DEPARTMENT OF TRANSPORTATION

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2024



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Cover photo: MnDOT Metro District I-494 project (Interchange at I-494 and Penn Ave.) taken from a drone, Bloomington, Minnesota

DEPARTMENT OF TRANSPORTATION

395 John Ireland Boulevard
Saint Paul, Minnesota 55155

March 4, 2025

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

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

The Honorable Erin Koegel, DFL Lead
House Transportation Finance & Policy Committee
5th Floor Centennial Office Building
Saint Paul, Minnesota 55155

The Honorable Jon Koznik, Chair
House Transportation Finance & Policy Committee
2nd Floor Centennial Office Building
Saint Paul, Minnesota 55155

Re: 2024 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

Nancy Daubenberger, P.E.
Commissioner

Table of Contents

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report 1

Cover Letter 3

Legislative Request 7

Purpose and Scope of the Report 9

Introduction 9

Summary of Report Contents 10

Major Highway Projects Summary 12

State Highway Investment Planning Process 12

Project Selection 14

Impacts of Project Cost Changes 15

Project Prioritization 15

Project Summary Sheets 16

Environmental Mitigation and Compliance Analysis 17

Metro District Project: Highway 55 (Dakota and Hennepin Counties) 17

Greater Minnesota Project: Highway 60 (Blue Earth, Le Sueur and Waseca Counties) 19

Trunk Highway Fund Expenditures 21

Products and Services Budget and Spending 23

Methodology 23

Agency Overhead 23

2024 Products and Services Summary 24

2024 Products and Services Framework 24

Department Summary 25

Division Summary 26

Productivity Measures 33

Introduction 33

Bridges: Inspection Cost per Square Foot of Deck Area 34

Bridges: Maintenance Cost per Square Foot of Deck Area 35

Pavement: Cost per Roadway Mile-Year Added 38

Snow and Ice: Cost per Plow-Mile Driven 40

Pavement Markings: Cost per Mile Striped 42

Transit: Administrative Cost per Public Transit Passenger Trip in Greater Minnesota 44
Freight: MnDOT Cost per Oversize/Overweight Permit Issued 46
Program Planning and Project Development to Construction Expenditure Ratio 48
Efficiencies 52
Background 52
Methodology 52
State Road Construction 55
Administration, Maintenance & Operations 59
Appendix A: Products and Services Summary List and Descriptions 64
2024 Products and Services Framework 64
Products and Services Descriptions 65
Appendix B: Glossary of Terms 68
Appendix C: Major Highway Project Summary Pages 72
District 1 Project List 75
District 2 Project List 116
District 3 Project List 149
District 4 Project List 207
District 6 Project List 242
District 7 Project List 295
District 8 Project List 333
Metro District Project List 361
Appendix D: Future Major Highway Projects (planned 2024-2035) 415
Appendix E: Efficiency Pages 422

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 approximately $110,000.

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 (2023-2024) or identified for construction in the next four years (2025-2028), a project summary is included that provides detailed information on project location, purpose, scope, schedule and cost. Each project planned for construction in 2029-2039 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 2024.

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 55 in Dakota County, highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.
2. For Greater Minnesota, the Highway 60 project in Blue Earth, Le Sueur, and Waseca Counties, located in MnDOT's District 7, provides an example of the types of environmental mitigation in rural areas in Greater Minnesota.

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 2024, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2023, but due to processing time would have been paid in fiscal year 2024.

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 2024 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 using 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.

Four of the eight productivity measures show the inflation-adjusted unit costs declining or steady. Specifically, bridge inspection cost per square foot of deck area, 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, slightly declining, or steady trend in inflation-adjusted unit costs over the analysis period. Four productivity measures show an increasing or slightly increasing trend over the analysis period including 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 2024, MnDOT identified an estimated $63.6 million in savings from new and revised practices deployed across the organization. Including both fiscal year 2023 and 2024 savings, MnDOT achieved an estimated $157.6 million in savings from these practices. Most of the efficiencies identified in FY 2024 came from the 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 2024.

Table 1: Projects included in 2024 Major Highway Projects Report

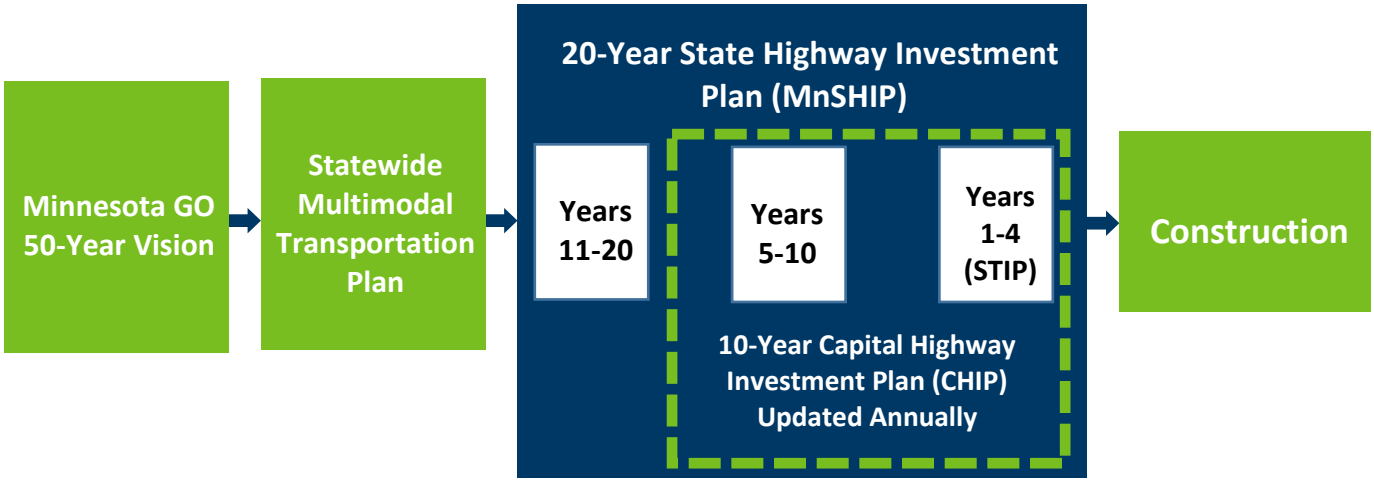
MnDOT District	Number of projects completed, under construction or listed in the STIP	Projects in years 2024-2035	Total Projects
1	38	28	66
2	31	25	56
3	55	13	68
4	33	10	43
6	50	34	84
7	35	20	55
8	26	18	44
Metro	52	6	58
Total	**320**	**154**	**474**

Of the 474 projects reported this year, 58 are in the Twin Cities metro area and 416 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 2025-28) are those listed in the 2025-2028 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 2029-34) 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 2035-41); 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 because 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 2024-27 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2029-41 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 2023-2024.

The segment of Highway 55 in Dakota and Hennepin 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 60 project is located in Blue Earth, Le Sueur, and Waseca Counties in MnDOT's District 7. This segment of Highway 60 is an example of the type of environmental mitigation in rural areas of Greater Minnesota.

Metro District Project: Highway 55 (Dakota and Hennepin Counties)

This MnDOT Metro District project spanned 8.3 miles along Highway 55 from the bridge at Bloomington Road in Minneapolis to the junctions of Highway 52 in Inver Grove Heights, and Interstate 35E, Louis Lane and Highway 149 in Eagan. The work consisted of bituminous milling and surfacing, lighting, culvert replacement, bridge rehabilitation, cable median barrier, accessibility and drainage improvements. Environmental mitigation measures used on the project included an assessment for regulated materials. Polychlorinated Biphenyls (PCBs) were identified on the bridges, which were removed and disposed of as part of the project.

Environmental mitigation and compliance costs of $572,500 are detailed below and account for approximately 1.9 percent of project costs.

The total project cost (also detailed below) was $31 million. The construction cost of the project was $28.8 million, there were no right of way costs and project engineering costs were $2.2 million.

Table 2: Environmental Mitigation Percentage for Highway 55 in Dakota and Hennepin Counties

Environmental Mitigation & Compliance Costs Breakdown: Hwy 55	
Environmental Process and Documents: Costs NOT included in the mitigation cost total	
Categorical Exclusion Determination Document (Employee Costs to Write Document)	$63,100
TOTAL	**$63,100**
Preconstruction Engineering Costs	
Regulated Waste / Asbestos Assessment	$8,900
Sub-Total	**$8,900**
Construction Engineering / Administration Costs	
	$0
Sub-Total	**$0**
Construction Costs	
Regulated Material Construction Monitoring	$4,000
Regulated Waste Removal and Disposal	$352,100
Erosion Control and Stormwater Management	$141,200
Restoration and Revegetation	$75,200
Sub-Total	**$572,500**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$581,400**

*All numbers are rounded to nearest $100.

Environmental Mitigation & Compliance Costs Breakdown: Hwy 55

Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,537,700
Construction Engineering / Administration	$683,900
Sub-Total	**$2,221,600**
Right of Way Costs (Land Only)	
Total Project Right of Way Costs	$0
Sub-Total	**$0**
Construction Costs	
Total Project Construction Costs	$28,573,700
Change Orders	$192,600
Sub-Total	**$28,766,300**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$2,221,600
Total Right of Way Costs	$0
Total Project Construction Costs	$28,766,300
TOTAL	**$30,987,900**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$581,400 Env Cost divided by $30,987,900 Total Cost =	**1.9%**

*All numbers are rounded to nearest $100.

Greater Minnesota Project: Highway 60 (Blue Earth, Le Sueur and Waseca Counties)

This District 7 project on Highway 60 covered a total of 16.3 miles in rural Blue Earth, Le Sueur, and Waseca Counties. The work consisted of pavement rehabilitation using full depth reclamation, new turn lanes and expansion of existing turn lanes, a new filtration basin to capture and treat stormwater, and snow fencing.

Environmental mitigation measures used on the project included construction of a new filtration basin to control the increased stormwater volume due to additional impervious surfaces, compensatory wetland mitigation to offset approximately 2.2 acres of permanent aquatic resource impacts, construction of snow fencing for safety and environmental (chloride reduction) reasons, and temporary erosion and sediment control measures to minimize impacts to local water quality.

Environmental mitigation and compliance costs of $1,272,400 are detailed below and account for approximately 5.2 percent of project costs.

The total project cost, detailed below, was $24.32 million. The construction cost of the project was $20.85 million, right of way costs were $0.28 million and project engineering costs were $3.19 million.

Table 3: Environmental Mitigation Percentage for Highway 60 in Blue Earth, Le Sueur, and Waseca Counties

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 60
Environmental Documents: Costs NOT included in the mitigation cost total	
Categorical Exclusion Determination Document (Employee Costs to Write Document)	$23,300
TOTAL	**$23,300**
Preconstruction Engineering Costs	
Contamination Investigation	$75,300
Sub-Total	**$75,300**
Construction Engineering / Administration Costs	
Wetland Mitigation Credits	$56,500
Sub-Total	**$56,500**
Construction Costs	
Contaminated Material Haul and Disposal	$114,500
Stormwater Filtration Basin	$86,300
Environmental Site and Regulated Waste / Asbestos Assessments	$37,600
Erosion Control and Stormwater Management	$627,000
Restoration and Revegetation	$132,700
Snowdrift Mitigation/Chloride Reduction	$142,500
Sub-Total	**$1,140,600**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$1,272,400**

*All numbers are rounded to nearest $100.

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 60
Project Delivery Costs (Engineering)	
Preconstruction Engineering	$2,224,000
Construction Engineering / Administration	$962,600
Sub-Total	**$3,186,600**
Right of Way Costs (Land Only)	
Total Project Right of Way Costs	$283,800
Sub-Total	**$283,800**
Construction Costs	
Total Project Construction Costs	$20,851,500
Sub-Total	**$20,851,500**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$3,186,600
Total Right of Way Costs	$283,800
Total Project Construction Costs	$20,851,500
TOTAL	**$24,321,900**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$1,272,400 divided by $24,321,900 =	**5.2%**

*All numbers are rounded to nearest $100.

Trunk Highway Fund Expenditures

The graph below contains fiscal year 2024 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	2024 TH Fund Expenditures
1	Road construction	1,334.1
2	Design and engineering	235.9
3	Labor	522.7
4	Acquisition of right of way	55.2
5	Litigation	7.1
6	Maintenance	144.4
7	Road operations	338.4
8	Planning	12.8
9	Environmental compliance	32.8
10	Administration	165.7
TOTAL		**2,849.1**

Note: In millions of dollars

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 2024 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

2024 Products and Services Summary

2024 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	**2022**	**Totals**	**2023**	**Totals**	**2024**	**Totals**
Products and Services	Budget (in thousands)	Spent (in thousands)	Budget	Spent	Budget	Spent
Airports	519,700	198,672	689,377,038	279,954,603	498,985,105	135,587,283
Aviation Safety Operation and Regulation	11,697	6,346	7,261,084	7,272,201	15,517,052	16,055,758
Bicycle & Pedestrian Planning & Grants	14,615	2,752	4,941,791	4,426,488	6,808,752	8,225,418
Bridges & Structures Inspection & Maint.	12,017	12,582	11,885,378	13,468,486	11,990,274	13,264,412
Commercial Truck and Bus Safety	4,259	3,077	4,269,193	3,399,191	4,476,497	3,621,260
County State Aid Hwy	1,203,128	988,162	1,205,799,826	955,554,849	1,257,653,215	1,075,838,117
Develop Hwy Improvement Projects - PE	89,717	76,221	81,777,601	80,769,224	83,803,676	83,992,569
External Partner Support	52,375	29,924	83,425,594	56,333,897	113,736,225	92,006,445
Freight Rail Improvements	5,569	4,884	590,563	7,581,860	242,776	3,284,296
Freight System Planning	1,728	591,260	734,548	410,431	6,179,081	6,029,149
Hwy Construction Mgmt. Oversight - CE	31,332	34,385	38,208,171	41,819,933	60,582,451	46,172,243
Intercity Passenger Rail Improvement	10,397	269,017	420,600	470,162	4,819,611	4,147,736
Municipal State Aid Hwy	249,202	152,764	229,105,542	206,936,904	243,432,561	224,841,189
Plan Highway System	41,573	29,081	37,032,980	31,594,532	55,133,638	36,197,715
Port Improvements	89,009	84,491	90,440	87,647	105,378	90,294
Radio Towers and Communications	5,364	5,731	13,902,509	13,913,000	15,259,708	16,497,715
Rail Safety	7,737	6,120	5,507,249	6,640,388	8,318,316	8,663,151
Research and Development	19,746	14,625	20,590,203	17,559,053	21,825,837	17,026,204
Road and Roadside Maintenance	59,689	60,927	54,441,485	65,800,464	62,717,675	70,520,355
Snow and Ice	86,213	90,925	111,164,829	136,234,394	79,720,320	92,225,528
State Road Construction	1,306,532	1,372,795	1,001,485,476	1,374,231,844	1,103,383,473	1,050,695,861
Traffic Operations and Maintenance	50,722	56,705	53,844,494	59,727,672	46,039,930	57,814,039
Transit Planning and Grants	182,577	170,938	170,651,586	183,309,173	175,061,971	195,936,389
Trunk Highway Debt Service	235,849	214,061	289,364,000	251,998,113	272,636,000	4,300,000
Direct	**4,201,827**	**3,529,622**	**4,115,872,181**	**3,799,494,507**	**4,148,429,522**	**3,263,033,123**
Agency Overhead	**454,408**	**391,212**	**441,511,031**	**467,158,736**	**475,359,900**	**461,764,774**
Grand Total	**4,656,235**	**3,920,834**	**4,557,383,213**	**4,266,653,243**	**4,623,789,422**	**3,724,797,897**

Note: In 2022, the dollar amounts listed in the table are in thousands. Totals may not add up due to rounding. In 2023 and 2024, the dollar amounts reflect actual amounts and are not rounded to thousands.

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 $17M in FY24.

Division Summary

Division Summary	Chief Counsel Division		Chief Financial Officer		Chief of Staff Division		Commissioners Office		Engineering Services		Operations		State Aid		Sustainability, Planning & Program Mgmt.		Workforce & Agency Services		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	-	-	-	-	-	-	-	-	-	-	498,985,105	135,587,283	-	-	498,985,105	135,587,283
Aviation Safety Operation & Regulation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,517,052	16,055,758	-	-	15,517,052	16,055,758
Bicycle & Pedestrian Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	14,556,139	2,676,275	-7,747,386	5,549,143	-	-	6,808,752	8,225,418
Bridges/Structures Inspection & Maintenance	-	-	-	-	-	-	-	-	1,280,451	1,285,382	10,640,985	11,921,351	-	-	-	-	68,838	57,679	11,990,274	13,264,412
Commercial Truck and Bus Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,476,497	3,621,260	-	-	4,476,497	3,621,260
County State Aid Hwy	-	-	-	-	-	-	-	-	-	-	13,822,061	13,808,911	1,243,831,154	1,062,029,206	-	-	-	-	1,257,653,215	1,075,838,117
Develop Hwy Improvement Projects - PE	-	-	-	-	4,138,812	3,894,827	-	-	26,279,476	27,987,879	47,204,400	46,182,405	-	634,064	4,935,266	4,176,015	1,245,721	1,117,378	83,803,676	83,992,569
External Partner Support	-	-	-	-	-	-	72,790	141,123	4,766,910	2,627,477	41,622,820	29,298,260	64,783,353	57,284,777	2,359,353	2,513,462	131,000	141,346	113,736,225	92,006,445
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	54,512	-	-	242,776	3,229,784	-	-	242,776	3,284,296
Freight System Planning	-	-	-	-	-	-	-	-	-	-	5,000,000	5,000,000	-	-	1,179,081	1,029,149	-	-	6,179,081	6,029,149
Hwy Construction Mgmt. Oversight - CE	-	144,000	-	-	1,095,665	1,095,107	-	-	7,613,132	8,384,952	41,885,619	27,064,857	-	-	9,191,660	8,768,941	796,375	714,386	60,582,451	46,172,243
Intercity Passenger Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,819,611	4,147,736	-	-	4,819,611	4,147,736
Municipal State Aid Hwy	-	-	-	-	-	-	-	-	-	-	-	-	243,432,561	224,841,189	-	-	-	-	243,432,561	224,841,189
Plan Highway System	-	-	317,123	2,637,811	586,024	549,314	-	-	2,212,700	2,074,701	8,312,607	6,687,585	15,560,000	3,489,223	28,145,175	20,759,067	8	15	55,133,638	36,197,715
Port Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105,378	90,294	-	-	105,378	90,294
Radio Towers & Communications	-	-	-	-	-	-	-	-	-	-	-	-	15,259,708	16,497,715	-	-	-	-	15,259,708	16,497,715
Rail Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,318,316	8,663,151	-	-	8,318,316	8,663,151
Research & Development	-	-	-	-	-	-	-	-	2,585,416	1,875,939	4,785,920	2,475,315	-	-	14,454,501	12,674,949	-	-	21,825,837	17,026,204
Road & Roadside Maintenance	-	-	-	-	-	-	-	-	763,189	828,304	61,884,054	69,649,864	-	-	62,471	35,521	7,960	6,666	62,717,675	70,520,355
Snow and Ice	-	-	-	-	-	-	-	-	-	-	79,399,124	91,958,836	-	25,520	321,195	241,172	-	-	79,720,320	92,225,528
State Road Construction	-	-	-	-	-	-	-	-	1,950,000	2,532,177	1,098,821,287	993,378,621	-	-	2,612,186	54,785,062	-	-	1,103,383,473	1,050,695,861
Traffic Operation & Maintenance	-	-	-	-	-	-	-	-	463,113	435,222	45,050,176	56,954,497	-	-	500,000	402,000	26,641	22,320	46,039,930	57,814,039
Transit Planning & Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175,061,971	195,936,389	-	-	175,061,971	195,936,389
Trunk Hwy Debt Service	-	-	268,336,000	-	-	-	-	-	-	-	-	-	-	-	4,300,000	4,300,000	-	-	272,636,000	4,300,000
Direct	**-**	**144,000**	**268,653,123**	**2,637,811**	**5,820,501**	**5,539,248**	**72,790**	**141,123**	**47,914,388**	**48,032,032**	**1,458,429,054**	**1,354,435,015**	**1,597,422,915**	**1,367,477,967**	**767,840,208**	**482,566,136**	**2,276,543**	**2,059,791**	**4,148,429,522**	**3,263,033,123**
Agency Overhead	**600,000**	**556,990**	**39,710,207**	**30,867,485**	**7,677,394**	**7,066,336**	**7,145,750**	**7,552,912**	**43,674,924**	**45,339,338**	**281,627,092**	**280,757,999**	**11,889,998**	**8,216,822**	**21,363,408**	**21,742,716**	**61,671,127**	**59,664,175**	**475,359,900**	**461,764,774**
Grand Total	**600,000**	**700,990**	**308,363,331**	**33,505,296**	**13,497,895**	**12,605,584**	**7,218,540**	**7,694,035**	**91,589,311**	**93,371,370**	**1,740,056,147**	**1,635,193,014**	**1,609,312,913**	**1,375,694,790**	**789,203,616**	**504,308,852**	**63,947,670**	**61,723,966**	**4,623,789,422**	**3,724,797,897**

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
Highway Construction Management Oversight - CE	600,000	556,990	600,000	556,990
Agency Overhead	**-**	**144,000**	**-**	**144,000**
Grand Total	**600,000**	**700,990**	**600,000**	**700,990**

Chief Financial Officer Division	Corp. Accts & Risk Reserve		Financial Management		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Plan Highway System	-	-	317,123	2,637,811	317,123	2,637,811
Trunk Highway Debt Service	268,336,000	-	-	-	268,336,000	-
Direct	**268,336,000**	**-**	**317,123**	**2,637,811**	**268,653,123**	**2,637,811**
Agency Overhead	**29,079,656**	**19,388,744**	**10,630,551**	**11,478,741**	**39,710,207**	**30,867,485**
Grand Total	**297,415,656**	**19,388,744**	**10,947,675**	**14,116,552**	**308,363,331**	**33,505,296**

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
External Partner Support	-	-	-	-	72,790	72,790	-	68,333	72,790	141,123
Agency Overhead	**2,771,240**	**3,164,069**	**1,488,498**	**1,646,699**	**696,059**	**790,501**	**2,189,713**	**1,951,643**	**7,145,750**	**7,552,912**
Grand Total	**2,771,240**	**3,164,069**	**1,488,498**	**1,646,699**	**768,849**	**863,290**	**2,189,713**	**2,019,976**	**7,218,540**	**7694,035**

Chief of Staff Division	Chief of Staff Admin		Civil Rights		Communications & Public Engagement		Equity & Diversity		Organizational Plan & Management		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Develop Highway Improvement Projects - PE	-	-	4,138,812	3,894,827	-	-	-	-	-	-	4,138,812	3,894,827
Highway Construction Management Oversight - CE	-	-	1,095,665	1,095,107	-	-	-	-	-	-	1,095,665	1,095,107
Plan Highway System	-	-	586,024	549,314	-	-	-	-	-	-	586,024	549,314
Direct	**-**	**-**	**5,820,501**	**5,539,248**	**-**	**-**	**-**	**-**	**-**	**-**	**5,820,501**	**5,539,248**
Agency Overhead	**390,411**	**291,631**	**2,040,057**	**2,039,216**	**2,911,141**	**3,446,457**	**1,345,174**	**1,173,994**	**990,611**	**115,037**	**7,677,394**	**7,066,336**
Grand Total	**390,411**	**291,631**	**7,860,558**	**7,578,464**	**2,911,141**	**3,446,457**	**1,345,174**	**1,173,994**	**990,611**	**115,037**	**13,497,895**	**12,605,584**

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	1,277,518	1,281,911	-	-	-	-	-	-	2,934	3,470
Develop Highway Improvement Projects - PE	5,082,359	5,668,397	369,060	425,648	5,711,639	5,221,407	81,186	86,415	2,572,213	2,817,439
External Partner Support	3,905,235	886,376	121,674	104,253	-	-	-	-	156,000	57,110
Highway Construction Management Oversight - CE	966,543	1,078,338	1,378,770	1,590,536	565,955	516,913	-	-	163,477	188,905
Plan Highway System	102,107	67,935	-	-	1,718,580	1,711,504	-	-	391,627	294,710
Research and Development	146,813	97,671	-	-	516	550	-	-	84,703	63,621
Road and Roadside Maintenance	2,400	2,344	-	-	53,007	49,553	-	-	255,131	299,568
State Road Construction	600,000	996,485	-	-	-	-	-	-	150,000	335,651
Traffic Operations and Maintenance	30,198	30,291	-	-	432,915	404,931	-	-	-	-
Direct	**12,113,173**	**10,109,749**	**1,869,505**	**2,120,437**	**8,482,612**	**7,904,858**	**81,186**	**86,415**	**3,776,084**	**4,060,475**
Agency Overhead	**5,687,059**	**6,266,378**	**1,406,529**	**1,622,498**	**4,061,090**	**3,719,089**	**11,207,094**	**9,775,586**	**4,183,554**	**4,646,054**
Grand Total	**17,800,232**	**16,376,127**	**3,276,033**	**3,742,935**	**12,543,702**	**11,623,946**	**11,288,280**	**9,862,001**	**7,959,638**	**8,706,530**

Engineering Services Division (continued)	Land Management		Materials & Road Research		Project Management & Technical Support		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent	Budget	Spent
Bridges & Structures Inspection & Maintenance	-	-	-	-	-	-	1,280,451	1,285,382
Develop Highway Improvement Projects - PE	6,721,195	7,280,114	3,004,049	3,307,449	2,737,774	3,181,010	26,279,476	27,987,879
External Partner Support	78,000	79,484	506,000	1,500,254	-	-	4,766,910	2,627,477
Highway Construction Management Oversight - CE	250,000	210,491	3,007,636	3,311,520	1,280,750	1,488,248	7,613,132	8,384,952
Plan Highway System	-	-	-	-	386	552	2,212,700	2,074,701
Research and Development	-	-	2,321,366	1,668,468	32,018	45,628	2,585,416	1,875,939
Road and Roadside Maintenance	452,651	476,839	-	-	-	-	763,189	828,304
State Road Construction	600,000	600,063	600,000	599,978	-	-	1,950,000	2,532,177
Traffic Operations and Maintenance	-	-	-	-	-	-	463,113	435,222
Direct	**8,101,847**	**8,646,991**	**9,439,052**	**10,387,669**	**4,050,929**	**4,715,438**	**47,914,388**	**48,032,032**
Agency Overhead	**5,948,457**	**6,652,634**	**6,592,452**	**7,330,050**	**4,588,689**	**5,327,050**	**43,674,924**	**45,339,338**
Grand Total	**14,050,304**	**15,299,625**	**16,031,503**	**17,717,719**	**8,639,618**	**10,042,488**	**91,589,311**	**93,371,370**

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	1,039,265	1,155,861	477,710	532,275	789,477	894,710	454,785	500,331
County State Aid Highway	13,822,061	177,826	-	1,636	-	60,627	-	583,855
Develop Highway Improvement Projects – PE	4,997,978	5,379,755	3,380,569	4,145,039	4,599,358	4,978,469	2,523,012	2,740,272
External Partner Support	2,396,395	3,569,485	505,495	161,896	8,844	865,380	23,698	613,402
Freight Rail Improvements	-	-	-	-	-	-	-	-
Freight System Planning	-	-	-	-	-	-	-	-
Highway Construction Management Oversight - CE	4,576,420	4,926,960	859,094	1,052,799	1,656,094	1,792,293	826,245	897,830
Plan Highway System	233,889	253,018	371,132	403,867	336,757	390,167	261,872	283,861
Research and Development	-	-	-	-	-	-	-	-
Road and Roadside Maintenance	5,681,157	6,383,045	4,255,998	4,754,073	6,859,754	7,917,268	4,670,032	5,222,284
Snow and Ice	10,637,645	12,613,010	6,646,686	7,642,982	10,467,521	12,396,226	6,937,169	8,000,015
State Road Construction	298,974,026	135,255,893	42,402,312	60,926,806	81,266,879	80,333,235	60,312,822	110,295,264
Traffic Operations and Maintenance	1,941,358	2,133,679	818,079	908,964	2,262,454	3,687,605	1,859,867	3,061,465
Direct	**344,300,193**	**171,848,531**	**59,717,076**	**80,530,336**	**108,247,140**	**113,315,980**	**77,869,502**	**132,198,579**
Agency Overhead	**19,986,215**	**22,304,494**	**12,445,521**	**14,218,549**	**19,330,497**	**22,102,243**	**14,227,975**	**15,872,299**
Grand Total	**364,286,408**	**194,153,025**	**72,162,596**	**94,748,885**	**127,577,637**	**135,418,224**	**92,097,477**	**148,070,878**

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	2,012,869	2,234,554	1,176,482	1,345,497	512,846	566,316	4,169,285	4,683,912
County State Aid Highway	-	-	-	969,174	-	616,410	-	11,399,383
Develop Highway Improvement Projects - PE	4,215,499	4,581,737	1,875,791	2,105,982	3,096,091	2,175,869	19,876,080	17,411,553
External Partner Support	20,000	603,505	18,735,890	15,747,015	-	461,138	19,710,790	6,918,519
Freight Rail Improvements	-	-	-	-	-	-	-	54,512
Freight System Planning	-	-	-	-	-	-	5,000,000	5,000,000
Highway Construction Management Oversight - CE	3,591,857	3,903,799	1,776,817	1,995,369	1,215,263	1,319,234	27,097,874	10,971,829
Plan Highway System	268,086	249,242	309,337	262,314	374,453	293,031	389,312	2,088,231
Research and Development	7,095	6,590	-	-	-	-	4,001	4,220
Road and Roadside Maintenance	7,779,330	8,792,132	7,105,274	8,198,016	3,583,301	3,972,383	16,728,485	18,717,283
Snow and Ice	9,201,610	10,579,889	7,218,523	8,424,648	4,338,739	4,867,361	22,294,377	25,626,805
State Road Construction	78,790,424	181,061,469	4,250,000	4,250,052	45,229,360	68,164,346	487,135,464	352,770,604
Traffic Operations and Maintenance	1,694,449	3,529,386	1,261,523	1,971,037	638,515	803,553	19,039,079	23,875,147
Direct	**107,581,220**	**215,542,303**	**43,709,638**	**45,269,103**	**58,988,568**	**83,239,642**	**621,444,746**	**479,521,999**
Agency Overhead	**21,587,620**	**24,254,444**	**16,423,962**	**18,798,776**	**13,596,276**	**15,096,885**	**70,203,308**	**75,664,082**
Grand Total	**129,168,840**	**239,796,747**	**60,133,600**	**64,067,879**	**72,584,844**	**98,336,528**	**691,648,054**	**555,186,081**

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	-	-	2,763	3,552	-	147	-	-	5,504	4,195	10,640,985	11,921,351
County State Aid Highway	-	-	-	-	-	-	-	-	-	-	13,822,061	13,808,911
Develop Highway Improvement Projects - PE	15,229	4,644	7,336	7,745	-	-	238,423	256,770	2,379,034	2,394,570	47,204,400	46,182,405
External Partner Support	-	-	-	67,284	96,708	78,046	30,000	65,666	95,000	146,923	41,622,820	29,298,260
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	0	54,512
Freight System Planning	-	-	-	-	-	-	-	-	-	-	5,000,000	5,000,000
Hwy Construction Management Oversight - CE	130,044	39,601	127,234	134,286	-	-	22,332	23,956	6,344	6,902	41,885,619	27,064,857
Plan Highway System	142,860	73,851	-	-	-	-	-	-	5,624,910	2,390,005	8,312,607	6,687,585
Research and Development	4,689,334	2,424,142	-	-	-	-	-	-	85,489	40,363	4,785,920	2,475,315
Road and Roadside Maintenance	-	-	-	320	5,220,723	5,693,061	-	-	-	-	61,884,054	69,649,864
Snow and Ice	-	-	10,361	11,649	1,646,493	1,796,251	-	-	-	-	79,399,124	91,958,836
State Road Construction	-	-	-	-	-	-	400,000	250,998	60,000	69,954	1,098,821,287	993,378,621
Traffic Operations and Maintenance	-	-	4,473,873	6,615,042	10,366,433	9,803,035	73,629	78,925	620,915	486,658	45,050,176	56,954,497
Direct	**4,977,467**	**2,542,237**	**4,621,567**	**6,839,878**	**17,330,357**	**17,370,541**	**764,385**	**676,315**	**8,877,196**	**5,539,571**	**1,458,429,054**	**1,354,435,015**
Agency Overhead	**1,722,537**	**795,001**	**2,499,631**	**3,349,491**	**82,689,241**	**61,267,453**	**4,167,634**	**4,479,890**	**2,746,675**	**2,554,392**	**281,627,092**	**280,757,999**
Grand Total	**6,700,004**	**3,337,238**	**7,121,198**	**10,189,369**	**100,019,597**	**78,637,994**	**4,932,019**	**5,156,205**	**11,623,871**	**8,093,963**	**1,740,056,147**	**1,635,193,014**

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	14,556,139	2,676,275	-	-	14,556,139	2,676,275
County State Aid Highway	1,243,831,154	1,062,029,206	-	-	1,243,831,154	1,062,029,206
Develop Highway Improvement Projects - PE	-	634,064	-	-	-	634,064
External Partner Support	60,860,728	53,952,454	3,922,625	3,332,323	64,783,353	57,284,777
Municipal State Aid Highway	243,432,561	224,841,189	-	-	243,432,561	224,841,189
Plan Highway System	15,560,000	3,489,223	-	-	15,560,000	3,489,223
Radio Towers and Communications	-	-	15,259,708	16,497,715	15,259,708	16,497,715
Snow and Ice	-	-	-	25,520	-	25,520
Direct	**1,578,240,581**	**1,347,622,410**	**19,182,334**	**19,855,558**	**1,597,422,915**	**1,367,477,967**
Agency Overhead	**7,886,353**	**3,975,916**	**4,003,645**	**4,240,906**	**11,889,998**	**8,216,822**
Grand Total	**1,586,126,934**	**1,351,598,326**	**23,185,979**	**24,096,463**	**1,609,312,913**	**1,375,694,790**

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	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	498,985,105	135,587,283	-	-	-	-
Aviation Safety Operation & Regulation	15,517,052	16,055,758	-	-	-	-
Bike & Pedestrian Planning & Grants	-	-	-	-	-	-
Commercial Truck & Bus Safety	-	-	4,476,497	3,621,260	-	-
Develop Highway Improvement Projects - PE	-	-	-	-	-	-
External Partner Support	-	-	1,000,000	1,203,373	-	-
Freight Rail Improvements	-	-	242,776	3,229,784	-	-
Freight System Planning	-	-	1,179,081	1,029,149	-	-
Highway Construction Management Oversight - CE	-	-	-	-	-	-
Intercity Passenger Rail Improvement	-	-	-	-	4,819,611	4,147,736
Plan Highway System	-	-	-	-	-	-
Port Improvements	-	-	105,378	90,294	-	-
Rail Safety	-	-	8,318,316	8,663,151	-	-
Research and Development	-	-	-	-	-	-
Road and Roadside Maintenance	-	-	-	-	-	-
Snow and Ice	-	-	-	-	-	-
State Road Construction	-	-	-	-	-	-
Traffic Operations & Maintenance	-	-	-	-	-	-
Transit Planning and Grants	-	-	-	-	-	-
Trunk Highway Debt Service	-	-	4,300,000	-	-	-
Direct	**514,502,157**	**151,643,041**	**19,622,048**	**17,837,011**	**4,819,611**	**4,147,736**
Agency Overhead	**4,133,147**	**3,962,508**	**5,589,807**	**5,095,315**	**68,599**	**119,547**
Grand Total	**518,635,304**	**155,605,549**	**25,211,855**	**22,932,326**	**4,888,209**	**4,267,283**

Sustainability, Planning & Program Mgmt. (continued)	Research & Innovation		Sustainability & Public Health		Sustainability, Planning, & Program Management Admin	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	-	-
Aviation Safety Operation & Regulation	-	-	-	-	-	-
Bike & Pedestrian Planning & Grants	-	-	-	-	-	-
Commercial Truck & Bus Safety	-	-	-	-	-	-
Develop Highway Improvement Projects - PE	-	-	1,306,496	1,294,582	3,069,732	2,261,460
External Partner Support	232,655	157,655	-	-	-	-
Freight Rail Improvements	-	-	-	-	-	-
Freight System Planning	-	-	-	-	-	-
Highway Construction Management Oversight - CE	-	-	-	-	49,547	50,633
Intercity Passenger Rail Improvement	-	-	-	-	-	-
Plan Highway System	1,238,251	968,502	2,025,089	120,400	-56,000	-40,590
Port Improvements	-	-	-	-	-	-
Rail Safety	-	-	-	-	-	-
Research and Development	13,768,039	12,158,005	192,851	192,891	500,000	328,000
Road and Roadside Maintenance	-	-	-	-	-	-
Snow and Ice	-	-	-	-	-	-
State Road Construction	-	-	-	-	-	-
Traffic Operations & Maintenance	-	-	-	-	-	-
Transit Planning and Grants	-	-	-	-	-	-
Trunk Highway Debt Service	-	-	-	-	-	-
Direct	**15,238,946**	**13,284,162**	**3,524,436**	**1,607,874**	**3,563,279**	**2,599,502**
Agency Overhead	**973,569**	**985,233**	**473,507**	**510,154**	**2,591,222**	**3,184,580**
Grand Total	**16,212,515**	**14,269,394**	**3,997,943**	**2,118,028**	**6,154,501**	**5,784,083**

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

Sustainability, Planning & Program Mgmt. (continued)	Transit & Active Transportation		Transportation System Mgmt.		Total	
Products and Services	Budget	Spent	Budget	Spent	Budget	Spent
Airports	-	-	-	-	498,985,105	135,587,283
Aviation Safety Operation & Regulation	-	-	-	-	15,517,052	16,055,758
Bike & Pedestrian Planning & Grants	-7,747,386	5,549,143	-	-	-7,747,386	5,549,143
Commercial Truck & Bus Safety	-	-	-	-	4,476,497	3,621,260
Develop Highway Improvement Projects - PE	-	-	559,038	619,974	4,935,266	4,176,015
External Partner Support	1,126,698	1,152,434	-	-	2,359,353	2,513,462
Freight Rail Improvements	-	-	-	-	242,776	3,229,784
Freight System Planning	-	-	-	-	1,179,081	1,029,149
Highway Construction Management Oversight - CE	-	-	9,142,113	8,718,309	9,191,660	8,768,941
Intercity Passenger Rail Improvement	-	-	-	-	4,819,611	4,147,736
Plan Highway System	-	-	24,937,835	19,710,754	28,145,175	20,759,067
Port Improvements	-	-	-	-	105,378	90,294
Rail Safety	-	-	-	-	8,318,316	8,663,151
Research and Development	-	-	-6,390	-3,947	14,454,501	12,674,949
Road and Roadside Maintenance	-	-	62,471	35,521	62,471	35,521
Snow and Ice	-	-	321,195	241,172	321,195	241,172
State Road Construction	-	-	2,612,186	54,785,062	2,612,186	54,785,062
Traffic Operations & Maintenance	-	-	500,000	402,000	500,000	402,000
Transit Planning and Grants	175,061,971	195,936,389	-	-	175,061,971	195,936,389
Trunk Highway Debt Service	-	-	-	4,300,000	4,300,000	4,300,000
Direct	**168,441,282**	**202,637,965**	**38,128,449**	**88,808,846**	**767,840,208**	**482,566,136**
Agency Overhead	**2,743,725**	**3,225,733**	**4,789,832**	**4,659,645**	**21,363,408**	**21,742,716**
Grand Total	**171,185,008**	**205,863,698**	**42,918,281**	**93,468,491**	**789,203,616**	**504,308,852**

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	-	-	68,838	57,679	-	-	68,838	57,679
Develop Highway Improvement Projects - PE	-	-	1,245,721	1,117,378	-	-	1,245,721	1,117,378
External Partner Support	131,000	131,000	-	10,346	-	-	131,000	141,346
Highway Construction Management Oversight - CE	-	-	796,375	714,386	-	-	796,375	714,386
Plan Highway System	-	-	8	15	-	-	8	15
Road and Roadside Maintenance	-	-	7,960	6,666	-	-	7,960	6,666
Traffic Operations and Maintenance	-	-	26,641	22,320	-	-	26,641	22,320
Direct	**131,000**	**131,000**	**2,145,543**	**1,928,791**	**-**	**-**	**2,276,543**	**2,059,791**
Agency Overhead	**51,023,226**	**48,905,837**	**9,909,949**	**10,092,851**	**737,952**	**665,488**	**61,671,127**	**59,664,175**
Grand Total	**51,154,226**	**49,036,837**	**12,055,492**	**12,021,641**	**737,952**	**665,488**	**63,947,670**	**61,723,966**

Notes: The dollar amounts in these tables reflect actual amounts and are not rounded to thousands. Audit certifications and refunds cause the negatives in the Research and Development category.

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 2022 to 2024. Inflation factors were selected for each measure based upon the nature of the work performed and the expenses incurred. For measures where the largest portion 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 and 2024. These are based on historic and current MnDOT labor inflation. For measures where the largest portion 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 and 2024. These are based on historic and current inflation in MnDOT maintenance and operations commodity and labor inflation. Both inflation series follow long run averages rather than year-by-year changes.

For the pavement measure, actual values are from MnDOT's pavement surfacing index. The surfacing index has been volatile, increasing an average of 4 percent per year from 2011 to 2022, 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 because 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 5 percent per year from 2013 to 2024, the analysis period for this measure.

