design was developed as a folded diamond interchange reducing the number of ramps by four. This design maintains the free-flow traffic on US 10 and adds signals on TH 23 which is consistent with the TH 23 corridor and adjacent intersections. This approach reduces the amount of pavement needed for the project. In addition, by locating all the ramps on the south side of TH 23, it provides room for a future grade separation at St. Germain, the next existing intersection to the north.	$1,500,000
Best Practices Summary	
MnDOT worked with the city to address the high volume of pedestrian crossings of US 10 at uncontrolled locations. As part of this coordination, an additional bridge was added to the project at 4th St SE. This solution addressed the mobility issues in this area and highlights the opportunities to partner with local agencies to solve both local and regional issues.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 25 Bridge Replacement in Brainerd

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 25	1811-35	3	0.5 Miles	Crow Wing	$7M	Eric Schiller	October 28, 2022

Project Description:

Replacement of Bridge #9099 over the BNSF Railroad due to reaching the end of its service life. The project also included pedestrian and bicycle accommodations.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,300,000
Value Engineering	**$1,300,000**
The Project Team worked diligently with BNSF Railroad to allow the proposed bridge piers to remain within BNSF right of way. Traditionally, BNSF requires bridges to fully span the railroad right of way. The Project Team recognized early in the process that this would add significant cost and risk to the project. Through negotiations, a solution was agreed upon that included piers within the BNSF right of way but also allowed for future railroad expansion.	$1,300,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 65 – Districtwide High Tension Cable Barrier Installation

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 65	8823-407	3	N/A	Districtwide	$6M	Kelly Scegura	April 28, 2023

Project Description:

Installation of High-Tension Cable Barrier in various locations throughout District 3.

Efficiencies Summary:

Total Project Efficiencies Savings	$250,000
Innovative Construction Staging	**$250,000**
The district had a need to install High Tension Cable Barrier at various locations throughout the district. To maximize the efficiency of the project, these individual projects were bundled into one districtwide letting. This approach saved on administrative costs and led to more competitive bidding.	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 9 Pavement Reconstruction from Barnesville to Interstate 94

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 9	1409-25	4	2.5 Miles	Clay County	$6M	Kalob Oyster	November 18, 2022

Project Description:

Bituminous pavement reconstruction in Barnesville and pavement resurfacing between Barnesville and Interstate 94. The project also included ADA construction and a shared use path in Barnesville.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$750,000
Performance Based Practical Design	**$750,000**
The overall existing pavement width in Barnesville varied from 48 feet to 70 feet wide, which is far more than the required minimums. MnDOT worked with the city to develop a consistent roadway width through town that provided parking and improved the pedestrian experience. This resulted in a typical width of 44 feet. The narrowing of the roadway reduced pavement construction costs and reduced the impacts to adjacent properties.	$750,000
Best Practices Summary	
Beyond the work in the City of Barnesville, the primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 61 Pavement Resurfacing from Lake City to Red Wing

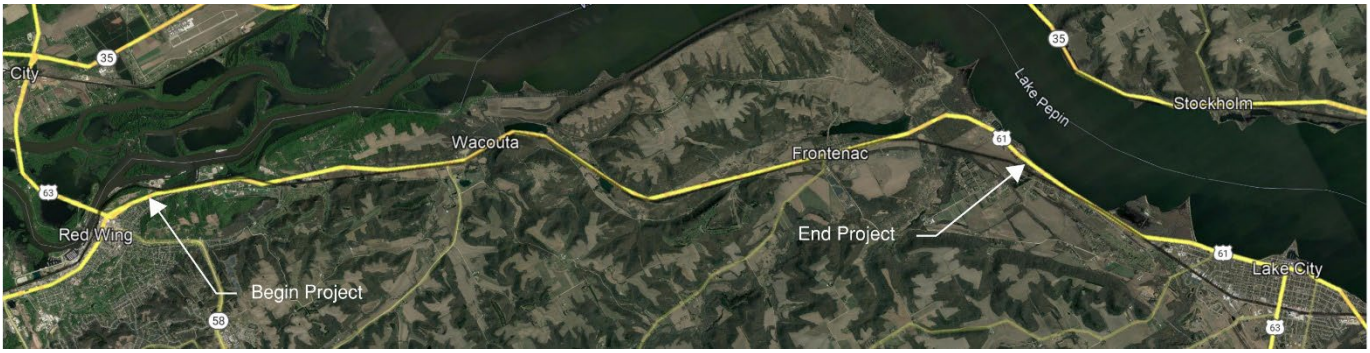
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 61	2513-97	6	10 Miles	Goodhue County	$11M	Paul Zager	November 11, 2022

