



Transportation Economic Development (TED) Program

2025 Legislative Report

02/01/2025

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July 31, 2025

The Honorable Erin Koegel, Co-Chair
House Transportation Finance & Policy Committee

The Honorable Jon Koznick, Co-Chair
House Transportation Finance & Policy Committee

The Honorable Dave Baker, Co-Chair
House Workforce, Labor, and Economic Development
Finance and Policy Committee

The Honorable Dave Pinto, Co-Chair
House Workforce, Labor, and Economic Development
Finance and Policy Committee

The Honorable Scott Dibble, Chair
Senate Transportation Committee

The Honorable John Jasinski, Ranking Minority Member
Senate Transportation Committee

The Honorable Bobby Joe Champion, Chair
Senate Jobs and Economic Development Committee

The Honorable Rich Draheim, Ranking Minority Member
Senate Jobs and Economic Development Committee

RE: 2025 Transportation Economic Development Report

Dear Legislators:

We are pleased to provide the report on the Transportation Economic Development Program, more commonly referred to as TED. This report is required under [Minnesota Statutes 174.12, subdivision 8](#).

The program is a collaborative effort between the Minnesota Department of Transportation and the Minnesota Department of Economic Development to provide funding for projects to enhance the transportation system and improve economic growth.

The 58 projects in the TED program were developed by local governments and were designed to leverage other public and private investment. Since its establishment in 2010, the TED program has leveraged \$477 million in outside investments across 58 projects and supports just under 40,000 jobs around those projects.

If you have questions, please contact MnDOT's Peter Olson at peter.olson@state.mn.us or Noah Hansen at noah.hansen@state.mn.us.

Sincerely,



Nancy Daubenberger, P.E.
MnDOT Commissioner

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Legislative Request

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

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

- (a) By February 1 of each odd-numbered year, the commissioner of transportation, with assistance from the commissioner of employment and economic development, shall submit a report on the transportation economic development program to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and economic development policy and finance.
- (b) At a minimum, the report must:
 - (1) summarize the requirements and implementation of the transportation economic development program established in this section;
 - (2) review the criteria and economic impact performance measures used for evaluation, prioritization, and selection of projects;
 - (3) provide a brief overview of each project that received financial assistance under the program, which must at a minimum identify:
 - (i) basic project characteristics, such as funding recipient, geographic location, and type of transportation modes served;
 - (ii) sources and respective amounts of project funding; and
 - (iii) the degree of economic benefit anticipated or observed, following the economic impact performance measures established under subdivision 4;
 - (4) identify the allocation of funds, including but not limited to a breakdown of total project funds by transportation mode, the amount expended for administrative costs, and the amount transferred to the transportation economic development assistance account;
 - (5) evaluate the overall economic impact of the program; and
 - (6) provide recommendations for any legislative changes related to the program.
- (c) Notwithstanding paragraph (a), a report is not required in an odd-numbered year if no project received financial assistance during the preceding 24 months.

The cost of preparing this report is approximately \$XXXXX

Summary

The Transportation Economic Development Program (TED) was established in 2010. It is a joint effort of the Minnesota Department of Transportation (MnDOT) and the Minnesota Department of Employment and Economic Development (DEED) and is governed by two statutes.

Under [Minn. Stat. 116J.436](#), the program's purpose is to fund construction, reconstruction and improvement of state and local transportation infrastructure in order to:

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

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

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

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

The TED program is designed to attract and leverage other public and private funding. Over its eight solicitations, 58 projects were selected for a total MnDOT investment of \$168 million. The program has, in turn, leveraged more than \$477 million in non-state and private outside investments in these projects.

Descriptions for projects awarded TED funding that have met the report period for the project performance tracking have been removed from this report. Readers are referred to previous versions of the report for the description and performance metrics of those projects. Those years are included in the program summary metrics which follow.

Based on estimates provided by project applicants, the program has supported the creation and/or retention of more than 39,531 permanent, well-paying jobs. Program administrators will continue to monitor job creation outcomes as more projects are completed and as new development occurs.

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

Program Summary

The following charts display a summary of the TED program investments and the local matching contributions over the eight solicitations made from 2010 to 2023. Associated with each chart is a brief description of the data displayed. Summary tables in Appendix A provide the source data for these charts. Figure 1, Source of Funds, shows that over the course of the eight TED program solicitations, state funds were leveraged with local and private contributions at a 3:1 ratio. Just over one percent of the program funds (\$9 million) were provided by DEED through general fund appropriations. MnDOT construction dollars comprised 26% of the program funds (\$169 million), and the local and private sector contributions provided 73% of the funds (\$477 million) in program match. It should be noted that local funds can include federal program dollars committed to the project.

Figure 1: Source of Funds, 2010-2023

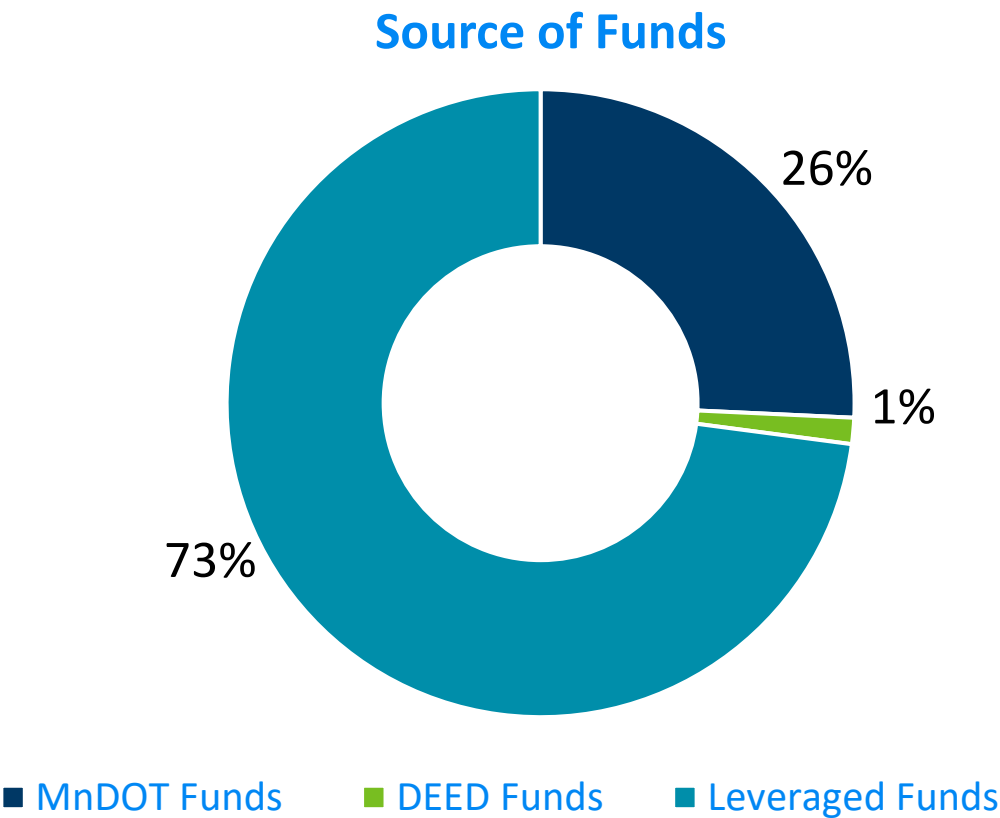


Figure 2, Total State Dollars Invested by Geography, shows that over the course of eight TED solicitations the program awarded 22% of available state funds accessible to projects located in Greater Minnesota (\$38 million) and projects located in the Twin Cities Metro Area received 78% of available state funds (\$138 million). While more Greater Minnesota projects received funds, the dollar value of the projects awarded in the Twin Cities Metro Area (defined as the seven-county metro area) tend to be higher due to the scale of the proposals, size of the population served, and land values.