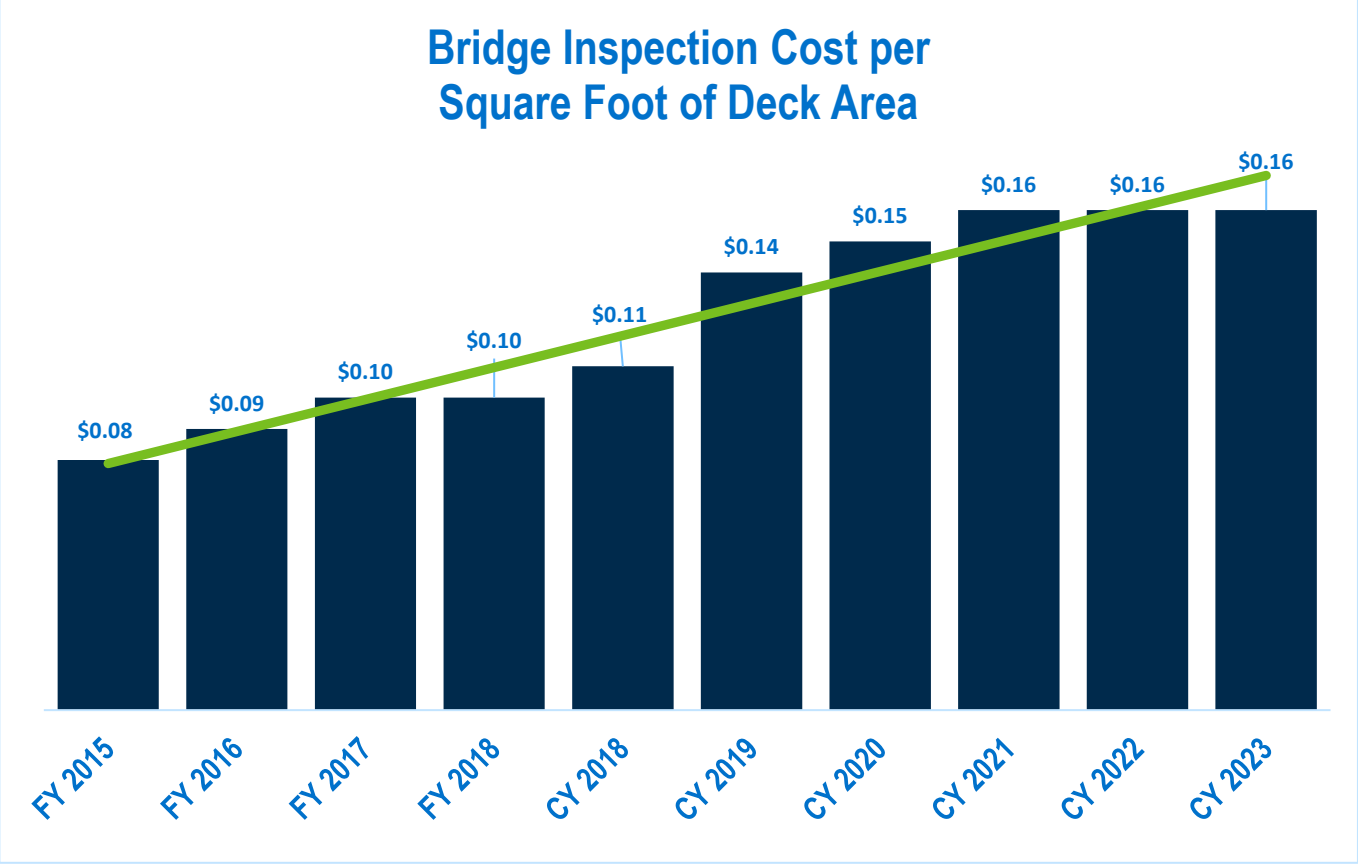
Bridges: Inspection Cost per Square Foot of Deck Area

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. Inspection types include routine, initial, pinned assembly, in depth, damage, complex, special, nonredundant steel tension member, and underwater. 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, initial, pinned assembly, in depth, damage, complex, special, 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. *Underwater bridge inspections are not captured in these data.

Figure 2: State Fiscal Year 2015- Calendar Year 2023 Bridge Inspection Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2023 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 and 3.25 percent for 2023. 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 it has been leveling off and remained steady 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

Calendar Year	Bridge inspection expenses ($1,000)	Sq. ft. of bridge deck inspected (1,000s)	Cost per sq. ft. of inspection
FY 2015	$2,477	31,044	$0.08
FY 2016	$2,711	30,107	$0.09
FY 2017	$2,886	29,182	$0.10
FY 2018	$3,170	30,862	$0.10
2018	$3,205	29,005	$0.11
2019	$4,006	29,252	$0.14
2020	$4,587	29,799	$0.15
2021	$4,571	29,301	$0.16
2022	$4,603	28,872	$0.16
2023	$4,493	28,826	$0.16

Note: Costs were adjusted to 2023 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 and 3.25 percent for 2023. 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

Calendar Year	Bridge inspection expenses ($1,000)	Sq. ft. of bridge deck inspected (1,000s)	Cost per sq. ft. of inspection
FY 2015	$1,984	31,044	$0.06
FY 2016	$2,225	30,107	$0.07
FY 2017	$2,428	29,182	$0.08
FY 2018	$2,734	30,862	$0.09
2018	$2,833	29,005	$0.10
2019	$3,585	29,252	$0.12
2020	$4,208	29,799	$0.14
2021	$4,298	29,301	$0.15
2022	$4,458	28,872	$0.15
2023	$4,493	28,826	$0.16

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.

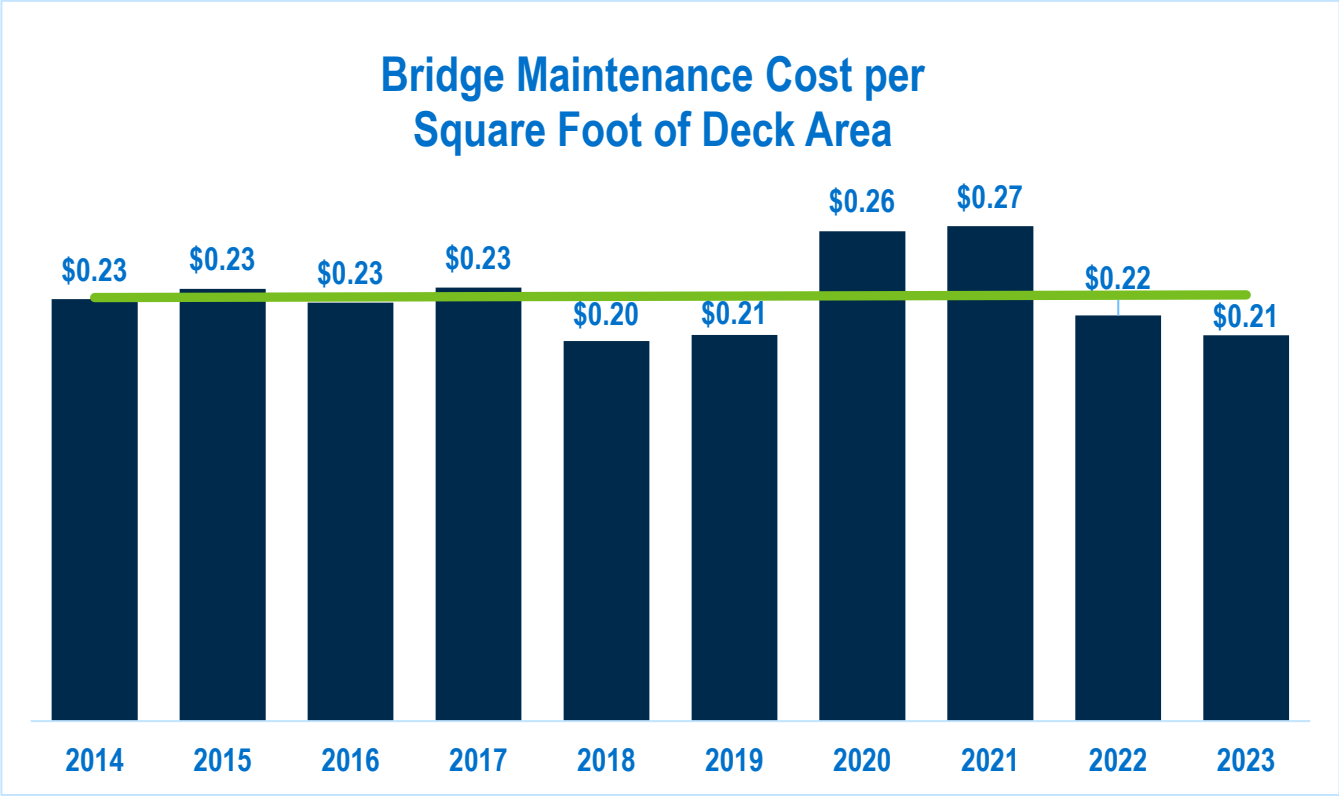
Bridges: Maintenance Cost per Square Foot of Deck Area

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 2014-2023 Bridge Maintenance Cost per Sq. Ft. of Deck Area



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 3.5 percent for 2023. 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 $0.27 per square foot of deck area was spent on average to perform preventive and reactive maintenance adjusting for inflation. The overall trend is steady in cost per square foot. As a reference, it costs an average of $225 per square foot to construct a new bridge. Higher costs in 2020 and 2021 are likely due to several 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

Factors that reduced costs in 2022 and 2023 likely include, but are not limited to:

- Widespread vacancies, reducing available bridge maintenance staffing
- Increased attention to lower cost preventive maintenance activities through performance measures
- Performing more preventive maintenance by contract
- Challenges with access and increased traffic

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 Expenditures ($1,000)	Total Bridge Deck sq. ft. (1,000)	Maintenance Cost per sq. ft.
2014	$3,737	$7,179	$10,915	48,021	$0.23
2015	$3,833	$7,388	$11,221	48,185	$0.23
2016	$3,818	$6,956	$10,774	47,792	$0.23
2017	$4,372	$6,846	$11,218	48,039	$0.23
2018	$4,150	$5,718	$9,869	48,173	$0.20
2019	$4,349	$5,784	$10,133	48,703	$0.21
2020	$6,098	$6,822	$12,920	48,940	$0.26
2021	$5,834	$7,182	$13,016	48,811	$0.27
2022	$5,133	$5,534	$10,667	48,814	$0.22
2023	$4,048	$6,124	$10,172	48,911	$0.21

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 3.5 percent for 2023. 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 Expenditures ($1,000)	Total Bridge Deck sq. ft. (1,000)	Maintenance Cost per sq. ft.
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	$6,721	$12,180	48,811	$0.25
2022	$4,959	$5,347	$10,306	48,814	$0.21
2023	$4,048	$6,124	$10,172	48,911	$0.21

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 performs most its own bridge maintenance activities, but future reporting efforts may include contract maintenance work.

Pavement: Cost per Roadway Mile-Year Added

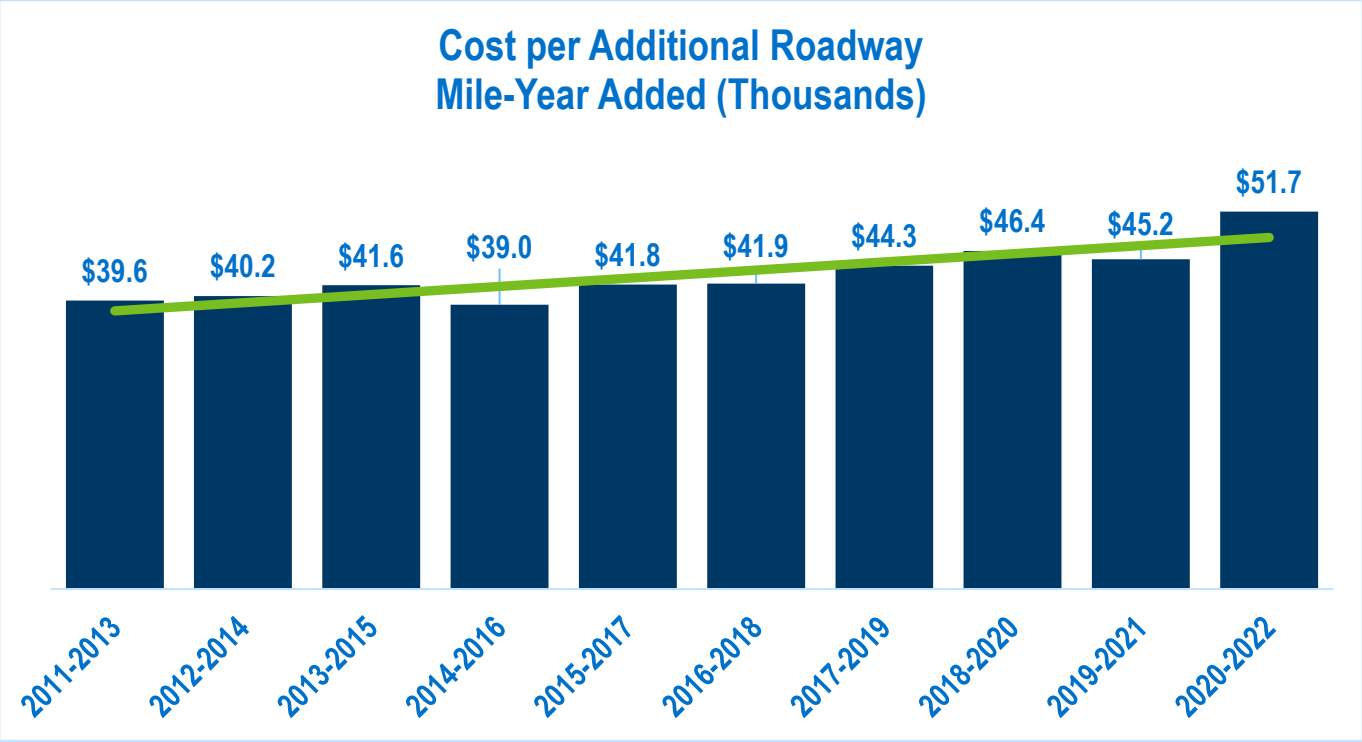
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. To preserve the integrity of 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 2011-2022 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2022 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 4 percent per year between 2011 and 2022.

Results and analysis

The results through 2022 (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)
2011-2013	$652.3	16.5	$39.6
2012-2014	$644.8	16.0	$40.2
2013-2015	$577.1	13.9	$41.6
2014-2016	$475.4	12.2	$39.0
2015-2017	$484.3	11.6	$41.8
2016-2018	$495.7	11.8	$41.9
2017-2019	$530.8	12.0	$44.3
2018-2020	$538.3	11.6	$46.4
2019-2021	$516.1	11.4	$45.2
2020-2022	$542.7	10.5	$51.7

Note: Costs were adjusted to 2022 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 4 percent per year between 2011 and 2022.

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)
2011-2013	$462.8	16.5	$28.1
2012-2014	$479.1	16.0	$29.9
2013-2015	$439.4	13.9	$31.7
2014-2016	$353.1	12.2	$29.0
2015-2017	$345.1	11.6	$29.8
2016-2018	$344.1	11.8	$29.1
2017-2019	$397.3	12.0	$33.2
2018-2020	$438.2	11.6	$37.7
2019-2021	$435.2	11.4	$38.1
2020-2022	$493.8	10.5	$47.1

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 dollars 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

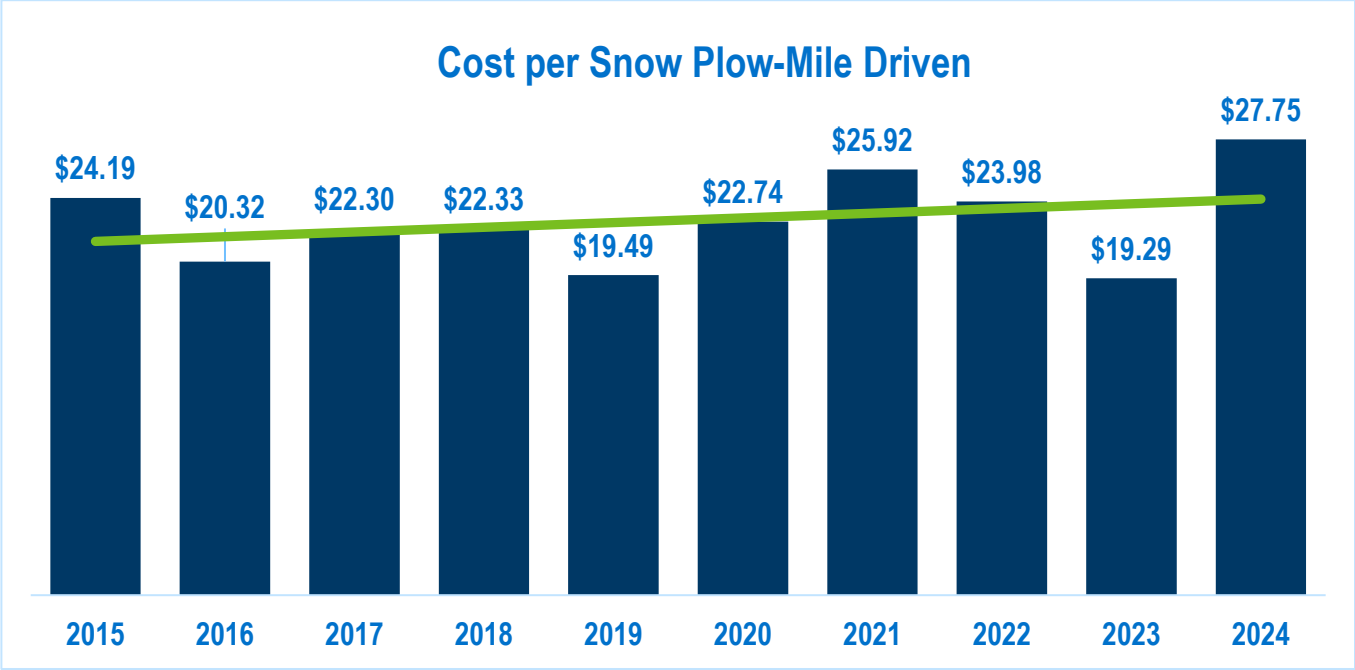
During the winter months, timely and effective snow and ice control is critically important to Minnesotans' quality of life. Clearing snow and ice preserves mobility, increases traveler safety, and reduces damage to vehicles.

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 2015-2024 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2024 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 and 2024. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Figure 5 shows a mostly flat trend over the last 10 years for the cost per plow-mile driven. Lower costs such as in SFY2019 and SFY2023 may be due to higher than average snowfall amounts or the severity of the winter. Larger snowfall amounts increase mechanical removal of snow, which increases plow miles driven and decreases the cost per snowplow-mile driven.

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

State Fiscal Year	Costs ($millions)	Plow Miles Driven (1000s)	Cost per Mile
2015	$116.1	4,800	$24.19
2016	$120.7	5,943	$20.32
2017	$120.8	5,417	$22.30
2018	$149.7	6,705	$22.33
2019	$155.7	7,990	$19.49
2020	$144.8	6,366	$22.74
2021	$128.1	4,945	$25.92
2022	$158.3	6,603	$23.98
2023	$180.0	9,335	$19.29
2024	$93.0	3,352	$27.75

Note: Costs were adjusted to 2024 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 and 2024. 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
2015	$87.9	4,800	$18.32
2016	$94.2	5,943	$15.84
2017	$97.0	5,417	$17.91
2018	$123.9	6,705	$18.48
2019	$132.7	7,990	$16.61
2020	$127.1	6,366	$19.96
2021	$115.9	4,945	$23.43
2022	$147.8	6,603	$22.39
2023	$174.0	9,335	$18.63
2024	$93.0	3,352	$27.75

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.

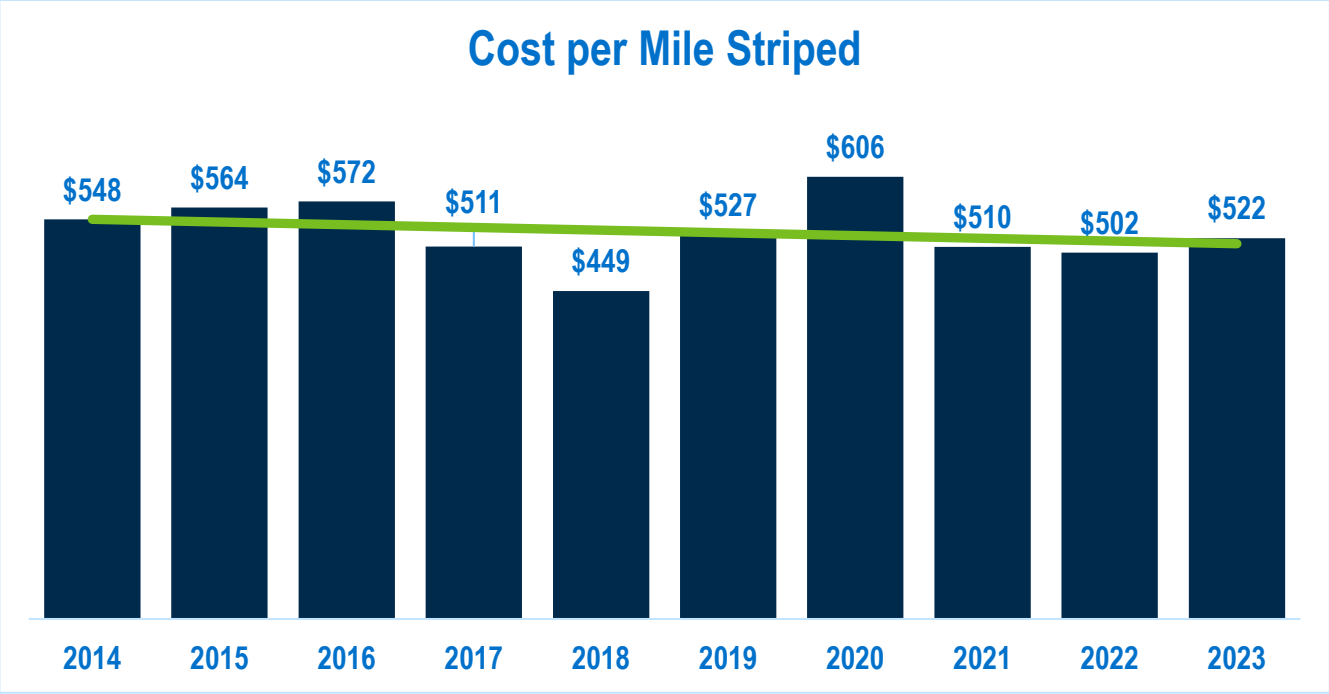
Pavement Markings: Cost per Mile Striped

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 2014-2023 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 and 3.5 percent for 2023. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Striping cost per mile trends slightly 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.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	Total Striping Costs ($1000s)	Miles Striped (1000s)	Cost per mile
2014	$8,273	15.1	$548
2015	$8,293	14.7	$564
2016	$8,527	14.9	$572
2017	$8,016	15.7	$511
2018	$6,338	14.1	$449
2019	$7,534	14.3	$527
2020	$8,605	14.2	$606
2021	$6,708	13.1	$510
2022	$6,328	12.6	$502
2023	$7,309	14.0	$522

Note: Costs were adjusted to 2023 dollars using a 3% annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.25 percent for 2022 and 3.5 percent for 2023. 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
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
2023	$7,309	14.0	$522

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

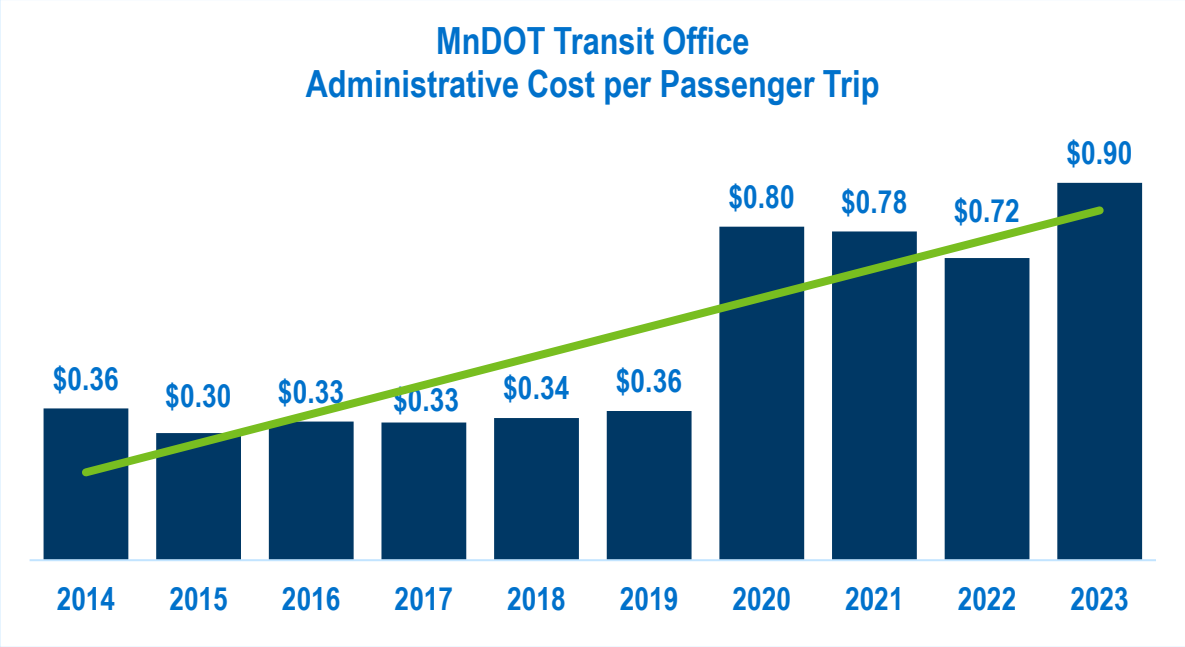
Public transit systems in Greater Minnesota connect people to jobs, family, schools, shopping, health care centers and sports and cultural events – all the destinations people desire. These systems improve mobility for the elderly, low-income and persons with disabilities in communities across the state 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 35 public transit systems (28 rural, 7 small urban) are operated by local governments and non-profits. MnDOT supports these systems through planning, research, and technical assistance, and the management of state and federal transit capital and operating grants for funding public transit programs. MnDOT's Office of Transit and Active Transportation also supports mobility services for seniors and individuals with disabilities statewide (Federal Transit Administration Section 5310 program), assists with funding Northstar Commuter Rail operations and intercity bus operations, and administers funding for transit in the rural parts of the seven-county Twin Cities' metro area (e.g., Metro Transit's Transit Link).

Measure definition

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

Figure 7: Calendar Year 2014-2023 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2023 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 and 3.25 percent for 2023. 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 recent 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
2014	$5,001	13,839	$0.36
2015	$4,215	13,920	$0.30
2016	$4,482	13,566	$0.33
2017	$4,597	14,020	$0.33
2018	$4,018	11,862	$0.34
2019	$4,076	11,468	$0.36
2020	$4,954	6,230	$0.80
2021	$4,832	6,168	$0.78
2022	$5,096	7,074	$0.72
2023	$6,641	7,387	$0.90

Note: Costs were adjusted to 2023 dollars using a 2.5% annual inflation factor for the analysis period up to 2021. The inflation factor increased to 3.0% for 2022 and 3.25 percent for 2023. 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
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	$3,648	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
2023	$6,641	7,387	$0.90

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 staff.

Freight: MnDOT Cost per Oversize/Overweight Permit Issued

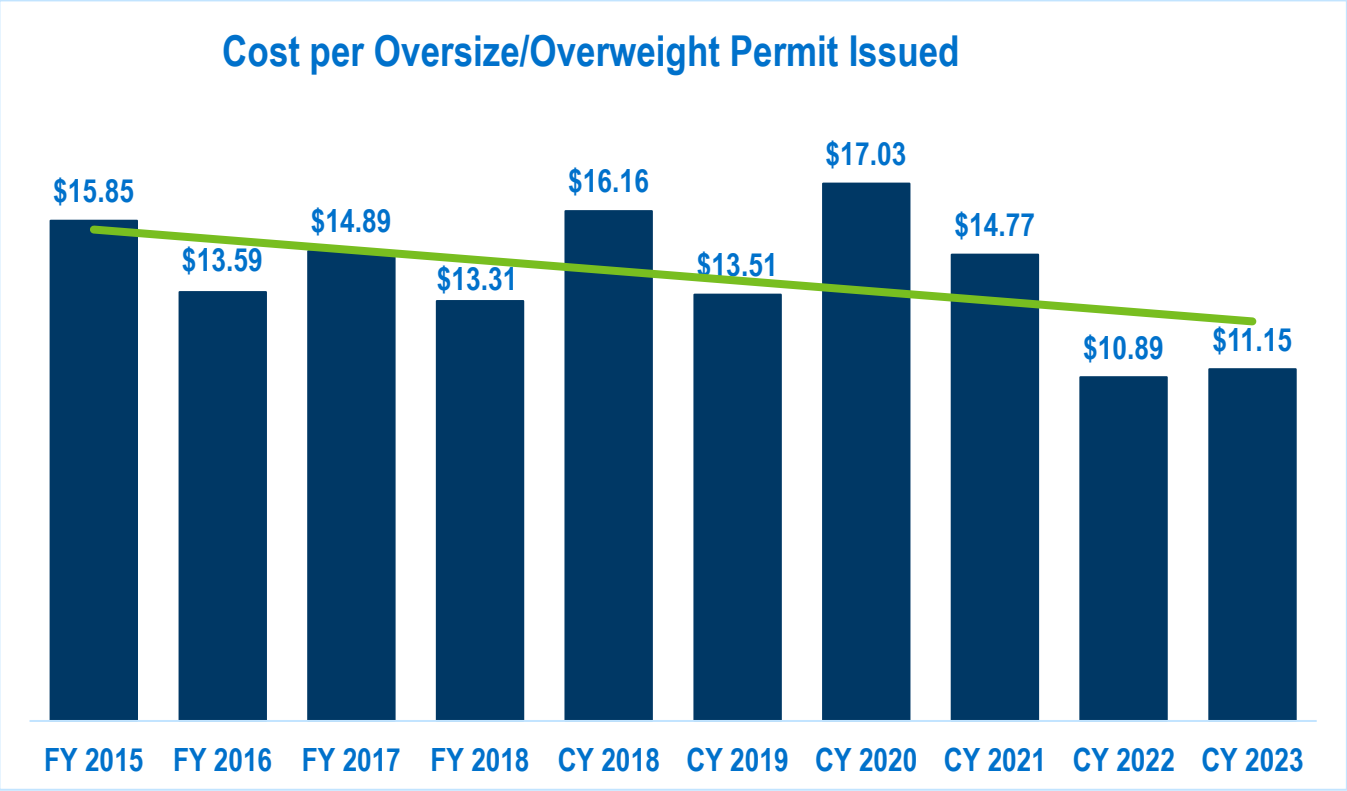
Oversize and overweight permits play a crucial role in safeguarding state transportation infrastructure by ensuring that large loads are directed along safe, suitable routes. This process not only minimizes damage to vulnerable areas but also benefits haulers by providing compliant routes, thereby reducing costly repairs from incidents such as bridge strikes or roadway damage.

Applications can be submitted online, via email, U.S. mail, or in person. Simple applications are processed automatically, while more complex ones are reviewed manually, typically on the same day. Exceptionally large or heavy loads take longer to process and undergo a thorough review in collaboration with state government partners and external stakeholders.

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 2015-Calendar Year 2023 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2023 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 and 3.25 percent for 2023. 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 that year. Increases in CY2020 were 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 being fully functional.

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

Calendar Year	Expenses ($1,000)	Permits Issued	Cost per Permit
FY 2015	$1,379	86,969	$15.85
FY 2016	$1,129	83,093	$13.59
FY 2017	$1,165	78,237	$14.89
FY 2018	$1,036	77,836	$13.31
2018	$1,268	78,443	$16.16
2019	$1,092	80,744	$13.51
2020	$1,338	78,525	$17.03
2021	$1,195	80,917	$14.77
2022	$907	83,248	$10.89
2023	$939	84,239	$11.15

Note: Costs were adjusted to 2023 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 and 3.25 percent for 2023. These are based on historic and current MnDOT labor inflation.

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

Calendar Year	Expenses ($1,000)	Permits Issued	Cost per Permit
FY 2015	$1,104	86,969	$12.70
FY 2016	$927	83,093	$11.16
FY 2017	$980	78,237	$12.53
FY 2018	$894	77,836	$11.48
2018	$1,107	78,443	$14.11
2019	$977	80,744	$12.10
2020	$1,277	78,525	$15.63
2021	$1,124	80,917	$13.89
2022	$878	83,248	$10.55
2023	$939	84,239	$11.15

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.

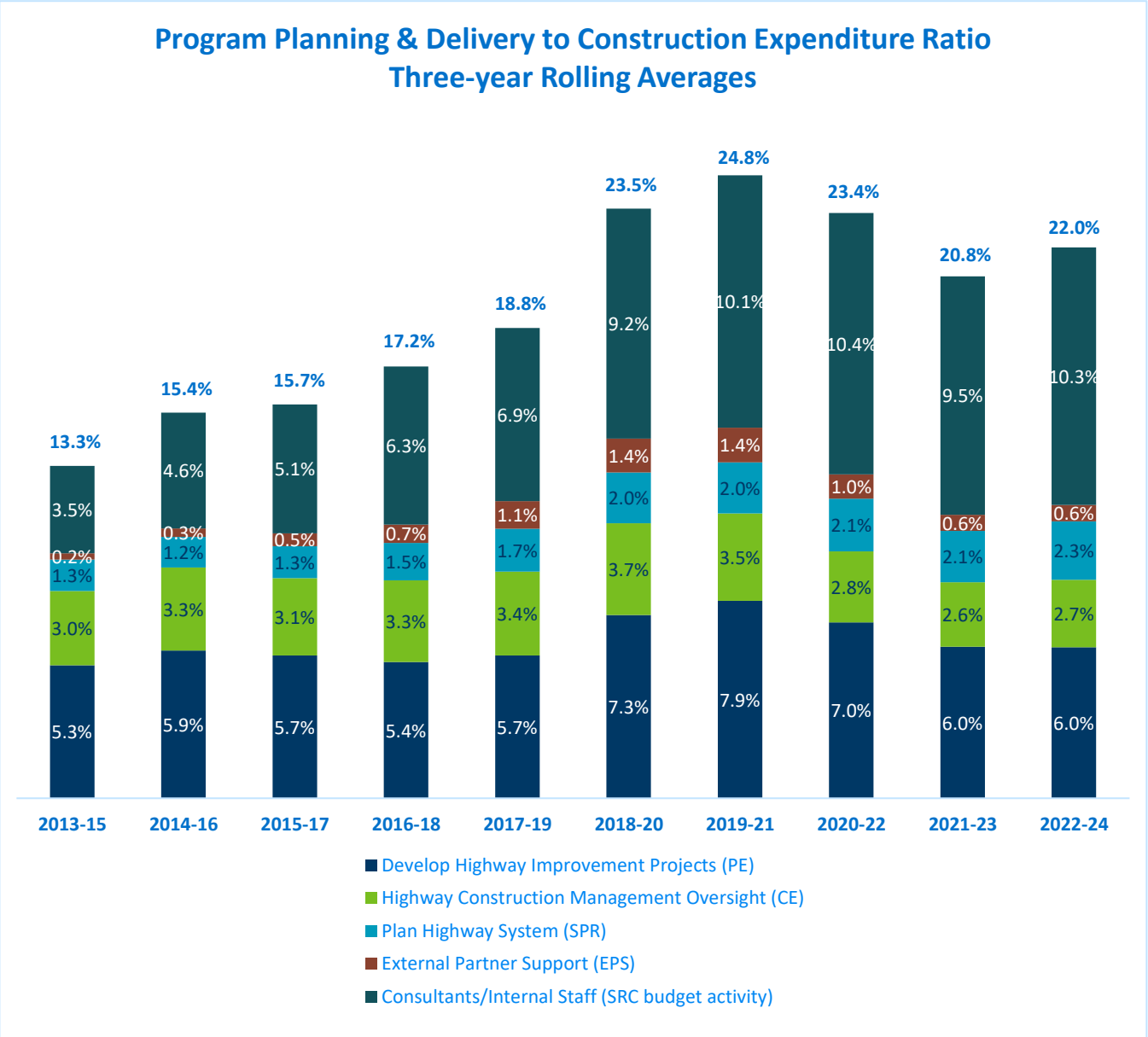
Program Planning and Project Development to Construction Expenditure Ratio

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 2013-2024 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 2024 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 and 2024. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2024 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year since 2013.

Results and analysis

The graph above shows the program planning and project development to construction expenditures ratio in three-year averages from 2013-2024, broken out by products and services.

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 13.3 and 24.8 percent. In other words, to deliver the construction program, MnDOT spends between just over $0.13 and nearly $0.25 in program planning and project development direct expenditures for every dollar of construction expenditure.

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

State Fiscal Year	Develop Highway Improvement Projects ($millions)	Highway Construction Management Oversight ($millions)	Plan Highway System ($millions)	External Partner Support ($millions)	Consultants/ Internal Staff (SRC budget activity) ($millions)	Program Planning and Delivery Expenditures ($millions)	State Road Construction Expenditures ($millions)	Program Delivery Expenditure/ Construction Expenditure Ratio
2013-15	$94.5	$52.7	$22.4	$4.4	$62.2	$236.1	$1,781	13.3%
2014-16	$99.3	$55.8	$20.6	$5.8	$77.7	$259.2	$1,685	15.4%
2015-17	$100.0	$54.1	$22.4	$8.9	$90.2	$275.6	$1,754	15.7%
2016-18	$87.9	$52.8	$24.3	$11.8	$102.1	$278.9	$1,619	17.2%
2017-19	$86.0	$50.6	$25.8	$16.6	$104.3	$283.3	$1,510	18.8%
2018-20	$94.9	$47.6	$26.3	$17.6	$119.1	$305.5	$1,299	23.5%
2019-21	$101.9	$45.2	$26.3	$17.9	$130.2	$321.5	$1,294	24.8%
2020-22	$95.7	$38.8	$28.7	$13.2	$142.4	$318.7	$1,365	23.4%
2021-23	$89.4	$38.0	$30.3	$9.6	$140.6	$307.9	$1,479	20.8%
2022-24	$85.6	$38.3	$33.1	$9.2	$146.1	$312.3	$1,421	22.0%

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 2024 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 and 2024. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2024 dollars using the actual annual MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year since 2013.

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

State Fiscal Year	Develop Highway Improvement Projects ($millions)	Highway Construction Management Oversight ($millions)	Plan Highway System ($millions)	External Partner Support ($millions)	Consultants/ Internal Staff (SRC budget activity) ($millions)	Program Planning and Delivery Expenditures ($millions)	State Road Construction Expenditures ($millions)	Program Delivery Expenditure/ Construction Expenditure Ratio
2013-15	$72.5	$40.4	$17.1	$3.4	$47.8	$181.2	$1,188	15.3%
2014-16	$78.2	$43.8	$16.2	$4.5	$61.3	$204.0	$1,161	17.6%
2015-17	$80.2	$43.5	$18.0	$7.3	$72.8	$221.9	$1,179	18.8%
2016-18	$72.4	$43.5	$20.1	$9.7	$84.4	$230.0	$1,083	21.2%
2017-19	$72.9	$42.9	$21.8	$14.1	$88.3	$239.9	$1,095	21.9%
2018-20	$82.5	$41.2	$22.8	$15.3	$103.6	$265.3	$1,070	24.8%
2019-21	$90.5	$40.1	$23.4	$15.8	$116.0	$285.8	$1,112	25.7%
2020-22	$87.1	$35.4	$26.2	$11.9	$129.9	$290.5	$1,205	24.1%
2021-23	$83.8	$35.7	$28.5	$9.0	$132.0	$289.0	$1,351	21.4%
2022-24	$83.0	$37.2	$32.2	$8.9	$141.7	$303.0	$1,382	21.9%

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

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

- 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 $1.2 billion, or 90%, was spent through FY 2024). As these projects have been constructed, MnDOT has seen 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.
- In FY2024, the ratio increased to 26% due to the same fluctuation seen over the last five years. In 2020, 2021, 2023, and 2024, an additional $1.5 billion in bonds have been authorized for state road construction, Corridors of Commerce, and specific projects. Through FY2024, only $430 million (30%) has been spent. These programs and projects require significant planning and project development work, and as the projects are constructed over subsequent years, the ratio will again be expected to decline.
- 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 strives 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 2024, MnDOT identified an estimated $63.6 million in savings from new and revised practices deployed across the organization. Including both fiscal year 2023 and 2024 savings, MnDOT achieved an estimated $157.6 million in saving from these practices. Most of the efficiencies identified in FY 2024 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 2024 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 10. 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
- RTMC Communication Standard Conversion
- Slurry Tanks
- Temporary Snow Control (Standing Corn Rows & Bales or Orange Fencing)
- Tow Plows
- Tunnel Washers

State Road Construction

Efficiencies identified in FY 2024 came throughout project development for each project with an estimated cost of $5 million or more in Greater Minnesota and $15 million or more in the Twin Cities metropolitan area as well as any other regionally significant project let in FY 2024. 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 22 summarizes the savings on major projects.