Project Description:

Bituminous pavement resurfacing on US 61 from Lake City to Red Wing due to poor ride quality. The project also included intersection safety improvements, a one mile passing lane and bike lane accommodation.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,250,000
Performance Based Practical Design	**$1,250,000**
The overall pavement width remained unchanged from the existing width. 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.	$1,250,000
Best Practices Summary	
The primary focus of this project was pavement preservation. The opportunity for efficiencies was limited due to the scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 30 Bridge Replacement in Chatfield

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 30	5505-27	6	0.6 Miles	Olmsted County	$8M	Jacob Gasper	January 27, 2022

Project Description:

The project calls for the replacement of bridge 9008 because of its age and condition, along with reconstruction of the approaches to the bridge. It also includes urban reconstruction of MN 30 from Highway 52 to Mill Creek Road in Chatfield including ADA improvements and bike accommodations.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Performance Based Practical Design	**$350,000**
11' lanes were utilized in the urban approaches to the Mill Creek bridge replacement to maximize the available space for pedestrian facilities resulting in reductions to the right-of-way needs.	$350,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-35 Concrete Unbonded Overlay from Rice CR 48 to Highway 21

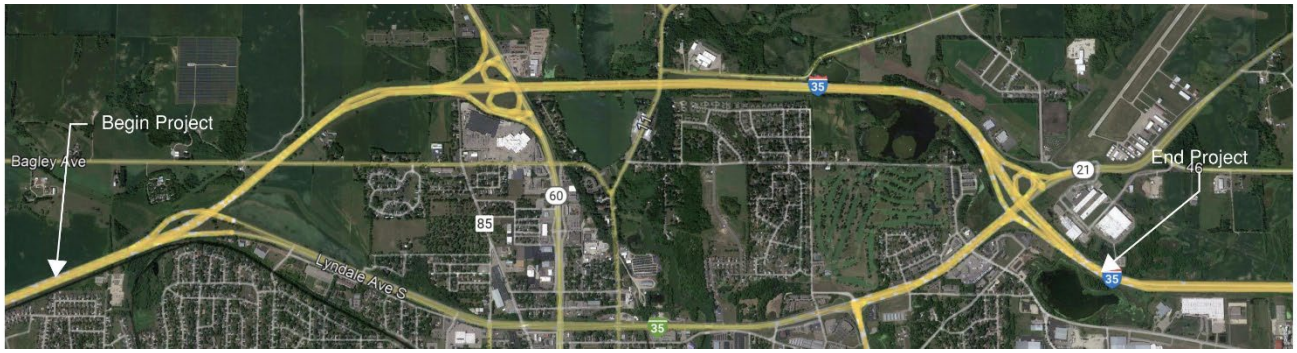
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-35	6680-117	6	4.5 Miles	Rice County	$24M	Paul Zager	October 28, 2022

Project Description:

Concrete pavement unbonded overlay on I-35 from Rice CR 48 to Highway 21 through Faribault. The project also includes ramp reconstruction and bridge repairs.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,125,000
Performance Based Practical Design	**$1,125,000**
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. This approach also allowed the existing high tension cable barrier to be salvaged and re-installed after the pavement construction was complete. If the shoulders had been widened to 4', an entire new line of high-tension cable barrier would have been needed.	$1,125,000
Best Practices Summary	
The 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.	