Changes Over Time

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

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

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

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

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

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

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

Ranking Process and Criteria

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

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

Scoring Criteria

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

Figure 4: Comparison of TED and TEDI Programs

Factor	Pre-2016 TED	DEED TEDI	MnDOT TED
Eligible Projects	Both trunk highway & non-trunk highway	Only non-trunk highway	Only trunk highway
Required match	Minimum 30%	No match required, but non-state leverage considered in project scoring	Minimum 30%
Maximum award	\$10 million	No maximum, but total funding amount available generally limited	\$10 million
Criteria	<ul style="list-style-type: none"> • 35% Economic Development • 35% Transportation • 20% Financial Plan • 10% Project Readiness 	<ul style="list-style-type: none"> • 25% Job Creation • 25% Transportation • 20% Tax Base Increase • 15% Private Investment • 15% Non-state Leverage 	<p>Greater Minnesota</p> <ul style="list-style-type: none"> • 40% Economic Development¹ • 35% Transportation • 20% Project Readiness Risk Assessment • 5% non-MnDOT Funding percentage <p>Meto Area</p> <ul style="list-style-type: none"> • 35% Economic Development² • 40% Transportation • 20% Project Readiness Risk Assessment • 5% non-MnDOT Funding percentage

¹Bonus Points are allotted for non-public funding and geographic distribution

²Bonus Points are allotted for non-public funding and geographic distribution

2017 Projects

US 10/169 Safety and Mobility Improvements

Recipient: Anoka County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
103-010-018	\$0	\$5,000,000	\$5,000,000	2024	\$19,997,000	15

Project Description

This project was intended to improve Highway 10/169 from Greenhaven Road/Main Street to the Anoka/Ramsey city limits, including grade separations and improvements to crossing locations and the local roadway network. Highway 10/169 was regraded/reconstructed for approximately 6,500 feet and elevated over Fair Oak Avenue and Thurston Avenue.

Transportation Impacts

This project lengthened the acceleration lane for northbound Main Street to the westbound Highway 10/169 entrance from 300 feet (existing) to 1,200 feet. This new length, which meets engineering standards, allows heavy vehicles to merge into traffic at appropriate speeds. The previous acceleration length of 300 feet only allows vehicles to reach speeds of approximately 30 mph prior to merging; heavy commercial vehicles travel even slower. This large discrepancy in travel speed between vehicles on the mainline (posted 60 mph) and vehicles entering the highway caused mainline vehicles to slow and created a shockwave/queuing effect. Large speed discrepancies also have a higher potential for crashes.

Economic Development Impacts

The Highway 10/169 project supports the economic development of businesses located within the project area, and the people and freight travelling through the project corridor by means of improved efficiency and safety. Maintaining and improving both the regional and local aspects of the area's transportation network improves the attractiveness of this area for doing business.

TH 32/CSAH 16 Roundabout and Mark Boulevard Extension

Recipient: Pennington County

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

Project Description

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

Transportation Impacts

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

Economic Development Impacts

This project is a transportation infrastructure element supporting the \$400 million expansion by Digi-Key in Thief River Falls, which helped create 1,000 new jobs at their facility. The project also benefits the movement of freight for Arctic Cat and other manufacturers in the area improving multimodal transportation and redirecting freight traffic out of downtown Thief River Falls and improving access to the regional airport. Finally, it improves access to the Sanford Medical Center for visitors, employees, and especially emergency service vehicles.

Kayak Bay Intersection Signalization

Recipient: City of Duluth

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
6910-112	\$0	\$247,000	\$247,000	2021	\$107,000	213

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

2019-2020 Projects

MN 36/CSAH 15 (Manning Avenue North) Interchange

Recipient: Washington County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
082-615-034	\$1,500,000	\$10,000,000	\$11,500,000	2022	\$24,500,000	773

Project Description

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

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

Transportation Impacts

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

Economic Development Impacts

Lakeview Hospital purchased 68 acres of land located in the northeast corner of the TH 36/Manning intersection to develop a new medical campus. The preliminary concept master plan included the construction of a hospital, medical office building, wellness, and senior housing. There was also land earmarked for complementary health, wellness, and commercial development. The hospital expansion will result in nearly \$100 million in private investment and is estimated to create 212 new healthcare jobs in addition to the jobs associated with complementary health and wellness commercial development. The construction of the TH 36/Manning

interchange project creates a network that can safely and efficiently support the hospital campus traffic growth and necessary access.

Highway 41 Improvements in Historic Downtown Chaska

Recipient: City of Chaska

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
196-010-017	\$0	\$3,500,000	\$3,500,000	2024	\$9,475,000	450

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

Highway 13 and Dakota Avenue Freight Access and Mobility

Recipient: Scott County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
7001-128	\$0	\$2,000,000	\$2,000,000	2023	\$15,750,000	787

Project Description

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

Transportation Impacts

The project enhances safety as commercial vehicles no longer have to make left turns across the high-speed divided highway. Congestion and delay on the corridor due to freight bottlenecks at the unsignalized intersections is also reduced. The addition of the frontage roads eliminates exposure of slow moving heavy commercial vehicles making turns and provide needed storage capacity/queuing areas for freight trucks and deliveries to the ports. Accompanying access ramps help vehicles merge on and off TH 13 safely without disrupting the flow of through traffic on the corridor.

Economic Development Impacts

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

I-94/Dayton Parkway Interchange

Recipient: City of Dayton

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
229-112-002	\$0	\$2,000,000	\$2,000,000	2022	\$11,750,000	126

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

Highway 33 Reduced Conflict Interchange

Recipient: City of Cloquet

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0905-57	\$0	\$665,000	\$665,000	2022	\$285,000	15

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

Highway 53 Komatsu (P&H Road) Intersection

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

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
6919-18	\$0	\$315,000	\$315,000	2022	\$15,000	25

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

Highway 24 Annandale Elementary School Access and Hemlock Street

Recipient: City of Annandale

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
8611-30	\$0	\$400,000	\$400,000	2024	\$1,025,000	14

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

Highway 210/Crow Wing CSAH 31 Urban Compact Roundabout

Recipient: City of Crosby and Crow Wing County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1807-32	\$0	\$729,050	\$729,050	2023	\$612,450	15

Project Description

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

Transportation Impacts

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

Economic Development Impacts

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

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

Recipient: Nicollet County

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

Project Description

Nicollet County participated in the construction of interchanges at the intersections of CR 37 and TH 14 and at CR 12/24 and TH 14. These interchanges were included as part of the larger 12.5-mile TH 14 4-lane expansion from TH 15 to the 4-lane TH 14 bypass around the City of Nicollet. This larger project involved reconstructing the existing two-lane highway between TH 15 and CR 37. From CR 37 to the existing 4-lane west of Nicollet, the highway was expanded to a 4-lane divided expressway. Interchanges were constructed at the intersections of CR 37 and CR 12/24. Between CR 37 and 561st Avenue the median was narrowed. Through this narrow median section, the three mid-volume intersections have Restricted Crossing U-turns. Throughout the project, access has been limited; so, left and right turn lanes were provided, intersection lighting was installed at major crossroads, and other safety features such as rumble strips, wide shoulders, recoverable inslopes, a clear zone free of hazards and snow fence to reduce blowing and drifting problems were included.

Transportation Impacts

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

Economic Development Impacts

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

2021-2022 Projects

I-94/TH 610 Interchange Completion Project

Recipient: City of Maple Grove

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
189-143-001	\$0	\$5,000,000	\$5,000,000	2024	\$42,775,000	11,000

Project Description

This project completes the I-94/Trunk Highway 610 Interchange and provides a pivotal connection between the western terminus of existing TH 610 and Hennepin County State Aid Highway 30 (CSAH 30) in the City of Maple Grove. Improvements included constructing of a new four-lane divided minor arterial, Highway 610 Extension, from existing TH 610 to CSAH 30 enabling three more movements at the interchange. The project also provides auxiliary lanes on eastbound and westbound I-94 between the Highway 610 extension and Maple Grove Parkway and installed traffic signals and dedicated turn lanes at the intersections with Lawndale Lane and CSAH 30.