Table 22. State Road Construction Efficiencies by Method for Fiscal Years 2021- 2024

SRC Savings Category	FY 2021	FY 2022	FY 2023	FY 2024
Performance-Based Practical Design	$5,330,000	$12,325,000	$35,075,000	$14,870,000
Innovative Construction Staging	$17,435,000	$6,285,000	$5,950,000	$5,500,00
Value Engineering	$36,314,000	$23,225,000	$25,450,000	$18,725,000
Alternative Technical Concepts	$16,314,000	$10,700,000	$12,150,000	$8,250,000
Total Savings	**$75,393,000**	**$52,535,000**	**$78,625,000**	**$47,345,000**

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 2024 were the result of decisions made throughout project development – often over the course of four years (Table 23). Because the agency is not currently able to calculate the movement of funds during project development, it was not feasible to retroactively calculate where each estimated dollar was repurposed. 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 13. Total Estimated Efficiency Savings for the State Road Construction program for FY 2024

Project		Total Estimated Efficiency Savings
SP 1605-03 - MN 61 Bridge Repair over Pigeon River (0.06 Miles) District 1		$250,000
Innovative Construction Staging	$250,000	
SP 5809-16 - MN 23 Pavement Resurfacing from Sandstone to Askov (7.4 Miles) District 1		$450,000
Performance-based Practical Design	$250,000	
Value Engineering	$200,000	
SP 5880-199 - I-35 Concrete Unbonded Overlay in Hinckley (3 Miles) District 1		$1,120,000
Performance-based Practical Design	$895,000	
Value Engineering	$225,000	
SP 6918-102 - US 53 Pavement Resurfacing (7 Miles) District 1		$825,000
Performance-based Practical Design	$650,000	
Value Engineering	$175,000	
SP 6935-94 - US 169 - Pavement Resurfacing Chisholm to Virginia (15 Miles), District 1		$525,000
Performance-based Practical Design	$225,000	
Value Engineering	$300,000	

Project		Total Estimated Efficiency Savings
SP 6982-648 - I-35 Bridge Repair in Duluth (1.4 Miles) District 1		$525,000
Innovative Construction Staging	$100,000	
Value Engineering	$425,000	
SP 2909-17 - MN 87 Pavement Reconstruction in Hubbard County (6 Miles) District 2		$725,000
Performance-based Practical Design	$450,000	
Value Engineering	$275,000	
SP 6017-45 - MN 220 Pavement Reconstruction north of East Grand Forks (8.5 Miles) District 2		$950,000
Value Engineering	$950,000	
SP 6803-40 - MN 11 Reconstruction in Warroad (2 Miles) District 2		$350,000
Performance-based Practical Design	$250,000	
Value Engineering	$100,000	
SP 4811-76 - US 169 Pavement Rehabilitation North of Princeton (8.8 Miles) District 3		$700,000
Performance-based Practical Design	$700,000	
SP 4902-63 - US 10 Pavement Rehabilitation (7.5 Miles) District 3		$850,000
Performance-based Practical Design	$850,000	
SP 8680-189 - I-94 Gap Project Monticello to Albertville (7.8 Miles) District 3		$3,750,000
Value Engineering	$3,750,000	
SP 1401-177 - US 10- BNSF RR Grade Separation in Moorhead (0.5 Miles) District 4		$23,400,000
Performance-based Practical Design	$4,750,000	
Innovative Construction Staging	$3,650,000	
Value Engineering	$6,750,000	
Alternative Technical Concepts	$8,250,000	
SP 2180-125 - I-94 Concrete Unbonded Overlay near Alexandria (13 Miles) District 4		$800,000
Performance-based Practical Design	$800,000	
SP 2680-50 - I-94 Pelican Creek Bridge Replacement District 4		$325,000
Value Engineering	$325,000	
SP 5618-117 - US 59 & MN 108 Reconstruction in Pelican Rapids		$1,550,000
Performance-based Practical Design	$1,100,000	
Value Engineering	$450,000	
SP 2002-36 - US 14 Pavement Resurfacing (12.5 Miles) District 6		$625,000
Performance-based Practical Design	$550,000	
Innovative Construction Staging	$75,000	
SP 2481-61 - I-90 Pavement Resurfacing from Alden to MN 13 (9 Miles) District 6		$450,000
Performance-based Practical Design	$450,000	
SP 5005-68 - MN 56 Pavement Reconstruction in LeRoy (1.2 Miles) District 6		$400,000
Performance-based Practical Design	$150,000	
Value Engineering	$250,000	

Project		Total Estimated Efficiency Savings
SP 5080-170 - I-90 Bridge Replacement in Austin (4 Miles) District 6		$500,000
Innovative Construction Staging	$500,000	
SP 5580-99 - I-90/US 52 Interchange Reconstruction (1.5 Miles) District 6		$2,000,000
Performance-based Practical Design	$500,000	
Value Engineering	$1,500,000	
SP 0714-35 - MN 22 Reconstruction from Mankato to St. Peter (8.5 Miles) District 7		$1,650,000
Performance-based Practical Design	$750,000	
Value Engineering	$900,000	
SP 4602-27 - MN 4 Pavement Resurfacing in Martin County (23 Miles) District 7		$1,375,000
Performance-based Practical Design	$175,000	
Value Engineering	$1,200,000	
SP 4310-95 - US 212 Roundabout Construction in Glencoe (0.5 Miles) District 8		$600,000
Value Engineering	$600,000	
SP 5902-25 - MN 23 Mill and Overlay from Pipestone to Russell (29 Miles) District 8		$750,000
Performance-based Practical Design	$750,000	
SP 8706-89 - MN 67 Reconstruction in Clarkfield (0.5 Miles) District 8		$375,000
Performance-based Practical Design	$375,000	
SP 7009-85 - US 169 Pavement Resurfacing Jordan to Shakopee (8 Miles) Metro District		$175,000
Innovative Construction Staging	$175,000	
SP 6212-192 - MN 36 Resurfacing Roseville to Little Canada (6 Miles) Metro District		$250,000
Performance-based Practical Design	$250,000	
SP 2723-144 - MN 55 Pavement Resurfacing in Plymouth (7 Miles) Metro District		$350,000
Value Engineering	$350,000	
SP 0208-165 - MN 65 Pavement Resurfacing in Blaine (19 Miles) Metro District		$750,000
Innovative Construction Staging	$750,000	

Note: Eleven 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 2024 saved an estimated $14.9 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 2024 saved an estimated $5.5 million.

Value Engineering

Value Engineering (VE) is a systematic process using a team of people from a variety of disciplines to improve the value of a project. Value can be increased by either improving the function or reducing the cost, while maintaining the safety 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 2024 saved an estimated $18.7 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 FY 2024 saved an estimated $8.3 million.

Administration, Maintenance & Operations

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

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

Program	Total Estimated Efficiency Savings FY 2023	Total Estimated Efficiency Savings FY 2024
Agricultural Tractor Rental Program	$630,000	$640,000
Automated Flagger Assistance Devices*	$17,000	$18,000
Dynamic Message Sign Defrosters*	$160,000	$170,000
Fiber Optic Connectivity*	$300,000	$320,000
Georilla Web Mapping Interface	$300,000	$320,000
LED Ramp Meters*	$89,000	$93,000
LED Roadway Lighting*	$3,400,000	$3,600,000
Maintenance Decision Support System (MDSS)*	$7,400,000	$7,800,000
Portable Signals*	$340,000	$350,000
RTMC Communication Standard Conversion	$230,000	$240,000
Slurry Tanks for Snow and Ice Control*	$130,000	$140,000
Temporary Snow Control	$860,000	$900,000
Tow Plows	$1,400,000	$1,500,000
Tunnel Washing	$140,000	$150,000
Grand Total	**$15,396,000**	**$16,241,000**

*Growth due to inflation and/or rounding.

Efficiencies identified in FY 2024 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 2023 to 2024 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 2024 MnDOT rented over 100 tractors using this program and realized savings of approximately $640,000.

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 2024. MnDOT is saving an estimated $18,000 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 2024 with no changes. MnDOT saved an estimated $170,000 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 $320,000 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 $320,000 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 $93,000 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 $3.6 million 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 $7.8 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 $350,000 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 $240,000 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 $140,000 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 $900,000 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 $1.5 million in 2024 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 $150,000 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.

In fall 2024, MnDOT will also begin deploying a mobile mapping technology. MnDOT's Photogrammetry and Remote Sensing Unit has been providing geospatial data to MnDOT users statewide for over 60 years. During this time span, technology has continually grown as well as the demand for more accurate data. Mobile lidar has the highest accuracy of all data the unit provides along with detailed contextual information. As users move into a 3D design environment, the demand for mobile lidar is increasing. Mobile mapping technology has been around for over a decade and is well established in DOTs across the country.

An investment in a mobile lidar mapping system will provide the following benefits.

- Integrated sensor suite
- Real-time data acquisition
- Robust data processing and visualization capabilities
- Scalability and flexibility

MnDOT will begin calculating efficiencies from the investment in the next fiscal year.

Appendix A: Products and Services Summary List and Descriptions

2024 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

Note: 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 designed in such a way that it enhances the community around it and is compatible with natural systems.	Enhances and supports Minnesota's role in a global competitive economy and the international significance and connections of Minnesota's trade centers.
Is accessible regardless of socioeconomic status or individual ability.	Minimizes resource use and pollution.	Attracts human and financial capital to the state.

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.

[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.

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.

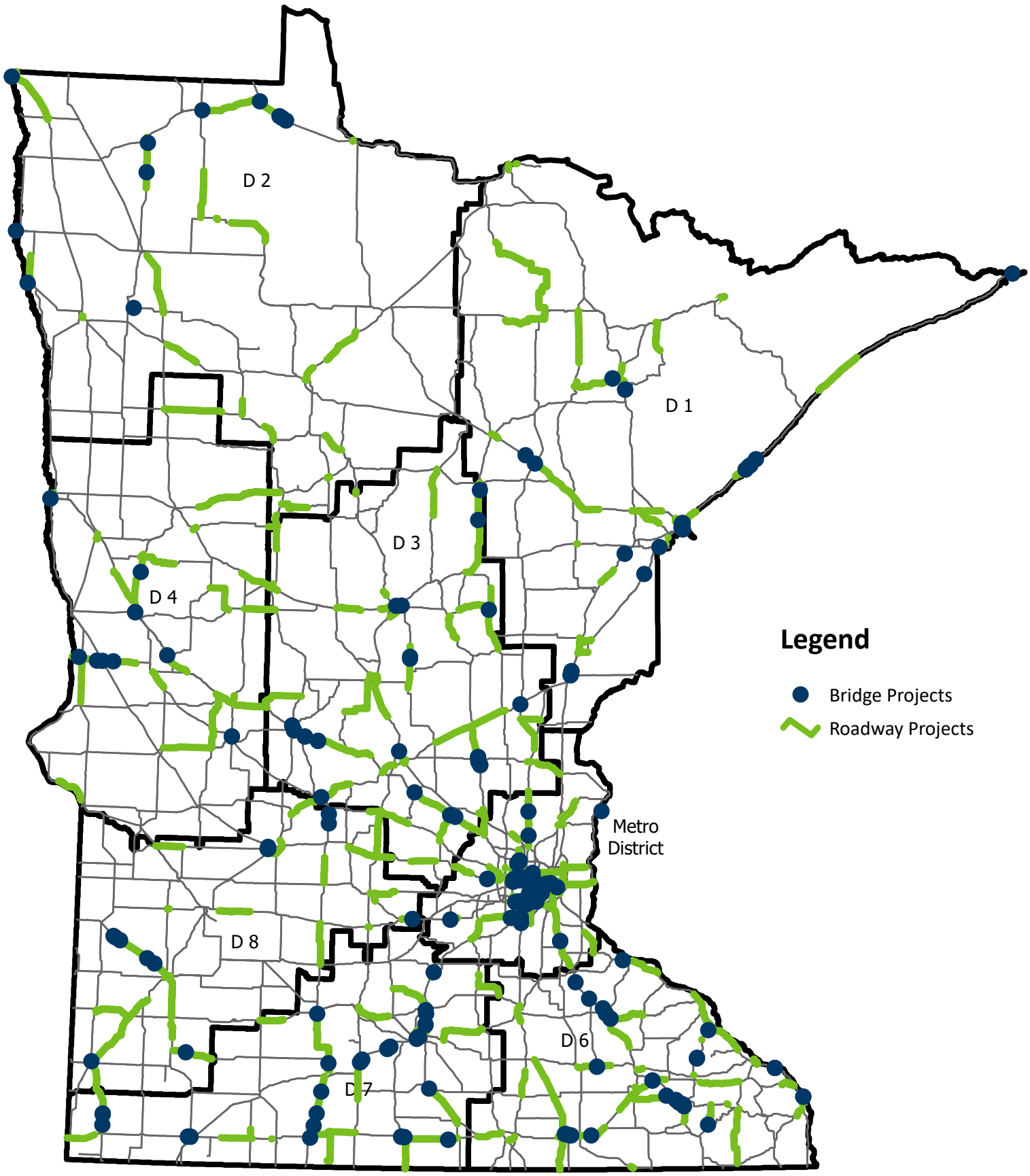
Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation *Standard Specifications for Construction, 2018 Edition*, a change order (synonymous with supplemental agreement) is a written agreement between the Department and the Contractor, executed on the prescribed 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

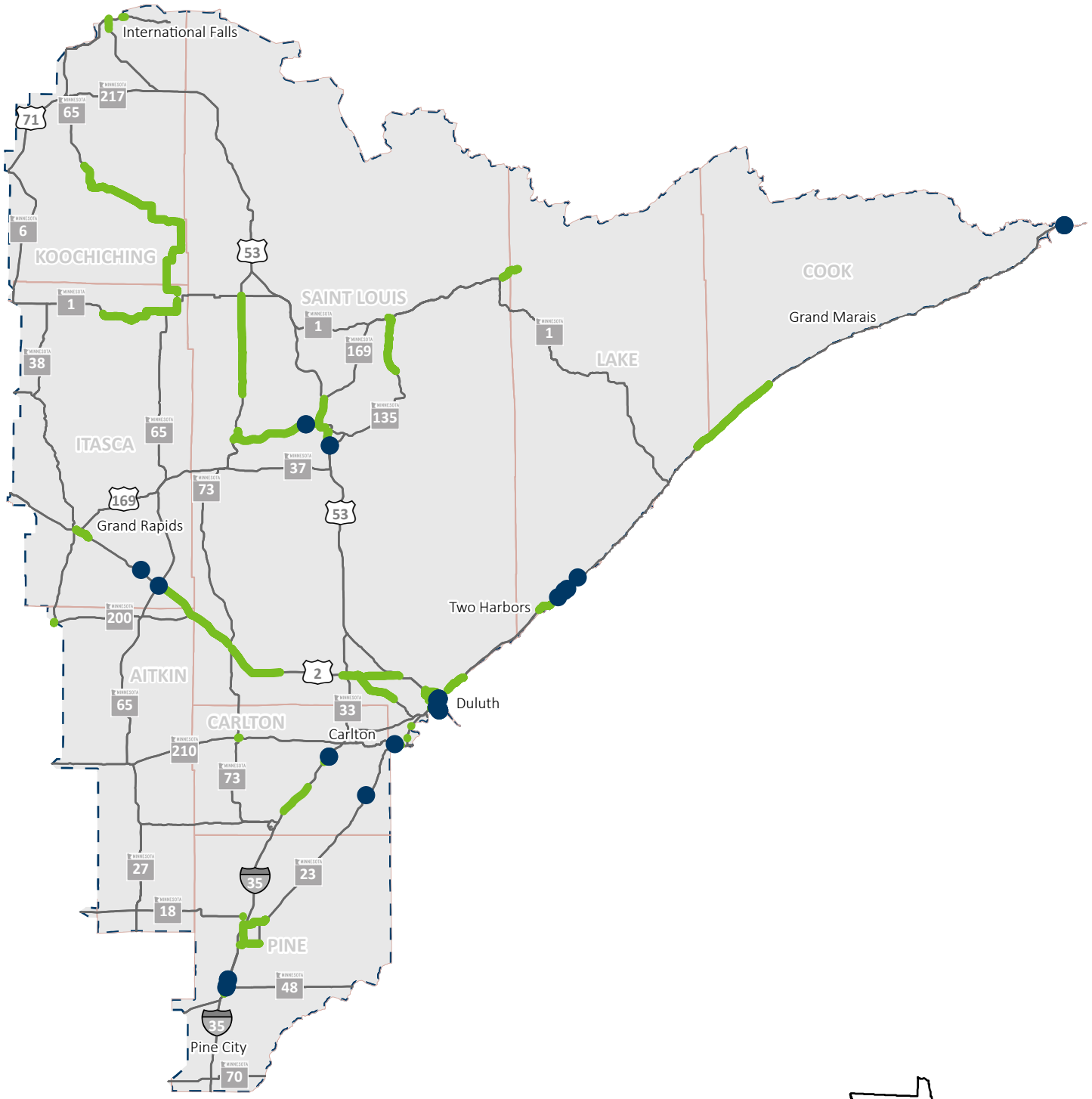
Major Highway Projects 2024



DEPARTMENT OF TRANSPORTATION

Date Prepared: 12/12/2024

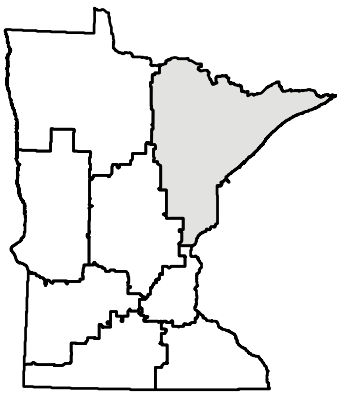
D1- DULUTH



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



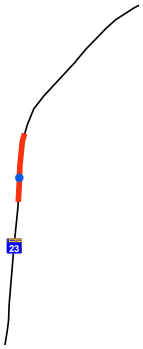
Date Prepared: 12/11/2024

District 1 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 23	0901-70	Replace MN 23 bridge (09020) at Deer Creek in Carlton County	✓	2nd	A1	77
MN 210	0915-32	Resurface and reconstruct Hwy 210/Hwy 73 and drainage improvements in Cromwell in Carlton County	✓	1st	A2	78
I-35	0980-156	I-35 at Carlton CR 61, repair/paint bridge, chip seal both north and southbound bridges and pavement rehabilitation			A3	79
I-35	0980-158	I-35 near Barnum, northbound pavement rehabilitation, place new concrete pavement	✓	2nd	A4	80
MN 61	1601-66	On MN 61, resurface pavement from north of CR 6 to North Leveaux Ridge Road			A5	81
MN 61	1605-03	Repair MN 61bridge (5923) over Pigeon River.	✓	1st	A6	82
MN 1	3101-38	Resurface MN 1 from north of Bass Lake Rd. to the south junction of CR 542/CR 550/MN 1 in Itasca County	✓	2nd	A7	83
US 2	3104-31X14(EP), 3104-62(EP), 3104-62	Resurface US 2 from MN 65 to US 200 in Swan River, construct a roundabout, turn lanes, safety improvements at the intersection of US 2 and MN 65 and a box culvert (31X14) at Bruce Creek.	✓	1st	A8	84
US 53	3608-48, 3608-57	On US 53, resurface from Crescent Dr. to 4th St. and on US 11, from the east junction of US 71 to the east junction of US 53 in International Falls.	✓	1st	A9	85
MN 65	3609-42	Resurface MN 65 from north of US 1 to just south of CR 8 in Koochiching County.	✓	2nd	A10	86
MN 61	3804-62	On MN 61, reconstruct from CSAH 61 to Park Rd. through Two Harbors.			A11	87
MN 61	3805-79	On MN 61, Realign and replace the Silver Creek bridge (38017) in Lake County	✓	1st	A12	88
MN 61	3805-99	On MN 61, reconstruct the Steward River bridge (3589) in Lake County.	✓	1st	A13	89
MN 61	3805-106	On MN 61, install safety improvements and LED lighting at the Silver Creek Cliff and Lafayette Bluff tunnels			A14	90
MN 123	5802-24, 5802-29RW	On MN 123 from MN 23 to CSAH 30, mill and overlay, reclaim, drainage and ADA improvements in Sandstone.	✓	2nd	A15	91
MN 23	5809-16	Resurface MN 23 from Sanstone to Askov, repair bridge (9791) over I-35 and install intersection lighting.	✓	1st	A16	92
I-35	5880-199AR, 5880-199, 5880-200	On I-35, replace and repair five bridges from south junction with MN 48 to 2.2 miles north of MN 48.			A17	93
US 2	6908-61	Resurface US 2 from Independence Rd. to MN 194 and at the intersection of US 2 and MN 194 near Saginaw in St. Louis County.	✓	1st	A18	94
US 2	6908-68	Resurface US 2 from MN 194 to Midway Rd/CSAH 13 in St. Louis County.			A19	95
MN 23	6910-103, 6910-102	Culvert improvements at Gogebic and Steel Creeks in Duluth.	✓	1st	A20	96
MN 23	6910-109, 6910-107, 6910-114, 6910-106, 6910-115	On MN 23, reconstruct from St. Louis River to east of 121st St. in the Fond du Lac neighborhood in Duluth and construct a new bridge (5757) over Mission Creek.			A21	97
US 53	6918-102	Resurface US 53 from 2nd Ave. NW to just north of the wayside rest and seven ramps at the US 169/US 53 intersections in Virginia in St. Louis County.	✓	1st	A22	98
MN 61	6925-145	Resurface and install trail on MN 61 from 26th Ave. E to just north of 60th Ave. E and construct a roundabout at 26th and 40th Ave. E in St. Louis County.			A23	99

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 73	6930-41	Resurface MN 73 from south of Johnson Rd. to US 1 and replace three bridges over the Sturgeon and Little Fork Rivers in St. Louis County.			A24	100
MN 73	6930-42	Resurface MN 73 from just north of US 169 to 13th St. NW/McNiven Rd. in Chisholm.			A25	101
MN 194	6932-14, 6916-113	Resurface Mn 194 from US 2 to US 53 and construct a roundabout at CSAH 13/Midway Rd. in St. Louis County	✓	2nd	A26	102
US 169	6935-94	Resurface US 169 from MN 73 in Chisholm to MN 103 in Mt. Iron, rehabilitate two bridges (69059, 69060), and pedestrian improvements to comply with ADA requirements.	✓	1st	A27	103
I-535	6981-27	Repair Blatnik Bridge (9030) over the St. Louis River between Duluth, MN and Superior, WI in St. Louis County	✓	2nd	A28	104
I-35	6982-322WP2, 6982-322WP1, 6915-138, 6980-62, 6982-328, 6933-100, 6982-346, 6982-340	Reconstruct the I-35/I-535/US 53 Twin Ports Interchange in Duluth, including construction of 18 bridges (69X19, 69902, 69903, 69904, 69905, 69906, 69909, 69910, 69139, 69139A-E, 69808, 69808A, 69809, 69810), retaining walls and some drainage improvements.			A29	105
I-35	6982-348	On I-35 in repair bridges (69818A, 69818B, 69818N, 69818S, 69870A, 69870C) and ramps over Mesaba Ave. in Duluth.			A30	106
US 169	0117-21	Construct a roundabout at the intersection of US 169 and MN 200 in Hill City.			A31	107
US 2	3104-61	Resurface US 2 in Grand Rapids to just east of Gunn Rd. in La Prairie and install flashing crosswalk sign at US 2/La Prairie Ave.			A32	108
US 2	3104-63	Resurface US 2 from just west of CR 73 to just west of CR 74 in Warba, repair sidewalks and bridge (31028) over Swan River.			A33	109
MN 169	3809-09	Resurface MN 169 from Hidden Valley Rd. to CR 18/Power Dam Rd. in St. Louis County.			A34	110
MN 135	6913-38	Resurface MN 135 from just north of Embarrass River to US 1.			A35	111
US 53	6915-139	Resurface US 53/Trinity Rd. from just north of Piedmont Ave. to MN 194/Central Entrance in Duluth.			A36	112
US 53	6918-103, 6918-100	Resurface US 53 from MN 37 to Vermillion Dr. in Eveleth and replace bridges at the interchange of US 53 and MN 37.			A37	113
I-535	6981-26PLT, 6981-28, 8801-BLATNIK-CA, 6981-26	Replace the I-535 Blatnik Bridge (9030) over the St. Louis River between Duluth, MN and Superior, WI.			A38	114

PROJECT SUMMARY



MN 23

Bridge 09020

State Project Number 0901-70

Replace the Hwy 23 bridge at Deer Creek 9.5 miles NE of the S Carlton County line

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Bridge construction and stream restoration were completed in 2022.

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

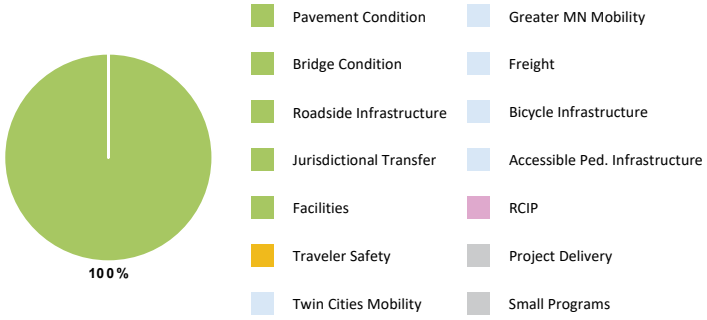
Project is complete, there are no remaining risks.

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)

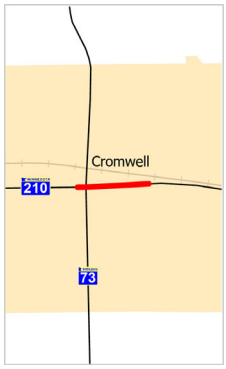
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.3	4
Post Letting Construction Costs:	0.1	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.8
Construction Engineering:	0.2	0.6
Right of Way:	1.8	0
Total:	***3.6***	***7.1***

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.

PROJECT SUMMARY



MN 210

State Project Number 0915-32

Hwy 210/Hwy 73: Reconstruction Project in Carlton County

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began in May 2023 and was finished 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.
Public meetings were held on July 24, 2018, June 19, 2019, February 11, 2021, and April 27, 2022.

PROJECT RISKS

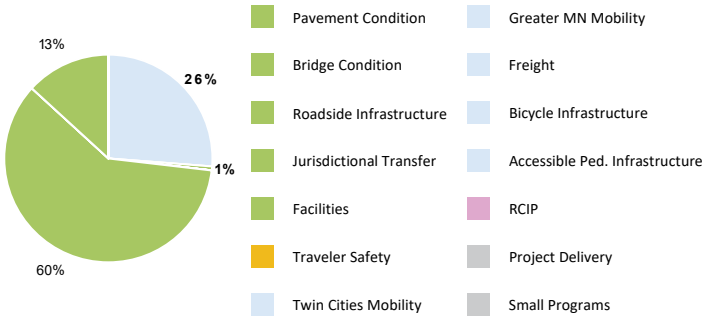
Construction is complete and no risks remain.

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	0.1
Preliminary Engineering:	0.1	1.2
Construction Engineering:	0	0.7
Right of Way:	0	0.8
Total:	***2***	***7.5***

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

COST ESTIMATE ASSUMPTIONS

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 Rehabilitation: Carlton County

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 three years, from 2023-2025. The construction of the median crossovers was done in 2023. 2024 work on the bridges and adjacent pavement was completed in the summer. Approximately two weeks of work will be required in spring 2025 for the epoxy chip seal.

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

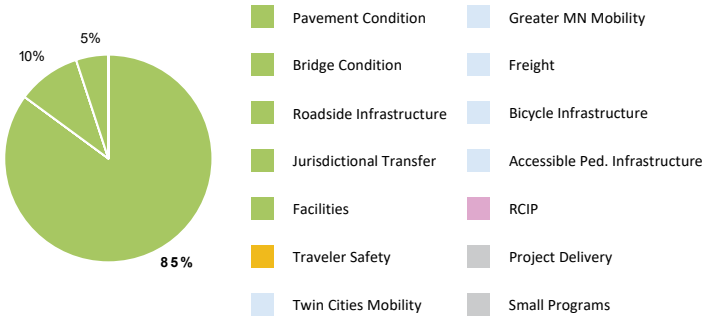
Completion of the anti-icing system hardware and software, and traffic impacts for work in 2025 are remaining risks.

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)

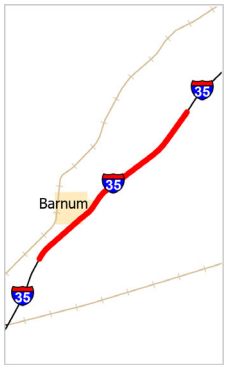
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.8	4
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.2	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***3.4***	***5.3***

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

COST ESTIMATE ASSUMPTIONS

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

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. 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

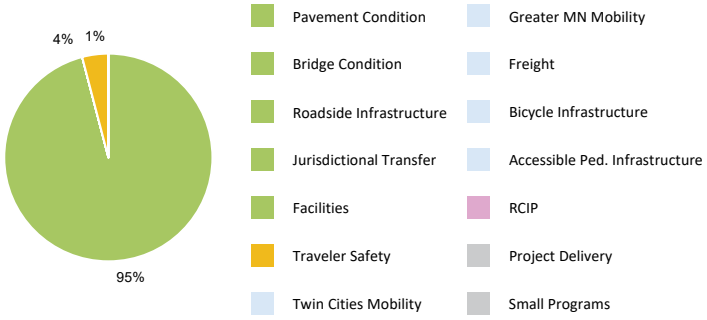
No remaining risks.

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)

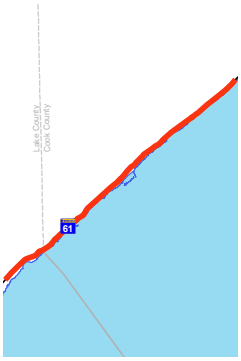
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.4	10.2
Post Letting Construction Costs:	0.8	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.7	0.5
Right of Way:	0	0
Total:	***11.3***	***11.9***

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

This project is planned for the 2026 construction season.

PROJECT HISTORY

Project just entered District 1 program in 2023 and is being scoped to improve roadway quality, hydraulics and safety.

PROJECT RISKS

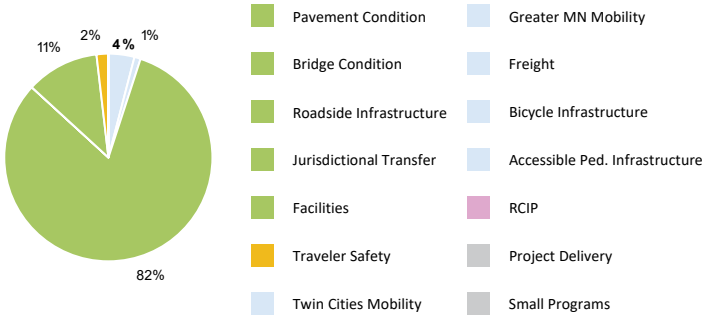
Scope of work is still being defined. Known risks include amount of hydraulics, bridge and safety needs along the roadway, and coordination with local townships and counties.

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)

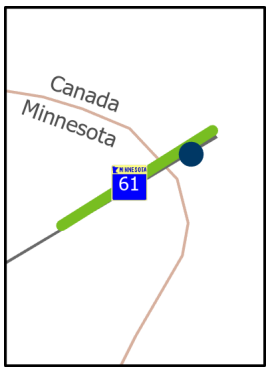
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13.2***	***13.2***

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 5923

State Project Number 1605-03

Hwy 61: Pigeon River Bridge Redeck in Cook County

Hwy 61 over the Pigeon River, repair bridge

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. By fall 2023, the Pigeon River Bridge deck was replaced, including new surfacing, railing, guardrail, lighting, and approach grading. Traffic was reduced to a single lane, alternating directions, during construction.

SP 1605-04, which was previously tied to this project, has been delayed with no set letting date or FY. The delay is being caused by a jurisdictional disagreement between the Minnesota DNR and the Tribal Governments on who has permitting jurisdiction for the work in water construction activities.

PROJECT HISTORY

This is a partnership project with the Ministry of Transportation, Ontario. This international bridge crossing project was developed in two parts: a project to repair the bridge deck SP 1605-03, and a project to repair the piers SP 1605-04, however the latter was delayed indefinitely.

PROJECT RISKS

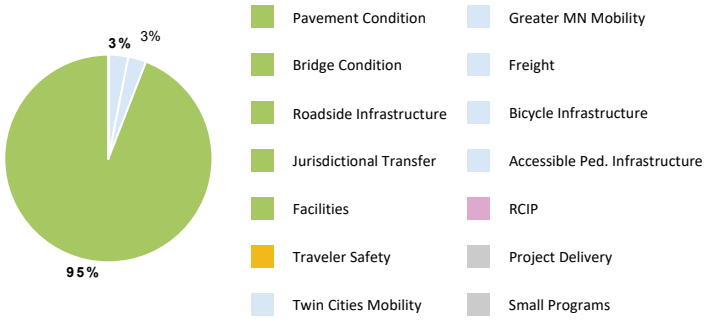
Risks included coordination between two countries and multiple regulatory agencies. This project is complete, so no risks remain.

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	6.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	***8.4***	***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

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 3101-38

Hwy 1 Reclamation: Itasca County

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 12, 2022 and wrapped up in November 2022. Approximately 17.5 miles of pavement were resurfaced east of Effie from Deer Lake to the east junction of Hwy 65. In addition to pavement reclamation resurfacing, culvert repair/replacement and safety improvements were also part of this project.

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. A public construction update meeting occurred on July 5, 2022.

PROJECT RISKS

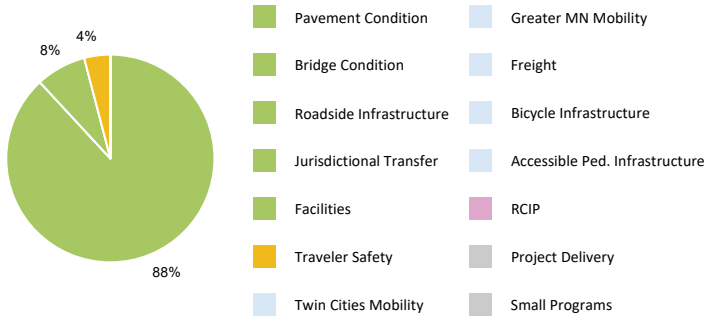
Project is complete, no remaining risks.

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)

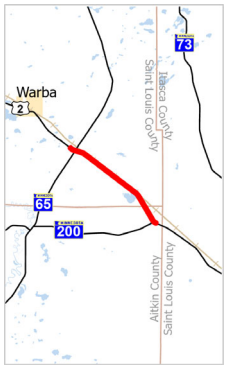
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.6	5.6
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.2	0.3
Right of Way:	0	0.4
Total:	***4.5***	***7***

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 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.

PROJECT SUMMARY



US 2

Bridge 31X14

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

Hwy 2 & Hwy 65: Swan River Roundabout Project in 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Hwy 2 was resurfaced with a mil and overlay from September-October 2023. Construction on the roundabout at the intersection of Hwy 2 and Hwy 65 took place from May-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. This project was put out for bids on 5/19/2023. Public meetings were held on January 26, 2022 and April 29, 2024.

PROJECT RISKS

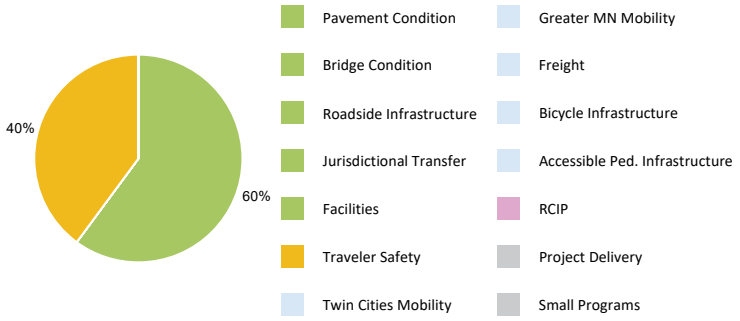
Risks include contaminated soil and water, utility relocations, business impacts, wetland impacts, public water impacts and snowmobile trail conflicts.

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)

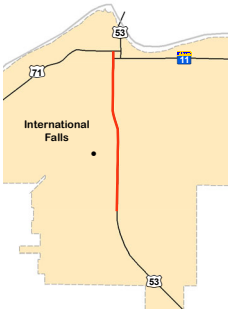
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.2	10.7
Post Letting Construction Costs:	0.8	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.3
Construction Engineering:	1.3	0.6
Right of Way:	0	0
Total:	***11.2***	***13.2***

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 in 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was substantially completed in 2021. Roadway settlement occurred in 2022. Landscaping and final work were done fin 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. Bid letting was in May 2020.

PROJECT RISKS

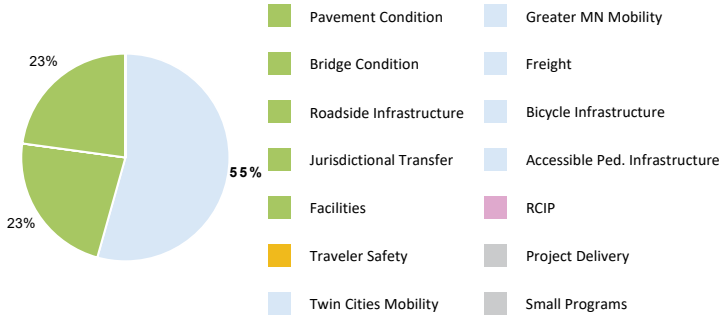
Project is complete, so all risks have been retired.

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)

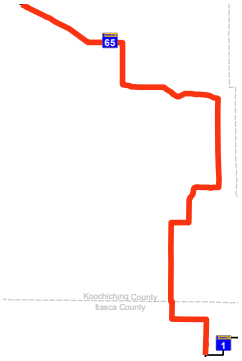
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	17.1
Post Letting Construction Costs:	0.4	1.5
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	1.7
Construction Engineering:	0.4	1.3
Right of Way:	0.1	1
Total:	***6.8***	***22.7***

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 Substantial complete costs. Both estimates included costs for pavement rehabilitation, storm sewer replacement, traffic signals and ADA accessibility improvements. The cost increase is due to the need to lower the elevation of the road for pedestrian improvements. Also the need to accelerate the construction added to the contract cost.

PROJECT SUMMARY



MN 65

State Project Number 3609-42

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. 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

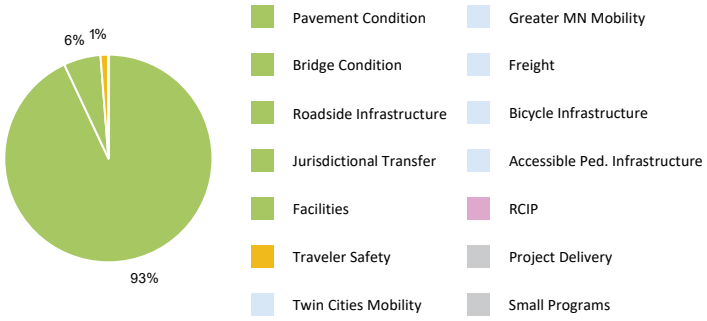
Construction is complete and no risks remain.

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 3804-62

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 project received a legislative earmark to cover the previous gap in funding between the programmed cost and the anticipated budget. Design started in early 2024 with selection of a final design consultant, environmental work, determining construction limits, and talking to property owners.

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 and a public meeting on May 21, 2024. This project is currently planned for 2027-2028.

PROJECT HISTORY

A corridor study was undertaken and completed in summer 2023. The results of this study 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 design is nearing 30% complete. The project includes reconstruction of Hwy 61 through Two Harbors, replacing two existing signalized intersections with roundabouts, intersection geometric changes, a shared use trail, new storm sewer, new lighting, ADA improvements, and city utilities.

PROJECT RISKS

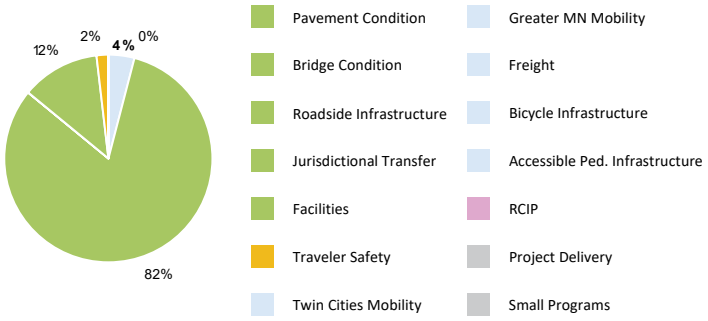
The City is planning to replace utilities under MnDOT's contract, and the design coordination and funding of the City's improvements could impact the project schedule if there is any delay or disagreement regarding the city's work. As of November 2024, the design is almost 30% complete and design changes could have an impact on the project's schedule and budget. Public engagement regarding detours and road closures during construction has not been started. Right of way has not been acquired. A groundwater study is underway to determine how much groundwater is expected to be encountered during construction and if it is likely to need to be treated.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	1/8/2024
Geometric Layout Approval Date:	8/23/2023
Construction Limits Established Date:	7/12/2024
Original Letting Date:	1/1/2025
Current Letting Date:	7/22/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	23.9
Post Letting Construction Costs:	0.3	2.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	4.5
Construction Engineering:	0.5	1.1
Right of Way:	0	0.9
Total:	***8***	***33.6***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in January 2021. The current estimate was completed in January 2024. Both estimates include bituminous resurfacing, hydraulics and other road improvements. The latest estimate includes cost for two roundabouts and additional safety improvements. The cost also includes city and county letting costs.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction on the new bridge was completed in 2022; stream restoration, bridge approaches, and the frontage road were mostly completed in 2023, and final work was done in 2024..