I-90 Concrete Unbonded Overlay from US 169 to Highway 22

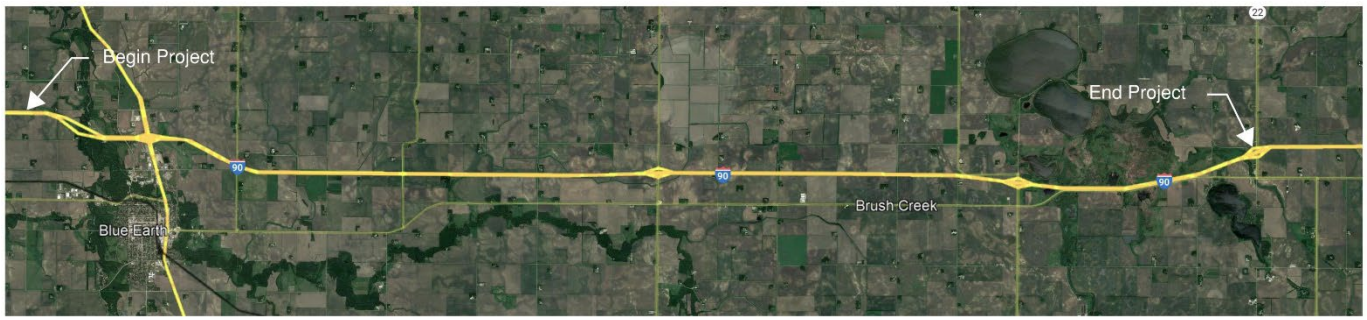
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-90	2280-143	7	20 Miles	Faribault County	$80M	Forrest Hasty	October 12, 2022

Project Description:

Concrete pavement unbonded overlay on I-90 from US 169 to Highway 22. The project was delivered with the Design-Build delivery method.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$7,150,000
Performance Based Practical Design	**$2,750,000**
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.	$2,750,000
Alternative Technical Concepts	**$4,400,000**
The design build contractor modified the closure durations of specific ramps which reduced the overall duration traffic would need to be head-to-head on the interstate by 60 percent. This concept also significantly reduced the overall ramp closure times and eliminated the need for temporary ramp pavement	$2,500,000
The design build contractor modified the construction techniques used for tying into existing structures along to corridor and implemented a revised jointing plan. This resulted in more efficient construction which in turn, reduced the overall cost.	$750,000
The design build contractor modified the inside shoulder slopes to match the adjacent mainline pavement. This allowed for efficient paving resulting in reduced cost. It also provides a benefit for maintenance crews by allowing the snowplows to clear the thru lane and the shoulder in one pass.	$350,000
The design build contractor requested to utilize recycled asphalt pavement in lieu of class 1 aggregates and aggregate base materials. This substitution reduced the amount of material hauled off the project and in turn, reduced the amount of new material brought on site.	$800,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 13 Reconstruction in Montgomery

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 13	4002-49	7	2 Miles	LeSueur County	$10M	Robert Jones	March 24, 2023

Project Description:

Reconstruction of Highway 13 in Montgomery and a single lane roundabout at the intersection of MN 13 and LeSueur CR 28. The project also includes full reconstruction of all ADA facilities in Montgomery.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$500,000
Performance Based Practical Design	**$500,000**
The urban section of Montgomery was reduced from a 44-foot roadway width to 40 feet. The roadway narrowing still accommodated the necessary parking but allowed additional space for constructing the new ADA compliant pedestrian facilities.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169 and MN 22 Intersection Reconstruction

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	5211-66	7	2 Miles	Nicollet County	$5M	Forrest Hasty	November 18, 2022

Project Description:

Reconstruction of two intersection on US 169 in St. Peter at Highway 22 and Highway 99. A reduced conflict intersection is also being constructed at the intersection of US 169 and Highway 22.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$300,000
Value Engineering	**$300,000**
The installation of a reduced conflict intersection at the TH 99 intersection will address one of the access control issues along this corridor without the need for an additional signal or more costly alternatives.	$300,000
Best Practices Summary	
The primary purpose of this project was to address access control and capacity improvements at the US 169/TH 22 intersection. Limited opportunities for efficiencies existed due to the small scope.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

Districtwide Sealcoat Project

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
Multiple	8827-378	7	N/A	Multiple Counties	$5M	Robert Jones	April 28, 2023

Project Description:

Districtwide project to sealcoat various roadways within the district.