Included in this project is a new four-lane bridge with pedestrian trail over I-94 and a new single lane bridge over TH 610. The project also added two miles of multimodal infrastructure, including sidewalk connections along adjacent local roadways and multiuse trail along both sides of Highway 610 extension from CSAH 30 to the southeast quadrant of the I-94 and TH 610 interchange.

Transportation Impacts

Completion of TH 610 and the surrounding transportation network eliminates the remaining access gaps in the TH 610 system and improves regional connectivity and mobility by reducing delays along the existing local roadway system. These improvements help alleviate traffic on Maple Grove Parkway and CSAH 30 by providing additional capacity to the existing local roadway system. This project improves safety by reducing the number of regional trips currently using the local arterial roadway system. The project improves mobility along the local roadway system by alleviating existing congestion and delays with fewer stops at signalized intersections, which will be further strained by future development in the area. The project significantly improves travel time for both motorists and Maple Grove Transit, which operates a historically well-used express bus route via the existing Maple Grove Parkway interchange east of I-94.

Economic Development Impacts

This project will lead to the creation of hundreds of specialty healthcare, industrial, and commercial jobs because of its proximity to remaining developable land in the City of Maple Grove. The planned developments collectively include thousands of new residential units, millions of square feet of office, light industrial, and tech-focused spaces, commercial/retail nodes, expanded hospital and specialty healthcare clinics, community parks and trails, and a new elementary school. The city estimates that these developments, upon full build out, may help create as many as 11,000 jobs in the area.

Figure 6: Plan View of Hwy 610/I-94 Interchange



Trunk Highway 65 Phase I Access Improvements, Western Frontage Road

Recipient: City of Blaine

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0208-169	\$0	\$4,600,000	\$4,600,000	2025	\$81,700,000	535

Project Description

The City of Blaine will construct the Western Frontage Road on Trunk Highway 65 from 99th Avenue to 109th Avenue as a component of the TH 65 Access Improvements Project. This is the first phase of a comprehensive plan to improve the flow of traffic, expand access for multiple modes of transportation, and enhance safety along two miles of TH 65 through the City of Blaine by grade separating several intersections, adding frontage roads, and adding bicycle and pedestrian trails between 97th and 117th Avenues. These improvements will better connect residents and businesses on either side of the corridor, resulting in a more cohesive community and supporting economic development.

Transportation Impacts

The primary benefit of this project is a reduction in congestion during peak periods and the associated travel time savings. Grade separation of 99th Ave and 109th Ave will improve traffic operations along and across TH 65. Southbound travel times are expected to improve by 49% during the morning peak in 2025 and 51 percent in 2045. Northbound travel times are expected to improve by 13% during the afternoon peak in 2025 and 12% in 2045. Overall network performance may be improved by 35% in the morning peak and 27% in the afternoon peak in 2025. Safety performance will be enhanced with grade separation of multiple intersections. Over the course of 20 years, it is predicted that 410 crashes will be prevented from these improvements. Four of those crashes are predicted to be fatal crashes. The project is expected to reduce conflict points by 70 to 80% when compared to the no-build alternative. With an estimated 2,050 trucks per day, TH 65 serves as one of the key highway corridors connecting the Minneapolis-St. Paul urban core with the businesses and communities in the north metro.

Economic Development Impacts

The proposed transportation improvement will support economic development by improving access to currently underutilized, vacant parcels along the west side of TH 65 between 99th and 103rd Streets. These parcels are currently only accessible from southbound TH 65 at 99th and 101st Streets or with direct driveway access onto TH 65. The construction of the frontage road will remove this existing barrier and provide direct access to users on both sides of TH 65, increasing connectivity and providing more opportunities for commercial and office use in this location and within the local community. Approximately 535 new jobs could be created by 2026 with this development. Given the estimated \$10.8 million cost for the frontage road, this equates to approximately 50 jobs per million dollars of expenditure.

Figure 7: TH 65 West Frontage Road Conceptual Drawing, 99th Ave. – 105th Ave.



Figure 4: TH 65 West Frontage Road Conceptual Drawing, 105th Ave – 109th Ave.



I-35W Southbound Off-Ramp to Buck Hill Road and Burnsville Center Redevelopment Area

Recipient: City of Burnsville

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1981-140	\$0	\$3,100,000	\$3,100,000	2026	\$1,900,000	350

Project Description

This project splits the I-35W southbound exit at CSAH 42 and provides a new ramp under CSAH 42 with direct access to the east side of the Burnsville Center area. The new ramp will provide another option with a roundabout at Buck Hill Road. The design will also provide an initial split to bypass the roundabout and local connections, looping back to CSAH 42 to cue and proceed eastbound, replacing a high demand left turn with a right turn.

The features in this project create safer connections from I-35W south bound to the city's economic redevelopment area, bypassing some existing CSAH 42 intersection conflicts. The project will also provide safety and mobility benefits in the general area by shifting the heaviest I-35W southbound off-ramp movements to CSAH 42 eastbound. The ramp intersection with CSAH 42, which now serves approximately 68,000 vehicles daily, will be functionally changed by reducing 19 conflict points and 7 signal phases with 6 conflict points 4 signal phases.

Transportation Impacts

The I-35W southbound off-ramp intersection at CSAH 42 is one of the highest-volume intersections in Dakota County's system, with approximately 68,000 vehicles entering daily (2019) and a significant crash rate which is due to the high entering volumes, multiple phases, and long cycle lengths. The intersection experiences congestion during the peak periods with three of the four approaches have movements at LOS E. The existing traffic signal operates with seven separate signal phases and the high number of movements being served only provides CSAH 42 with limited green time to maintain vehicle progression along the heavily traveled corridor, including commercial traffic.

Pedestrians at the intersection are only allowed to cross the intersection along CSAH 42. Currently the crossings are between 90 feet and 100 feet and have multiple vehicle paths across the cross walk. Buck Hill Road does not currently have a non-motorized facility on either side of the roadway. The project will reduce the number of pedestrian-vehicle conflict points for both the east-west crossings along CSAH 42. Crossing distance, pedestrian exposure, and number of conflict points on the north leg crossing will be reduced significantly.

The proposed project will address intersection safety, traffic operations for auto and commercial traffic, non-motorized connectivity, and efficient bus-transit routings. It will reduce traffic on CSAH 42 and provide safer and more direct access to the Burnsville Center redevelopment.

A new trail connection on the west side of Buck Hill Road to improve the local connectivity is consistent with the current, on-going multi-modal and complete streets project for the City of Burnsville. The project will also support improved bus transit service connections and routings.

Economic Development Impacts

The proposed project will serve as a catalyst for the City of Burnsville and the planned redevelopment of the Burnsville Center Village area with an initial emphasis on the large redevelopment site. That site has been vacant since 2017. Initial discussions with the owner have sparked renewed interest in redeveloping the Burnsville property with a mixed use/residential concept. It is anticipated that redevelopment on the east side of the property will bring in new energy to the area, with new residents who will have retail and restaurant demands that can be served by the mall and the surrounding redevelopment area within the City's overall vision.

Figure 9: I-35W Southbound Off Ramp to Buck Hill Road



Trunk Highway 41 and CSAH 10 Improvements

Recipient: Carver County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
010-610-056	\$0	\$3,000,000	\$3,000,000	2025	\$15,980,0000	130

Project Description

The Highway 41 and Highway 10 Improvement Project is a safety and mobility improvement at the TH 41 (Chestnut St.)/CSAH 10 (Engler Blvd.) intersection and includes expansion of both highways to a 4-lane divided urban section with added turn lanes at the intersection. Pedestrian underpasses of the north and east legs of the intersection are part of the proposed project. The project also includes strategic capacity expansion of CSAH 10 between both adjacent intersections of CSAH 10/Bavaria Rd and CSAH 10/Park Ridge Dr. with roundabouts replacing the all-way stop conditions at both intersections to maintain traffic flow on this regional corridor while balancing the mobility for residents. This project will greatly improve mobility and safety at this key intersection and provide an improved connection for freight and residents to and from Chaska area businesses.