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. Public meetings were held on November 18, 2020, August 31, 2021, and March 9, 2022.

PROJECT RISKS

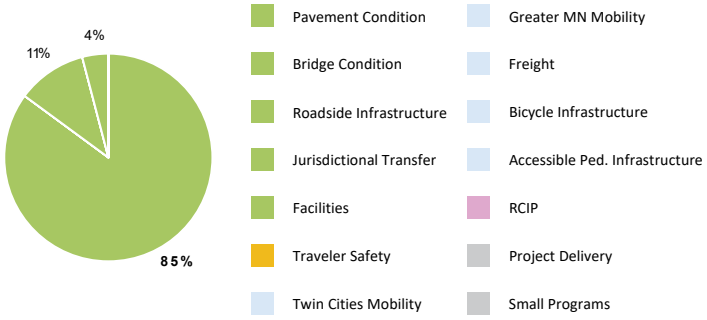
No outstanding risks

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:	2024

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	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	2
Construction Engineering:	0.4	0.4
Right of Way:	0	0.1
Total:	***5.9***	***9.2***

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

COST ESTIMATE ASSUMPTIONS

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction on the new bridge was complete and open to traffic in 2022. Rehabilitation of the historic bridge and completion of the approaches was mostly done in summer 2023, with final work in 2024.

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

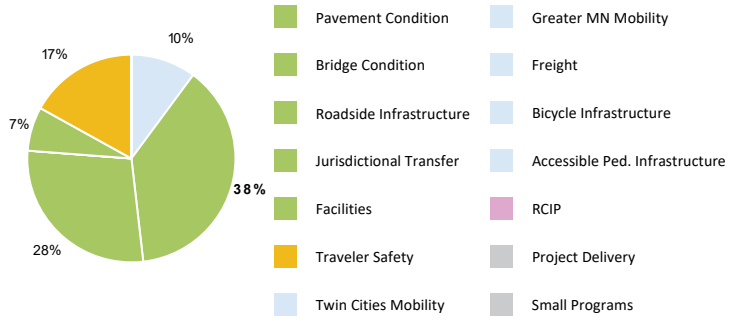
No outstanding risks

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:	2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	6.4
Post Letting Construction Costs:	0.4	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.3
Construction Engineering:	0.4	1.1
Right of Way:	0.2	0.1
Total:	***6.8***	***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 prepared in March 2016. The current estimate is the substantially complete costs. Both estimates include costs for new pavement and a new bridge. The price increase is due to pedestrian safety improvements including a walk on the historic bridge and extensive staging needed during construction to maintain two way traffic.

PROJECT SUMMARY



MN 61

Bridge 38003, 38005

State Project Number 3805-106

Hwy 61: Tunnel Lighting Project in Lake County

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 because it received special funding in fiscal year 2024. The final design was completed in fall 2023 and was let in April 2024. Materials needed for the project have about a year lead time. Work will be completed under traffic with temporary traffic signals. Tunnels will be worked on one at a time, and all work is expected to be completed in one construction season. The lighting replacement is scheduled to occur in 2025.

PROJECT HISTORY

The existing high pressure sodium lighting system in the two tunnels has become outdated, making it difficult to maintain. A new LED lighting and control system in each tunnel will meet current design standards and reduce operational costs.

In fall 2019, crews inspected the existing lighting supports over the centerline in the Silver Creek Cliff and Lafayette Bluff tunnels. The inspection was needed to verify the structural capacity of the existing lighting support system in preparation for the design phase of the lighting upgrade project.

PROJECT RISKS

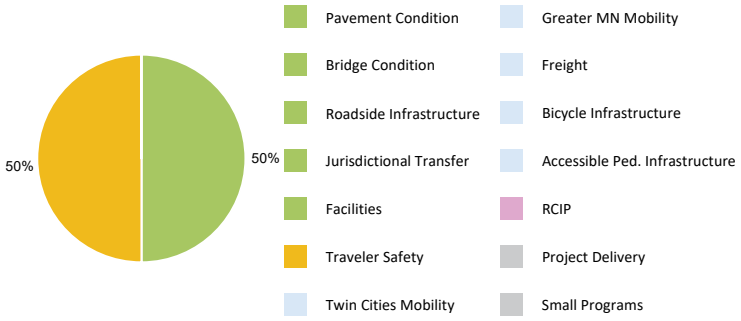
Traffic impacts during construction, material lead times, doing construction work in cold weather and under traffic.

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:	4/26/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

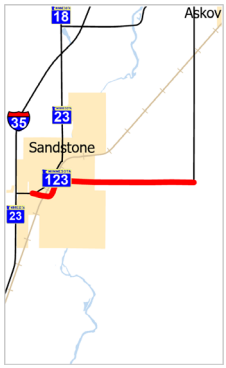
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	7.3
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1
Construction Engineering:	0.6	0.9
Right of Way:	0	0
Total:	***5.1***	***9.4***

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 completed in February 2019. The current estimate is the actual bid letting amount. 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. And the letting cost was higher than expected.

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

This project is complete. All work was 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. A public open house was held on April 20, 2022.

This project consisted of a rural section (from Park Ave. to Hwy 30), which received a full depth bituminous reclaim and overlay; a right turn lane installed at Prison Rd.

The urban section (from Hwy 23 to the Kettle River Bridge) received a 2-inch mill and overlay; this section also included various pedestrian and storm sewer and drainage improvements.

PROJECT RISKS

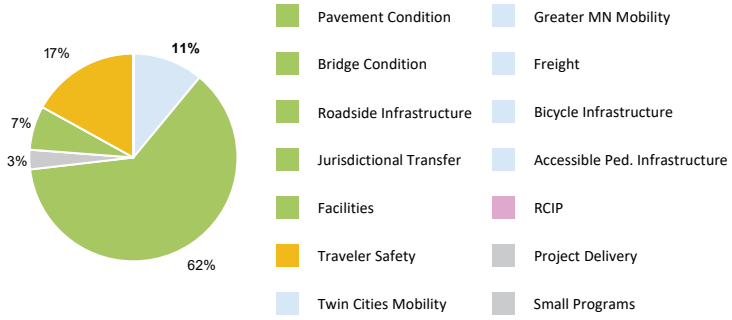
The large volume of right of way needs through Sandstone was a risk. This project is complete, so all risks have been retired.

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)

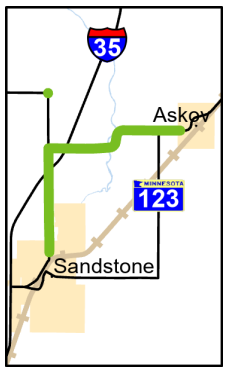
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	3.4
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.1
Construction Engineering:	0.2	0.5
Right of Way:	0.2	0.7
Total:	***4.9***	***5.6***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in July 2017. The current estimate is the 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

Hwy 23: Sandstone to Askov

Resurface Hwy 23 from Sandstone to Askov, repair bridge (9791) over I-35 and install intersection lighting at the junction of Hwy 18 and CR 61.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started on May 6, 2024, and was finished in August 2024. Approximately 7.5 miles of pavement was rehabilitated and other improvements were made along the corridor.

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

The design was completed 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 the Minnesota DNR for work on a culvert within Banning State Park. A public meeting was held on April 22, 2024.

This project included mill and overlay and cold-in-place recycle on Hwy 23, intersection geometric changes, turn lanes, culvert work, lighting, guardrail and sign replacement.

PROJECT RISKS

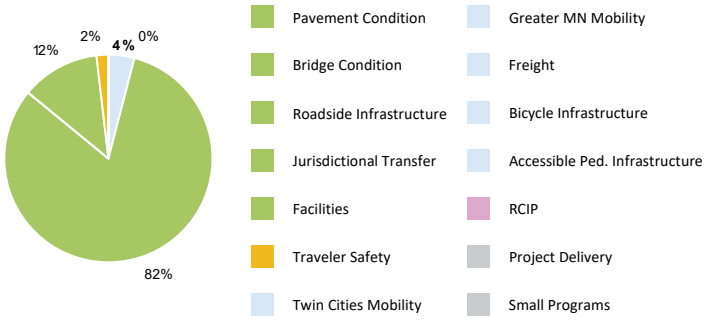
At the time of plan completion, the easement and lease being obtained within Banning State Park from MN DNR was still in the works. Other risks included permits in process and utilities that needed to be relocated prior to construction. This project is complete, so all risks have been retired.

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:	8/23/2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

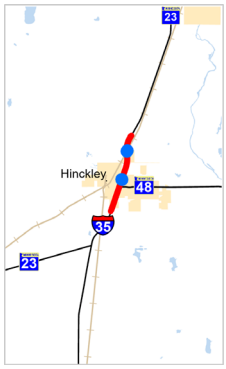
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	5.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***4.7***	***7.2***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in April 2018. The current estimate is the actual letting cost. 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

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 on the northbound roadways and bridges over the Grindstone River and BNSF Railroad were completed in November 2024. Construction on the southbound bridges, as well as removal and restoration of the median crossovers used for maintaining traffic, are planned for construction in 2025. In 2025, all southbound construction (including the rail bridge, Grindstone river bridge, and southbound Hwy 48 on and off ramps) will be completed.

Work on Hwy 48 will require a detour of ramp traffic to CR 61 that is expected to last 30 days. The alternative route for northbound I-35 traffic heading to Hinckley or points east will be signed on CR 14 and 15.

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 four bridges were originally built in 1960 and were recommended for replacement in the 2024-2029 time frame. 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. Public meetings were held on November 16, 2022 and April 15, 2024.

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. 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. A project was let in June 2023 for advanced procurement of cable guardrail materials. CRs 14 and 15 are being signed as an alternate route for traffic destined or originated east of Hinckley. Construction was underway in August 2023 to construct median crossovers in advance of the bridge and pavement work.

PROJECT RISKS

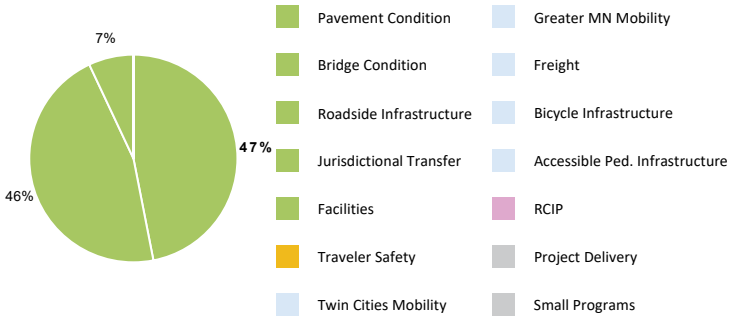
Significant traffic impacts, such as those seen during 2024, including closure of the southbound on and off ramp traffic at Hwy 48, are to be expected again in 2025. More work is going to occur in 2025 than originally planned due to contractor delays.

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:	2023-2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

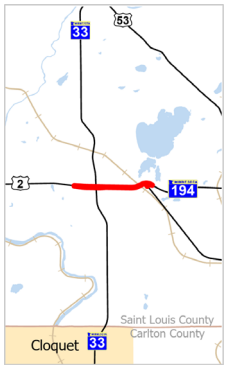
	Baseline Estimate	*Current Estimate*
Construction Letting:	28.1	30.7
Post Letting Construction Costs:	2	1.6
Other Construction Elements:	0	0.5
Preliminary Engineering:	3	1.8
Construction Engineering:	2	1.2
Right of Way:	0	0
Total:	***35.1***	***36.4***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was completed in March 2021. The Current Estimate is the actual letting cost. 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.

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May-October 2023. Approximately 2.6 miles of Hwy 2 (from Independence Rd to Hwy 194) were repaved and a roundabout was constructed at the intersection of Hwy 2 and Hwy 194 to improve safety.

PROJECT HISTORY

Road pavement is scheduled for resurfacing based on condition; it was last paved in 2007-2010. Intersection Control Evaluation (ICE) report was completed in January 2019 and a roundabout was recommended at US 2 and Hwy 194 to address crash history. Public meetings were held on September 23, 2020, November 2, 2021, and April 19, 2023.

PROJECT RISKS

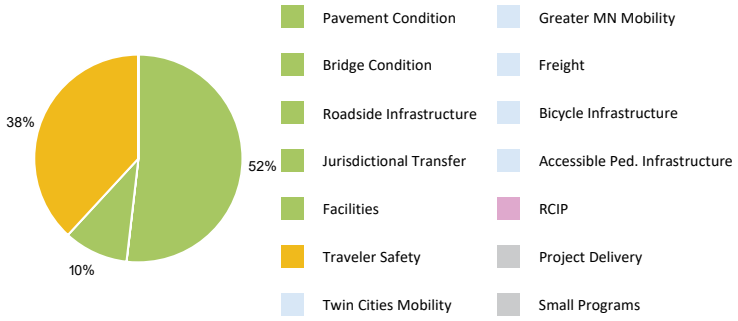
Encountering contaminated soil at south roundabout leg was a risk, but this project is now complete so all risks retired.

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:	October 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

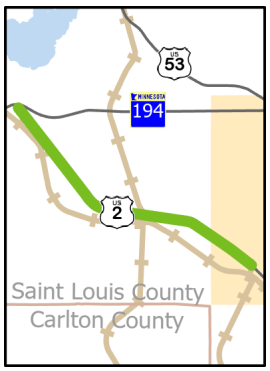
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	5.1
Post Letting Construction Costs:	0.7	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.3	1.1
Construction Engineering:	0.5	0.4
Right of Way:	0	0.1
Total:	***7.5***	***7.0***

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 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

Hwy 2: Resurfacing through Midway Township in St. Louis County

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

RECENT CHANGES & UPDATES

This project is planned for 2026. It will include resurfacing approximately 8.4 miles of Hwy 2, traffic signal maintenance at Midway Rd., and several new turn lanes.

PROJECT HISTORY

The project scope was finalized last year and predesign work began in fall 2023. Survey data is was collected winter 2023. MnDOT is coordinating with St. Louis County on a potential future project at the county intersection of CR 13 and Hwy 2.

PROJECT RISKS

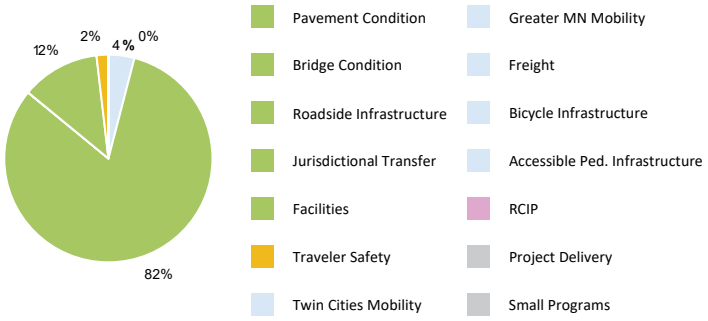
Soil contamination at the intersection of Highway 2 and Midway Road.

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)

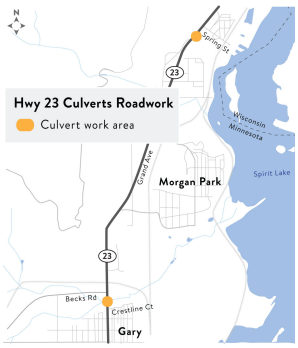
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	8.8
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***12.1***	***10.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in September of 2023, the cost includes pavement replacement, traffic signal replacement and roadside safety improvements. The current estimate is from February 2024. The traffic signal replacement was removed from the estimate. The scope for this project is still being completed and should be finalized in early 2025.

PROJECT SUMMARY



MN 23

State Project Number 6910-103, 6910-102

Hwy 2 Culvert Replacements: St. Louis County

Culvert improvements at Gogebic Creek and Steel Creek in Duluth

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. The project was let in May 2023. The Steel Creek culvert and the first year of work on the Gogebic Creek culvert spanned from August-September 2023. Work on the Gogebic Creek culvert resumed this year and spanned from May-June 2024.

PROJECT HISTORY

The deteriorating drainage system at these two culverts is resulting in reduced hydraulic capacity and distress to Hwy 23 and Willard Munger Trail. Culvert replacement will provide for adequate hydraulic capacity, structural stability and road core integrity. Project letting changes were due to balancing of funds within the District and difficulties establishing required area for access/construction because of the complex terrain. Public meetings were held on July 27, 2022 and June 6, 2023.

PROJECT RISKS

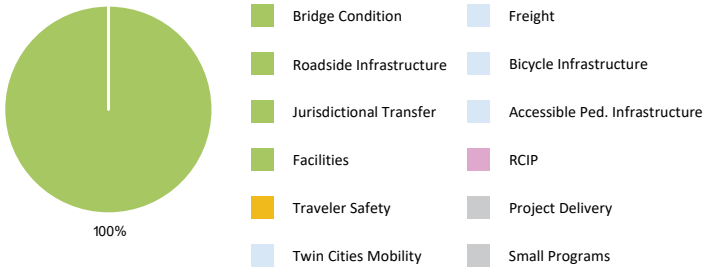
Utility design and coordination were project risks, but now that this project is complete, all risks have been retired.

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)

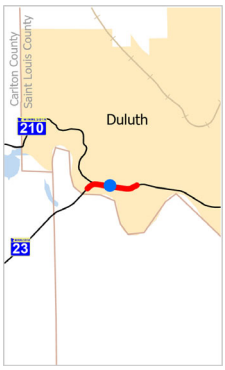
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.2	4.8
Post Letting Construction Costs:	0.9	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1
Construction Engineering:	0.2	0.3
Right of Way:	0	0.2
Total:	***3.6***	***6.6***

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

COST ESTIMATE ASSUMPTIONS

The 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

Hwy 23: Reconstruction and Mission Creek Bridge Replacement in St Louis County

In 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

This project is currently planned for 2029. The design consultant submitted a 90% plan to the district last year, final revisions are being made to the CATEX. Continued coordination with stakeholders is ongoing; a public meeting was held on April 4, 2024.

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. Public meetings were held on July 12, 2022 and April 4, 2024.

PROJECT RISKS

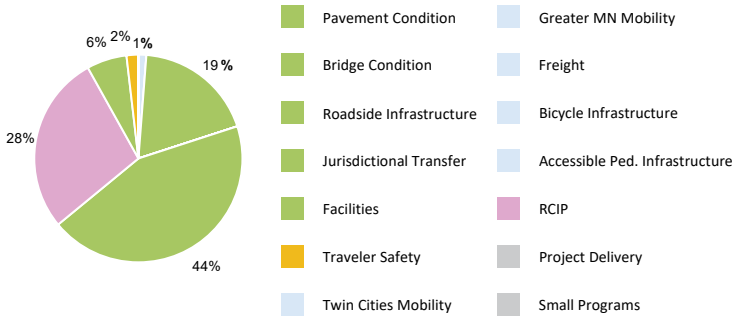
Risks include flooding until the bridge is replaced, continued burial disturbances during construction, right of way acquisition, and contamination from previous development.

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)

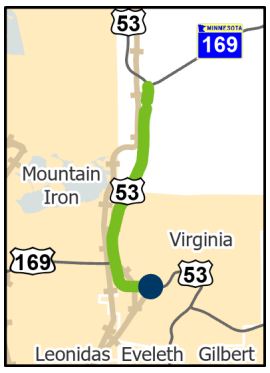
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.4	7
Post Letting Construction Costs:	0.4	0.8
Other Construction Elements:	0	6.8
Preliminary Engineering:	0.6	1.8
Construction Engineering:	0.5	1.4
Right of Way:	0.4	0.8
Total:	***7.3***	***18.3***

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

COST ESTIMATE ASSUMPTIONS

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.

PROJECT SUMMARY



US 53

State Project Number 6918-102

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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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

¢Kʎă LJℕ2?ŜÔΰ ƛă Ŏ2ʏLJfŜΰŜ℗ /2ɣăΰℕʤzŎΰƛ2ʏōŜƎI·ʏ2ʏ℠ʤzfê yΣ нлнп I·yŘ ǿℕI·LJLJŜŘ ʤzLJ ƛʏfall нлнп℗ An Intersection Control Evaluation (ICE) safety study was conducted at the Hwy 53 intersections with Hwy 102 and 18th St. N in Virginia. No intersection changes occurred as a result of this study.

PROJECT HISTORY

The project consists of a mill and overlay of the pavement, including the ramps. Lΰ ǿƛff I·fă2 ƛyŎfʤzŘŜ ʏew approach panels and bridge ŜyŘπLJ2ăΰă at Bridges 69009 and 69010. Various hydraulic and guard rail repairs will occur along the corridor.

{Ŏ2LJƛyƎ ǿI·ă Ŏ2ʏLJfŜΰŜŘ ƛʏ₸I·ff нлно℗ CʌyƖ·f ŘŜăƛƎʏăΰI·ℕΰΰŜŘ ƛʏ ! ʤzƎʤzăΰ 2₸ нлно I·yŘ Ŏ2yΰƛyΰzŜŘ ΰKℕ2ʤzƎK2ʤzΰ ₸ƛăÔI·f ëŜI·ℕ℗ ¢KŜℕŜ KI·ă ōŜŜyŎ2yΰƛyΰzŜŘ Ŏ22ℕŘƛƖ·ΰƛ2ʏ ǿƛΰK f2ÔI·f I·ƎŜyŎƛŜă℗ A public meeting was held on February 28, 2023.

PROJECT RISKS

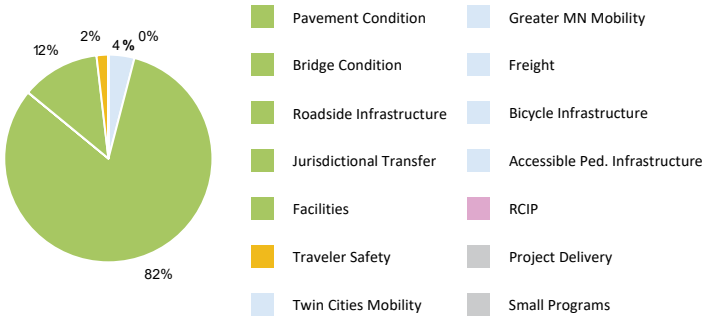
Risks include impacts due to bridge work, local cost participation, inflation. There is a risk of additional ROW needs during construction.

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	4.4
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	***8.5***	***6.3***

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

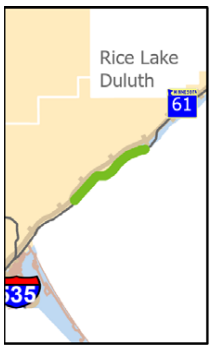
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in July 2023; the estimate includes bituminous resurfacing and bridge approach panel replacement costs. The current estimate was completed in January 2024.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

Project scope clarified to include replacement of all existing walks, as opposed to selective replacement. The environmental document has been completed and municipal consent has been obtained. Final design is underway. Additional public meetings are planned for detours and landscaping.

PROJECT HISTORY

This project is driven by deteriorated road pavement, need for improved traffic flow, drainage, ADA, vehicle and bike/pedestrian safety needs.

There has been continued communication and public outreach. Public meetings were held on April 7, 2021, September 29, 2021, October 11 and 12, 2022, and December 21, 2022. A corridor study was conducted in 2021, with more than 2,200 people sharing their opinions.

The final project scope was determined in 2023; the roundabout at 60th Ave. N was removed from the scope, but the 26th Ave. E and 40 Ave. E roundabouts remain in the project.

PROJECT RISKS

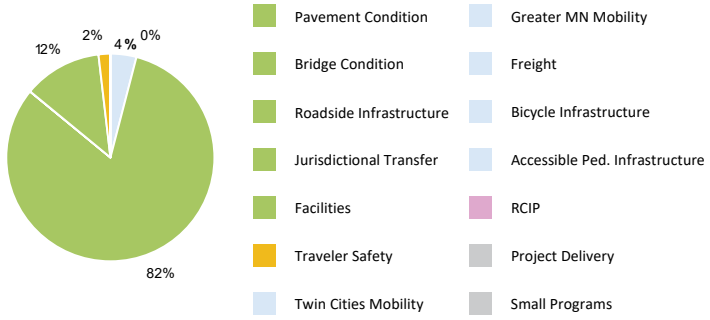
Risks include delivering project on schedule, right of way acquisition, and traffic impacts.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	8/8/2024
Municipal Consent Approval Date:	11/16/2023
Geometric Layout Approval Date:	7/6/2023
Construction Limits Established Date:	3/10/2023
Original Letting Date:	1/31/2025
Current Letting Date:	11/19/2025
Construction Season:	2026-2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	23
Post Letting Construction Costs:	0.8	2.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	4.5
Construction Engineering:	0.6	2.1
Right of Way:	0.2	6
Total:	***10.3***	***37.8***

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

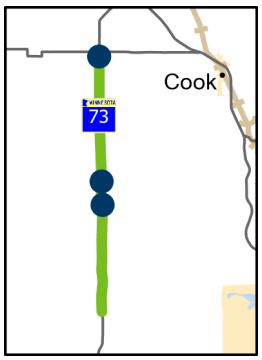
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2021. The current estimate was completed in May 2024. The estimates include pavement resurfacing, hydraulics and other road improvements, including two roundabouts. The letting cost does include City of Duluth's share for funding their legs of the roundabouts. The cost increase was due to the inclusion of the city's cost share for the two roundabouts and additional utility work needed, along with additional pedestrian safety features. Additional cost risk was also added to the project.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 73

Bridge 6503, 6528, 6554

State Project Number 6930-41

Hwy 73: Reclaim and Overlay Project in St. Louis

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 current letting date is December 6, 2024. This project is planned for the 2025 construction season, with tree clean up going through winter of 2025 or 2026.

This project will resurface 18.3 miles of Hwy 73; most of this will be a reclaim and overlay, but 2.5 miles of Hwy 73 (from Sturgeon to Linden Grove) will be fully reconstructed. Traffic will be detoured for those 2.5 miles, but access will be maintained for all residents.

In addition to the resurfacing, this project will also include centerline and shoulder rumble strips, sign replacement, repairing/replacing culverts along the corridor, updating the lighting system at CSAH 22 with LED luminaries, and replacing all guardrail within the project limits.

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/ culverts included in this segment of Highway 73, two of which require replacement and one of which requires rehabilitation. The project scope and budge were approved on 10/28/2022.

PROJECT RISKS

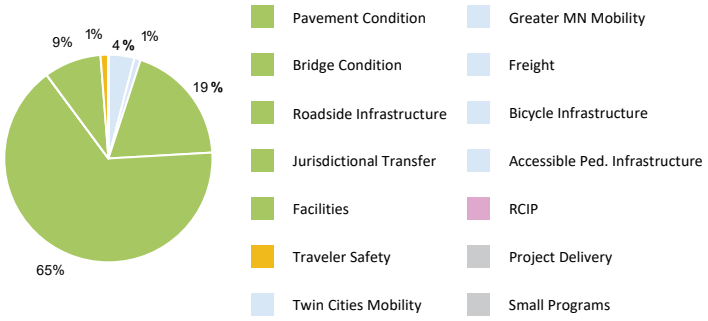
Possible contaminated soil and groundwater

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:	12/6/2024
Construction Season:	2025
Estimated Substantial Completion:	2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

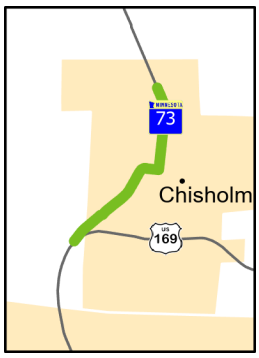
	Baseline Estimate	*Current Estimate*
Construction Letting:	19.6	13.7
Post Letting Construction Costs:	1.8	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.3
Construction Engineering:	1.5	0.9
Right of Way:	0	0
Total:	***23.9***	***17***

Construction cost estimates 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 2023, it includes bituminous replacement cost. Also cost for repairing one bridge and replacing 2 bridges. The current estimate was completed in June 2024. The cost has decreased, because bridge replacements were removed from this project.

PROJECT SUMMARY



MN 73

State Project Number 6930-42

Hwy 73 Resurfacing: Chisholm in St. Louis County / Hwy 73 Chisholm Corridor Study

Resurface north and south bound Hwy 73 from just north of Hwy 169 to 13th St. NW/McNiven Rd. in Chisholm.

RECENT CHANGES & UPDATES

This project is currently planned for the 2027 construction season.

A one-year corridor study of Hwy 73 (from Hwy 169 to the intersection of West Lake St. and 3rd Ave.) started in summer 2024. This study will help us to better understand the current state and future needs of the road.

A public meeting was held on June 10, 2024 to talk about the West Lake St. to 13th St. NW/McNiven Rd. portion of the project. During this meeting, it was suggested that MnDOT conduct a demonstration project to see how a four-way stop would function in place of signal lights. This demonstration project was in place from mid-August to mid-September.

PROJECT HISTORY

This segment of TH 73 is made up of three 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. This project was in the scoping phase in 2023.

PROJECT RISKS

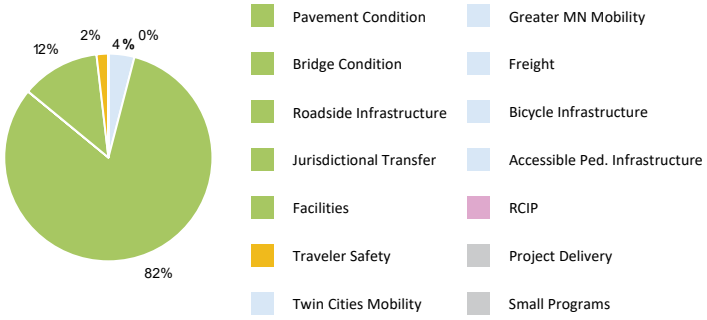
ADA work may result in right of way acquisition, city utility infrastructure problems may need to be addressed by the city, and results of the contaminated materials investigation are unknown.

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:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

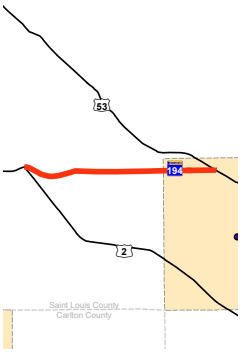
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	4.1
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.4
Construction Engineering:	0.5	0.4
Right of Way:	0	0.1
Total:	***7.2***	***5.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was 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. The current estimate was completed in September 2024.

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

This project is complete; construction started June of 2022 and was open to traffic by fall 2022.

In addition to resurfacing Hwy 194 from Hwy 2 to Hwy 53, a roundabout was installed at the Hwy 194 intersection with Midway Rd. and a restricted crossing U-turn (RCUT) was constructed at Hwy 53.

PROJECT HISTORY

This project is needed to improve safety conditions at the intersection. A restricted crossing U-turn (RCUT) was also constructed at the intersection of Hwy 194 and Hwy 53.

PROJECT RISKS

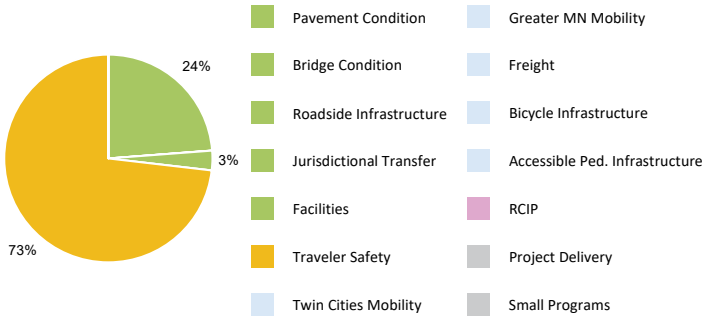
Public's reaction to intersection changes and right of way needs.

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)

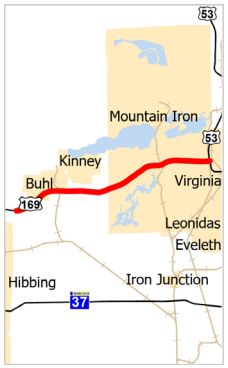
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	6.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.2
Construction Engineering:	0.3	0.4
Right of Way:	0	0.1
Total:	***5***	***8.9***

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

Hwy 169 Cold In-Place Recycle: Chisholm to Mt. Iron

Resurface northbound and southbound Hwy 169 from Hwy 73 in Chisholm to Hwy 103 in Mt. Iron, rehabilitate 2 bridges. In Mt. Iron, pedestrian improvements on Emerald Ave from Hwy 169 to Enterprise Drive South.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. It was let on October 27, 2023, and tree clearing started in December 2023. A construction update was posted on May 7, 2024. Construction began on April 29, 2024, and construction was completed fall 2024.

PROJECT HISTORY

The project consists of a cold in-place recycle (CIR) 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, and four existing lighting systems will be replaced. Pedestrian and ADA upgrades, including installing a sidewalk and an advanced warning flasher system, 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.

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 RISKS

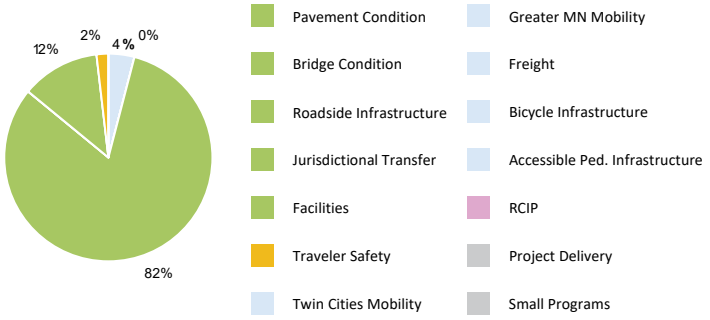
Impacts due to bridge work, tree removal, local cost participation, inflation. Risk of additional right of way needs during construction.

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)

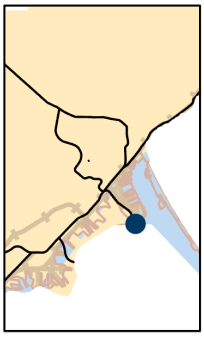
	Baseline Estimate	*Current Estimate*
Construction Letting:	17	13.5
Post Letting Construction Costs:	1.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2.3
Construction Engineering:	1.3	0.3
Right of Way:	0	0
Total:	***20.6***	***16.6***

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

COST ESTIMATE ASSUMPTIONS

The baseline was completed in October of 2020. The current estimate is the actual bid letting cost. Both estimates include costs for bituminous pavement replacement, bridge rehabilitation, and pedestrian accessibility improvements. The cost estimate changed because we received lower than anticipated letting results.

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

This project is complete. 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

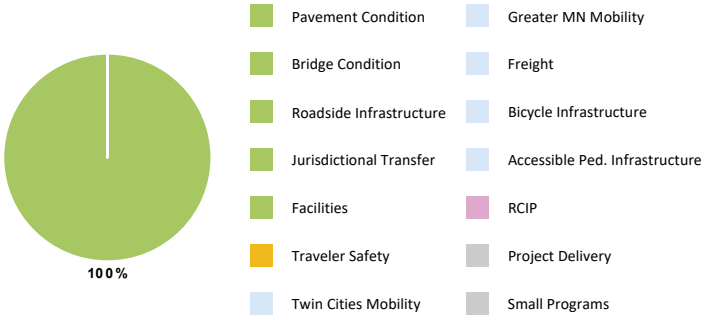
Construction was completed in October, 2022 and no risks remain.

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.

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 four work packages for Twin Ports Interchange construction. The project constructs bridges, retaining walls and make some drainage improvements.

RECENT CHANGES & UPDATES

Work Packages (WP) 1 & 2: I-35 and the main interchange, are substantially complete and carrying traffic. Final cleanup is anticipated for June 2026.

WP 3: the Hwy 53 bridges have been demolished and are being reconstructed. Due to a cultural discovery, this portion of the work has been delayed one year, and estimated substantial completion is anticipated November 2025.

WP 4: the I-535/Garfield interchange has been demolished, and all bridges have been reconstructed. Due to a cultural discovery in this area, a small portion of I-535 is not able to be completed at this time. Single-lane bypasses have been constructed around this area and WP 4 is considered substantially complete except for the remaining work in the cultural exclusion area.

PROJECT HISTORY

2022: Significant progress was 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: WP 3 & 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.

2023: 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 RISKS

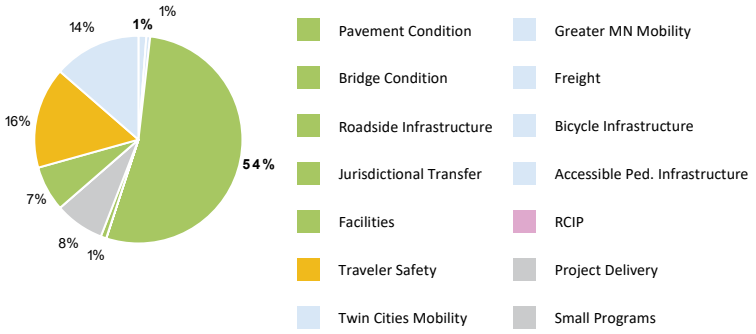
Previous risks have been retired, with the exception of the final completion of I-535 in WP 4, as noted above in Recent Changes & Updates.

SCHEDULE

SCHEDULE	WP 1 & 2	WP 3	WP 4
Date in which project entered the STIP:	2018	2022	2022
Environmental Document Approval Date:	2/12/2019	2/12/2019	2/12/2019
Municipal Consent Approval Date:	12/16/2019	12/16/2019	12/16/2019
Geometric Layout Approval Date:	11/27/2018	11/27/2018	11/27/2018
Construction Limits Established Date:	1/31/2019	1/31/2019	1/31/2019
Original Letting Date:	11/20/2020	11/20/2020	11/20/2020
Current Letting Date:	9/11/2020	7/15/2022	7/15/2022
Construction Season:	2019-2024	2022-2026	2022-unknown
Estimated Substantial Completion:	Nov. 2023	Fall 2025	Fall 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	8.2
Other Construction Elements:	10.1	21.8
Preliminary Engineering:	32.5	46.7
Construction Engineering:	9.6	38.1
Right of Way:	0.3	4.8
Total:	***299***	***556.6***

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

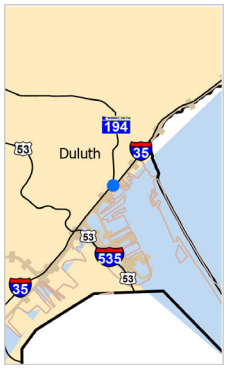
The current estimate includes the actual construction letting amount for 6982-328, 6933-100, 6915-137, WP 1, WP 2, and 6915-138 (WP 3) and 6980-62 (WP 4). Overall, the project cost includes all right of way temporary easements and parcel acquisition, utility agreements with Duluth, field office costs and materials and construction contract agreements with BNSF Railway.

2024 Update: The $16.1 M increase over the past year is due to the cultural discoveries in the area of WP 3 & 4, which have induced schedule delays and added costs associated with construction engineering, post letting construction, and railroad agreements/easements.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35

Bridge 69818A, 69818B, 69818N, 69818S, 69870A, 69870C

State Project Number 6982-348

I-35: Duluth Bridge Rehabilitation in St. Louis County

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

RECENT CHANGES & UPDATES

Construction for the first year started in July 2024 and went through October 2024. Work will resume in summer 2025. The 2025 work will reduce I-35 to one lane in each direction and require 5th Ave. W ramp closures.

PROJECT HISTORY

District 1 received special funding to resurface two interstate bridges. Project scoping was completed in 2022 and moved into final design during the fall of 2022. In 2023, the project was to the 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 RISKS

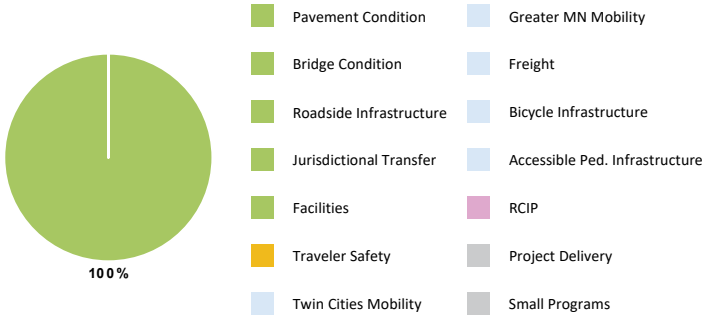
Traffic impacts and construction staging

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	8.8
Post Letting Construction Costs:	0.3	0.3
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***	***10.5***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US 169

State Project Number 0117-21

Hwy 169 & Hwy 200: Hill City Roundabout

Roundabout at State Highway 169 at Highway 200 in Hill City.

RECENT CHANGES & UPDATES

Design was completed in fall 2024 and the plan is submitted and ready to be advertised.

PROJECT HISTORY

The intersection of Hwy 169 and Hwy 200 in Hill City used to be stop controlled only on Hwy 200. A high number of crashes prompted MnDOT to install a 4-way stop after an intersection control evaluation was completed in 2019 as a temporary solution, with a roundabout as the long-term solution. MnDOT applied for and received highway safety funding to install a roundabout at the intersection, and construction is planned to begin in June 2025. Temporary easements are needed for construction and traffic will be maintained by construction of bypass roadways on both trunk highways. A short duration detour to county roads is needed to complete construction on Hwy 200.