Efficiencies Summary:

Total Project Efficiencies Savings	$200,000
Innovative Construction Staging	**$200,000**
The district had a need to sealcoat various highways throughout the district. To maximize the efficiency of the project, these individual projects were bundled into one districtwide letting. This approach saved on administrative costs and led to more competitive bidding.	$200,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 23 Four Lane Expansion from New London to Paynesville

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 23	3408-18	8	8 Miles	Kandiyohi County	$36M	Alan Setrum	January 27, 2023

Project Description:

This project reconstructs Highway 23 from a two-lane highway to a four-lane highway from the City of New London to the City of Paynesville. The project is primarily rural design with at-grade intersections.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$5,550,000
Performance Based Practical Design	**$550,000**
11 foot thru lanes were utilized on the inside lanes in both directions of TH 23. This approach reduced the overall pavement and grading costs.	$550,000
Value Engineering	**$5,000,000**
The design team evaluated the existing two-lane roadway and determined it was in sound condition. With this knowledge, the designers were able to utilize the existing grade for the new westbound lanes and design the new eastbound lanes adjacent to the existing roadway. This reduced reconstruction costs and simplified the construction staging allowing the new eastbound lanes to be constructed offline without impacting traffic. Once the new eastbound lanes were complete, the existing westbound lanes received a 2-inch mill and overlay to improve ride quality.	$3,500,000
The centerline spacing between eastbound and westbound was designed at 86 feet throughout most of the corridor. This centerline spacing restricts trucks from taking refuge in the median of the highway when making left turns. To improve the safety of the high-volume intersections, the centerline spacing was increased to 122 feet to allowing trucks to make a two-stage left turn. By not designing the entire corridor at 122 feet wide, it saved significant construction and right of way costs.	$1,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 212 Pavement Resurfacing and Urban Reconstruction in Sacred Heart

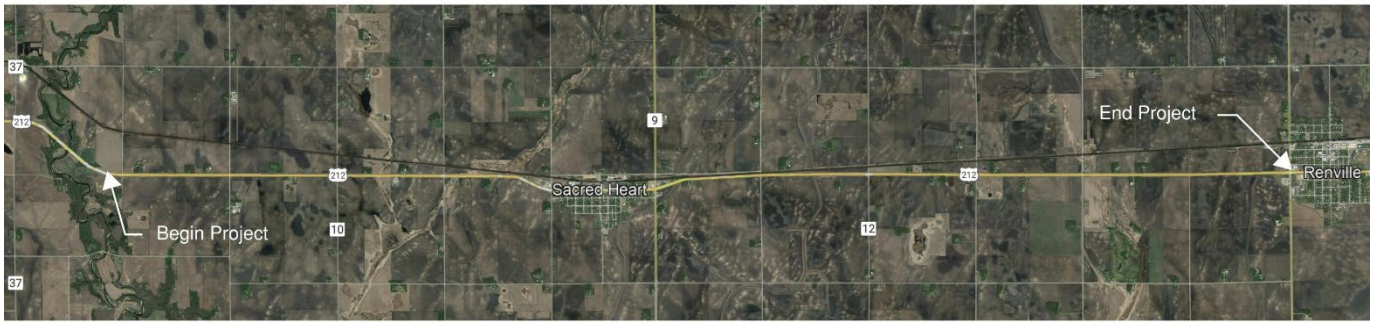
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 212	6510-67	8	11 Miles	Renville County	$25M	Alan Setrum	September 23, 2022

Project Description:

This project reconstructs US 212 for 11 miles in and around Sacred Heart. The areas outside of the city limits are rural reconstruction and the areas within the city limits are urban reconstruction with complete ADA construction. The project was let using an alternative bid process with bituminous or concrete pavement being the options.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$900,000
Performance Based Practical Design	**$900,000**
The urban section of Sacred Heart was reduced from a 60-foot roadway width to a range of 44 to 48 feet depending on parking needs and pedestrian accommodations. The roadway narrowing provided additional space for constructing the new ADA compliant pedestrian facilities and reduces future maintenance costs for MnDOT.	$900,000
Best Practices Summary	
An alternative bid process was utilized on this project. Due to high truck volumes on US 212, concrete pavement and bituminous pavement had similar life cycle costs. To take advantage of the competitive market for pavement types, plans were developed for both options. The concrete pavement alternative was the low bid. It is difficult to assign a cost savings for this approach, so it's included as a best practice without an efficiency savings. It is recognized that initiating competition between the two pavement industries typically does result in overall project savings.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 52 Pavement Resurfacing from CR 86 to CR 42