Transportation Impacts

The project will remedy the existing capacity and delay issues by expanding Highway 10 to a four-lane divided and urban section. The expanded section is expected to provide adequate capacity to serve the forecasted traffic growth. The growth is projected to increase at least 60% of the existing volumes, per constrained 2040 projections from the Metropolitan Council, and up to double the traffic on Highway 10 that is seen today. Intersection capacity improvements will be made to the Highway 10 and 41 intersections in the form of an additional northbound left-turn lane and extended storage capacities to accommodate the heavier turning movements. Additionally, a second southbound through lane on TH 41, which currently drops at the TH 41/CSAH 10 intersection, will be carried through the intersection and a new traffic signal will be installed to accommodate the new intersection geometry. Roundabouts will replace the all-way stop-controlled intersections at Bavaria Road and Park Ridge Drive eliminating bottlenecks and allowing two-stage pedestrian crossings via a median refuge and traffic calming along the corridor.

Economic Development Impacts

The project area, which currently accommodates more than 5,000 jobs, will improve the reliability of freight traffic along TH 41 and throughout the region. More than 2,000 heavy commercial vehicles currently use TH 41 daily to the south of the project area, while approximately 650 daily truck trips have been observed at the North Industrial Area. The Metropolitan Council estimated the North Industrial Area generates up to \$950M in freight value each year.

Figure 10: TH 41 and Highway 10 Improvements Project



Trunk Highway 25 and CSAH 75 (Broadway Street) Intersection Revision

Recipient: City of Monticello

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
8605-59	\$0	\$469,000	\$469,000	2023	\$201,000	110

Project Description

This project included reconstruction of the Broadway and Pine Street intersection (TH-25 and CSAH 75) which is needed because of the large volumes of traffic, including commercial vehicles. A significant problem are southbound right turns of larger vehicles which back up traffic lanes, jump curbs, and destroy median signage. The improvements include replacement of the traffic signal, intersection geometric upgrades, streetlights, utility relocation and boulevard elements including sidewalks and other landscaping elements. This work was concurrent with the \$31 million redevelopment of Block 52 located in downtown Monticello.

Transportation Impacts

The street and intersection geometrics in downtown Monticello on TH 25 (Pine Street) and CSAH 75 (Broadway Street) did not allow turning trucks to use multiple lanes to make right turn movements. This condition caused truck drivers to go over sidewalks, damage signal standards and to make other unsafe maneuvers that cause significant backups in the downtown. This project redesigned the Pine St. and Broadway St. intersection to accommodate truck movements and enhance safety for motorists, bicyclists, and pedestrians.

Economic Development Impacts

The key redevelopment project in Monticello is Block 52 which consists of mixed-use including office, retail, restaurants, and market rate apartment units. The cost of this redevelopment will significantly enhance the tax base for the city and create as many as 110 jobs. Enhancements to the Pine Street and Broadway Street intersections enable these developments to occur.

Trunk Highway 210 and CSAH 61 Intersection Reconstruction

Recipient: Carlton County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0910-35	\$0	\$400,000	\$400,000	2024	\$540,000	12

Project Description

Carlton County constructed a Reduced Conflict Intersection (RCI) intersection at TH 210 and CSAH 61. This project improves safety at the intersection and made the necessary improvements needed to serve a Kwik Trip convenience store and the new Carlton County Justice Center located near the site.

Transportation Impacts

The installation of a Reduced Conflict Interchange (RCI) at this location significantly reduces the risk of fatalities and injuries due to broadside crashes. Motorists on CSAH 61 and the Kwik Trip entry/exits are not allowed to turn left or cross traffic; the RCI requires them to turn right onto TH 210 and then make a U-turn at a designated median opening, reducing conflicts and increasing safety.

Economic Development Impacts

Installation of the RCI allows the increased traffic from the Justice Center and surrounding commercial area to move in a safe and efficient manner. The RCI improves the intersection allowing for more economic growth along the TH 210 corridor and allow Carlton County to build the proposed Justice Center creating additional permanent jobs once the facility is fully operational.

Trunk Highway 27/I-94/CSAH 45/CSAH 46 Roundabout

Recipient: Douglas County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
021-030-002	\$0	\$1,190,000	\$1,190,000	2024	\$510,000	188

Project Description

Douglas County received TED funds to improve TH 27, CSAH 45 and CSAH 46 interchange with the addition of a roundabout just north of Interstate 94. This project is in the city limits of Alexandria, approximately 2 miles southwest of downtown. The smooth interchange offers economic benefits for the community and corrects transportation issues identified in an April 2019 Interchange Corridor Study.

Transportation Impacts

TH 27 and CSAH 46 runs east and west with 9,000 annual average daily traffic (2018, AADT), and CSAH 45 runs north and south with 5,900 AADT (2018). The roadways handle heavy commercial truck traffic and uses CSAH 45 to avoid downtown streets. TH 27 has been identified as an oversize/overweight truck route. In addition, heavy truck traffic moves goods and freight on I-94, frequenting a truck stop on the CSAH 45/CSAH 46 intersection. Placing a roundabout near the I-94 ramp provides visibility and easy access to the truck stop. I-94 has a traffic volume of 20,600 AADT (2016). This roundabout provides a smooth transfer of interstate commerce. Incident reports for the past 10 years indicate that most of the crashes at this intersection were rear-end and angle crashes either attributed to not being able to stop for the red light or to “wayfinding errors.”

Economic Development Impacts

Economic benefits include the smooth transit of freight; increased jobs within a thirty-minute vicinity; and an improved access to an industrial cluster of businesses that meet the skills and abilities of the workforce in Douglas County. Businesses within 1.5 miles, along CSAH 45, with an immediate benefit include TWF Industries, Border States Electric, Dakota Supply Group, Morton Buildings, and the Pilot Truck Center. Eight businesses, within five minutes of the intersection, have 902 current jobs, and within five years the project should create 188 new jobs. The new intersection design attracts a workforce from a larger vicinity.

Trunk Highway 40 Turn Lane/Acceleration Lane for Realm5 Logistics Park

Recipient: Kandiyohi County-Willmar EDC

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
3409-23	\$0	\$900,000	\$900,000	2025	\$385,714	58

Project Description

This project will construct left and right turn lanes on TH 40 to serve a major intermodal transportation project, called Realm5 that ties into the newly developed Willmar Wye. The project includes construction of a rail loading facility to load shipping containers onto unit trains with substantial private sector investment.

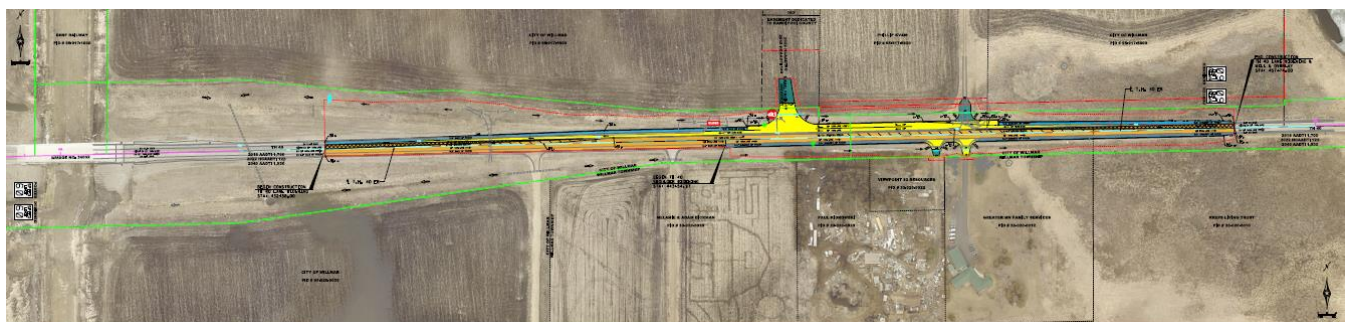
Transportation Impacts

The proposed turn lanes will facilitate safe access to the Realm5 Logistics Park located in Willmar on TH 40. Realm5 planners are projecting 436 vehicle trips per day by 2027. This project will also support completion of the rail spur connected to the Willmar Wye (also known as the Willmar Rail Connector & Industrial Access Project) that was funded in part through a federal TIGER grant. The project is intended to enhance safety on TH 40 which currently has narrow shoulders in the vicinity of the logistics park.