PROJECT RISKS

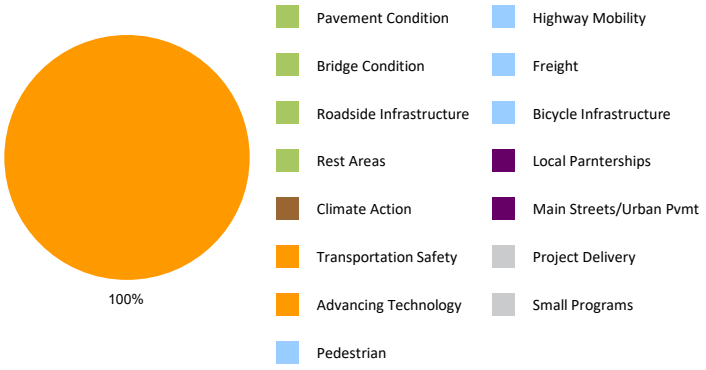
Construction phasing is complex, but necessary to avoid closing the intersection completely. Utility coordination includes relocating several utilities from the intersection before work can start on the bypass roadways in June 2025. The project will be let in February 2025. There is a regional trail in MnDOT's right of way by limited use permit, that parallels Hwy 169 south of Hill City and goes to Quadna Resort. The limited use permit is expired and needs to be updated.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	7/8/2024
Municipal Consent Approval Date:	Not Required
Geometric Layout Approval Date:	10/18/2023
Construction Limits Established Date:	9/29/2023
Original Letting Date:	1/1/2025
Current Letting Date:	2/26/2025
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	2	4.3
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	1.2
Construction Engineering:	0.3	0.6
Right of Way:	0	0.1
Total:	***2.7***	***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 was completed in March 2021. The current estimates was created in November 2024. Both estimates include constructing a Roundabout. The cost increase it due to additional size needs for the roundabout also hydraulic issues encountered during design. Contaminated soil was also found to be present during design. A large bypass was also included to decrease traffic impacts during construction.

PROJECT SUMMARY



US 2

State Project Number 3104-61

Resurface EB and WB Hwy 2 in Grand Rapids to just East of Gunn Rd in La Prairie and install flashing crosswalk sign at Hwy2/La Prairie Ave .

RECENT CHANGES & UPDATES

This project is planned for 2027. It will include resurfacing approximately 3.7 miles of Hwy 169, installation of subsurface drainage and repairing existing drainage culverts, placing riprap in 2 existing culverts, replacing all guardrail and mailbox supports, and replacing all sings and striping.

PROJECT HISTORY

The project scope was finalized during the summer of 2023 and pre-design work began. MnDOT is coordinating with the City of Winton and St. Louis County for tying in our resurfacing work with their current surface at intersections. MnDOT is also coordinating with USACE, MnDNR, and MPCA for construction permitting.

PROJECT RISKS

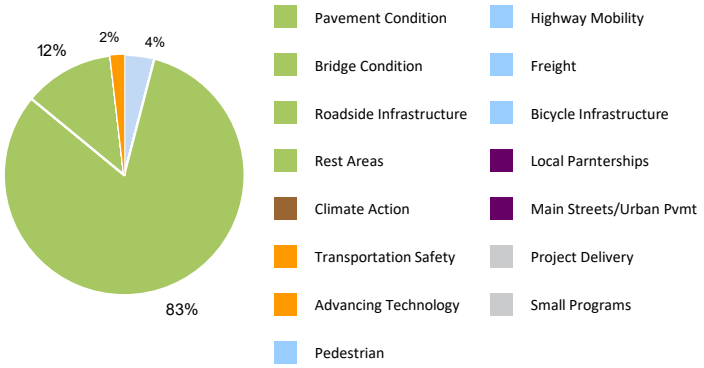
A segment of subsurface drain construction is required but the size and type of installation is unknown until further investigation is complete. This task is active. The hydraulic infrastructure could deteriorate faster than expected by construction as well.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/1/2024
Current Letting Date:	5/16/2025
Construction Season:	2025
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

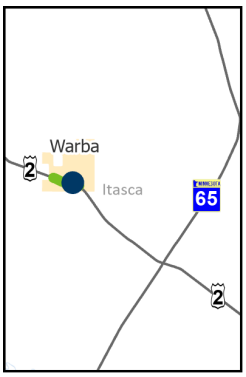
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.9	3.6
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.1	1.2
Construction Engineering:	0.2	0.3
Right of Way:	0	1
Total:	***2.4***	***6.5***

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

The baseline estimate was completed in June 2020. The current estimate was completed in April 2024. Both estimates include cost for bituminous replacement, hydraulic improvements. The cost increase is due to additional safety features being included into the project, including new alignment of an intersection.

PROJECT SUMMARY



US 2

Bridge 31028

State Project Number 3104-63

Resurface Hwy 2, sidewalks and bridge repair over Swan River from just west of CR 73 to just west of CR 74 in Warba

RECENT CHANGES & UPDATES

This project is planned for 2028. It will include resurfacing approximately 11.1 miles of Hwy 135 and adding a uniform 2 foot shoulder. Tree clearing for sight distances and winter shading for safety improvements to the corridor. Culverts will be repaired. Mailbox supports will be replaced. Rumble strips will be installed along with new pavement markings and signs.

The project scope will be finalized early 2025 and pre-design work will begin shortly after. MnDOT is coordinating with St. Louis County, the Mesabi Trail/ Regional Rail Authority for work near their roads and trails. MnDOT is also informing Bois Forte Reservation of the project occurring near their land.

PROJECT RISKS

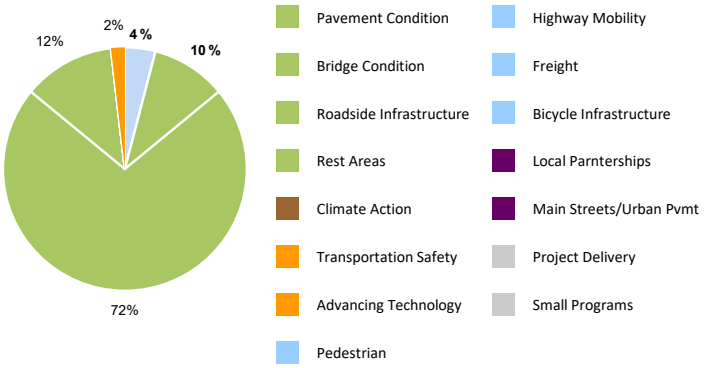
Project risks include the Mesabi Trail using MnDOT infrastructure to cross the West Two River adding design work for MnDOT to perform.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/1/2027
Current Letting Date:	2/26/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

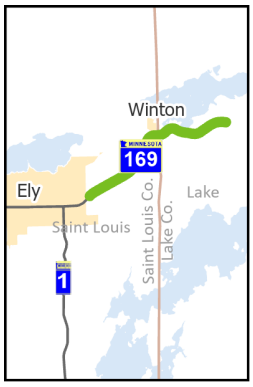
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.1
Total:	***5.9***	***5.9***

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 the current estimate. This estimate was completed in March 2024. The estimate includes costs for bituminous replacement and pedestrian improvements. Also included are costs for contaminated material that is expected to be encountered during construction.

PROJECT SUMMARY



MN 169

State Project Number 3809-09

Resurface Hwy 169 from Hidden Valley Rd to CR 18/Power Dam Rd in St. Louis County

RECENT CHANGES & UPDATES

This project is planned for 2027. It will include resurfacing approximately 3.7 miles of Hwy 169, installation of subsurface drainage and repairing existing drainage culverts, placing riprap in 2 existing culverts, replacing all guardrail and mailbox supports, and replacing all sings and striping.

PROJECT HISTORY

The project scope was finalized during the summer of 2023, and predesign work began in late 2023. MnDOT is coordinating with the City of Winton and St. Louis County for tying in our resurfacing work with their current surface at intersections. MnDOT is also coordinating with USACE, MnDNR, and MPCA for construction permitting.

PROJECT RISKS

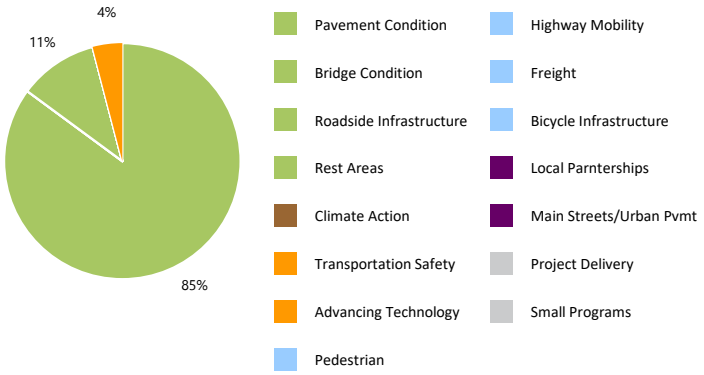
A segment of subsurface drain construction is required but the size and type of installation is unknown until further investigation is complete. This task is active. The hydraulic infrastructure could deteriorate faster than expected by construction as well.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Need Unknown
Construction Limits Established Date:	Need Unknown
Original Letting Date:	2/28/2020
Current Letting Date:	2/26/2027
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

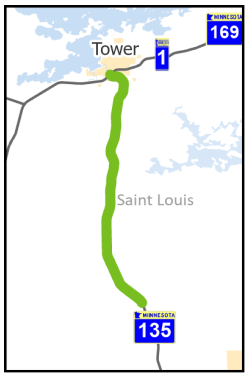
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.5
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***4.9***	***5.3***

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 March 2023. The current estimate was completed in November 2024. Both estimates include bituminous resurfacing, hydraulics and other road and safety improvements.

PROJECT SUMMARY



MN 135

State Project Number 6913-38

Resurface Hwy 135 from just north of the Embarrass River to Hwy 1

RECENT CHANGES & UPDATES

This project is planned for 2028. It will include resurfacing approximately 11.1 miles of Hwy 135 and adding a uniform 2 foot shoulder. Tree clearing for sight distances and winter shading for safety improvements to the corridor. Culverts will be repaired. Mailbox supports will be replaced. Rumble strips will be installed along with new pavement markings and signs.

PROJECT HISTORY

The project scope will be finalized early 2025 and predesign work will begin shortly after. MnDOT is coordinating with St. Louis County, the Mesabi Trail/Regional Rail Authority for work near their roads and trails. MnDOT is also informing Bois Forte Reservation of the project occurring near their land.

PROJECT RISKS

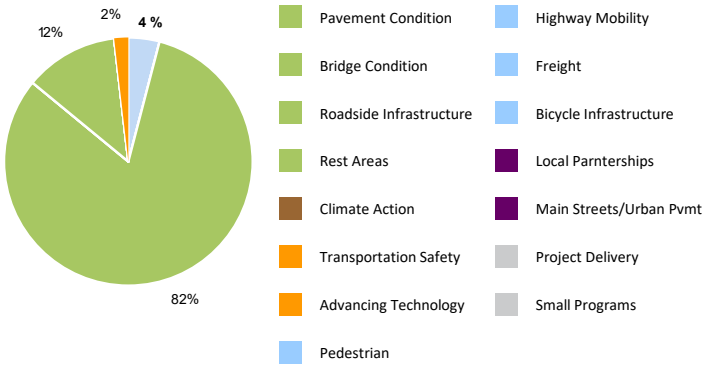
Project risks include the Mesabi Trail using MnDOT infrastructure to cross the West Two River adding design work for MnDOT to perform.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2028
Current Letting Date:	1/1/2028
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

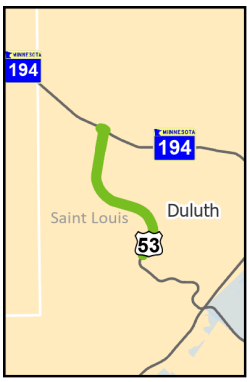
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.6***	***8.6***

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 the current estimate. The estimate was completed in March 2024. Bituminous resurfacing, hydraulic repair and safety improvements. The cost of the project is expected to change as the scope is completed.

PROJECT SUMMARY



US 53

State Project Number 6915-139

Resurface Hwy 53/Trinity Rd from just north of Piedmont Ave to Hwy 194/Central Entrance in Duluth

RECENT CHANGES & UPDATES

This project is in the scoping phase. Construction is planned for 2028.

PROJECT HISTORY

This resurfacing/rehabilitation project consists of bituminous mill and overlay on TH 53 from Piedmont Ave. to Central Entrance to address deteriorating pavement and provide improved ride and extend the useful life of the roadway. It is also anticipated that this project will include replacing signals and pedestrian/ADA improvements.

PROJECT RISKS

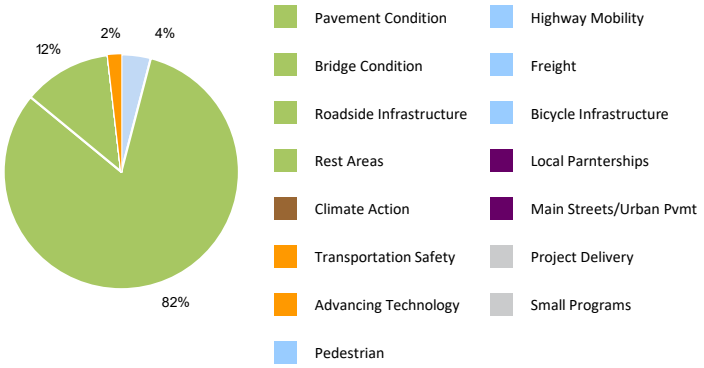
Effective management of traffic during construction will be a priority to minimize impacts to the public and commercial/freight traffic.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2028
Current Letting Date:	1/1/2028
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	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.

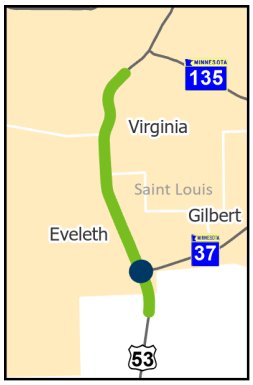
COST ESTIMATE ASSUMPTIONS

The baseline estimate is the current estimate. It was completed in November 2024. The estimates include bituminous resurfacing, hydraulics and other road improvements. Project costs are expected to change as additional information is gathered for the scope.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 53

Bridge 9493, 9494

State Project Number 6918-103, 6918-100

Hwy 53: Eveleth Rock Ridge Transportation Improvements

State Highway 53 in Eveleth from 0.1 mile S. State Hwy 37 to 1 miles S State hwy 135, Pavement replace & bridge replacements. And at Jct of Highway 53 and Progress way and County rd 142, (Park Ave) Intersection improvements

RECENT CHANGES & UPDATES

MnDOT is planning to do the majority of the construction in 2025. Prep work has begun in the fall of 2024 under SP 6918-100 with substantial completion for the entire project being in November 2025. A detour of Highway 53 will occur in 2025 utilizing local streets within Eveleth. The detour is anticipated to start in early June and be completed by Labor Day.

PROJECT HISTORY

Project was initiated by construction of new school campus on east side of Highway 53 in Eveleth. A study was conducted in 2021-2022 to develop intersection control alternatives at the three intersections near the school. The results of the study recommended a corridor with a roundabout, continuous T intersection, and offset intersection. The pavement condition is deteriorating and an unbonded concrete overlay will be constructed from the north intersection of Highway 37 to Vermilion Drive. The bridges at the north interchange of Highways 37/53 will be replaced with new bridges to improve safety and meet current design and construction standards. New bike/pedestrian facilities will be constructed at the intersections throughout the corridor. ATV/snowmobile connections will also be constructed. Numerous meetings have been held since 2021 with agency officials, business/stakeholder groups, and the general public. Municipal consent was required and received from the city. This project is in conjunction with a St. Louis County project that will connect Highway 53 to Highway 37. This project is planned for construction in 2025 and 2026.

PROJECT RISKS

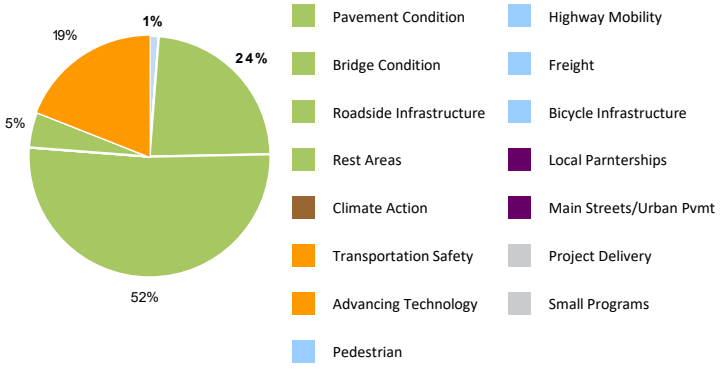
Contaminated soil and groundwater was found at Bourgin Road and Progress Parkway. Mitigation is included in the plans, but other contamination could be found during construction. Exposed bedrock is found at multiple locations along the corridor. Unknown areas of shallow bedrock could result in extra rock removal and time delays. Highway 53 is going to be detoured onto local roads for a three month duration during the summer of 2025 which will cause significant impacts to traffic.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	6/26/2024
Municipal Consent Approval Date:	6/4/2024
Geometric Layout Approval Date:	12/5/2023
Construction Limits Established Date:	5/22/2023
Original Letting Date:	1/1/2025
Current Letting Date:	1/29/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	26.5
Post Letting Construction Costs:	0.6	2.4
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	4.1
Construction Engineering:	1	2.6
Right of Way:	0	0.3
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 was created in March 2021. The current estimate was created in October 2024. The baseline estimate was completed before the project scope was completed. There were two new bridge replacements added to the project, as well as concrete pavement replacement and intersection safety improvements.

PROJECT SUMMARY



I-535

Bridge 9030

State Project Number 6981-26PLT, 6981-28, 8801-BLATNIK-CA, 6981-26

I-535 Blatnik Bridge: Duluth, MN & Superior, WI

Replace the Blatnik Bridge on I-535 between Duluth and Superior over St Louis River.

RECENT CHANGES & UPDATES

The environmental document was approved by FHWA, a record breaking $1.058 M INFRA grant was secured, and MnDOT and WisDOT both secured approximately $400 M each in matching funds. The joint project team recently submitted another federal grant application for the Bridge Infrastructure Program (BIP) - Large Bridge category for $215 M. Engineering is approaching 30%. This project will be delivered by the Design-Build (DB) procurement method, and draft contract documents are being prepared to procure the future contractor.

PROJECT HISTORY

This joint MnDOT/WisDOT project began the environmental and preliminary engineering process in August 2020. The original bridge was opened to traffic in 1961 and is at the end of its service life. Without replacement, the bridge was predicted to close in approximately 2030. Construction, maintenance and opperational costs are shared between MnDOT and WisDOT. MnDOT is the lead agency for this replacement project. Environmental process and preliminary engineering are on an accelerated schedule to minimize the impacts of inflation. The Blatnik Bridge is currently load restricted and is unable to carry legal overweight loads.

PROJECT RISKS

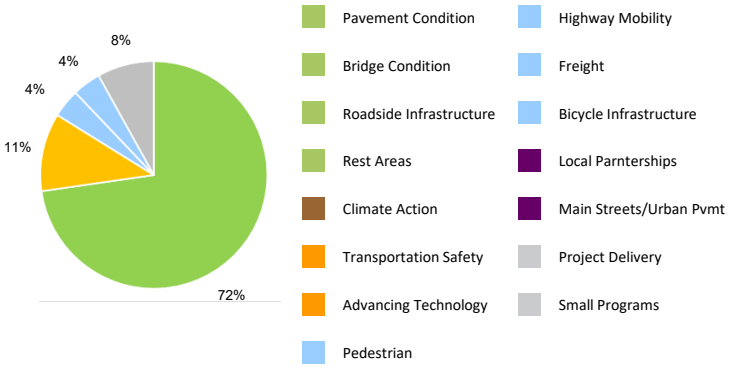
Lack of a clear path and timeline for resource discoveries, increased inflationary cost due to delayed project letting, contaminated soils with cultural resource discoveries, overly accelerated bridge construction requirements that result in higher than anticipated construction cost, delayed right of way acquisition due to contaminated materials, market conditions for labor and materials, and project redesign to cultural discoveries during construction.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	9/6/2024
Municipal Consent Approval Date:	December 2024
Geometric Layout Approval Date:	5/13/2024
Construction Limits Established Date:	11/26/2024
Original Letting Date:	1/1/2028
Current Letting Date:	6/1/2026
Construction Season:	2026-2032
Estimated Substantial Completion:	2031

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

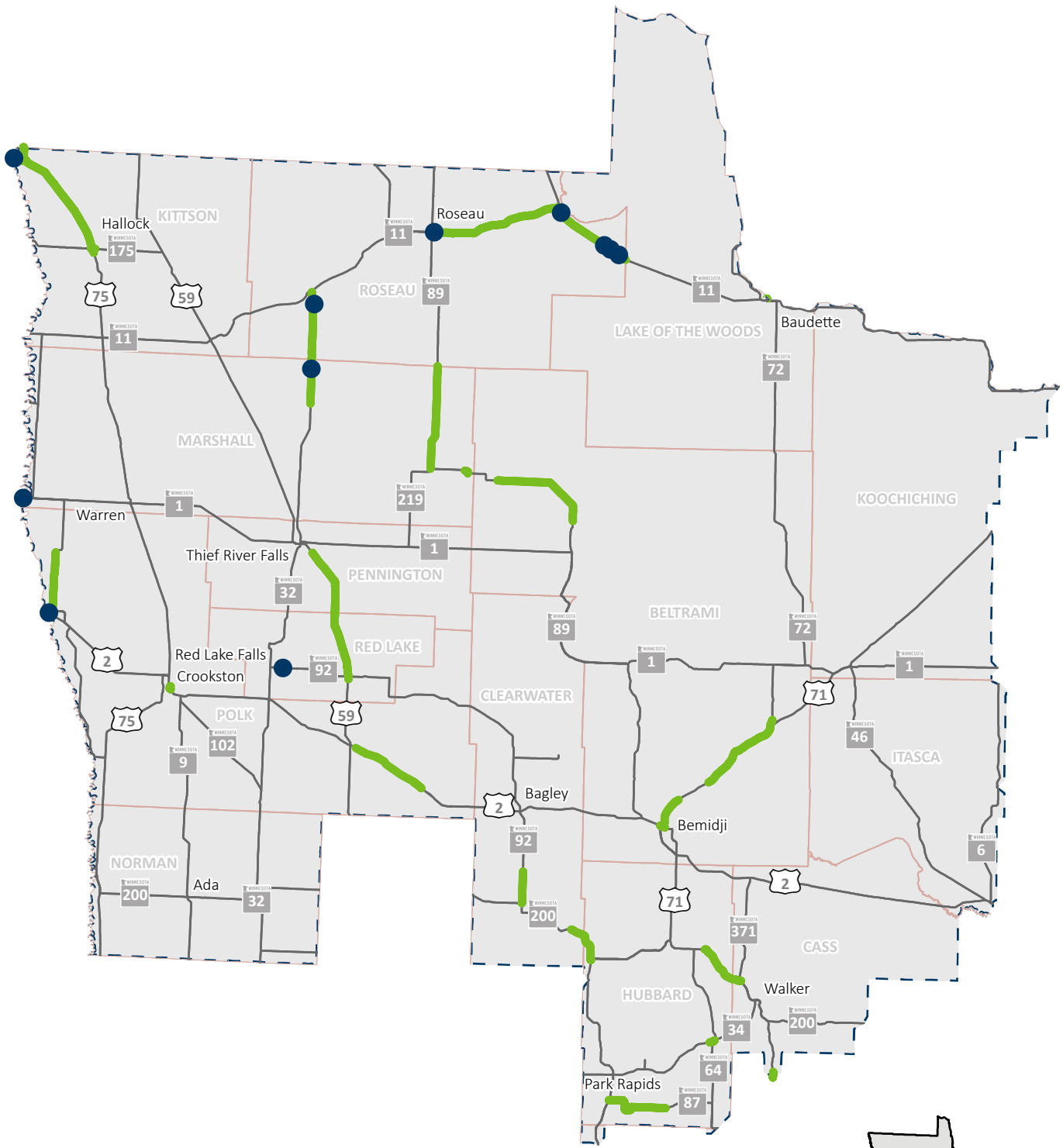
	Baseline Estimate	*Current Estimate*
Construction Letting:	215.6	1,322
Post Letting Construction Costs:	8.6	261.2
Other Construction Elements:	0	8.9
Preliminary Engineering:	25.9	63.4
Construction Engineering:	17.2	89.1
Right of Way:	0	70.6
Total:	***267.3***	***1,815.2***

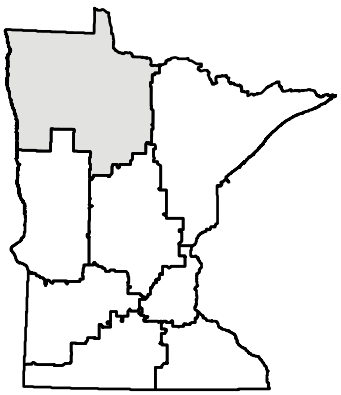
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Total Project Cost $1,815,207,842 estimated in year-of-expenditure dollars, includes 25% total-project contingency and previous incurred costs. TPC update based on the Oct 2023 Cost Schedule Risk Assessment workshop led by FHWA for Major Projects Federal-aid compliance. Uses traditional contingency based on estimated construction cost plus risk-based contingency exclusive of right-of-way, utilities, and engineering costs. Most project costs anticipated during construction. Next estimate available at the 7/18/2024 MPLT meeting will be based on the 11/7/2023 'Recommended Alternative, Bridge Concept Studies Report'. Final Preliminary Design cost estimate available 2025 Q1, based on Contractor Style HCSS Cost Estimate and Resource Loaded P6 Schedule. The Engineer's Estimator and Independent Cost Estimate to be done independently with estimate coordination and constructability meetings, as well as a risk workshop, during the estimating process, ending with a price reconciliation meeting.

D2- BEMIDJI





Major Highway Projects

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

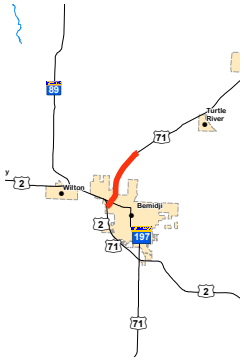
DEPARTMENT OF TRANSPORTATION

Date Prepared: 12/11/2024

District 2 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 71	0410-50	On US 71, from MN 197 to E Movil Lake Rd. in Beltrami County, resurface and improvements at eight intersections, including construction of a roundabout at Anne St. in Bemidji.	✓	2nd	B1	117
US 71	0410-51	Resurface US 71 between Beltrami CR 23/CR 21 and Tenstrike			B2	118
MN 89	0415-17, 4508-34	Resurface MN 89 between Beltrami CR 705 and 6 miles west of MN 1	✓	1st	B3	119
MN 197	0416-55	Resurface MN 197 between Hanna Ave. and Gillett Dr. in Bemidji, Beltrami County			B4	120
MN 371	1118-22	Reconstruct one mile of MN 371 in Hackensack, Cass County			B5	121
MN 200	1505-25	On MN 200 from US 71 to CSAH 2/north entrance to Itasca State Park in Clearwater County			B6	122
MN 92	1506-41	Resurface and widen shoulders on MN 92 between Clearwater CSAH 35 and MN 200 in Zerkel	✓	2nd	B7	123
MN 34	2902-44	Reconstruct MN 34 in Akeley, Hubbard County	✓	1st	B8	124
MN 200	2908-31	Resurface MN 200 from CR 39 to MN 371 in Hubbard and Cass Counties			B9	125
MN 87	2909-17	Reconstruct MN 87 between CR 6 and CR 13 in Hubbard County	✓	1st	B10	126
MN 87	2909-20	Reconstruct MN 87 between US 71 and CR 6/Lake St. in Hubbard			B11	127
MN 171	3507-17	Refurbish the MN 171 bridge (35007) over Red River of the North in St. Vincent, Kittson County			B12	128
US 75	3509-26	Resurfacing and pedestrian improvements on US 75 and MN 175 in Hallock, Kittson County	✓	2nd	B13	129
US 75	3509-28	Resurface US 75 between Hallock and the Canadian border; resurface MN 171 and replace three bridges between US 75 and the North Dakota border	✓	1st	B14	130
MN 72	3905-10	Resurface MN 72 between Baudette and the Canadian border	✓	1st	B15	131
MN 32	4504-19	Resurface MN 32 between Middle River and Greenbush; replace four box culverts (6086, 6087, 6088, 6089) near Strathcona	✓	1st	B16	132
MN 89	4508-35	Resurface MN 89 between MN 219 and Roseau County line			B17	133
MN 1	4509-05	Refurbish MN 1 bridge (9100) over the Red River in Oslo			B18	134
US 59	5705-61, 5705-63	Resurface US 59 between Pennington CR 53 and Thief River Falls, and construct a roundabout at the intersection of US 59 and CR 3	✓	1st	B19	135
US 2	6002-76	Improve pedestrian safety along US 2 in Crookston County			B20	136
US 2	6005-74	Resurfacing and sidewalk improvements along US 2 in Fosston			B21	137
MN 220	6017-45	Reconstruct MN 220 between East Grand Forks and Polk CR 22	✓	1st	B22	138
US 2	6019-30	Replace the US 2 bridge (60001) over River Rd. NW in East Grand Forks, Polk County			B23	139
MN 11	6803-40	Resurface MN 11 between CR 5 and MN 313; improve pedestrian accessibility and add roundabouts at the intersection of MN 11/ State Ave. and MN 313/Cedar Ave. in Warroad, Roseau County			B24	140
MN 11	6803-43	Reconstruct MN 11 between Roseau and Warroad			B25	141
MN 11	6803-46	Resurface one mile of MN 11 in Roseau and replace bridge (5814) over the Warroad River			B26	142
MN 11	6804-29	Replace MN 11 bridge (9059) in Warroad, Roseau County			B27	143
US 71	0410-53	Resurface US 71 from Tenstrike to Blackduck and one mile of MN 72 north of Blackduck in Beltrami County			B28	144
MN 92	6304-15	Replace MN 92 culvert (6829) over Badger Creek			B29	145
MN 11	6804-28	Resurface MN 11 between Roosevelt and replace three box culverts (8825, 8826, 8827)			B30	146
MN 89	6806-33	Reconstruct MN 89 between 7th St. and MN 11 in Roseau County			B31	147

PROJECT SUMMARY



US 71

State Project Number 0410-50

Hwy 71: Bemidji

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from April 2022-October 2022.

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

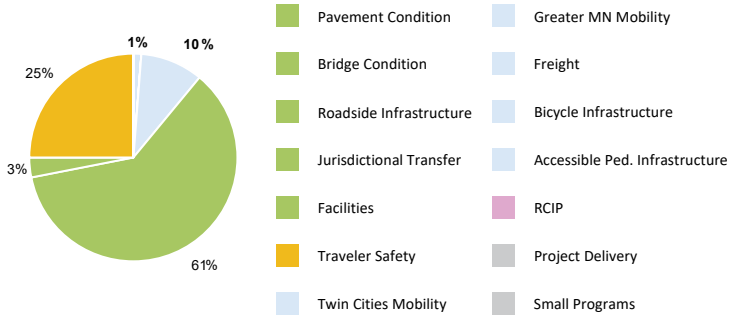
This project is complete. No risks at this time.

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)

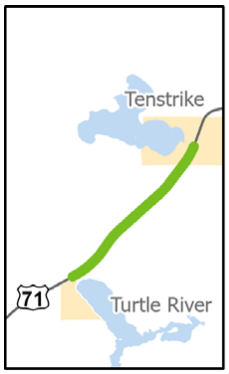
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	16.6
Post Letting Construction Costs:	0.2	0.7
Other Construction Elements:	0	0.2
Preliminary Engineering:	0.5	2.2
Construction Engineering:	0.4	0.7
Right of Way:	0	0.8
Total:	***5.7***	***21.2***

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.

PROJECT SUMMARY



US 71

State Project Number 0410-51

Resurface Hwy 71 between Beltrami CR 23/CR 21 and Tenstrike

RECENT CHANGES & UPDATES

There are no recent changes to the reporting as this project was carried into fiscal year 2026 of the 2025-2028 STIP last year.

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

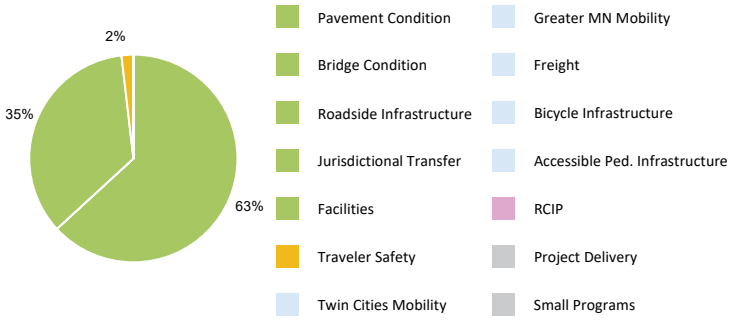
The previously reported subgrade remains a risk, which is intended to be minimized with use of geogrid.

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:	12/3/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

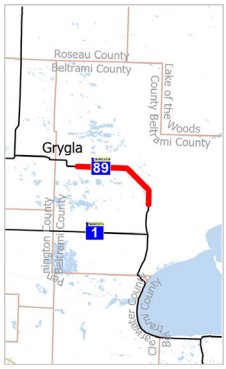
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.7	9.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12.2***	***12.2***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2021 historical cost data and uses an inflation factor tied to the midpoint of the 2026 construction season. The baseline estimate remains as the current estimate.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete.

PROJECT HISTORY

The pavement surface ride quality index on Hwy 89 was projected to drop to poor condition by 2022. According to inspection, centerline and entrance culverts are in poor condition, rusting and severely deformed. Plans were turned into Central Office. The pavement surface ride quality, centerline, and entrance culverts were addressed.

PROJECT RISKS

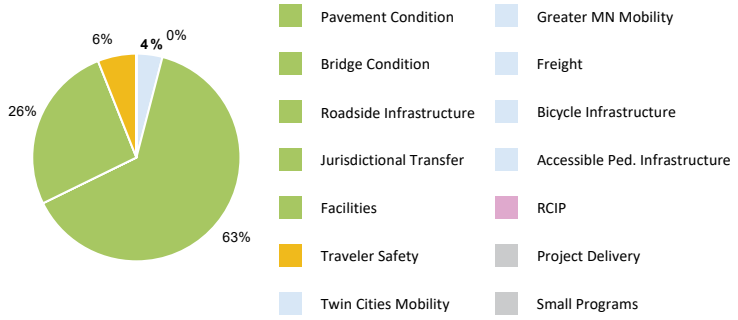
This project is complete and there are no risks at this time.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	11/21/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/1/2022
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)

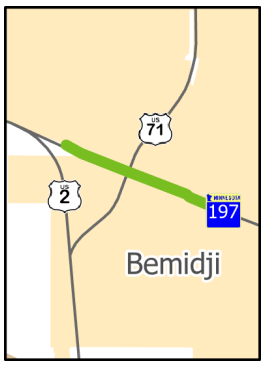
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5.8
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.3	1.1
Right of Way:	0.1	0.2
Total:	***6.2***	***8.3***

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 the baseline TPCE. The inflation factor assumed mid-point of 2024 construction season. The tied project in Grygla increased in construction estimate due to increased ADA needs. The current estimate reflects the let amount and post-letting construction costs.

PROJECT SUMMARY



MN 197

State Project Number 0416-55

Resurface Hwy 197 between Hannah Ave and Gillett Drive in Bemidji

RECENT CHANGES & UPDATES

There are no recent changes to this reporting as this project was carried into the fiscal year 2026 of the 2025-2028 STIP last year.

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.

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 RISKS

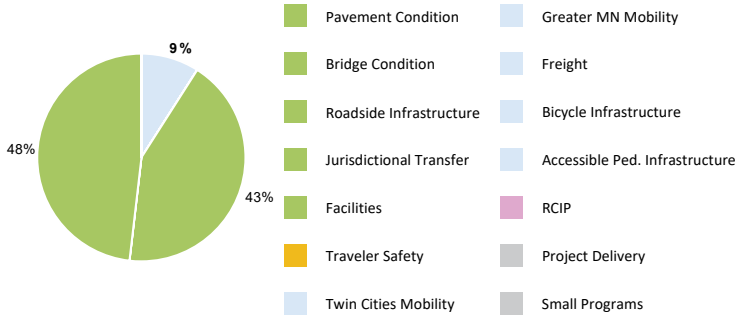
Project risks include: Contamination of subsurface soils have been identified at the airport property, right of way acquisitions, adjacent wetlands, maintaining public support intersection control improvements, and maintaining acceptable business access during construction.

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:	2/23/2024
Construction Limits Established Date:	8/31/2023
Original Letting Date:	10/24/2025
Current Letting Date:	10/22/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.8	18
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2
Construction Engineering:	1.4	1.5
Right of Way:	1.3	1.3
Total:	***22.3***	***23.8***

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

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



MN 371

State Project Number 1118-22

Hwy 371 Corridor Study: Hackensack

Reconstruct 1 mile of Hwy 371 in Hackensack

RECENT CHANGES & UPDATES

This project was let in August 2024 and is scheduled for construction in summer 2025.

Last year, changes to project included slightly extending limits to accommodate drainage, adding concrete boulevard, changing the roundabout from bituminous pavement to concrete pavement. Inflation has also affected 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

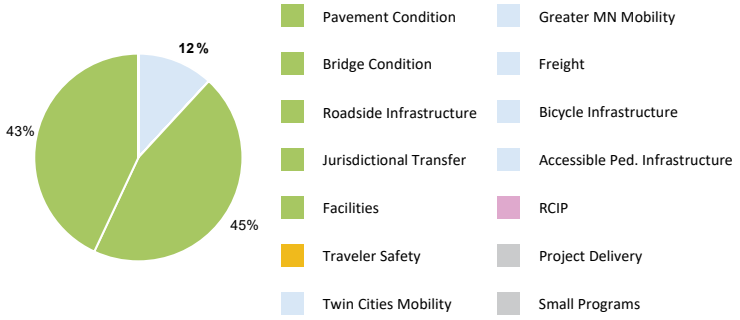
Permanent right of way will need to be acquired at the proposed roundabout location and temporary easements are needed along the corridor to construct the new section and accommodate traffic during construction.

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)

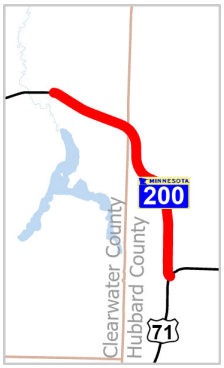
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	8
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.4
Construction Engineering:	0.4	1.5
Right of Way:	0	0.8
Total:	***7***	***12.1***

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 for the baseline estimate. The current estimate reflects the actual bid letting amount.

PROJECT SUMMARY



MN 200

State Project Number 1505-25

Hwy 200: Itasca State Park

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

RECENT CHANGES & UPDATES

Project is on track to be let in November 2024 and construction will take place in summer 2025.

Project development has continued and coordination with the Minnesota DNR is taking place. The pavement resurfacing termini have 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

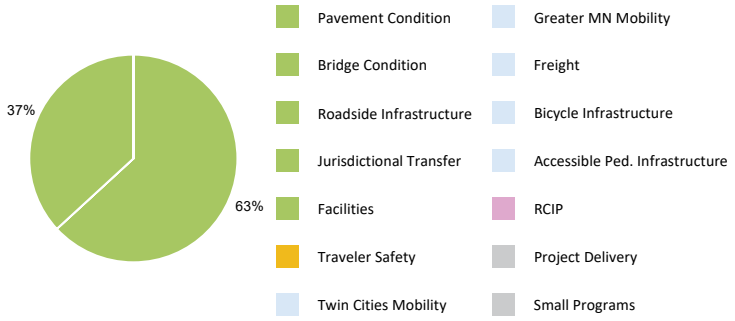
Coordinating traffic control with the State Park, associated destinations and residences.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	8/5/2024
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)

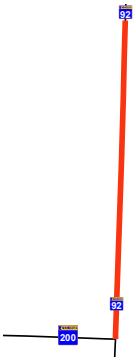
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	3.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.7
Construction Engineering:	0.2	0.3
Right of Way:	0	0.1
Total:	***4.7***	***4.9***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate was completed in 2019 using average bid prices from 2018. The Current Estimate was developed in 2021 using average bid prices from 2020 with an inflation factor assuming mid point of 2025 construction. A consultant has been hired to assist with engineering on this project which resulted in a higher estimated cost to complete the preliminary engineering.

PROJECT SUMMARY



MN 92

State Project Number 1506-41

Hwy 92: Zerkel

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project has been completed. Construction spanned from May 2022-September 2022.

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

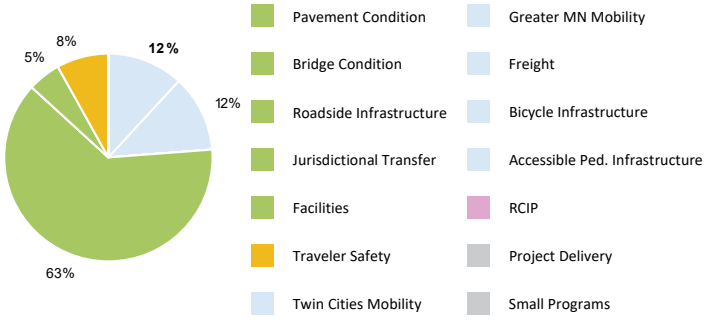
This project contains a fair amount of contaminated soil, blowing and drifting snow, and homes are extremely close to proposed right-of-way line. This project is complete, so risks retired.

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)

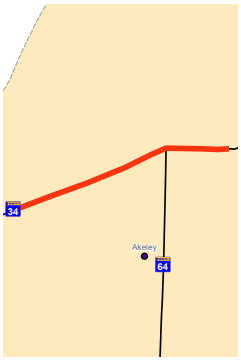
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	7.3
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.6
Right of Way:	0	0.2
Total:	***8.2***	***9.1***

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. The current estimate reflects the let amount and post-letting construction costs.