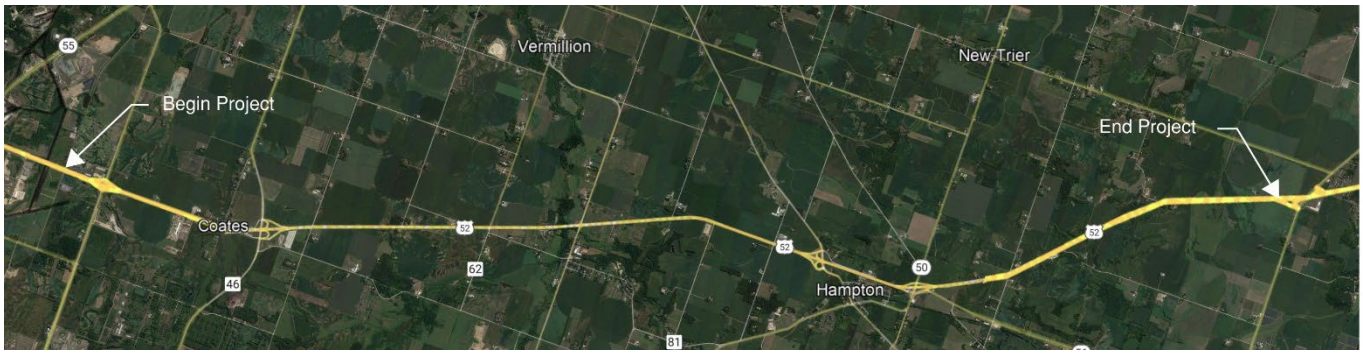
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 52	1906-71	Metro	16 Miles	Dakota County	$68M	Carolyn Fackler	November 9, 2022

Project Description:

This project resurfaces US 52 for 16 miles in Dakota County with a concrete unbonded overlay. The project also included bridge repairs to bridges 9675 and 19033.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,400,000
Performance Based Practical Design	**$1,400,000**
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	$1,400,000
Best Practices Summary	
This project was primarily a pavement rehabilitation project. Most of the cost associated with the project was in the concrete unbonded overlay, which has limited efficiency opportunities.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169/Rockford Road Interchange Reconstruction

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	2772-115	Metro	1 Mile	Hennepin County	$11M	Victor Vasas	February 24, 2023

Project Description:

This project reconstructs the US 169/Rockford Road Interchange in New Hope from an existing full cloverleaf interchange to a folded diamond interchange. Rockford Road is being reconstructed from Nathan Lane to Gettysburg Ave to accommodate the reconfigured interchange.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,500,000
Value Engineering	**$1,500,000**
The existing interchange consists of four diagonal ramps and four loop ramps. The proposed design was developed as a folded diamond interchange cutting the number of ramps in half. This design maintains the free-flow traffic on US 169 and adds signals to Rockford Rd. This approach reduced the construction cost of the interchange and improved the pedestrian mobility along the Rockford Road corridor. This configuration also provides greater weaving distance between the Rockford Road ramps and the 36th Ave ramps.	$1,500,000
Best Practices Summary	
The need for this project was primarily driven by the condition of the existing bridge. As part of that bridge replacement process, a need to improve pedestrian mobility along Rockford Road was identified. MnDOT worked closely with the local agencies to develop a plan that achieved this goal and reduced the interchange construction costs. This configuration also reduces the long-term maintenance costs by eliminating four ramps.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-494 E-ZPass and I-35W Interchange Reconstruction

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-494	2785-424	Metro	6 Miles	Hennepin County	$375M	Andrew Lutaya	January 18, 2023

Project Description:

This project reconstructs the I-494/I-35W interchange to add capacity along with adding an E-ZPass Express lanes on I-494. The project also replaces five existing bridges and improves the existing drainage capacity constraints on the east end of the corridor. The current project is phase 1 of an overall corridor plan. The project was let as a Design Build Project.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$46,000,000
Performance Based Practical Design	**$25,000,000**
To accommodate the E-ZPass lane without major reconstruction of I-494, 11-foot lanes were used for the E-ZPass lane and the adjacent general-purpose lane. This deviates from the standard 12' requirement for freeways. By narrowing these two lanes, it allowed the inclusion of required 2-foot buffer area between the E-ZPass lane and the general-purpose lane. Without this application of performance based practical design, all portions of the corridor would have needed reconstruction and/or crown correction.	$25,000,000
Value Engineering	**$12,000,000**
The value engineering process identified an alternative to optimize the amount of reconstruction and concrete unbonded overlay that was needed to implement the E-ZPass lanes. This recommendation was partially implemented resulting in reduced concrete construction costs.	$7,500,000
The value engineering process evaluated the phasing of the project to minimize rework as each phase is implemented. The analysis balanced the needs against potential high costs for reconstruction during a future phase.	$5,000,000
Alternative Technical Concepts	**$7,750,000**
The design build contractor optimized the retaining wall design throughout the corridor during the procurement of the project. This resulted in the elimination of three retaining walls and conversion of two retaining walls from cast in place concrete walls to reinforced soil slope walls.	$4,500,000
The contractors proposed maintenance of traffic plan for the project optimized each stage of the project resulting in more efficient and faster construction while still accommodating the temporary traffic lanes per the original contract.	$2,500,000