Economic Development Impacts

The turn lanes support access to the Realm5 site and the development of a logistics hub that will serve West Central Minnesota and beyond. The proposed project would see both trains and semi-trucks converging on the site. It would include the construction of 3.6 miles of rail in two loops that could accommodate two-unit trains simultaneously. Specialized shipping containers and bulk grain would be stored on site. Realm5 intends to ship the containers to overseas markets (e.g. recently the company shipped 200 containers of red kidney beans to Europe using the Port of Duluth). The shipping containers would be placed on the unit trains inside a loading facility. Transloading of product would be done on the site. Primarily these would be agricultural products, though Realm5 is considering working with Minnesota manufacturers interested in having their products shipped onto unit trains, etc.

Figure 5: TH 40 Turn Lane



Trunk Highway 53/CSAH 332 Roundabout

Recipient: Koochiching County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
036-932-001	\$0	\$1,100,000	\$1,100,000	2024	\$2,160,00	Unknown

Project Description

This project proposes a roundabout at the intersection of U.S. 53 and CSAH 332 south of International Falls. U.S. 53 is the primary route into International Falls, and the international border crossing into Canada. CSAH 332 is the primary route for logging trucks to reach a commercial PCA laydown yard. Sight distance to the north is limited, and loaded trucks cannot see far enough to know that they will safely clear the intersection. A previous study has determined that a roundabout with the ability to accommodate large, up to 100 feet in length, trucks is the best option for this intersection.

Transportation Impacts

A significant safety concern for this intersection is the potential for southbound vehicles to collide with eastbound or westbound logging trucks. The line of site to the north of the intersection is limited to approximately 1,000 feet. With a speed limit of 60 mph on U.S. 53, the existing stopping sight distance gives an 11 second window for a southbound vehicle to identify a logging truck in the intersection and avoid a collision if the logging truck was not able to fully clear the intersection. However, this is inadequate for CSAH 332, and U.S. 53 based on the special circumstances and vehicles that commonly use the intersection especially during the winter logging season.

Economic Development Impacts

The U.S. 53 and CSAH 332 intersection has the highest volume of heavy commercial truck traffic in Koochiching County. Improving this intersection with a roundabout supports freight transportation throughout the county. CSAH 332 is the only 10-ton roadway that links U.S. 53 and U.S. Highways 11/71 outside the downtown area of International Falls. Approximately one-third of all the timber harvested in Minnesota goes thru this intersection. This intersection will also serve the businesses that are looking to be developed in the Koochiching County Foreign Trade Zone (FTZ), International Falls Multi-Modal District and the proposed International Land Port of Entry Commercial Entry/Exit.

2023 Projects

Highway 5 Phase II Reconstruction Project

Recipient: City of Waconia

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
231-010-010	\$0	\$5,000,000	\$5,000,000	2028	\$7,000,000	40

Project Description

The project will upgrade 1.4 miles of two-lane road to a four-lane divided road with multiple intersections through the eastern end of the city limits, close a .8-mile gap in the regional trail system, improve mobility and safety, and connect more residents to more employment centers including the nearby Ridgeview Medical Campus.

Transportation Impacts

Highway 5 is a minor arterial with many access points that carries 14,000 vehicles a day, over 200 of which are heavy traffic, through central Waconia. Highway 5 is a regionally significant roadway that carries freight and passenger traffic from southwestern Minnesota to the Minneapolis-St. Paul Metropolitan Area.

Economic Development Impacts

The first phase of this project was awarded funds from the TED program in the 2013 solicitation. The first phase created an estimated 200-250 jobs. As the city continues to grow, the second phase of this project will ensure that the mobility improvements from the first TED award are maintained. Development and job growth is expected to continue with the second phase of this project. The city estimates that the second phase will create 100-150 more jobs, with earned income of \$10 million.

Figure 11: TH 5 Conceptual Visualization



TH 52/CSAH 42 Interchange Improvements

Recipient: Dakota County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1906-82	\$0	\$2,400,000	\$2,400,000	2028	\$1,300,000	1,340

Project Description

Improve the existing Highway 52/County Road 42 interchange in Rosemount, including new traffic signals and improving turn lane capacity from Highway 52 onto County Road 42. The project will improve safety in an area seeing increased truck traffic serving local companies.

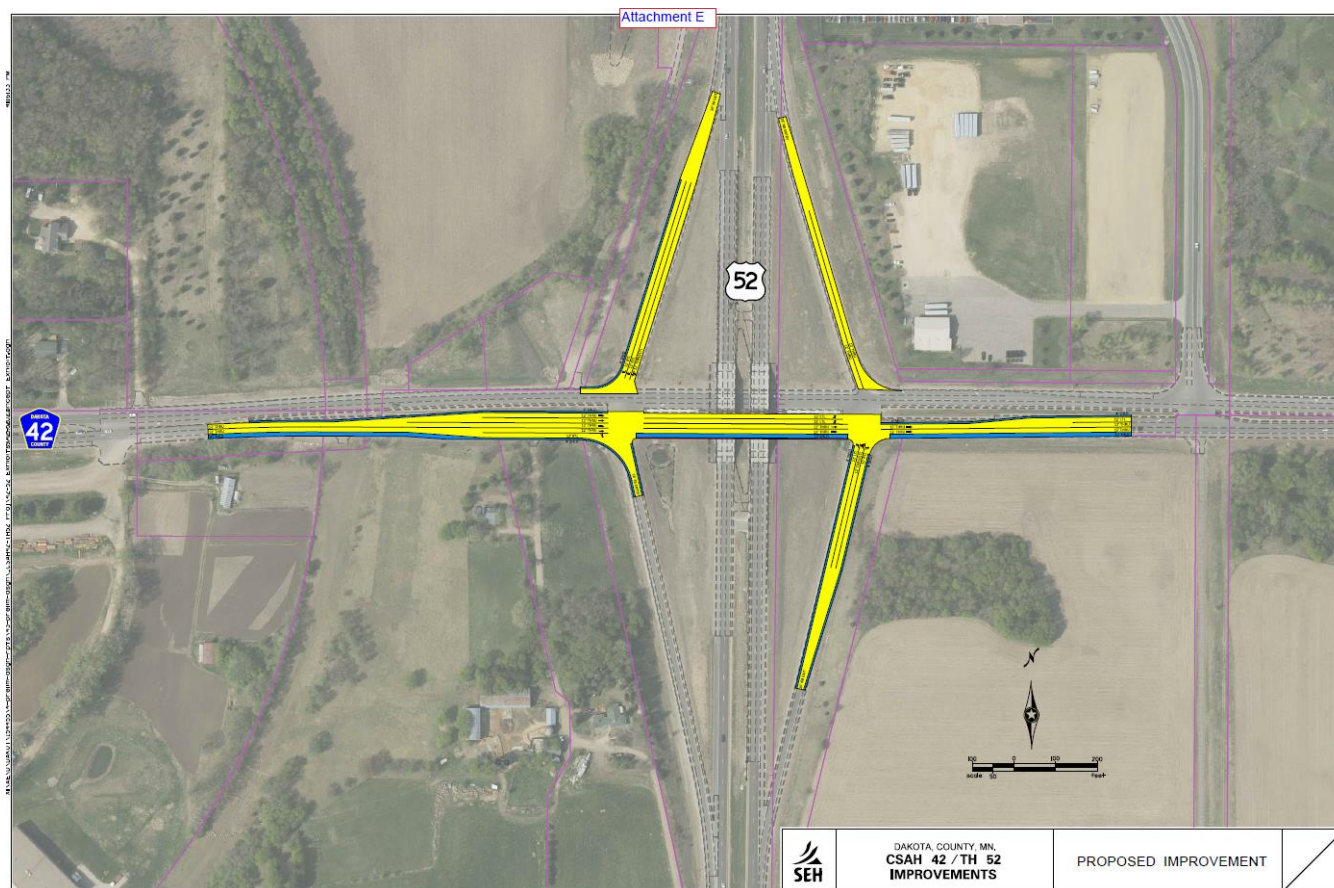
Transportation Impacts

Five years of crash data from 2018 through 2022 (including pandemic traffic) showed crash rates are 8 to 10 times the MnDOT average for similar ramp intersections. Additionally, level of service (LOS) analysis with anticipated nearby developments shows failing intersection LOS by 2025, at which point signalization is the suggested mitigation. Forecasts and traffic analysis for years beyond 2025 then show greater needs. The proposed TH 52 & CSAH 42 interchange layout will strategically serve the most critical turn- and through-lane needs. With signals/phasing added, the completed project will ensure acceptable LOS and greatly increase long-term margins for interchange safety and mobility. The project is also a conventional and proven solution, limiting cost and delivery risks.