PROJECT SUMMARY



MN 34

State Project Number 2902-44

Hwy 34: Akeley

Reconstruct Hwy 34 in Akeley

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Hwy 34 construction in Akeley resumed in May 2024. The project began July 10, 2023, and crews worked through early November, completing the first two stages of the project. Crews returned in spring of 2024 to complete Stage 3.

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.

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 RISKS

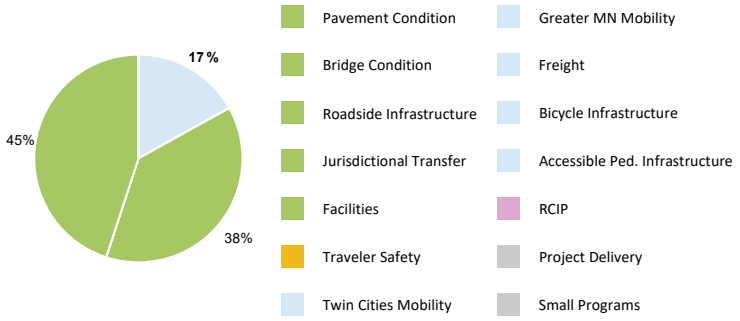
Project complete; no risks at this time.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	5/4/2022
Municipal Consent Approval Date:	9/9/2021
Geometric Layout Approval Date:	4/21/2021
Construction Limits Established Date:	7/21/2021
Original Letting Date:	2/25/2022
Current Letting Date:	3/24/2023
Construction Season:	2023
Estimated Substantial Completion:	November 2024

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	0.4
Right of Way:	0	0.3
Total:	***5.6***	***5.2***

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

COST ESTIMATE ASSUMPTIONS

2016 average bid pricing was used for the base estimate. The inflation factors have been updated on an annual basis. The project is inflated to mid-point of 2023 construction season. Current Estimate reflects let amount and post-letting costs.

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

In the development of the 2025-2028 STIP, this project was delayed from construction year 2026 to 2027 and Highway Safety Improvement Program (HSIP) funding was added to improve traveler safety through shoulder widening and paving.

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. This is a new project recently 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. Construction was from 2026 to 2027.

PROJECT RISKS

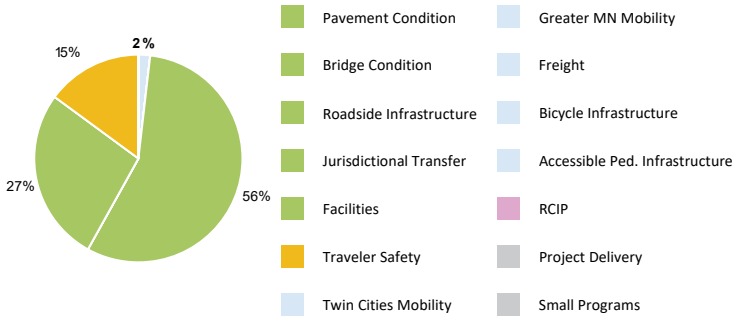
Municipal consent will be required. This road is adjacent to Paul Bunyan Trail which is a 4F property and will require additional coordination. There is peat on this corridor which may need to be addressed during construction. Southeast end of the job will need to be coordinated with tribal lands.

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:	7/22/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

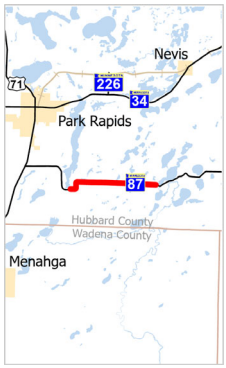
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.9	12.7
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.6
Construction Engineering:	0.9	1.1
Right of Way:	0.1	0.1
Total:	***13.8***	***16.2***

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

COST ESTIMATE ASSUMPTIONS

2022 average bid prices were used in the development of the Total Project Cost Estimate and assumes a mid point of 2027 construction.

PROJECT SUMMARY



MN 87

State Project Number 2909-17

Hwy 87: Hubbard

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed during the 2024 season. This project is connected to SP 2909-20. The total project consists of three sections: the Center section, which began in May 2024, and the Western and Eastern sections, which are both scheduled for summer 2025 (SP 2909-20). The 2024 Center section (SP 2909-17) wrapped up in the fall, and is complete.

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 development continued and right of way impacts and solutions were investigated.

PROJECT RISKS

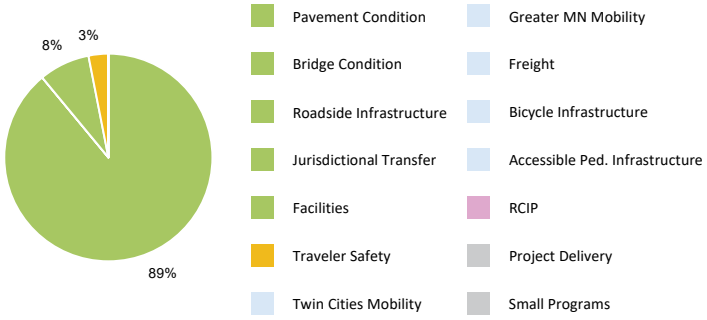
This project is complete; no risks at this time.

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	6.2
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0.7
Preliminary Engineering:	1.1	10.8
Construction Engineering:	0.8	0.5
Right of Way:	0	2.4
Total:	***12.3***	***10.8***

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

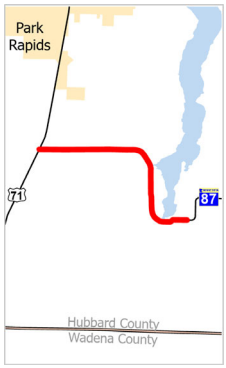
COST ESTIMATE ASSUMPTIONS

2019 average bid prices were used in the development of the baseline estimate. Right of way needs and construction engineering needs have been updated since the Baseline Estimate, increasing cost estimate. The current estimate reflects the let amount and post-letting costs.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 87

State Project Number 2909-20

Hwy 87: Hubbard

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

RECENT CHANGES & UPDATES

This project was let in September 2024 with construction planned for the 2025 season. This project is connected to SP 2909-17. The total project consists of three sections: the Center section, which spanned from May 2024-November 2024 (SP 2909-17), and the Western (SP 2909-20) and Eastern sections, which are both scheduled for summer 2025.

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 development continued and right of way impacts and solutions were investigated.

PROJECT RISKS

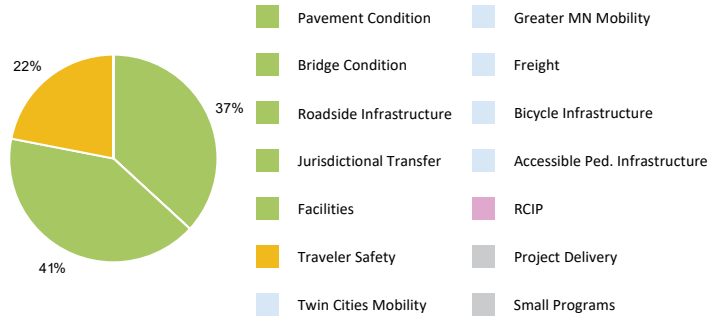
The replacement of the Long Lake box culvert requires contingency related to engineered sheeting and staging. Right of way costs are anticipated due to the relocation of the existing DNR dam and relocation of power lines along the western portion of the project.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	10/07/2023
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)

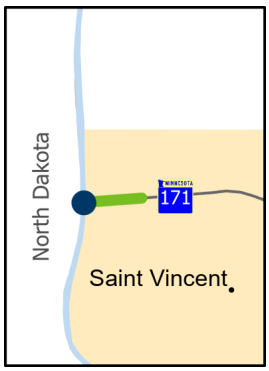
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.1	9.4
Post Letting Construction Costs:	1.1	0.5
Other Construction Elements:	0	0.7
Preliminary Engineering:	1	1.3
Construction Engineering:	0.6	1.7
Right of Way:	0.8	0.8
Total:	***11.6***	***14.4***

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. The current estimate reflects the actual let amount of the project.

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. There are no recent changes or updates, as this project was carried into the 2025-2028 STIP.

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

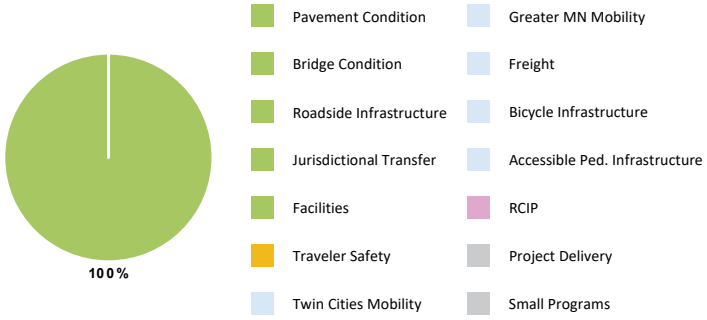
The bridge rehabilitation is a dual project between NDDOT & MnDOT. This can lead to funding or historical issues that delay projects.

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)

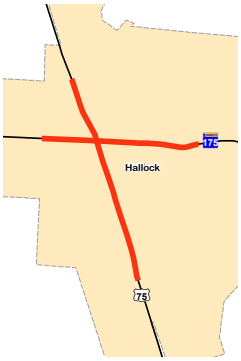
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.7	2.9
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.4
Construction Engineering:	0.4	0.2
Right of Way:	0	0
Total:	***3.5***	***6.5***

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

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

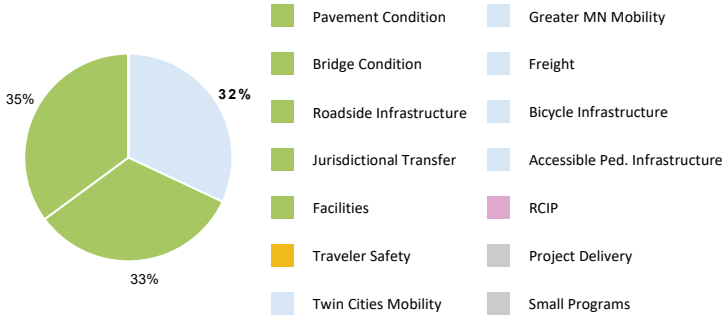
Hallock has limited support for a narrower highway width. Project is complete; no risks remain.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May-July 2023.

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

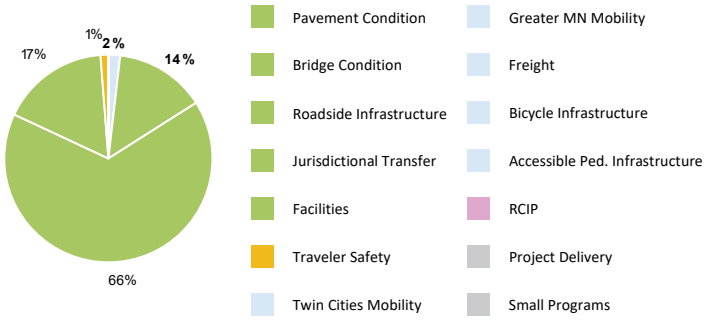
Project is complete. No risks at this time.

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)

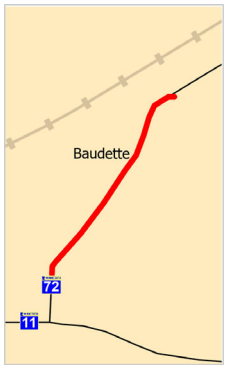
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.6
Construction Engineering:	0.6	0
Right of Way:	0	0.1
Total:	***11.5***	***10.5***

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

State Project Number 3905-10

Hwy 72: Baudette

Resurface Hwy 72 between Baudette and the Canadian border

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May-October 2024.

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.

This project was originally scheduled for 2023, but was pushed to 2024.

PROJECT RISKS

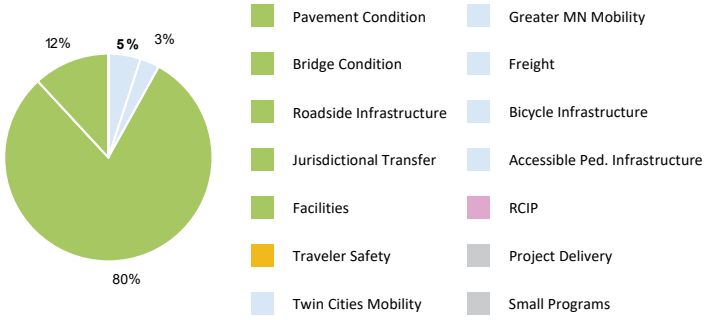
The City of Baudette has utilities under State Highway 72 that will be updated during this project, which requires a cooperative construction agreement with the City. Traffic during construction needs to be maintained to the US Port of Entry with no more than fifteen minute traffic stops. Project is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

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	6.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0.3
Total:	***5.3***	***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

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. The current estimate reflects the actual let amount and post-letting construction costs to complete the project.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction on Hwy 32 took place during the 2023 season, using fiscal year 2024 funding as an Early Let Late Encumber (ELLE) project. The final lift of bituminous pavement was done June-July 2024.

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

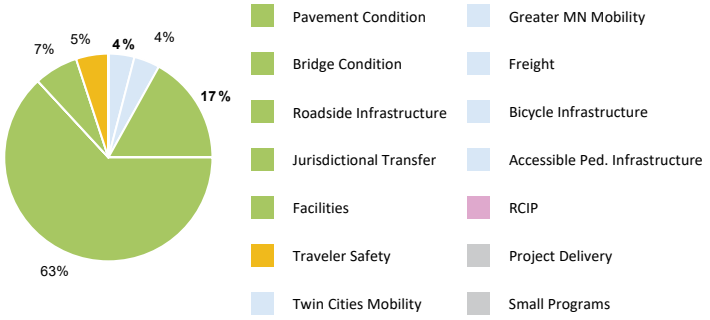
Project is complete. No risks at this time

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)

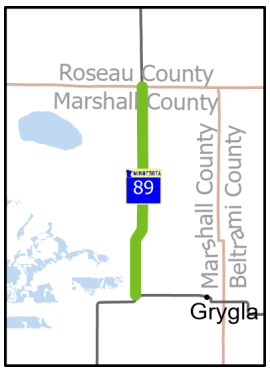
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12
Post Letting Construction Costs:	0.8	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	0.7
Construction Engineering:	0.8	0.4
Right of Way:	0	0.1
Total:	***15.8***	***15.1***

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

COST ESTIMATE ASSUMPTIONS

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.

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 carried into the 2025-2028 STIP as an Early Let Late Encumber (ELLE) project. It was let in August 2024 and construction will take place during the 2025 season.

PROJECT HISTORY

This project was added to 2025 of the 2023-2026 STIP. This section of MN 89 is located in a rural area that is mostly flat farmland with very few curves. The Average Annual Daily Traffic count is 435, as counted in 2018. This section received a mill and overlay in 2005 and was last chip sealed in 2015.

PROJECT RISKS

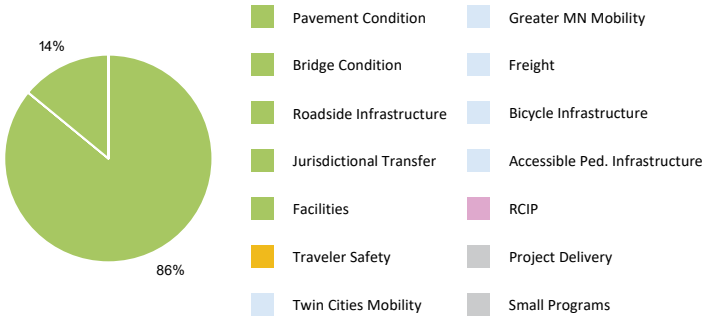
There is a risk to the culverts and the ditches. The original grading plan ditch profile vs the current elevation ditch profile is showing in some spots that the ditch has been filled in over the years. Possible ditch excavation needed. Also culvert inverts have changed and there could be work needed 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:	5/17/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	7/23/2023
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	7.2
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***7.4***	***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

This project was let in August 2024 and the current estimate reflects the actual let amount.

PROJECT SUMMARY



MN 1

Bridge 9100

State Project Number 4509-05

Refurbish Hwy 1 bridge over the Red River in Oslo

RECENT CHANGES & UPDATES

This project has been delayed to 2030 to allow additional preliminary engineering. MnDOT is working in partnership with the North Dakota Department of Transportation (NDDOT) and the United States Army Corps of Engineers to gain a better understanding of what can be done to improve transportation in the Northern Red River Valley during flooding events. The results of this study are expected to inform the scope of this bridge need.

PROJECT HISTORY

This project was relatively recently added and removed from the STIP, but has been delayed as planning and preliminary engineering needed to occur. At the time of STIP entry, the intent was 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 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

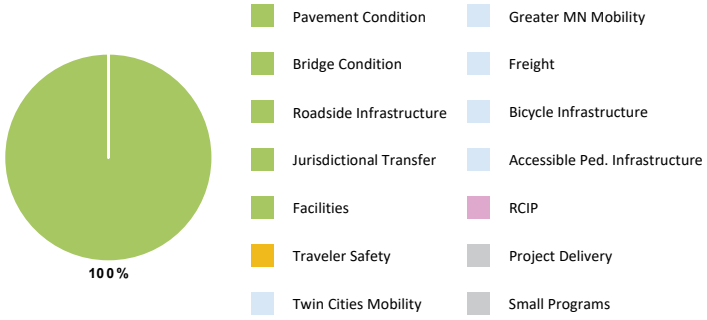
This project requires coordination with the North Dakota Department of Transportation, several agencies are invovled in the decision making and approval process, and the Steel High Truss bridge is designated historic in North Dakota.

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:	TBD
Construction Season:	2030
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

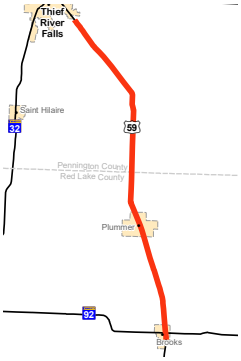
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	18
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	2.2
Construction Engineering:	1.2	1.4
Right of Way:	0	0
Total:	***18.6***	***22.3***

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

COST ESTIMATE ASSUMPTIONS

The 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



US 59

State Project Number 5705-61, 5705-63

Hwy 59: South of Thief River Falls

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is now complete. SP 5705-63 was constructed in 2022, and SP 5705-61 was constructed in the summer of 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 (SP 5705-63 and SP 5705-61) in the anticipation of stimulus funding. They will be developed together and will be constructed together if no additional funding arises.

PROJECT RISKS

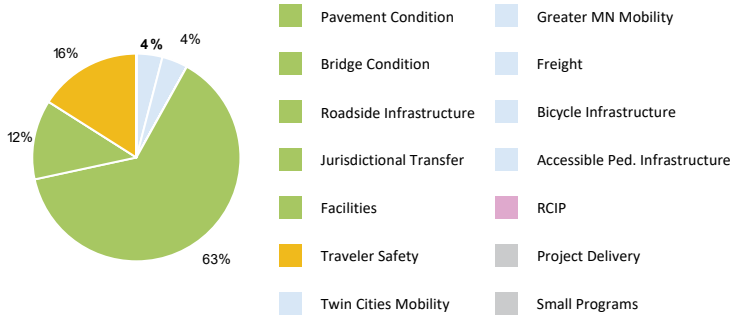
Project is complete; no risks at this time.

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 6002-76

Hwy 2 Corridor Study: Crookston

Improve pedestrian safety in Crookston

RECENT CHANGES & UPDATES

This project was carried into 2027 of the 2025-2028 STIP. The City of Crookston was awarded Transportation Alternative Program funding to further assist the improvement costs on the one-way-pairs.

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

PROJECT RISKS

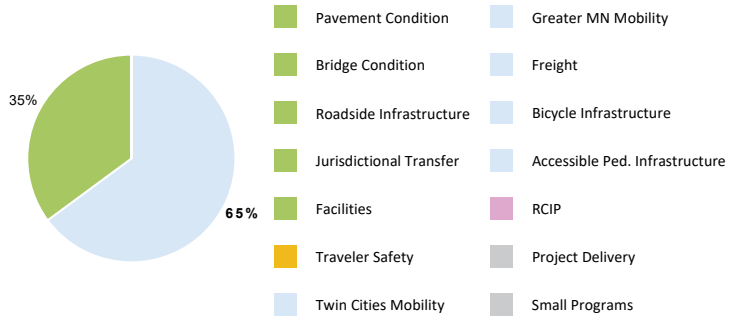
The need to address ADA compliance related to a small pedestrian access route and steep sidewalk cross slopes may result corridor concepts that recommend a revised cross-section for the corridor. This could result in the City and State addressing utilities and infrastructure beyond the sidewalk facilities. The City and the State intend to construct during the same construction season.

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:	12/2/2026
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	10.3
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	1.2	0.9
Right of Way:	0	0.3
Total:	***8.8***	***12.9***

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

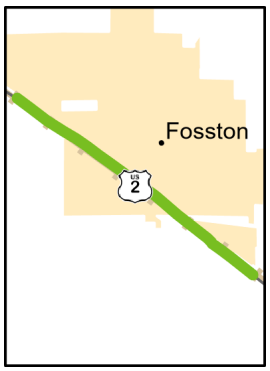
COST ESTIMATE ASSUMPTIONS

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

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 2025-2028 STIP last 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

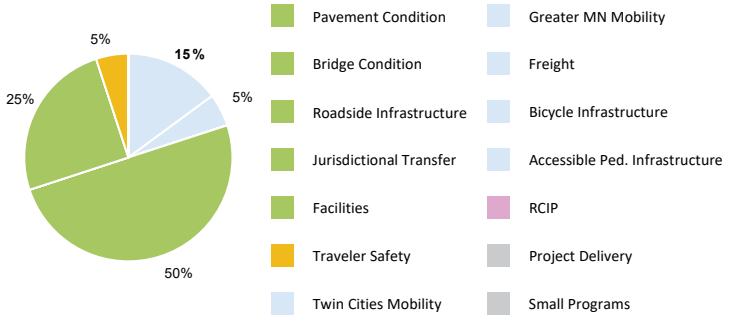
The permanent lane configuration changes planned with this project is currently in-place and receiving positive feedback.

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:	9/11/2024
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2027
Current Letting Date:	1/27/2027
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	7.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.6
Construction Engineering:	0.6	0.7
Right of Way:	0.3	0.3
Total:	***9.2***	***10.8***

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

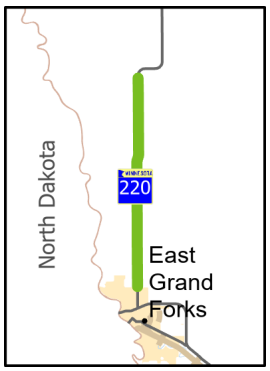
COST ESTIMATE ASSUMPTIONS

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

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 220

State Project Number 6017-45

Hwy 220: East Grand Forks

Reconstruct Hwy 220 between East Grand Forks and Polk CR 22

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began May 13, 2024 and concluded at the end of August. The detour was removed the weekend of August 31, 2024.

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. This project was added to fiscal year 2023 of the 2023-2026 STIP. 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

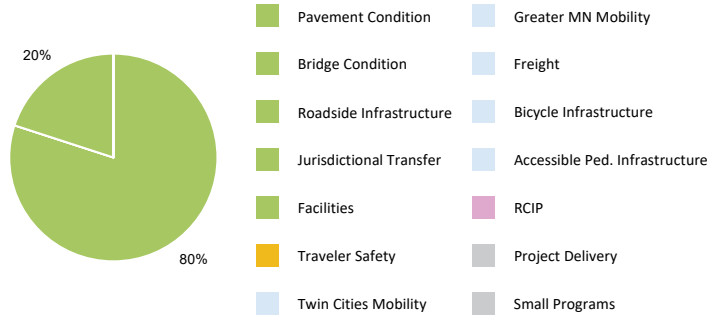
Risks identified with this project included the contractor's ability to obtain construction materials for this concrete project and maintaining access to homes while the project is under construction. This project is now complete, so no risks remain.

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)

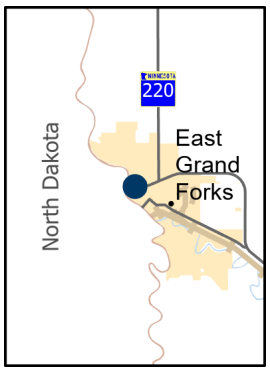
	Baseline Estimate	*Current Estimate*
Construction Letting:	18.2	15.7
Post Letting Construction Costs:	1.1	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.9
Construction Engineering:	1.5	1.3
Right of Way:	0	0
Total:	***21.9***	***19.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed using 2022 average bid prices and inflated to mid-point 2024 construction. The current estimate reflects the actual bid amount and post-letting construction costs.

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 project has been delayed to 2030 to allow for additional preliminary engineering. The bridge is nearing the end of its useful life and will continue to be monitored up to the time of replacement.

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. This project was identified for construction in fiscal year 2027 in the 2024-2027 STIP last year.

PROJECT RISKS

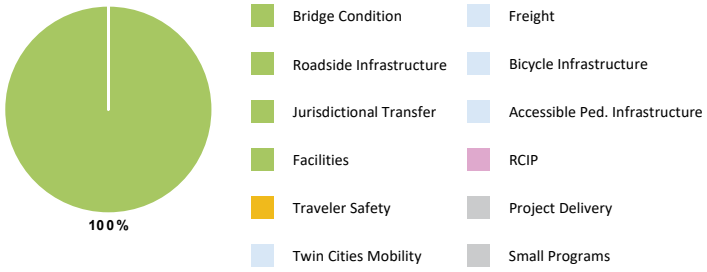
The project is in the Red River flood plain. The project is adjacent to DNR land. The east side of the bridge is built on the Army Corps of Engineers levee.

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:	TBD
Construction Season:	2030
Estimated Substantial Completion:	TBD

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, inflated to the mid-point 2030 construction season.

PROJECT SUMMARY



MN 11

State Project Number 6803-40

Highways 11 & 313: Warroad

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

RECENT CHANGES & UPDATES

Construction began in May 2024 and is temporarily suspended for the winter. The 2024 work included resurfacing Hwy 11, south of the bridge and Cedar Ave., as well as beginning a roundabout at the intersection of Hwy 11 and Hwy 313.

The plan for next year (2025) is to finish the roundabout, continue resurfacing Hwy 11, and begin the first half of the bridge construction; the remaining half of the bridge will be constructed in 2026. The bridge will remain open during the winter months.

PROJECT HISTORY

This project first entered into the STIP in 2011 as a signal replacement. More investigation was done into this location and additional needs were discovered. 2-year construction was originally set to begin in 2023, however, the project was delayed to 2024 due to a right of way issue involving Red Lake Nation.

Improvements to Hwy 11 (from Elk Street to Lake St.) were removed from the scope and will be addressed as a separate project once the right of way issue is resolved. Bridge 9059 was removed from the scope and will be a stand-alone project (SP 6804-29) funded with Bridge Formula Program funds for fiscal year 2025. Landscape project 6803-50 will address the landscaping/aesthetic pieces of this project and is programmed to be let in 2027 due to the 2-year maintenance period after installation. Cedar Ave and the Lake St. RAB to be built in 2023 followed by the rest of TH11 and the TH313 RAB to be built in 2024. SP 6803-50 will address the landscaping/aesthetic pieces of this project; that contract will let in 2027 due to the 2-year maintenance period after installation.

PROJECT RISKS

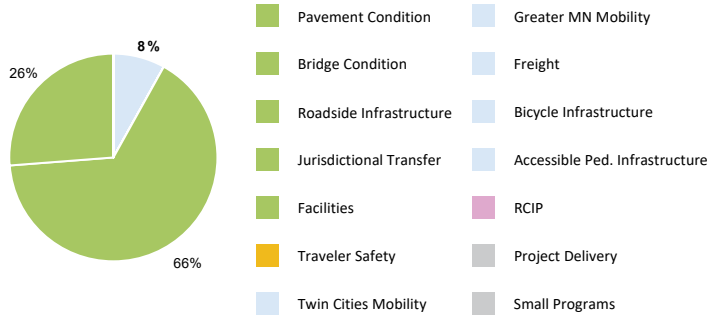
Local governing agency's familiarity with the alternative intersections. Municipal consent will be required. Multiple projects in the area may lead to public fatigue of roadway work.

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	17.6
Post Letting Construction Costs:	0.2	1.0
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	2.2
Construction Engineering:	0.4	1.5
Right of Way:	0	0.7
Total:	***6.8***	***23***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was 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 current estimate reflects the let amount and post-letting construction costs up to this point.

PROJECT SUMMARY



MN 11

State Project Number 6803-43

Hwy 11: Roseau to Warroad

Reconstruct Hwy 11 between Roseau and Warroad

RECENT CHANGES & UPDATES

Construction was previously scheduled for 2025, but is now scheduled for 2026. This project will include resurfacing deteriorated pavement, realigning the section near the Roseau Airport, replacing a culvert, and constructing right and center left turn lanes.

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 was previously considered for a letting date of 10-25-2024 for construction in 2025.

PROJECT RISKS

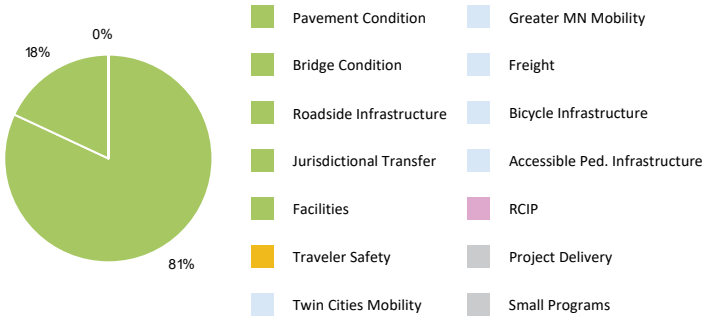
1. Bituminous and grading inflationary cost.
2. Right of way issues tied to airport.
3. If any unknown contamination is found in the grading areas (none that we know of currently).
4. Municipal consent is needed. The staff workload may cause the project to slip a year. There may be city utility conflicts.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	6/13/2024
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	3/22/2022
Construction Limits Established Date:	7/12/2022
Original Letting Date:	10/23/2026
Current Letting Date:	9/24/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

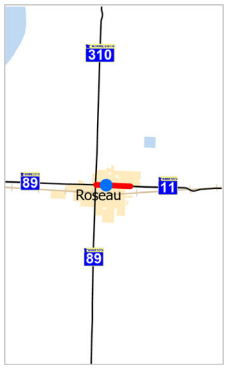
	Baseline Estimate	*Current Estimate*
Construction Letting:	20.3	22.3
Post Letting Construction Costs:	1.2	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.6
Construction Engineering:	1.5	1.8
Right of Way:	0.3	0.5
Total:	***25.6***	***28.5***

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 uses 2020 average bid prices inflated to the mid-point 2026 construction season.

PROJECT SUMMARY



MN 11

Bridge 5814

State Project Number 6803-46 Resurface one mile of Hwy 11 in Roseau; repalce bridge 5814 over the Warroad River

RECENT CHANGES & UPDATES

Increased the full pavement replacement to include an area which was not identified as a full pavement replacement fix in the scoping estimate. This provides for a sustainable long-term fix. This project remains on schedule and is turned in with a December 2024 letting date.

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, over Roseau River, 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

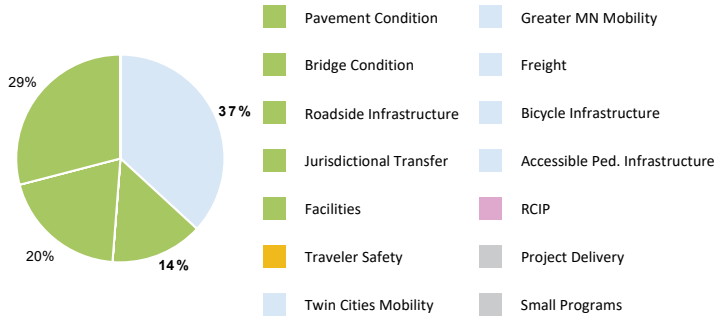
Project will require municipal consent, staff workload, and there might be city utility conflicts.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	11/21/2023
Municipal Consent Approval Date:	11/5/2024
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	11/28/2023
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)

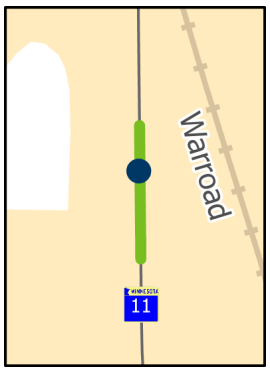
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	5.9
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1
Construction Engineering:	0.3	0.5
Right of Way:	0	0.4
Total:	***5.9***	***8.1***

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 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

Highways 11 & 313: Warroad

Replace bridge in Warroad

RECENT CHANGES & UPDATES

This project was let in September 2024 and is scheduled for a 2-year construction season over 2025 and 2026. Bridge infrastructure funding from the Federal IIJA bill was secured for FY 2025 to advance the bridge construction. The first half of bridge will be constructed in 2025 and the other half will be completed the following year, in 2026. The bridge will remain open during the winter months.

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 project.

SP 6804-29 was added to fiscal year 2025 of the 2024-2027 STIP last year. 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 RISKS

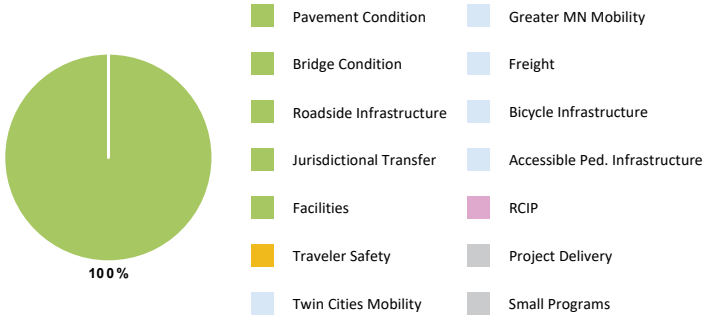
Additional earthwork due to keeping one lane of traffic open at all times, temporary pedestrian bridge route access, high probability of impacting contaminated sites, changes due to staging, aesthetic improvements, TE being acquired as part of 6803-40's R/W package. The TE necessary to construct the 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:	1/12/2024
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)

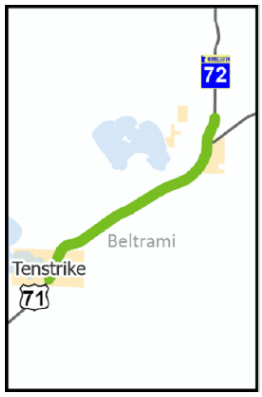
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	6.1
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.4***	***7.7***

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 current estimate reflects the actual let amount.

PROJECT SUMMARY



US 71

State Project Number 0410-53

Resurface Hwy 71 from Tenstrike to Blackduck and resurface one mile of Hwy 72 north of Blackduck

RECENT CHANGES & UPDATES

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PROJECT HISTORY

¢Kis project was originally scoped as a mill and overlay, but was up-scoped to a reclaim project after receiving Long-term Pavement Performance Supplement funding. The Average Annual Daily Traffic on this roadway is approximately 3,000 vehicles per day. This roadway is expected to be in fair condition and approaching poor condition by the year of construction. The pavement issue is significant transverse cracking and the project will address aging roadside infrastructure.

PROJECT RISKS

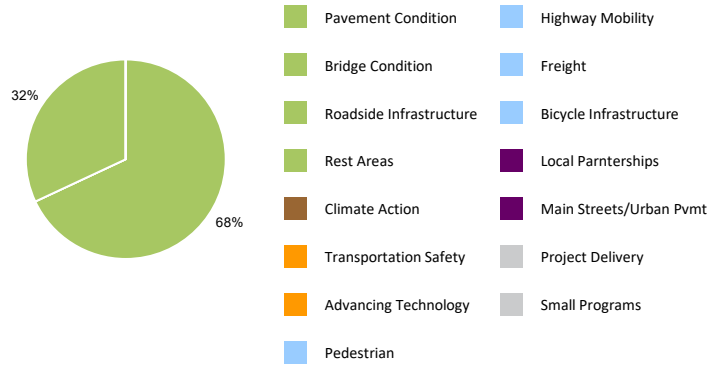
A detour is anticipated during the duration of this project. US Hwy 71 also parallels the Blue Ox Trail/State Railbank, which may require special hydraulic coordination with the Minnesota DNR.

SCHEDULE

Date in which project entered the STIP:	2025
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:	1/1/2028
Current Letting Date:	8/27/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

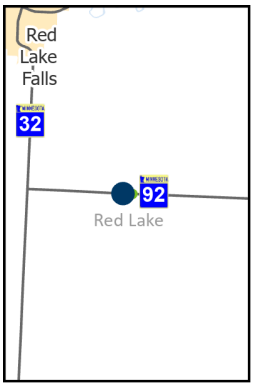
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.6
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***12***	***12***

Construction cost estimates 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 2023 historical cost data and uses an inflation factor tied to the midpoint of the 2028 construction season.

PROJECT SUMMARY



MN 92

Bridge 682

State Project Number 6304-15

Replace Culvert on Hwy 92 over Badger Creek

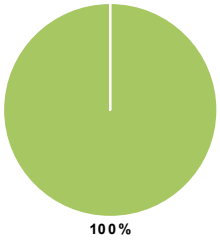
RECENT CHANGES & UPDATES

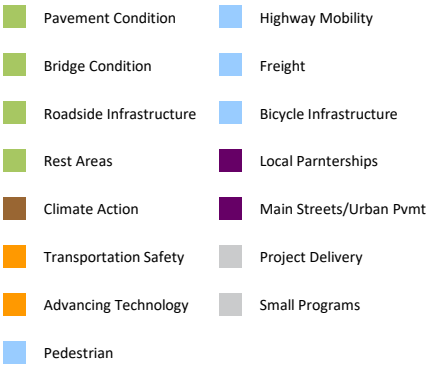
This project was entered into the 2024-2027 STIP with an estimated construction letting estimate of $1.3M. After further scoping and preliminary bridge design, the construction letting estimate was increased to $3.9M. This project is funded with special Bridge Formula Program funding.

This bridge is over 70 years old, showing significant signs of deterioration, and has exhausted its useful service life. The current triple barrel design excessively collects debris which must be removed frequently.

PRIMARY INVESTMENT CATEGORY

Bridge Condition





TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***4.7***	***5***

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

PROJECT RISKS

Sheeting will be required both for removal of the existing bridge and for constructing the new bridge. Removing the existing bridge will likely require stream diversion. The removal process is hazardous as the creek has a rapid flow and the inslopes are fairly steep.

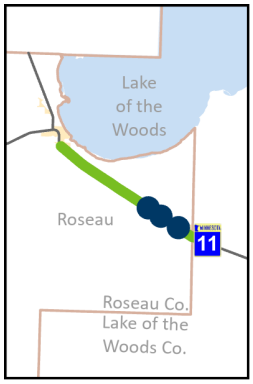
SCHEDULE

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:	1/1/2026
Current Letting Date:	3/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2020 historical cost data for the preliminary improvement and uses an inflation factor tied to the midpoint of the 2026 construction season. The current estimate was developed based on 2020 historical cost data for the current improvement option and uses an inflation factor tied to the midpoint of the 2026 construction season.

PROJECT SUMMARY



MN 11

Bridge 8825, 8826, 8827

State Project Number 6804-28

Resurface Hwy 11 between Warroad and Roosevelt and replace three box culverts

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2028 of the 2025-2028 STIP.

PROJECT HISTORY

This project was originally scoped as a mill and overlay, but was up-scoped to a reclaim project after receiving Long-term Pavement Performance Supplement funding. The Average Annual Daily Traffic on this roadway is approximately 4,300 vehicles per day on the west end of the project and decreases on the eastern side, but the collection data doesn't match the project termini. The pavement condition is in fair condition and will be nearing poor condition by the time of construction. This project will also address three box culverts that are over 70 years old and have exhausted their useful service life. A corridor study was completed on this section of MN 11 that identified safety issues related to narrow shoulders, skewed intersections, and lack of turn lanes that will be addressed with this project.

PROJECT RISKS

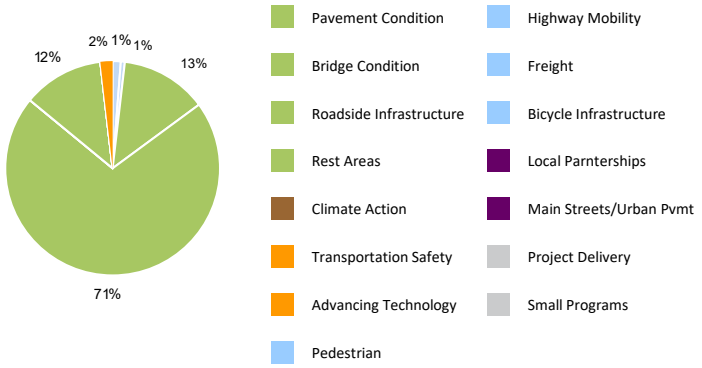
This roadway parallels a railroad and right of way limits may be a risk factor with this project. A detour will be necessary with this project and options are being analyzed. Over one acre of new impervious is expected with this project and storm water treatment will be required.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/28/2028
Current Letting Date:	1/26/2028
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

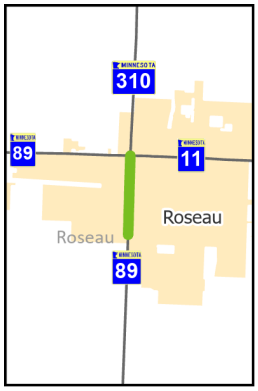
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	16.2
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.3
Right of Way:	0.1	0.1
Total:	***20.5***	***20.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2022 historical cost data and uses an inflation factor tied to the midpoint of the 2028 construction season.