Total Project Efficiencies Savings	$46,000,000
The design build contractor developed an alternative alignment for eastbound I-494 in the vicinity of I-35W that was not originally allowed by contract. Their proposal shifted the alignment six feet to create larger spacing between the bridges resulting in more efficient bridge construction and the elimination of a temporary structure.	$750,000
Innovative Construction Staging	**$1,250,000**
The design build contractor requested the use of one foot inside shoulders during the summer construction seasons when traffic is in a temporary condition. This deviation allowed additional flexibility with the maintenance of traffic design and allowed for more efficient construction.	$1,250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-94 Pavement Rehabilitation from Century Ave to the St. Croix River

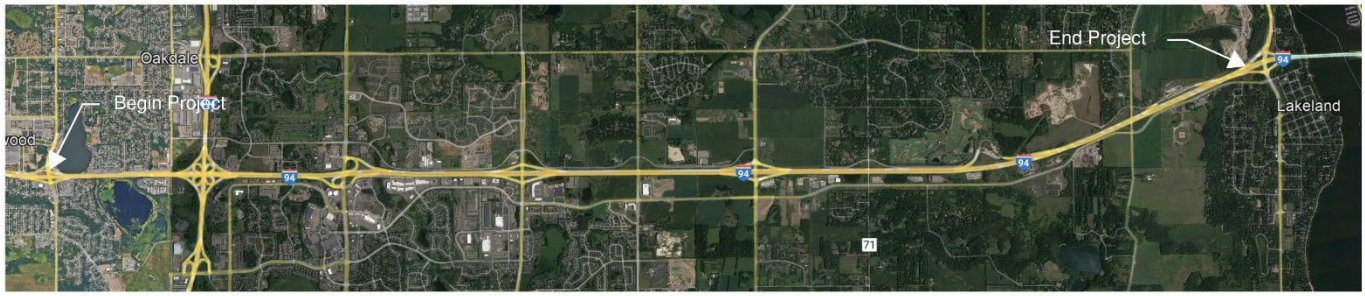
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-94	8282-132	Metro	11 Miles	Washington County	$126M	Ryan Coddington	February 9, 2023

Project Description:

This project resurfaces I-94 with a long-term concrete repair, drainage, signing, lighting, guardrail, noise wall, 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 and constructs an EB auxiliary lane on I-94 from I-94/494/694 in Oakdale to Hwy 19 (Woodbury Dr) in Woodbury.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$6,500,000
Value Engineering	**$2,250,000**
The I-94/I-494/I-694 interchange serves a significant amount of freight traffic. As part of this project, a study was completed to evaluate the southbound to eastbound ramp movement at this interchange. This project developed an interim solution to better accommodate the truck traffic, improving safety and mobility of this movement. In addition to developing a solution that will postpone major reconstruction, the geometry was optimized to best accommodate multiple future solutions that will save reconstruction cost in the future.	$2,250,000
Innovative Construction Staging	**$4,250,000**
The volume of traffic in this corridor is significant and poses challenges for accommodating traffic during construction. The project team developed a staging plan that optimized the use of the existing pavement in conjunction with some temporary pavement to accommodate six lanes during construction. This was accomplished by using 11' lanes in with a one-way dedicated chute lane. This effort simplified the staging for the contractor and allowed larger sections of pavement to be constructed in each phase resulting in cost and schedule savings.	$4,250,000
Best Practices Summary	
This project was primarily a pavement rehabilitation project with limited geometric changes. Most of the cost associated with the project was in the concrete unbonded overlay.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	