Economic Development Impacts

Rosemount's current economic development pace accelerates the need to design and implement the proposed interchange project. The short-term economic development around the TH 52 & CSAH 42 interchange is almost 3 million square feet, with 80 percent of it yet to be built. Additional development around the interchange includes housing, commercial and office, industrial, and other community development sites. Traffic analysis suggests approximately 62,000 new daily trips by year 2040 because of these developments. As stated in a developer's letter of support: "... appreciates how the interchange project will address both short-term needs and provide for longer-term economic growth opportunities. Without the interchange improvements, continued investment in the area will not be as attractive..." The proposed TED project will support this current and future economic development.

Figure 12: Project Layout



Highway 61 Reconstruction

Recipient: City of Hastings

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1913-112	\$0	\$2,730,000	\$2,730,000	2028	\$1,170,000	75

Project Description

The project includes realigning the 18th Street intersection with a new signal system, a new backage road system from 21st Street to 25th Street, and a trail connection in this same area. The improvements will remove driveway access to the highway but provide a local road system that supports the industry and commercial developments as well as improving multimodal options.

Transportation Impacts

This proposed project represents one aspect of the overall Highway 61 visioning study. The backage road and realigned 18th Street will be constructed in conjunction with eliminating driveways or reducing them to right-in/right-out. This reduces the conflicts for both vehicles and pedestrians on Highway 61 to improve safety. The backage road will provide better access to existing businesses and improve the chances of redevelopment with better highway access. The realigned 18th Street and its new signal system at the Highway 61 intersection will better serve entering and exiting freight traffic. With the new pedestrian bridge and reduced conflicts with driveways, this mode choice becomes more comfortable. The 18th Street signal system will provide a controlled crossing of Highway 61, further linking both sides of the corridor with the expanded pedestrian network. People increasingly value these amenities for quality of life, exercise, and non-motorized connections to businesses for jobs and shopping.

The project components, when implemented with the rest of visioning plan, are expected to significantly reduce future congestion. The local and regional mobility of all users, including the specific freight traffic in this area, is significantly improved. Vehicle emissions will be significantly reduced with less waiting at intersections, and reduced driveway conflicts.

Economic Development Impacts

The improvements to Highway 61 will create more reliable operations for many of the businesses along or near the corridor. More than 230 businesses are located within 2 blocks of the Hastings Highway 61 corridor. These businesses are critical to the maintenance of Hastings' workforce of more than 7,700 employees. The plan improves circulation for two businesses with extensive trucking needs, a flour mill and concrete provider. The local road and trail work proposed in this project will create smoother traffic flow, allowing the existing businesses to continue their success and even expanding operations. The trail connections and potential redevelopment of the area furthers the city's goal to create a more connected, and unified Hastings.

Figure 13: Snapshot of TED project layout as part of the larger project



Trunk Highway 5/County Road 11 Roundabout

Recipient: Carver County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
010-611-025 1002-121	\$950,000	\$3,200,000	\$4,150,000	2025	\$2,400,000	45

Project Description

Construct a new roundabout to improve safety and mobility at the Highway 5/County Road 11 intersection in Victoria.

Transportation Impacts

During peak hours, the intersection experiences poor level-of service operations creating traffic backups and limiting the ability of traffic coming from CSAH 11 to find adequate gaps in traffic to turn onto Highway 5. As a result, drivers become impatient and make risky turning movements into high-speed traffic on Highway 5.

Today right-angle crashes are very common at the intersection. Between 2014 and 2018, 11 crashes were reported at the intersection of Highway 5 and CSAH 11, resulting in an observed crash rate higher than intersections with similar characteristics statewide. Seven of the 11 reported crashes resulted in injuries. Similarly, traffic attempting to make a southbound left turn onto Highway 5 can experience unacceptable delays during the AM peak hour when conflicting traffic volumes are highest.

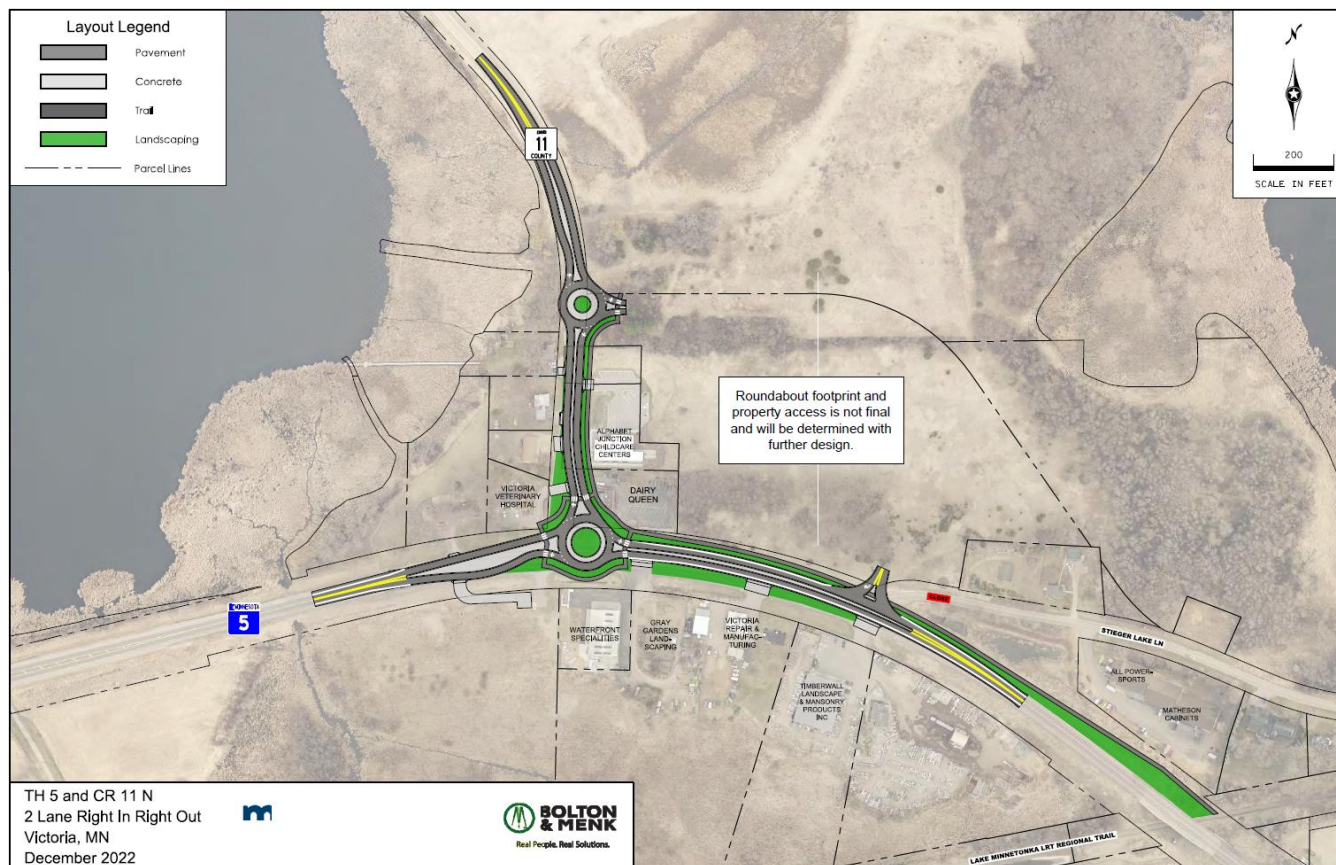
These conditions are only expected to worsen as population growth drives greater traffic volume.