PROJECT SUMMARY



MN 89

State Project Number 6806-33

Hwy 89: Roseau

Reconstruct Hwy 89 between 7th Street and Hwy 11 in Roseau

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2028 of the 2025-2028 STIP.

PROJECT HISTORY

The City of Roseau initiated and completed a MN 89 Corridor Plan in 2019. This Corridor Plan analyzed corridor conditions and suggested an urban corridor concept. This corridor concept consisted of changing the existing rural cross section design to an urban cross section design with curb and gutter. The Corridor Plan recommended changing the intersections for 6th St. and Center St. from signalized and 2-way top condition intersections, respectively, to roundabouts.

PROJECT RISKS

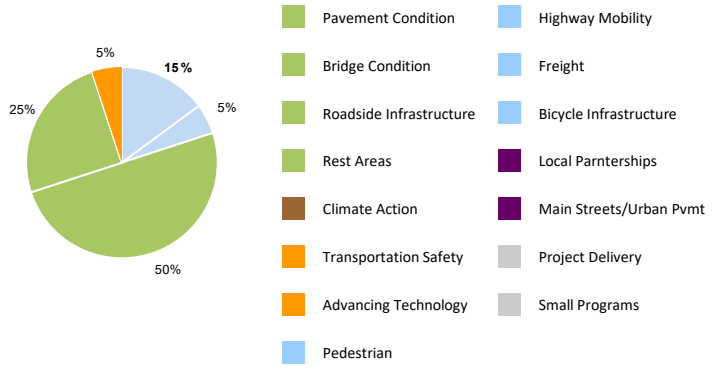
This project is funded in 2028, but has a FLEX designation with a 2026 construction timing. MnDOT and the City are working to align their funding in attempt to construct this project prior to 2028.

SCHEDULE

Date in which project entered the STIP:	2025
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:	1/1/2028
Current Letting Date:	10/22/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

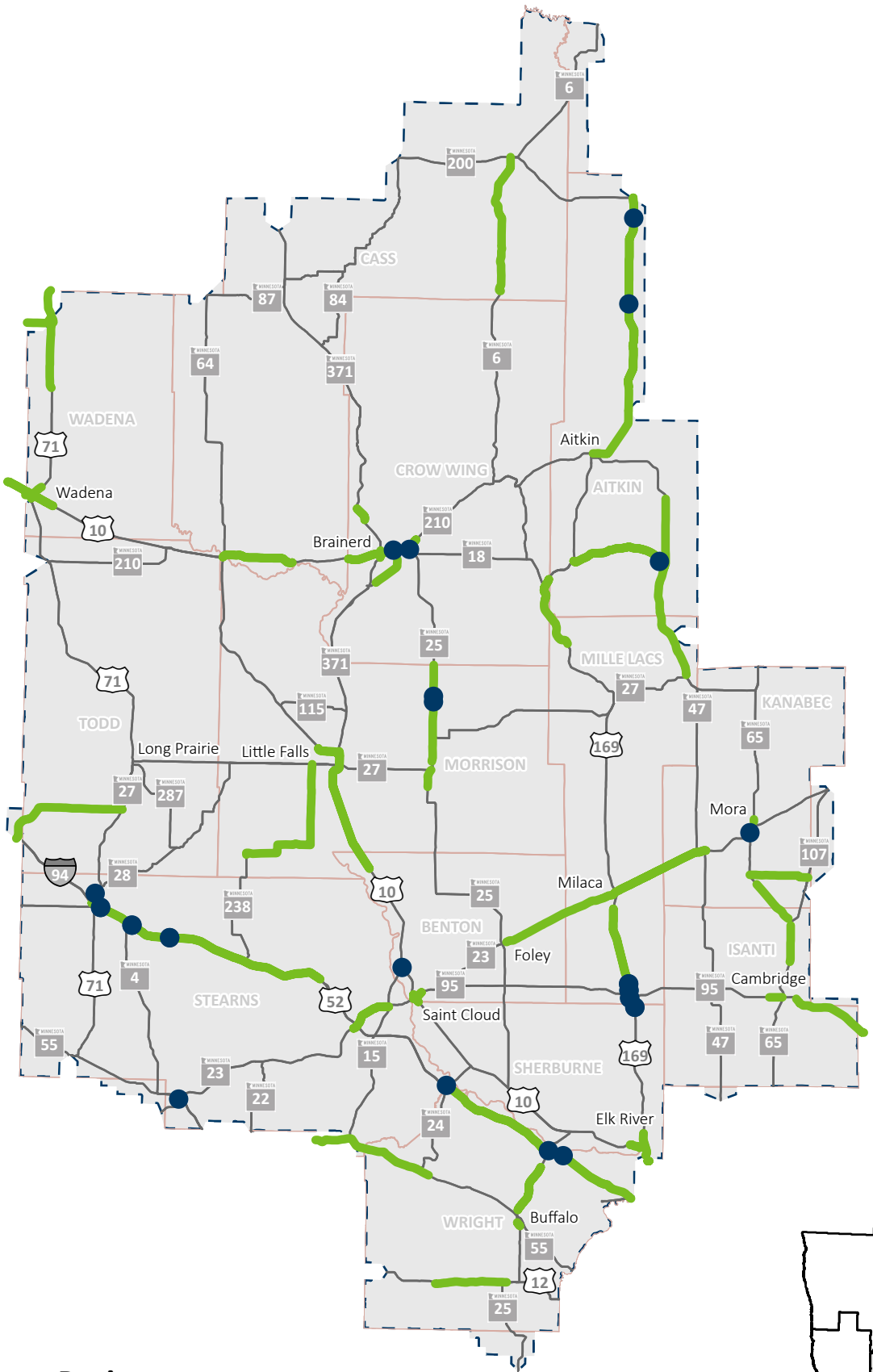
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0.4	0.4
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.5***	***9.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was developed based on 2020 historical cost data and uses an inflation factor tied to the midpoint of the 2026 construction season. The construction letting estimate includes approximately $1.4M local funds to complete the project.

D3- BRAINERD



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

Date Prepared: 12/11/2024

District 3 Project List

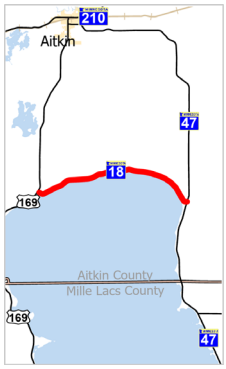
ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 18	0102-28	Resurface MN 18 from US 169 to MN 47 in Aitkin County	✓	1st	C1	151
MN 18	0102-29	Replace MN 18 bridge (729) spanning Marmon Creek near Mille Lacs Lake			C2	152
MN 47	0108-29	Resurface MN 47 from north of MN 27 in Isle to US 169 in Aitkin	✓	1st	C3	153
US 169	0116-51	Resurface US 169 and widen shoulders from the Mississippi River bridge to MN 200 and bridges/box culverts (2261, 8560, 2295, 8444)			C4	154
MN 210	0119-30	Unbonded concrete overlay and shoulder widening on MN 210 from Ripple River in Aitkin to US 169 in Hassman and on US 169 from Hassman north to Mississippi River			C5	155
MN 23	0503-91	Reconstruct MN 23 from west of Lincoln Ave. to west of CR 1; replace bridges over US 10 (9021, 9022, now 05019, 05018)	✓	1st	C6	156
MN 23	0504-20	Reconstruct MN 23 from Broadway Ave. to east of 13th Ave. in Foley, and resurface from east of 13th Ave. to 120th Ave. at the Rum River in Milaca; construct a roundabout at 8th Ave. in Foley	✓	2nd	C7	157
MN 6	1103-27	Resurface MN 6 from the bridge (11005) over Roosevelt Lake in Outing to MN 200 in Remer			C8	158
MN 210	1115-28	Resurface MN 210 from CSAH 1 S in Pillager US 10, replacing bridge (8809) and constructing a roundabout at the intersection of MN 210 and CSAH 1 S	✓	1st	C9	159
US 169	1804-90	Resurface US 169 from CSAH 26 to Pike Ave. in Crow Wing County			C10	160
MN 210	1805-80	Resurface and upgrade the urban section of MN 210 from Baxter Dr. to the end of the four-lane east of Brainerd			C11	161
MN 210	1805-81	Resurface MN 210 from west of Timberwood Dr. to Baxter Dr. in Crow Wing County			C12	162
MN 371	1810-99	Construct J-turns at the MN 371 intersections with CR 126/Green Gables Rd. and CR 125/ Gull Lake Dam Rd. in Crow Wing County	✓	1st	C13	163
MN 25	1811-35	Replace MN 25 bridge (9099, now 18010) over BNSF railroad in Brainerd, Crow Wing County	✓	1st	C14	164
MN 371B	1814-08	Reconstruct MN 371 from Greenwood St. to Joseph St. in Brainerd	✓	2nd	C15	165
MN 65	3004-65	Recondition MN 65 from Cambridge to north of MN 107			C16	166
MN 95	3006-39	Reconstruct MN 95 from Fern St. to Fillmore St in Cambridge			C17	167
MN 65	3307-43	Replace MN 65 bridge (6778, now 33012) over Snake River	✓	1st	C18	168
MN 23	4801-26	Reconstruct MN 23 from the Rum River bridge to Mille Lacs CR 2/105th Ave. in Milaca			C19	169
MN 23	4802-25	Resurface MN 23 from east of CSAH 2/105th Ave. in Milaca to the Ground House River, and bridges (6072, 8106)	✓	1st	C20	170
US 169	4811-76	Resurface US 169 from south of Long Siding to north of Pease	✓	1st	C21	171
US 169	4811-77	Resurface eight US 169 bridges (48009, 48010, 48011, 48012, 48015, 48016, 71007, 71008)			C22	172
US 169	4814-56	Resurface US 169 from north of Ojibwe Dr. to south of Crow Wing CSAH 26	✓	1st	C23	173
US 10	4901-82	Recondition US 10 from Gregory to CR 40, adding a J-turn at CR 40			C24	174
US 10	4902-63	Resurface US 10 at Little Falls bypass from Morrison CR 52 to CR 35	✓	1st	C25	175
MN 25	4911-15	Resurface MN 25 from Pierz to Morrison/Crow Wing County line			C26	176
MN 238	4913-26	Resurface MN 238 from Upsala to MN 27, and bridge (88490) over Hay Creek			C27	177
US 10	7102-135	Reconstruct US 10 from Simonet Dr. to Lowell Ave. in Elk River	✓	2nd	C28	178
US 169	7106-87	Reconstruct US 169 in Elk River from MN 101 to 197th Ave., replacing the northbound bridge (71002, now 71020) over US 10			C29	179
MN 55	7314-41	On MN 55, replace bridge (5545) over N Fork Crow River west of Paynesville			C30	180

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-94	7380-260	On I-94 between Sauk Centre and Melrose, replace bridges (73805, 73809) and overlay bridges (6896, 6897)			C31	181
I-94	7380-271	Replace/repair bridges (73811, 6870) on I-94 in Sauk River and east of Melrose			C32	182
I-94	7380-274	Resurface I-94 from MN 28 near Sauk Centre to CR 159 near Collegeville	✓	1st	C33	183
MN 27	7703-16	Resurface and shoulder widening on MN 27 from Douglas CSAH 82 in Osakis to US 71	✓	1st	C34	184
US 10	8001-44	Reconstruct US 10 from 620th Ave. to east of Wadena at Oink Joint Rd./140th St. in Wadena County			C35	185
US 71	8003-37	Resurface US 71 in Wadena			C36	186
US 12	8601-62	Resurface US 12 from 13th Ave. in Howard Lake to east of Zephyr Ave. in Montrose			C37	187
MN 25	8604-37	Reconstruct MN 25 from north of Settlers Pkwy. To 1st St. S in Buffalo	✓	1st	C38	188
MN 25	8605-54	Resurface MN 25 from north of Buffalo to Monticello in Wright County			C39	189
MN 25	8605-58	Redeck MN 25 bridge (86803) over I-94 in Monticello			C40	190
MN 55	8606-63	Reconstruct/resurface MN 55 from Brown Ave. N to Annandale Blvd. in Wright County			C41	191
MN 55	8606-64	Resurface MN 55 from the Meeker/Stearns County line to Brown Ave. S in Annandale, Wright County	✓	2nd	C42	192
MN 24	8611-29	Replace MN 24 bridge (86807) over I-94 in Clearwater			C43	193
I-94	8680-172	Reconstruct I-94, adding a lane, from Wright CR 19 in Albertville to the Crow River bridge in St. Michael	✓	2nd	C44	194
I-94	8680-173	Reconstruct 15 miles of I-94 from Clearwater to Monticello	✓	2nd	C45	195
I-94	8680-189	Reconstruct I-94 from west of Monticello to Albertville			C46	196
MN 15	0509-37	Replace MN 15 bridge (05003) over US 10 in Sauk Rapids			C47	197
MN 371, MN 210	1809-98	Intersection improvements from College Rd. to Design Dr. on MN 371 and from Forthun Rd. to Cypress Dr. on MN 210 in Baxter			C48	198
MN 95	3007-37	Resurface MN 95 east of CR 2 E in Cambridge to east of Isanti Tr.			C49	199
MN 70	3306-16	Resurface MN 70 from MN 65 in Brunswick to MN 107 in Grasston			C50	200
US 10	7101-66	Reconstruct Yale Ct. NW and Twin Lakes Rd. to US 10 in Elk River			C51	201
MN 23	7305-131	Resurface MN 23 from east of 93rd Ave. to MN 15 in Waite Park			C52	202
US 71	7319-42	On US 71 from I-94 to north Sauk Centre, with the bridge (5428) over Sauk River			C53	203
I-94	7380-273	Replace and expand parking at Big Spunk Rest Area off of I-94			C54	204
US 71, MN 87	8005-22	Recondition US 71 in Menahga			C55	205

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 22, 2024; it was completed September 24, 2024, and the detour was lifted.

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. 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. Construction began on July 22, 2024.

PROJECT RISKS

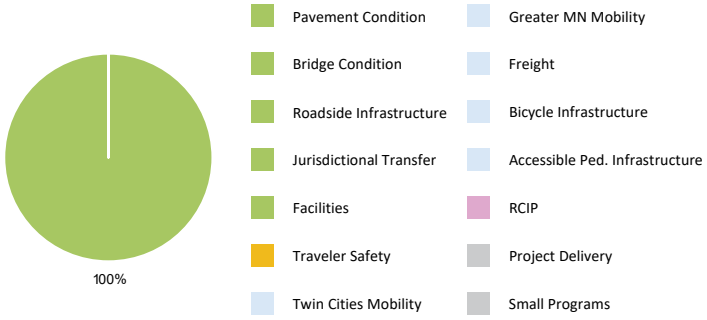
Risks included potential for encountering archeologically sensitive areas where pipe excavation will take place. Project is complete; all risks have been retired.

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)

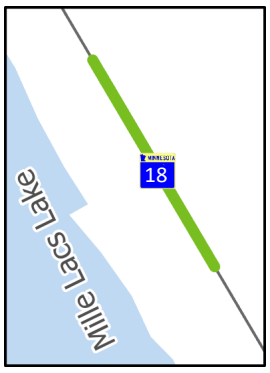
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	5.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7***	***7***

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.

PROJECT SUMMARY



MN 18

Bridge 729

State Project Number 0102-29

Hwy 18: West of Malmo in Marmon Creek, Aitkin County

Replace bridge spanning Marmon Creek near Mille Lacs Lake

RECENT CHANGES & UPDATES

MnDOT will replace the box bridge over Marmon Creek between 327th Pl. and 325th Ave. along the northeast shore of Mille Lacs Lake. Work will include replacing bridge 729 with a wider box bridge, paving the road surface, and upgrading the guardrail. Coordination continues with MIAC and Tribal Partners as final design plans are assembled.

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. This project was new to 2026 last year. It is funded under the IIJA Bridge Project List, and it has been undergoing additional environmental review and agency coordination.

PROJECT RISKS

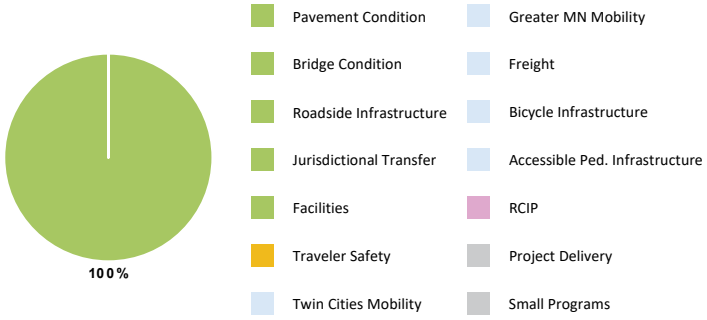
This undertaking partially overlaps with the National Register-listed and State Register-listed burial mound site 21AK1 (Malmo Site). Complex inter-agency coordination with multiple agencies including FHWA, SHPO, Tribal Nations, OSA and MIAC.

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:	6/10/2024
Original Letting Date:	11/21/2025
Current Letting Date:	11/19/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

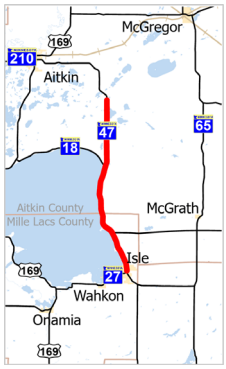
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	3
Right of Way:	0	0
Total:	***7.4***	***6.2***

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

Baseline estimate was calculated in 2023 and is risk based, including a funding component that could be needed for archaeological mitigation as required. Construction let budget was adjusted with remaining funds available for preliminary engineering and construction engineering and archaeological mitigation as required.

PROJECT SUMMARY



MN 47

State Project Number 0108-29

Hwy 47: Isle to Aitkin - Mille Lacs & Aitkin counties

Resurface MN 47 from north of the junction of MN 27 in Isle to Hwy 169 in Aitkin

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from August 14, 2023 through mid-November 2023.

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. 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 RISKS

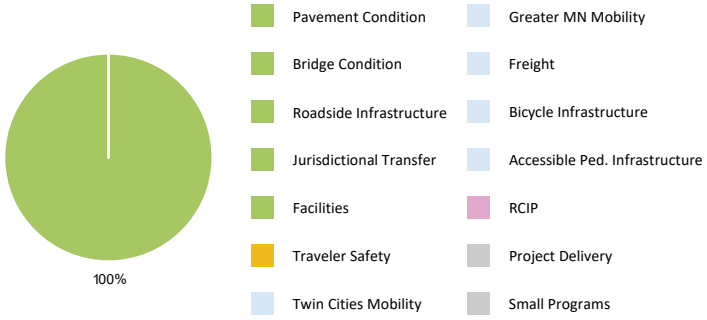
Project risks included water overflow on certain segments of the roadway, tribal coordination, burial mound sites and right of way unknowns. This project is complete; all risks have been retired.

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)

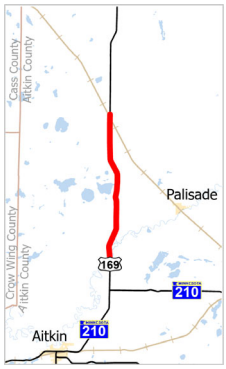
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	6.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.4***	***8***

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, 2261, & 8560

RECENT CHANGES & UPDATES

This project was switched back to one project last year, and it has been upscoped to resurfacing and shoulder widening. The letting date has been pushed back to 10/27/2027; this is now a FY 2028 letting.

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

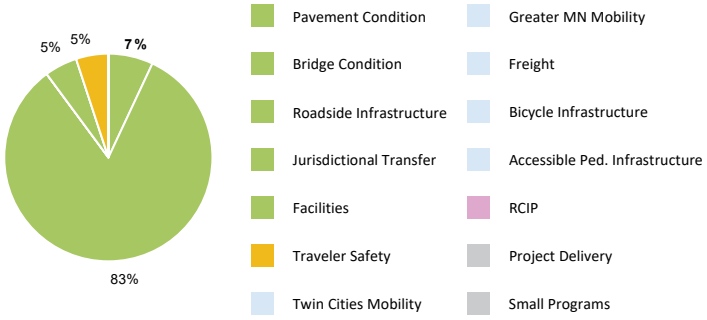
Environmental impact of shoulder widening, Pipe and box culverts throughout the corridor may require extending due to shoulder widening, Unsuitable soils, Staging

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:	10/23/2026
Current Letting Date:	10/27/2027
Construction Season:	2028-2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

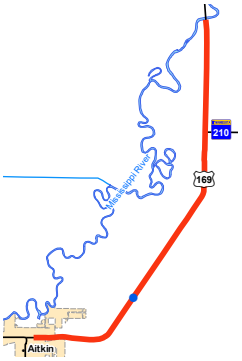
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	43
Post Letting Construction Costs:	0.2	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	4.4
Construction Engineering:	0.4	3
Right of Way:	0	0
Total:	***6***	***51.9***

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 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Road work occurred from 2023-2024. Wrap-up work is planned for 2025. This project is substantially complete.

PROJECT HISTORY

This project includes reconstructing 11 miles of road with a stronger concrete overlay material, widening the shoulders, lengthening turn lanes and improving road access, adding a center turn lane through the city of Aitkin to CR 12/83 (400th Ave.), repairing/replacing drainage infrastructure, and replacing a bridge. Last year (2023), crews realigned two locations of the roadway to avoid impacts which would've required reconstruction of the roadway to reduce the amount of wetland impact. More mucking vs. fabric was added in shoulder widening areas to reduce the risk of shoulder settlement. The cost estimate was adjusted to $30.0 M. The first phase from 169/210 junction to Mississippi River is complete.

This project was constructed in 2023-2024 and is substantially complete.

PROJECT RISKS

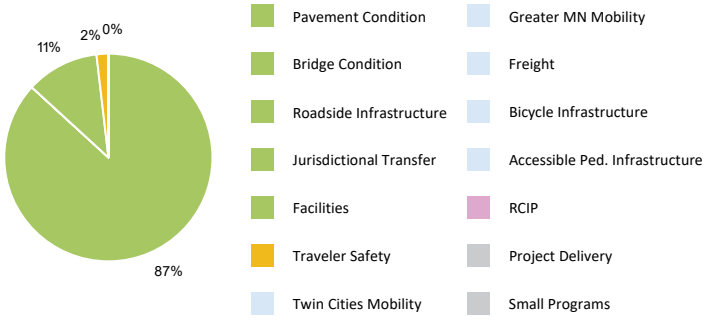
All risks have been retired

SCHEDULE

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

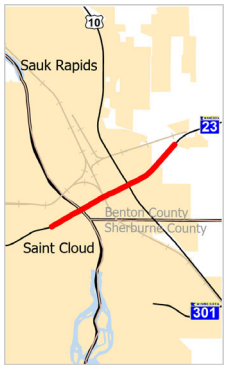
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	36.2
Post Letting Construction Costs:	1.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	4.3
Construction Engineering:	1	2.9
Right of Way:	2.5	2.5
Total:	***21.7***	***47.3***

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

COST ESTIMATE ASSUMPTIONS

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

Hwy 10/Hwy 23 - St. Cloud: Interchange east of the Mississippi River in Benton County

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Construction took place over two years from 2023-2024. The interchange is set to open by November 3, 2024 and crews will continue to work off-road to complete any final work.

PROJECT HISTORY

Project was programmed to replace pavement and Bridges 9021 and 9022. The decision was made to reconfigure interchange ramps to improve safety and mobility. New Bridge 05020 was added to solve pedestrian crossing issues and provide additional vehicle access over TH 10.

PROJECT RISKS

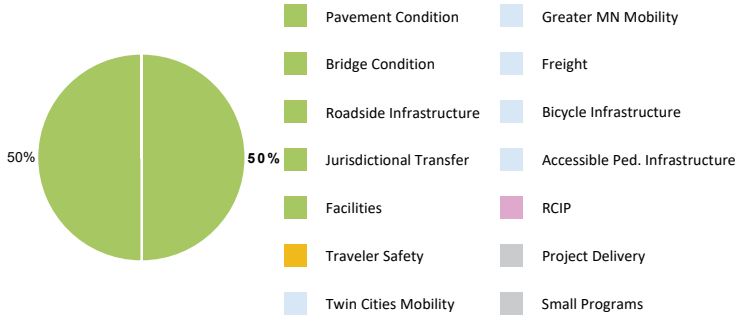
The City of St. Cloud is acquiring the right of way for the 4th Street connection. Risk is that property may not be acquired by letting.

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)

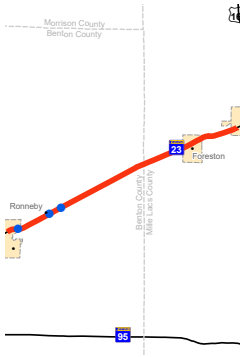
	Baseline Estimate	*Current Estimate*
Construction Letting:	49	43.7
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	5.9	5.9
Construction Engineering:	3.9	3.9
Right of Way:	0	0
Total:	***60.8***	***55.5***

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

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

This project is complete. The project was mostly done by fall 2022, but the box culvert replacement was delayed until spring 2023 due to supply chain issues.

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. Due to supply issues with box culvert material, the box culvert replacement in Foley will had to be completed in spring 2023.

PROJECT RISKS

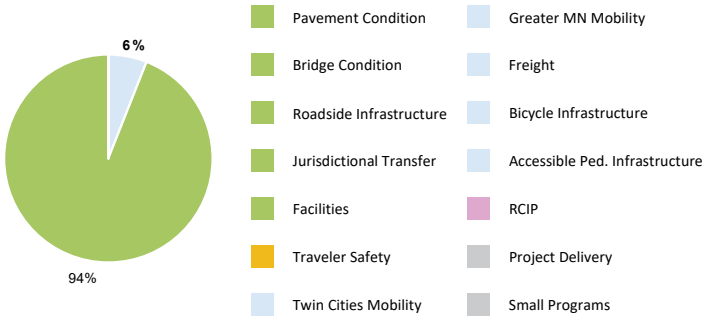
Risks include traffic control during construction in Foley and during box culvert construction. This project is complete; all risks retired.

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.

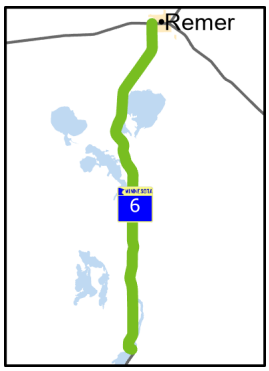
COST ESTIMATE ASSUMPTIONS

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

This project is planned for the 2026 construction season.

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

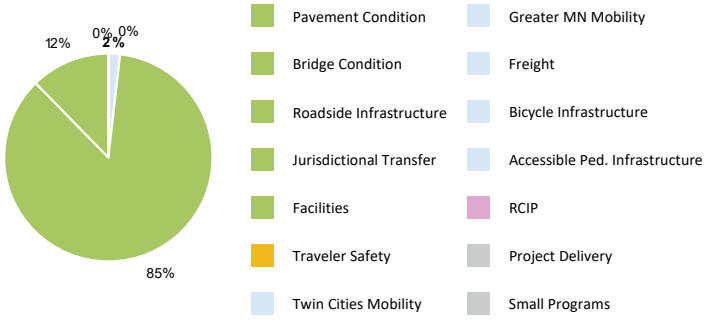
Detour: Two pipes need to be replaced that may not be able to be replaced half at a time. Detour route is fairly long. Minimal Fix: Only treating the road surface and not the sub-standard shoulders and steep in-slopes that the public wants fixed.

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:	9/30/2024
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)

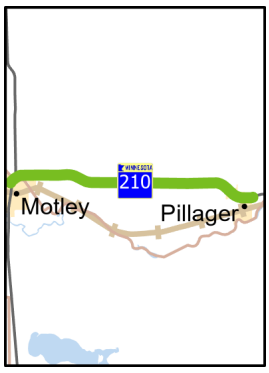
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.7***	***9***

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 used estimated quantities and average bid prices.

PROJECT SUMMARY



MN 210

State Project Number 1115-28

Hwy 210 - Motley to Pillager: Morrison & Cass counties

Resurface MN 210 from CSAH 1 S in Pillager to US 10; replace bridge 8809 and construct a roundabout at MN 210/CSAH 1 S.

RECENT CHANGES & UPDATES

Plan Development continues, the consultant completed the Level 1 Layout for the Roundabout, Level 3 Layout for Intersection Re-stripe, and Scope Verification Layout for the project. Currently working to complete 30% plans for April of 2025. Conducted a Business workshop with stakeholders and a Public Open-House in May 2024, to gather and provide information about the upcoming project.

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. A meeting was held with the City and Township in July 2023 to address the intersection and cost participation.

Project development is in process, and they have been working to the scope of work to obtain a consultant to develop the geometric layout and final biddable plan set. Construction is scheduled for 2027. The preliminary plans are to resurface 8.5 miles of Hwy 210 from Hwy 10 in Motley to River St (S Cass CR 1) in Pillager, including construction of a single-lane roundabout in Pillager, and replacing a box culvert east of 49th Ave. SW.

PROJECT RISKS

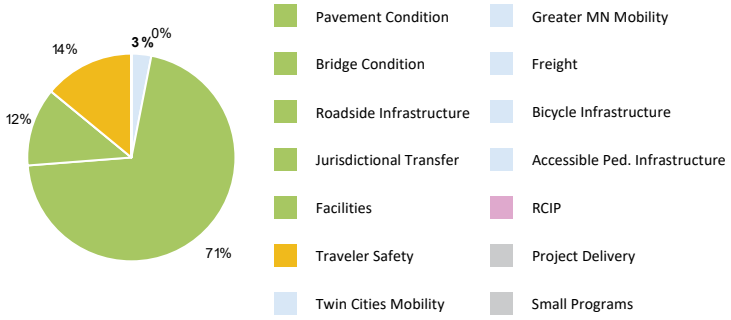
Risk include making detours available for the roundabout construction and for the replacement of the bridge.

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:	8/16/2024
Original Letting Date:	2/26/2027
Current Letting Date:	11/18/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

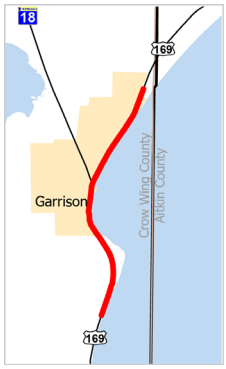
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.6	8.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***9.4***	***10.7***

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

Roundabout Breakdown:
MnDOT: $2,100,000
City: $200,000
County: $290,000
Township: $190,000

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, including a roundabout at the junction of MN 18 and US 169.

RECENT CHANGES & UPDATES

A design team was procured in 2022 and began preliminary engineering and environmental review. A rehabilitation study was 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; an open house was held on November 30, 2022 and geometric layouts were nearing completion in fall 2023. The current design layout is available on the website, and will be finalized through next year (2025).

A memorandum of agreement has been developed with the project's consulting parties to document stipulations and commitments for the design and construction of this project, including protection and mitigation of impacts to nearby historic and archaeological resources.

PROJECT HISTORY

This section of roadway was originally constructed in 1941. The bituminous pavement in this section of roadway was last resurfaced under SP 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 SP 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

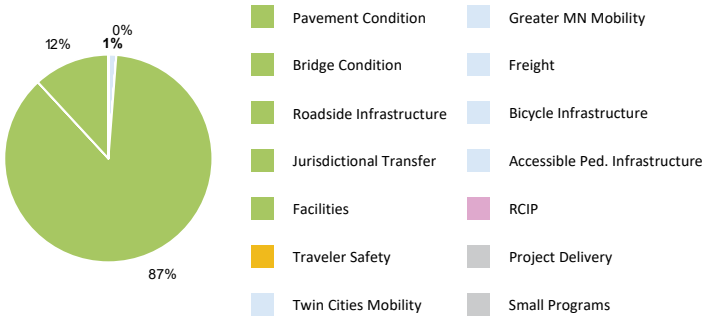
This section of roadway lies within a historically significant and excavation sensitive area adjacent to Mille Lacs Lake which includes many roadside features, bridges, and culverts with historic listings and eligibility. Requires unique environmental studies and complex inter-agency coordination.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	10/5/2023
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)

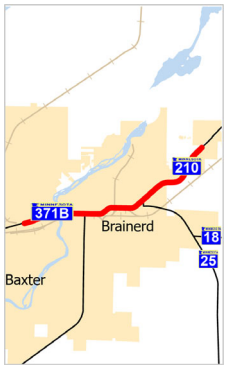
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	8.1
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***6.2***	***10***

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

COST ESTIMATE ASSUMPTIONS

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.

PROJECT SUMMARY



MN 210

Bridge 5060

State Project Number 1805-80

Hwy 210 - Brainerd: Washington Street, Crow Wing County

Resurface and upgrade urban section of MN 210 from Baxter Drive to end of 4-lane east of Brainerd.

RECENT CHANGES & UPDATES

This project to reconstruct and improve Hwy 210/Washington St. is scheduled for 2026-2027. Work on preparing the design and engineering plans began in 2023 and is scheduled to continue through 2025. Work segments and traffic plans are in progress (2024-2025).

PROJECT HISTORY

Project started in December of 2019 with the hiring of a consultant to help deliver the project. Then took about a five month pause during the start of COVID when we were going out for our first round of engagement. There have been two rounds of virtual engagement since then. Municipal consent by the City of Brainerd was approved in 2022. The project was moving into final design and right of way acquisition last year (2023). Final design consultant is working on the project and we are at 60% plans.

PROJECT RISKS

Most risks have been retired. The biggest risk now is utilities.

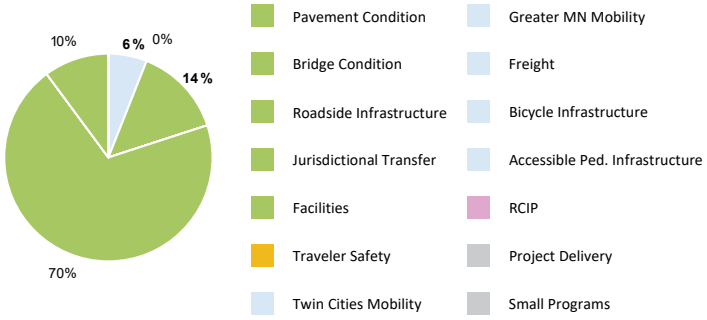
City Utilities – We have a general location of utilities to be addressed on the project. Typically, this can grow into bigger scope changes depending on what they find when they start designing

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	6/25/2024
Municipal Consent Approval Date:	2/21/2023
Geometric Layout Approval Date:	8/31/2023
Construction Limits Established Date:	11/20/2024
Original Letting Date:	1/24/2025
Current Letting Date:	9/26/2025
Construction Season:	2026-2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18.3	46
Post Letting Construction Costs:	0.7	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	5.5
Construction Engineering:	1.5	3.7
Right of Way:	0	0
Total:	***22.7***	***57***

Construction 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 the 60% cost estimate based on itemized quantities. Signal prices were assumed at $800,000 each.

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

Hwy 210 - Baxter: Timberwood Dr. to Baxter Dr. in Crow Wing County

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. This project has a letting date of 11/22/2024 and is scheduled for construction 2025.

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 in 2021 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 approved layout.

PROJECT RISKS

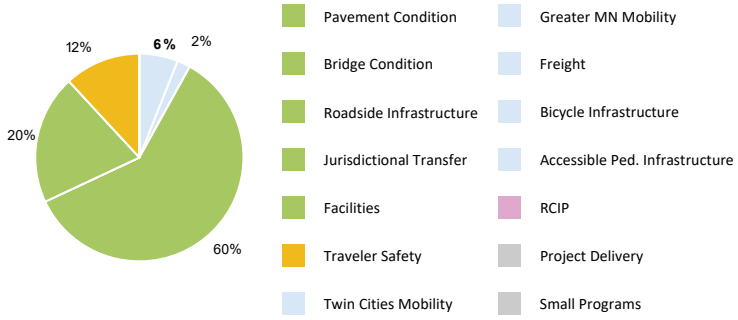
Replace aging signal at Highland Scenic Dr instead of retrofitting flashing yellow arrows. Consider night work to minimize peak hours.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	12/1/2023
Municipal Consent Approval Date:	9/9/2022
Geometric Layout Approval Date:	7/27/2022
Construction Limits Established Date:	8/9/2023
Original Letting Date:	6/30/2023
Current Letting Date:	11/22/2024
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

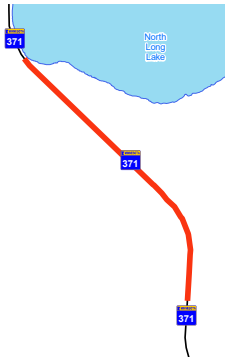
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***6.2***

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

Quantities and unit prices updated in 2024.

PROJECT SUMMARY



MN 371

State Project Number 1810-99

Hwy 371 - east of Gull Lake, Brainerd: Gull Lake Dam Rd. to Green Gables Rd. in Crow Wing County

Construct new reduced conflict intersections at Crow Wing CR 126 (Green Gables Road) and Crow Wing CR 125 (Gull Lake Dam Road)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Most of the construction occurred from June 20 - November 1, 2022, and wrap-up work (paving west frontage) was done from May - June 2023. Three J-turns were constructed.

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.

Three new reduced conflict intersections (or J-turns) were constructed (at Gull Lake Dam Rd./CR 125, Birchdale Rd., and Green Gables Rd./CR 126). Shoulders, turn lanes, and adjacent connections were resurfaced with new asphalt. Underground pipes were replaced and ditch drainage was repaired. The east and west frontage roads were extended and reconstructed

PROJECT RISKS

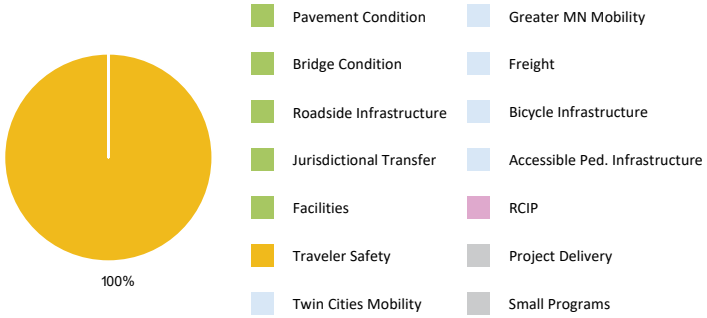
This was a high business location with access issues. Project is now complete.

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)

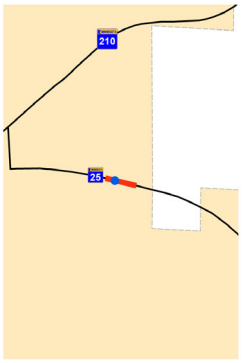
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.3	7
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.1	0.8
Construction Engineering:	0.1	0.6
Right of Way:	1.3	1.3
Total:	***2.8***	***10***

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

COST ESTIMATE ASSUMPTIONS

The 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 (old), 18010 (new)

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began April 17, 2023 and wrapped up in late June 2024. The Hwy 25 bridge over the BNSF railroad tracks (between 10th Ave. NE and Red Pine Rd.) was replaced. The road north and south of the bridge was resurfaced. Right turn lanes were added to Red Pine Rd. and 28th St. E. A multi-use trail along the west side of Hwy 25 from 10th Ave. NE over the bridge to 28th St. E was constructed.

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

PROJECT RISKS

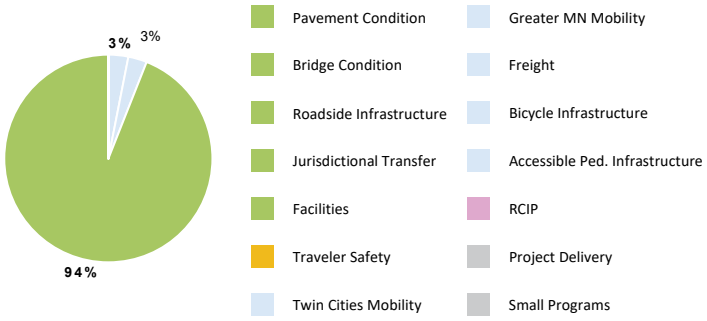
No significant risks were anticipated besides the coordination with BNSF railroad. This project is complete, so no risks remain.

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)

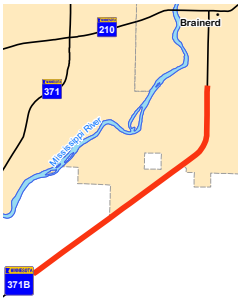
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***4.9***	***8.7***

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

This project is 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

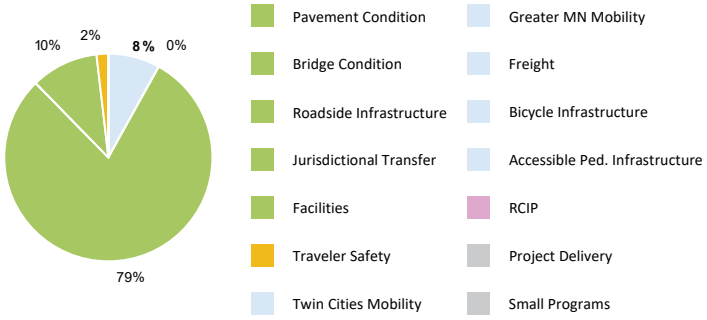
No significant risks were anticipated besides municipal consent and storm water treatment areas. This project is complete; all risks have been retired.

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)

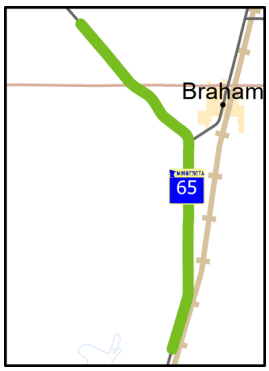
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	7.2
Post Letting Construction Costs:	0.5	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0.1	0.1
Total:	***8.1***	***9.1***

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

This project is planned for the 2026 construction season.