Economic Development Impacts

These conditions are only expected to worsen as population growth drives greater traffic volume. Carver County is Minnesota's fastest growing county. Between 2010 and 2020 the county's population grew by 19% from 91,042 to 108,520 and anticipated to grow 49% by 2040. The City of Victoria is anticipated to grow by 54%, from just over 10,500 today, to more than 16,000 by 2040. Being on the urban fringe of the metropolitan area, improvements along Highway 5 are essential to address today's needs, supporting planned growth for jobs and housing in the metropolitan area.

The City of Victoria is planning for increased development in the project area. The intersection of Highway 5 at CSAH 11 is located directly west of and serves as a primary access point to downtown Victoria. The city's new Downtown West development will develop 13.5 acres in the northeast quadrant of this intersection with high-density residential and mixed-use commercial properties. This development will further exacerbate issues at this already strained intersection, and it will preemptively meet the needs of this Downtown West development. CSAH 11 is also a primary access to the Carver Park Reserve, a regional recreational destination with year-round activities.

Figure 14: Project Layout



Trunk Highway 59/Benson & Turner Food Plant Turn Lane

Recipient: Mahnomen County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4403-21	\$0	\$125,000	\$125,000	2025	\$29,715	Unknown

Project Description

The installation of a new right-turn lane from Highway 59 into the new Benson & Turner Foods plant will support economic development in an underserved area within the White Earth tribal community. The turn lane is necessary to safely accommodate turning by semi-trucks and other vehicles from a high-traffic road into the business. All matching funds for this project are being provided by Benson & Turner Foods.

Transportation Impacts

While there are no crashes at the current location, the construction of a commercial entrance without building a right-turn lane would result in additional crashes for this high-speed location. The speed limit is currently 60 miles per hour on south bound Highway 59. A safety concern is that without the turning lane, traffic will be backed up when pickups pulling cattle trailers turn into the business as well as local customers. This may cause numerous crashes. Having a turn lane will eliminate the hazard and keep traffic flowing.

Economic Development Impacts

Nearly \$600,000 will be paid by Benson & Turner Foods to local beef and hog producers and \$475,000 in wages during the first year of business. By Year 3 those numbers are projected to grow to \$1.3M to local farmers and \$560,500 in wages. Opportunity for professional training will be offered to employees and connections have been made with the White Earth Tribe to set up training for college students and Tribal Employment Rights Ordinance (TERO) workers. Local Farmers will have the opportunity for expansion or startup of their operations. Since this is a USDA inspected facility, they will also be able to label and sell their own beef products that are processed in the facility. The business will bring a local source of protein rich food to a known food desert.

[illegible]

TH 210/TH 65/CSAH 8 Roundabout

Recipient: Aitkin County

State Project #	DEED Funds	MnDOT Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0120-26	\$0	\$2,100,000	\$2,100,000	2027	\$1,877,040	130

Project Description

Construct a roundabout at the intersection of Highway 65/Highway 210/County Road 8 in McGregor to improve safety and access to businesses and industries near the intersection, including numerous retail and hospitality, manufacturing, mining and trucking businesses.

Transportation Impacts

The intersection facilitates significant regional traffic during the weekends for people going “up north” and to the Big Sandy Recreational area, as well as heavy truck traffic during the weekdays. During the summer months, there is roughly a 100% increase in weekend volumes over average weekday volumes year-round. During peak Sundays, it’s not uncommon for motorists approaching the existing all-way stop control to experience long delays and backups. The intersection has a previously reported concern with westbound vehicles running the stop sign.

Economic Development Impacts

Both Highway 65 and Highway 210 serve as important regional connector facilities between major cities to the east, south, west and north. Installation of the roundabout will significantly reduce right-angle, left turn and severe crashes by eliminating conflict points and lowering speed, and provide significant operational benefit and reduced delays on Sundays during the summer, allowing for more economic growth in the area.

Appendix A: Transportation Economic Development Program Summary

Figure 17: 2010 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-Year Jobs Estimate
Hennepin Co – 4th St (I)	4th St & 35W Interchange	2015	\$0	\$9,358,375	\$9,358,375	\$4,046,400	170
Bloomington MAC (I)	494 & 34th Ave Interchange	2013	\$0	\$4,673,000	\$4,673,000	\$1,800,2000	3,264
SUBTOTAL			0	\$14,031,375	\$14,031,375	\$5,846,400	3,434
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-Year Jobs Estimate
Perham (I)	US 10/CSAH 34 Interchange	2012	\$500,000	\$3,497,480	\$3,997,480	\$2,356,600	280
Zumbrota	Northwest Industrial Development	2013	\$750,000	\$398,225	\$1,148,225	\$1,148,225	25
Worthington	US 59/ BioScience Dr.	2013	\$500,000	\$2,800,000	\$3,300,000	\$1,420,000	450
Marshall	TH 68/Lake Rd Turning Lanes	2012	\$500,000	\$575,000	\$1,075,000	\$247,500	75
St. Cloud (I)	TH 15 & 33rd St.	2012	\$500,000	\$8,400,000	\$8,900,000	\$4,000,000	165
SUBTOTAL			\$2,750,000	\$15,670,705	\$18,420,705	\$9,172,325	995
2010 Totals			\$2,750,000	\$29,702,080	\$32,452,080	\$15,018,725	4,429

Figure 18: 2012 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Minnetonka (I)	I-394 Ridgedale Dr WB On-Ramp	2014	\$0	\$1,603,965	\$1,603,965	\$6,396,035	450
Maplewood (I)	TH 36/English St Interchange	2013	\$0	\$1,000,000	\$1,000,000	\$21,997,000	230
Eden Prairie (I)	S. Shady Oak Rd Improvements	2016	\$0	\$7,000,000	\$7,000,000	\$24,700,000	3,500
St. Louis Park (I)	TH 7/Louisiana Interchange	2014	\$0	\$3,000,000	\$3,000,000	\$22,008,000	450
SUBTOTAL			\$0	\$12,603,965	\$12,603,965	\$75,101,035	4,630
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Benton Co (I)	US 10/CSAH 3 Interchange	2014	\$0	\$2,934,000	\$2,934,000	\$1,956,000	50
Delano	Delano NW Business Park	2014	\$1,000,000	\$605,500	\$1,605,500	\$3,313,000	100
Windom	N Windom Industrial Park Improvements	2013	\$549,540	\$544,960	\$1,094,500	\$805,500	35
SUBTOTAL			\$1,549,540	\$4,084,460	\$5,634,000	\$6,074,500	185
2012 Totals			\$1,549,540	\$16,688,425	\$18,237,965	\$81,175,535	4,815

Figure 19: 2013 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Waconia	TH 5 Improvements	2015	\$0	\$4,500,000	\$4,500,000	\$6,599,103	360
Minneapolis	I-94/7 th St Off-Ramp & Repurposed 5 th St Off-Ramp	2016	\$0	\$6,790,000	\$6,790,000	\$2,910,000	5,000
SUBTOTAL			\$0	\$11,290,000	\$11,290,000	\$9,509,103	5,360
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Olmstead Co.	CSAH 16/TH 63 Interchange Reconstruction & Airport Access Improvement Project	2016	\$0	\$2,224,000	\$2,224,000	\$9,295,000	450
Le Sueur	TH 169 Le Sueur Hill Access & Rest Area Improvements	2017	\$0	\$2,072,571	\$2,072,571	Unknown	200
SUBTOTAL			\$0	\$4,296,571	\$4,296,571	\$9,295,000	650
2013 Totals			\$0	\$15,586,571	\$15,586,571	\$18,804,103	6,010

Figure 20: 2015 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Bloomington	East Bush Lake Rd I-494 WB Entrance Ramp	2018	\$0	\$8,000,000	\$8,000,000	\$15,780,000	2,600
Carver County	TH 41 Expansion	2019	\$0	\$3,500,000	\$3,500,000	\$13,260,000	300
Dakota County	TH 52/CSAH 42 Interchange Reconstruct	2017	\$0	\$3,100,000	\$3,100,000	\$19,191,168	322
Scott County	US 169/TH 41/CSAH 78 Interchange	2020	\$0	\$10,000,000	\$10,000,000	\$28,075,533	528
Washington County	TH 36/CSAH 35 (Hadley Ave) Interchange	2020	\$0	\$4,000,000	\$4,000,000	\$14,857,000	275
SUBTOTAL			\$0	\$28,600,000	\$28,600,000	\$91,163,701	4,025
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Redwood Falls	CSAH 101/TH 19/MSAS 112 Intersection Traffic Signal	2018	\$0	\$280,000	\$280,000	\$200,000	770
Wells	Wells Business Park Access	2018	\$295,864	\$147,800	\$443,664	\$2,027,852	140
Marshall	TH 68/Michigan Rd Turning/Bypass Lanes	2017	\$0	\$666,000	\$666,000	\$2,821,300	40
Mille Lacs County	TH 95 Roundabout & Business Park Access	2018	\$0	\$110,187	\$110,187	\$1,218,750	400
SUBTOTAL			\$295,864	\$1,203,987	\$1,499,851	\$6,267,902	1,350
2015 Totals			\$295,864	\$29,803,987	\$30,099,851	\$97,431,603	5,375

Figure 21: 2017 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Brooklyn Park	US 169/101 st Ave North Interchange	2020	\$757,285	\$10,000,000	\$10,757,285	\$14,500,000	1400
Carver County	MN 41/CSAH 18 Roundabout	2019	\$0	\$1,500,000	\$1,500,000	\$1,840,000	129
Anoka County	US 10/169 Safety and Mobility	2024	\$0	\$5,000,000	\$5,000,000	\$19,997,000	15
SUBTOTAL			\$757,285	\$16,500,000	\$17,257,285	\$36,337,000	1,544
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Pennington County	MN 32/CSAH 16 (Mark Blvd) Roundabout	2020	\$1,000,000	\$1,000,000	\$2,000,000	\$1,770,000	100
Duluth	Kayak Bay Intersection Signalization	2020	\$0	\$247,000	\$247,000	\$107,000	213
Kittson County	Canola Oil Processing Plant Frontage Rd	2019	\$0	\$315,000	\$315,000	\$135,000	8
SUBTOTAL			\$1,000,000	\$1,562,000	\$2,562,000	\$2,012,000	321
2017 Totals			\$1,757,285	\$18,062,000	\$19,819,285	\$38,349,000	1,865

Figure 22: 2019 & 2020 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Washington County	MN 36/CSAH 15 (Manning Ave N) Interchange	2022	\$1,500,000	\$10,000,000	\$11,500,000	\$24,500,000	773
Chaska	MN 41 Improvement in Downtown Chaska	2022	\$0	\$3,500,000	\$3,500,000	\$9,475,000	450
Scott County	Hwy 13 & Dakota Ave Freight Access & Mobility	2022	\$0	\$2,000,000	\$2,000,000	\$15,750,000	787
Dayton	Dayton Parkway Interchange	2022	\$0	\$2,000,000	\$2,000,000	\$11,750,000	126
SUBTOTAL			\$1,500,000	\$17,500,000	\$19,000,000	\$61,475,000	2,136
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Cloquet	Hwy 33 Reduced Conflict Interchange	2022	\$0	\$665,000	\$665,000	\$285,000	15
IRRRB-Virginia	Hwy 53 Komatsu (P&H Rd) Intersection	2022	\$0	\$315,000	\$315,000	\$15,000	25
Annandale	Hwy 24 Annandale Elementary School Access & Hemlock St	2021	\$0	\$400,000	\$400,000	\$1,025,000	14
Crosby/Crow Wing County	Hwy 210/CSAH 31 Urban Compact Roundabout	2023	\$0	\$729,050	\$729,050	\$612,450	15
Nicollet County	Hwy 14 Interchanges New Ulm to Nicollet CR 37/CR 12-24	2023	\$0	\$405,950	\$405,950	\$3,094,050	-
SUBTOTAL			\$0	\$2,515,000	\$2,515,000	\$5,031,500	69
2019-2020 Totals			\$1,500,000	\$20,015,000	\$21,515,000	\$66,506,500	2,205

Figure 23: 2021 & 2022 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Maple Grove	I-94/TH 610 Interchange Completion Project	2024	\$0	\$5,000,000	\$5,000,000	\$42,775,000	11,000
Blaine	TH 65 Phase I Access Improvements, Western Frontage Rd	2025	\$0	\$4,600,000	\$4,600,000	\$81,700,000	535
Burnsville	I-35W SB Off-Ramp to Buck Hill Rd & Burnsville Center Redevelopment Area	2026	\$0	\$3,100,000	\$3,100,000	\$1,900,000	350
Carver County	TH 41/CSAH 10 Improvements	2025	\$0	\$3,000,000	\$3,000,000	\$15,980,000	130
SUBTOTAL			\$0	\$15,700,000	\$15,700,000	\$142,355,000	12,015
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Monticello	Hwy 33 Reduced Conflict Interchange	2022	\$0	\$469,000	\$469,000	\$201,000	110
Wadena/ Ottertail County	US 10/CSAH 92 Intersection Improvements	2022	\$0	\$350,000	\$350,000	\$500,000	86
Carlton County	TH 210/CSAH 61 Intersection Reconstruction	2024	\$0	\$400,000	\$400,000	\$540,000	12
Douglas County	TH 27/I-94/CSAH 45/CSAH 46 Roundabout	2024	\$0	\$1,190,000	\$1,190,000	\$510,000	188
Kandiyohi County-Willmar EDC	Hwy 40 Turn Lane/ Acceleration Lane for Realm5 Logistics Park	2025	\$0	\$900,000	\$900.00	\$385,714	58
Koochiching County - International Falls	Hwy 53/CSAH 332 Roundabout	2024	\$0	\$1,100,000	\$1,100.00	\$2,160,000	-
SUBTOTAL			\$0	\$4,409,000	\$1,221,000	\$4,296,714	454
2021-2022 Totals			\$0	\$20,109,000	\$16,921,000	\$146,651,714	12,469

Figure 24: 2023 Awards

Metro	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Waconia	TH 5 Phase II Reconstruction Project	2028	\$0	\$10,000,000	\$10,000,000	\$7,000,000	773
Dakota County	TH 52/CR 42 Interchange	2028	\$0	\$2,400,000	\$2,400,000	\$1,300,000	1,340
Hastings	US 61 Reconstruction	2028	\$0	\$2,730,000	\$2,730,000	\$1,170,000	75
Carver County	TH 5/CR 11 Roundabout	2025	\$950,000	\$3,200,000	\$4,150,000	\$2,400,000	45
SUBTOTAL			\$950,000	\$18,330,000	\$19,280,000	\$11,870,000	2,233
Greater Minnesota	Project Name	Completion Date	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Mahnomen County	TH 59/Benson & Turner Food Plant Turn Lane	2025	\$0	\$125,000	\$125,000	\$29,715	-
Aitkin County	TH 210/TH 65/CSAH 8 Roundabout	2027	\$0	\$222,960	\$2,100,000	\$1,877,040	130
SUBTOTAL			\$0	\$347,960	\$2,225,000	\$1,906,755	130
2023 Totals			\$950,000	\$18,677,960	\$21,505,000	\$13,776,755	2,363

Figure 25: All Awards

	DEED Funds	MnDOT Funds	Total Funds	Leveraged Funds	5-year Jobs Estimate
Metro	\$3,207,285	\$134,555,340	\$137,762,625	\$433,657,239	35,377
Greater Minnesota	\$5,595,404	\$34,089,683	\$38,374,127	\$44,056,696	4,154
Total	\$8,802,689	\$168,645,023	\$176,136,752	\$477,713,935	39,531