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

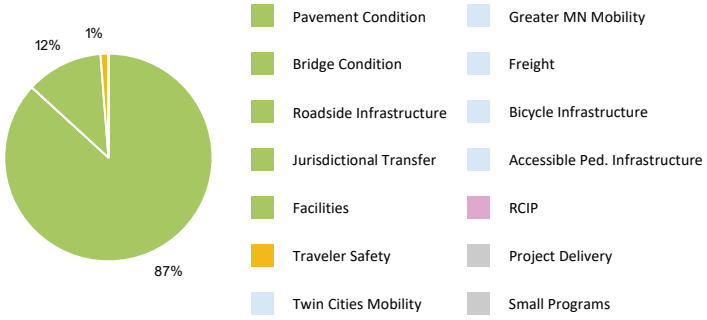
How detour will work with other detours in the area in 2026.

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:	11/18/2024
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)

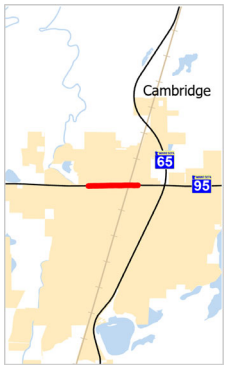
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.8	10.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13.4***	***13.5***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 95

State Project Number 3006-39

Hwy 95 - 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

MnDOT recieved positive feedback on the layout shown at the open house on May 24, 2023. Finalization of the highway design and completion of the environmental review process is scheduled to wrap up in 2025, and the project is planned for the 2026 construction season.

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.

In 2023, this project was moved from FY 2024, and TMS (Taper Manufacturing Station) fiber installation was extended from Garfield St. to Alabama St.

PROJECT RISKS

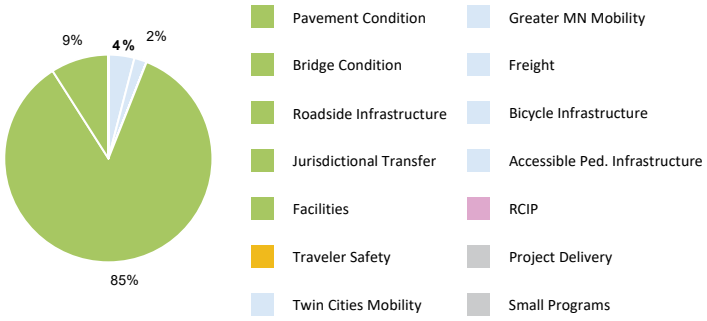
None at this time. Urban construction so traffic control to business and pedestrian traffic is difficult.

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)

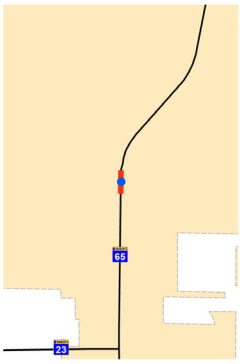
	Baseline Estimate	*Current Estimate*
Construction Letting:	9	17.1
Post Letting Construction Costs:	0.4	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	2.1
Construction Engineering:	0.7	1.4
Right of Way:	0	0
Total:	***11.2***	***21.3***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 65

Bridge 6778 (old), 33012 (new)

State Project Number 3307-43

HWY 65 - Mora: Kanabec County

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May through late October 2022. The Hwy 65 bridge over Snake River was reconstructed. A multi-use trail was installed along the west side of the road to connect S Union St. to the Frontage Rd. south of the bridge. Storm water drainage to Snake River was updated. The asphalt north and south of the new bridge was resurfaced.

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

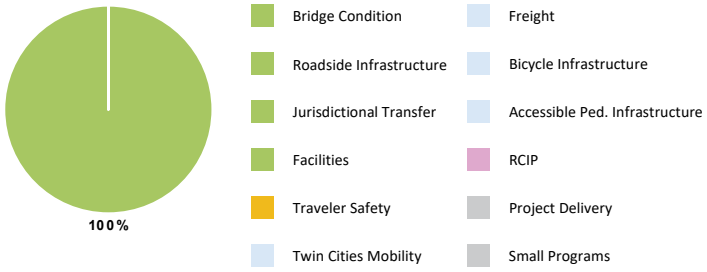
No significant risks were anticipated. This project is complete.

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.

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. Construction is scheduled to begin in 2027.

PROJECT HISTORY

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

MnDOT will reconstruct and improve two miles of Hwy 23 from the Rum River bridge to Mille Lacs CR 2/105th Ave. in Milaca. The plan also includes removing the signal at the intersection of Hwy 23 and Central Ave. S (Mille Lacs CR 36) to install a roundabout, and adding a new multi-use trail along the entire north side of the project corridor.

PROJECT RISKS

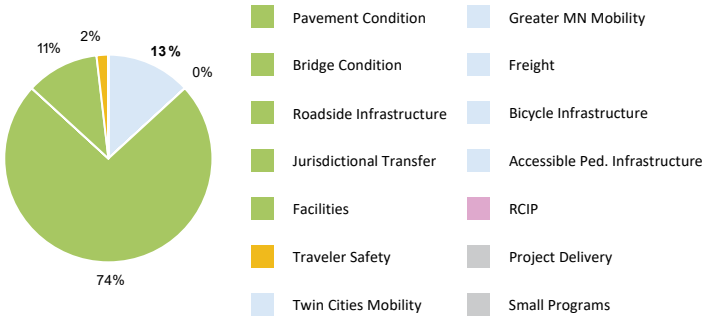
Traffic staging and maintaining accesses during construction. Completing entire project in one construction season.

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)

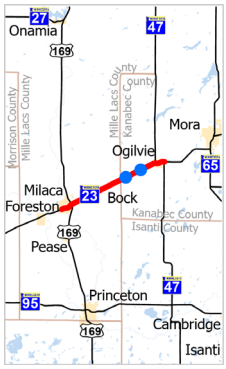
	Baseline Estimate	*Current Estimate*
Construction Letting:	19.8	19.5
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.4	2.3
Construction Engineering:	1.6	1.6
Right of Way:	0	0
Total:	***24.6***	***24.2***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 23

State Project Number 4802-25

Hwy 23 - Milaca to Ogilvie: Mille Lacs & Kanabec counties

Resurface MN 23 from east of CSAH 2 (105th Ave) in Milaca to the Ground House River; then just east of the junction Hwy 47 south in Ogilvie and include Bridges #6072 & #8106

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. The leg from Bock to Ogilvie was constructed from May 13 - July 12, 2024, and the section from Milaca to Bock was constructed from July 16 - September 13, 2024.

PROJECT HISTORY

This project was selected to address deteriorating pavement needs and current box culvert conditions. HSIP funds were transferred from SP 4913-26 when the project was pushed to a different year; those HSIP funds were used to realign 100th Ave and add left turn lanes to improve intersection safety.

The road and shoulders were resurfaced with asphalt, 100th Ave./Mille Lacs CR 101 was realigned and left turn lanes were installed on Hwy 23. Three drainage structures were also replaced (pipe between 78th Ave. and 165th St., and the box bridges east of Cable St./Kanabec CR 52 and over the South Fork Grandhouse River).

PROJECT RISKS

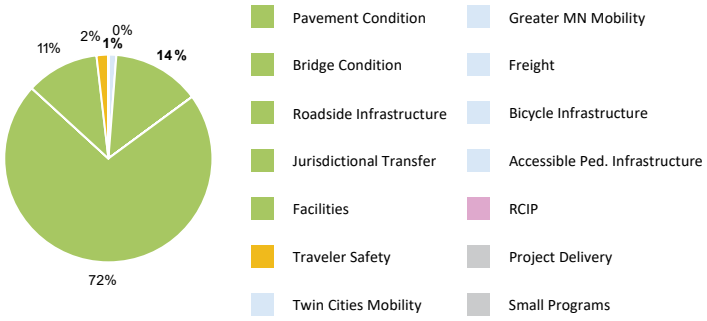
This project is complete; risks have been retired.

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)

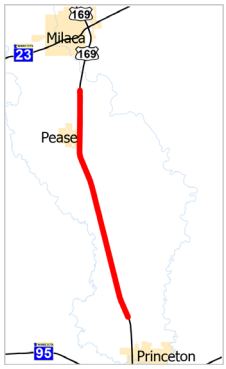
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	6.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.5***	***8.2***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on 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

Hwy 169: Milaca to Princeton

Resurface both northbound and southbound lanes on US 169 from south of Long Siding to north of Pease.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started in July and was completed on September 27, 2024. Construction was originally scheduled for 2025, but was moved up to 2024. The traveler safety investment (J-turn portion) 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 a reduced conflict intersection (RCI or J-turn) 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

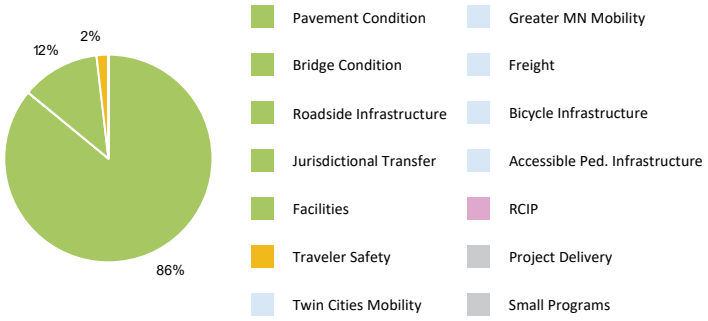
No significant risks were associated with this project. Project is complete.

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)

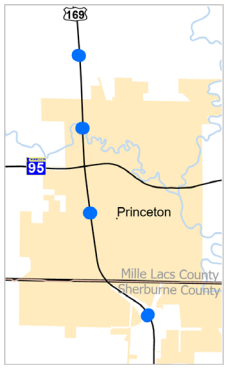
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.5***	***8***

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 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.

PROJECT SUMMARY



US 169

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

State Project Number 4811-77

Hwy 169 - Princeton: Mille Lacs & Sherburne counties

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

RECENT CHANGES & UPDATES

This project is planned for the 2025 construction season. Eight bridges (four in each direction) will be updated/improved, including resurfacing bridge decks and replacing/repairing approach panels, concrete joints, catch basins, and guardrails.

PROJECT HISTORY

In December 2020, projects SP 4811-77, 4811-78 and SP 4811-79 were all combined into one project. More recently, SP 7106-88 was also tied to SP 4811-77. This project currently includes eight bridges (four in each direction) along Hwy 169 through Princeton.

PROJECT RISKS

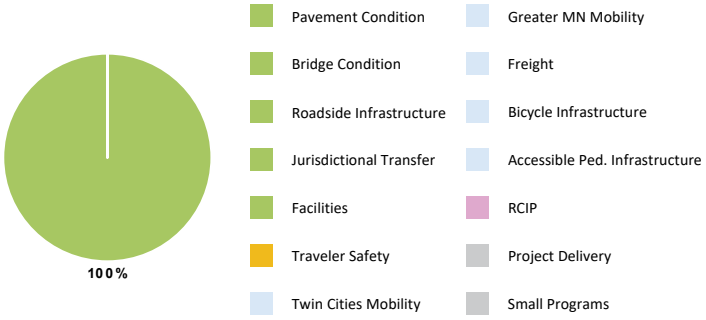
No significant risks associated with this project

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	8/15/2024
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)

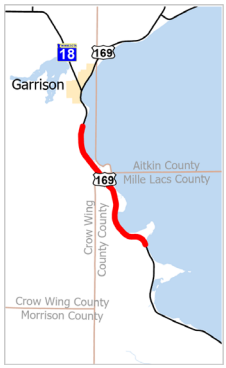
	Baseline Estimate	*Current Estimate*
Construction Letting:	1.4	7.9
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.9
Construction Engineering:	0.1	0.6
Right of Way:	0	0
Total:	***1.8***	***9.7***

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

COST ESTIMATE ASSUMPTIONS

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

Hwy 169 - south of Garrison: along west Mille Lacs Lake, Crow Wing & Mille Lacs counties

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May to August 2024. Mainline work was complete and all lanes were open by July 19, 2024. Due to material delays, installation of street lighting was conducted in mid-August. Crews resurfaced seven miles of Hwy 169 from Crow Wing CR 26 to half a mile north of Ojibwe Dr. In addition to the road and shoulder resurfacing, two left turn lanes were added at Timber Trail Rd./CR 25 and Swing-A-Way/S Port, three box culverts were replaced, and guardrails were upgraded.

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.

A design team was procured in 2022 and began preliminary engineering and environmental review. Construction limits were established for the project in fall of 2022. Environmental coordination and review were conducted, and design plans were completed in 2023.

PROJECT RISKS

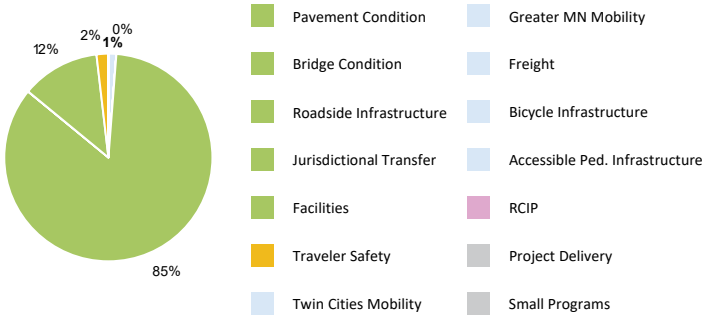
Excavation impacts to cultural resources in the region. This project is complete.

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)

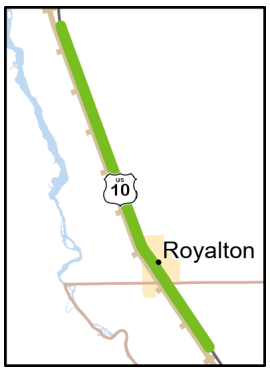
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***5.8***

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

COST ESTIMATE ASSUMPTIONS

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

Hwy 10: West and East of Royalton, Morrison & Benton counties

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

This project is planned for the 2027 construction season. The scope of work through Royalton is yet to be determined, but it will not be a part of this 2027 project. To preserve the pavement until 2027, MnDOT micro-surfaced this segment of road from August 26 - September 7, 2024.

MnDOT is working to achieve a Federally Funded Contract for Plan Development.

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

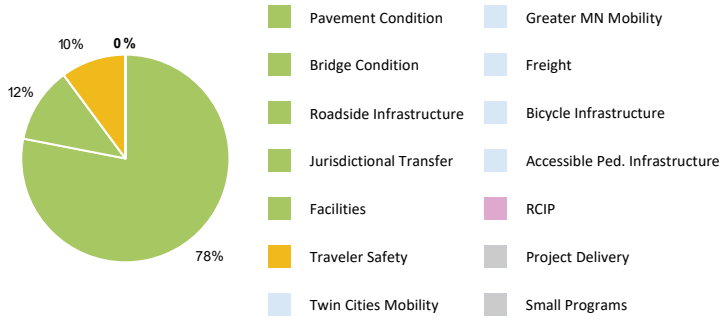
Delay in supplies and getting a consultant on-board in time to meet the letting.

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)

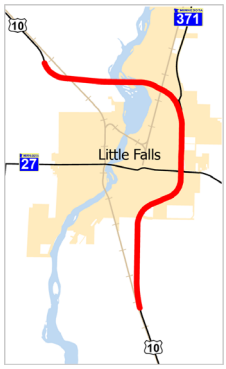
	Baseline Estimate	*Current Estimate*
Construction Letting:	22.9	22.9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.7
Construction Engineering:	1.8	1.8
Right of Way:	0	0
Total:	***28.3***	***28.3***

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

Hwy 10: Little Falls, Morrison County

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from late April through June 2024. Eight miles of Hwy 10 (from Morrison CR 52 to CR 35) were resurfaced in both directions to create a smoother ride, improve safety, and reduce maintenance costs.

PROJECT HISTORY

This project was originally programmed for a mill and overlay in 2025 due to pavement condition. It was developed by a consultant to prepare as a shelf project Both directions of Hwy 10 were resurfaced with asphalt from west of the Mississippi River at Morrison CR 52 to east of Little falls at CR 35.

PROJECT RISKS

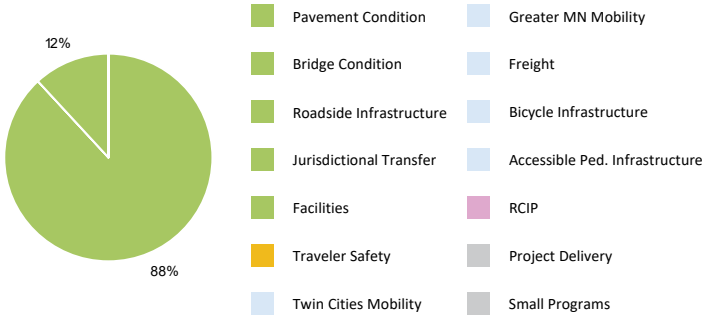
Conditions worsen faster than estimated. This project is complete; all risks retired.

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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



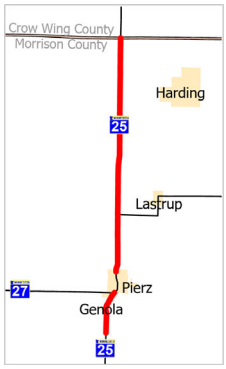
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.6	7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.4***	***8.7***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 25

Bridge 6321, 88062

State Project Number 4911-15

Hwy 25: North and South of Pierz, Morrison County

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

This project was let on 6/7/2024 and construction will take place in 2025. The project will include resurfacing the road and shoulders, replacing three bridges (box culverts), updating the guardrail, and installing road markings and rumble strips.

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. In 2023, this project was developed to 95% plans and was waiting for funding for FY 2025.

PROJECT RISKS

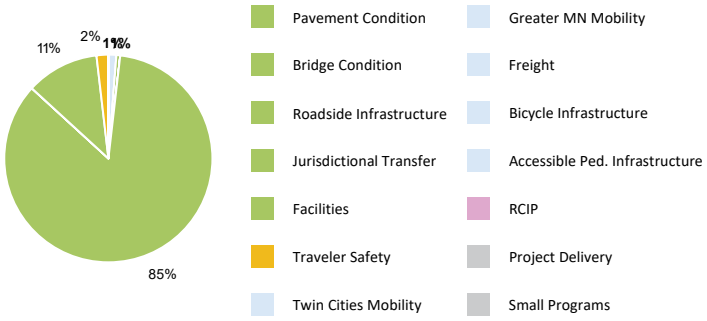
Wolf Creek Box Culvert replacement may require replacement of 1930's era Bridge #88081 on CR 48 to establish stream bank alignment and stabilization with the additional width needed required for roadside safety. Risk was addressed and needed to be replaced.

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:	6/7/2024
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

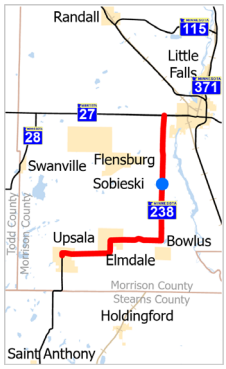
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***8.4***	***9.1***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



MN 238

Bridge 88490

State Project Number 4913-26

Resurface MN 238 from Upsala to MN 27 and Bridge #88490 over Hay Creek

RECENT CHANGES & UPDATES

This project is planned for 2025. Pavement fix was downscoped from FDR (Full depth reclaim) to CIP (cold in place) recycle to the current mill and overlay. An intersection realignment was added 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. This project will include resurfacing Hwy 27 and replacing the bridge over Hay Creek; it will have a detour.

PROJECT RISKS

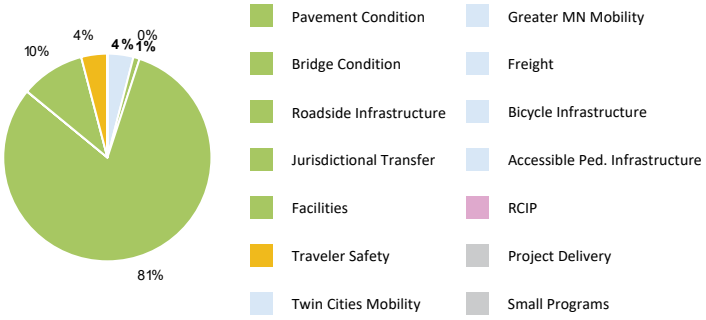
Traffic control for bridge (box culvert) replacement, pipe replacements and intersection realignment.

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	7.7
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***	***9.5***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on estimated quantities and average bid prices for similar projects. 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 is complete. It enters its second year as "substantially complete."

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. This project was converted to advance construction with funding programmed in FY 21 and FY 22.

PROJECT RISKS

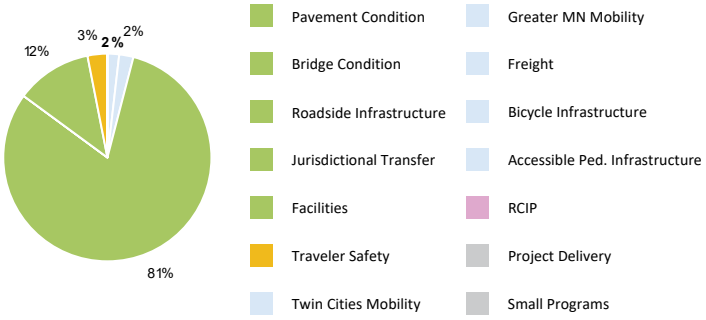
Costs due to maintenance of traffic during construction were a potential risk. This project is complete, so no risks remain.

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)

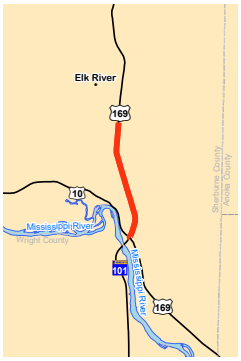
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.8	9.6
Post Letting Construction Costs:	0.9	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.8
Right of Way:	0.5	0.1
Total:	***12***	***12.1***

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

Hwy 169 Redefine: Elk River

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

This project is being constructed in three parts over the course of three years, from 2022-2024. The final phase is scheduled to be complete by November 2024, and wrap up work will be done spring-summer 2025.

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 was to 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. This project is being done in three parts from 2022-2024.

PROJECT RISKS

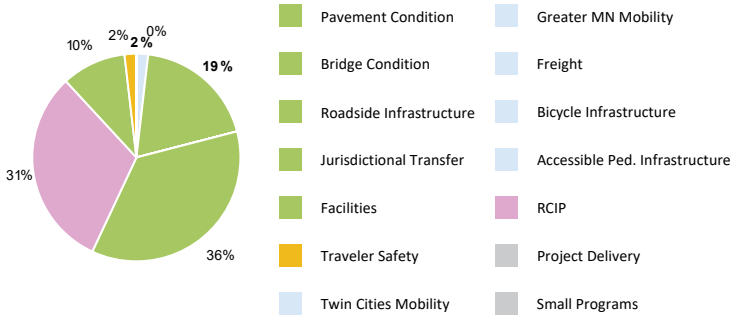
Cost increases at the time of letting due to inflation related to material delivery/availability because of COVID. Delay in utility relocations may cause construction delays and thus delay the schedule and result in contractor delay costs. Traffic congestion on the local streets and Hwy 169 require temporary 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	123.1
Post Letting Construction Costs:	5.5	4.9
Other Construction Elements:	0	0
Preliminary Engineering:	17.5	14.8
Construction Engineering:	4.5	9.9
Right of Way:	12	0
Total:	***158.5***	***152.7***

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

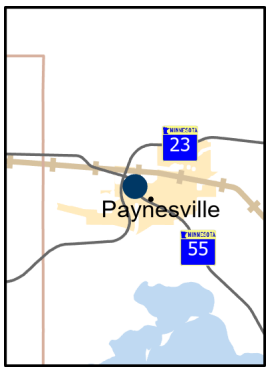
COST ESTIMATE ASSUMPTIONS

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

This project is planned for the 2026 construction season. 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.

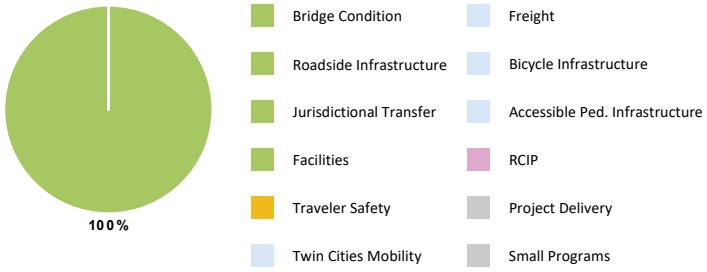
3) Cofferdam requirements and MnDRN regulations of waterway could cause schedule constraints both in design and construction

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:	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)

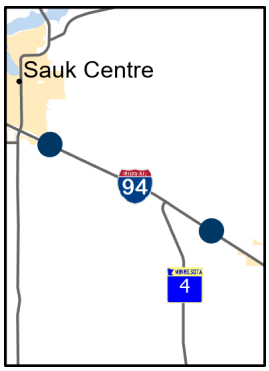
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	6.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.2***	***8.4***

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

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.

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

This project is planned to start in 2026. It will include replacing the bridges over the Sauk River east of Hwy 71 in Sauk Centre and east of Hwy 4 in Melrose.

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.

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

PROJECT RISKS

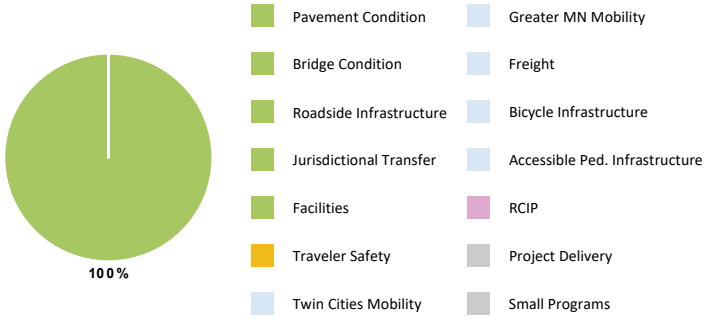
Lead paint found on the two bridges that are being replaced. Potential concrete project on I94 in the same area could change the scope/date of project. Head to head traffic costs and crossovers could inflate project cost.

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:	6/4/2024
Construction Limits Established Date:	10/31/2024
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	8.5
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1
Construction Engineering:	0.8	0.7
Right of Way:	0	0
Total:	***12.1***	***10.5***

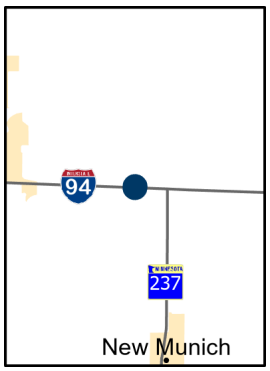
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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

This project is planned for 2027. 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

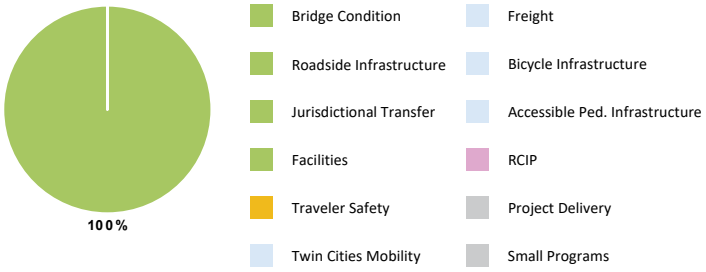
Materials escalation and bats.

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:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



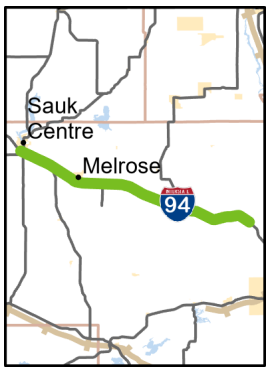
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5.3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.2***	***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

PROJECT SUMMARY



I-94

State Project Number 7380-274

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

PROJECT HISTORY

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

PROJECT RISKS

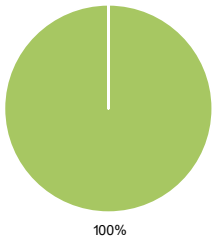
This project is complete; no risks remain.

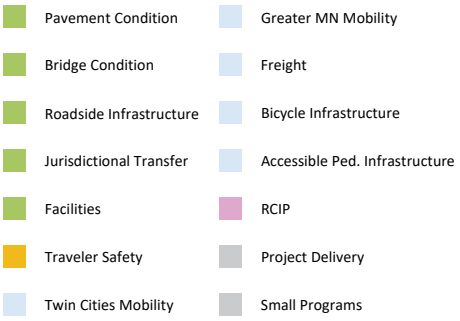
SCHEDULE

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

nt 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

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 27

State Project Number 7703-16

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. It was open to traffic in 2022.

PROJECT HISTORY

This section of bituminous pavement was last resurfaced in 2009. The last major rehabilitation dates back to 1948. This roadway needs rehabilitation to maintain an acceptable ride quality and with the rising safety concerns of travelers preventative maintenance is required. The Lake Wobegon Trail Bridge #758 over TH 27 and Bridge #92372 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

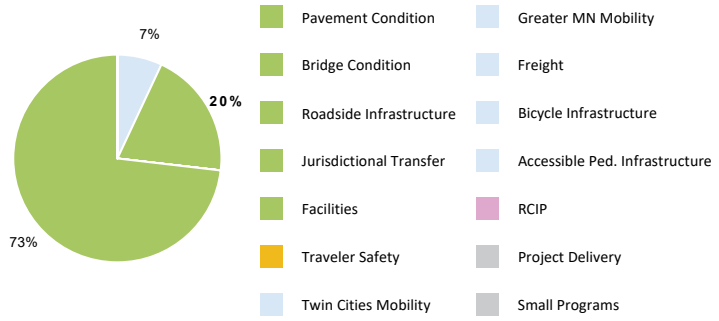
This project is complete; no risks remain. Previous risks included: utility relocation, coordination, and scheduling relating to new highway right of way title and possession dates and the timing to meet winter tree clearing requirements, excessive rain events that could saturate open subgrade of the reclamation which is anticipated to be mitigated through the project acceleration that can be achieved with model based survey control.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	1/25/2021
Municipal Consent Approval Date:	12/14/2020
Geometric Layout Approval Date:	4/28/2020
Construction Limits Established Date:	4/28/2020
Original Letting Date:	12/17/2021
Current Letting Date:	12/3/2021
Construction Season:	2022
Estimated Substantial Completion:	August 2023

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.1	19.6
Post Letting Construction Costs:	1.8	0.8
Other Construction Elements:	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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 10

State Project Number 8001-44

Hwy 10: Wadena and Otter Tail Counties

Reconstruction of TH 10 to a four-lane highway east and west of Wadena to address existing deficiencies and accommodate future development and redevelopment. Reconfiguration to four lanes within existing urban section and extension of urban section. Traffic control modifications, including construction of a reduced conflict intersection and two roundabouts.

RECENT CHANGES & UPDATES

For public engagement, an open house was held on August 25, 2022 and an online survey was available for those who couldn't attend to submit feedback.

Design procurement and environmental review are complete. Right of way acquisition is ongoing. Final plans are complete and being reviewed for bidding. This project has been tied to 8003-37 for construction and bidding. Project is planned for 2025-2026.

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.

Preliminary engineering, public engagement, and environmental review are underway; an open house was held on 8/25/2022 and there was an online survey opportunity in Wadena. Other public meetings occurred on 12/8/2022 and 10/23/2023. Additional engagement, engineering, and environmental review continued in 2023 with final design plans beginning in August 2023.

PROJECT RISKS

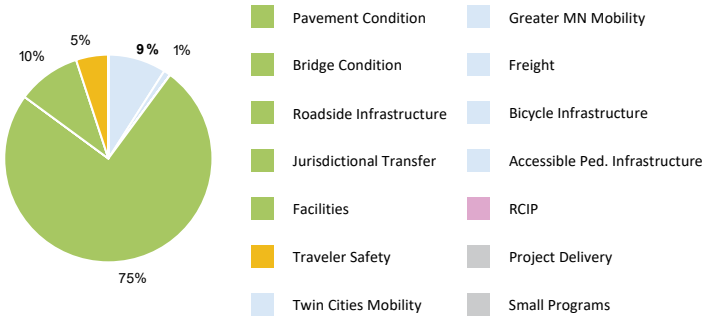
Accelerated schedule to develop layout and construction limits for ROW acquisition and contaminated property investigations, Environmental Coordination/Documentation of Sunnybrook Park [L], utility relocation in advance of construction balanced with need for winter tree clearing and having early title and possession for utility company relocations, MOT conflicts with SP8003-37.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	6/18/2024
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:	Spring 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

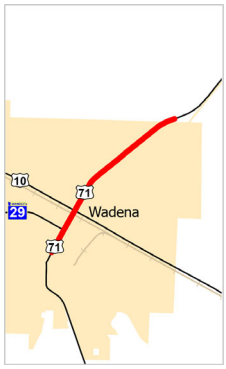
	Baseline Estimate	*Current Estimate*
Construction Letting:	35	47.1
Post Letting Construction Costs:	0	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	0	5.5
Construction Engineering:	0	3.7
Right of Way:	12.6	10
Total:	***47.6***	***68.2***

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 have begun. 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. An in-person open house was held on 3/7/2024. Project layouts were posted on the project website in March 2024.

Final plans are complete and are being reviewed for bidding. Project has been tied to 8001-44 for bidding and construction. Construction planned for 2025.

PROJECT HISTORY

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

PROJECT RISKS

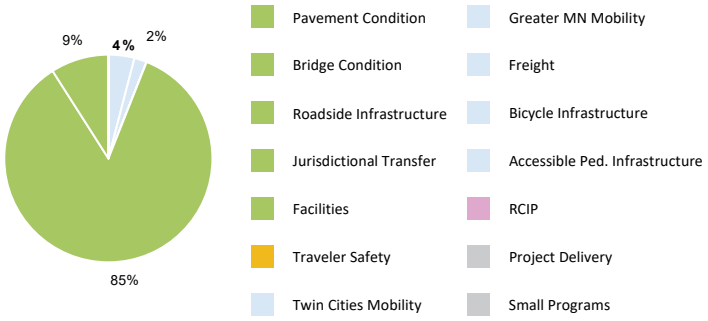
Segment will be evaluated for contaminated material, maintenance of traffic timing and detour coordination with SP8001-44 (4-lane expansion), timely utility relocation including coordination of conflicts with an existing underground pedestrian tunnel to the old Wesley Hospital.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	2/22/2024
Municipal Consent Approval Date:	Not Needed
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:	Spring 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.3	8.5
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:	***9.2***	***10.5***

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

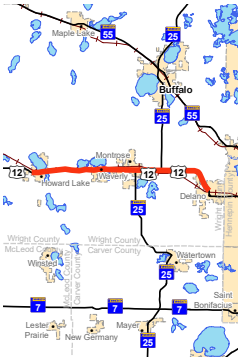
COST ESTIMATE ASSUMPTIONS

The 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

Hwy 12: Hoard Lake, Waverly & Montrose in Wright County

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 a pedestrian access route. Construction is planned for 2025.

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

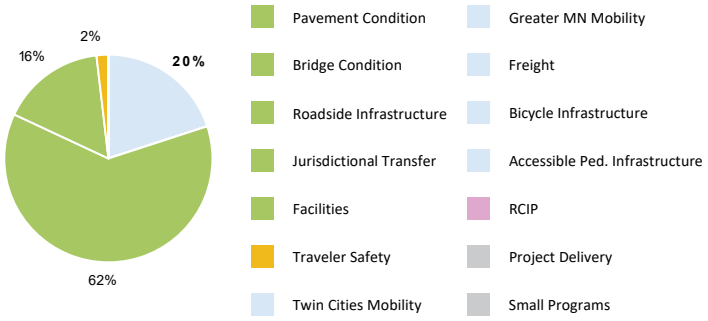
No significant risks are anticipated.

SCHEDULE

Date in which project entered the STIP:	2017
Environmental Document Approval Date:	3/24/2024
Municipal Consent Approval Date:	12/7/2021
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)

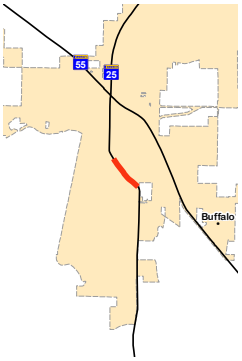
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	9.6
Post Letting Construction Costs:	0.8	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.2
Construction Engineering:	0.6	0.8
Right of Way:	0.1	0
Total:	***10.1***	***12***

Construction cost 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

Hwy 25 Improvements: Buffalo

Reconstruct MN 25 from north of Settlers Parkway to 1st St S in Buffalo.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction on TH 25 started in July 2023. By September 26, 2023, all major underground work for the first phase was complete. In 2023, street and utility work for Phase 1 (Hwy 25 from Montrose Blvd. to Division St.(was completed with streetscape and restoration work remaining.

Crews returned in April 2024 for Phase 2 (Hwy 25 fro Montrose Blvd. to Settlers Parkway). By July 15, 2024, roadway paving was complete and the road was open to regular traffic while permanent seeding and landscaping continued.

PROJECT HISTORY

Project design and letting were done by the City of Buffalo. 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. Construction is planned to take place in two phases from 2023-2024.

The city received an additional $5.785 million in federal appropriation funds for this project at the end of December 2022. Tree removals began the week of March 6, 2023, prior to the main construction.

Work will include reconstructing Hwy 25 from 1st St. to north of Settlers Parkway, installing a continuous center left turn lane to improve access, replacing under-ground utilities (water main, sanitary and storm sewers), installing an 8 ft. wide sidewalk and 6 ft. wide bicycle lane and shoulder, and removing parking (except on the west side of Sturges Park) to expand the community commons area.

PROJECT RISKS

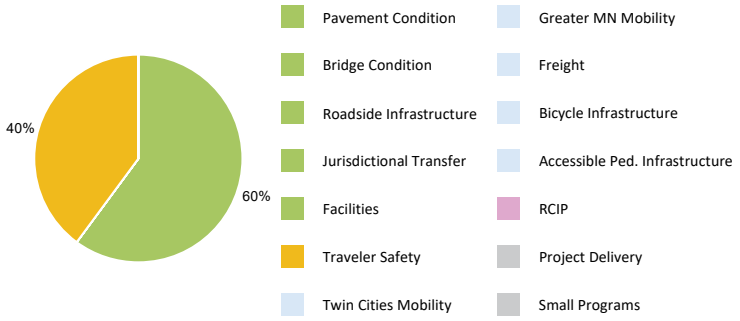
There are no known risks at this time besides traffic control needs during construction.

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:	2023-2024
Estimated Substantial Completion:	August 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

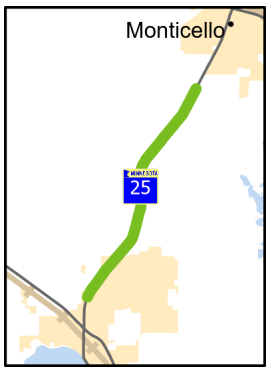
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	14.6
Post Letting Construction Costs:	0.7	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.8
Construction Engineering:	0.4	1.2
Right of Way:	0.1	0
Total:	***8.1***	***18.2***

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.

PROJECT SUMMARY



MN 25

State Project Number 8605-54

Hwy 25: Buffalo to Monticello in Wright County

Resurface MN 25 from the north of Buffalo to Monticello, improving access and installing two roundabouts at the Hwy 25 intersections with CR 37 and Caitlin St. in Buffalo

RECENT CHANGES & UPDATES

MnDOT has hired a consultant to complete the design work. Project development and design plans are in progress. This project is planned for 2026; it will reconstruct the road surface from Caitlin St. to north of Davidson Ave., including shoulders and turn lanes and improving access at several locations. Pipes will be replaced and ditch drainage will be improved. Roundabouts will also be installed at CR 37 and Caitlin St. in Buffalo (by MnDOT) and Cr 113 and CR 83/35th St NE (by Wright county).

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

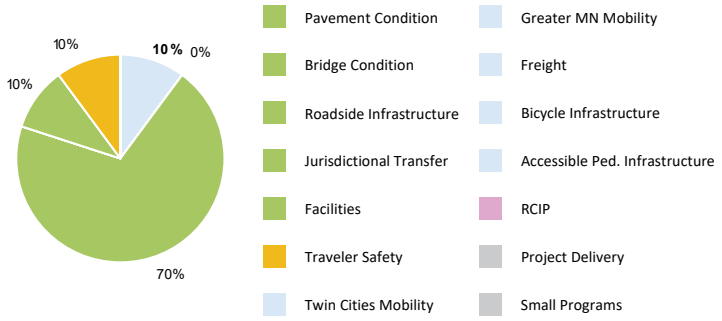
Construction staging for the project and both MnDOT roundabouts

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)

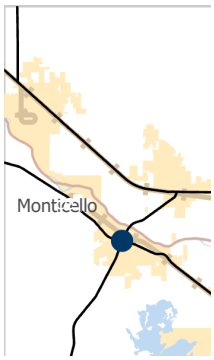
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	15.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.9
Construction Engineering:	1.1	1.2
Right of Way:	0	0
Total:	***17.3***	***19.2***

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

COST ESTIMATE ASSUMPTIONS

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

Hwy 25 at I-94: Monticello

Redeck Bridge #86803 on MN 25 over I-94 in Monticello.

RECENT CHANGES & UPDATES

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 loss 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 northbound left turn lane queue further to the south off the end of the bridge.

PROJECT RISKS

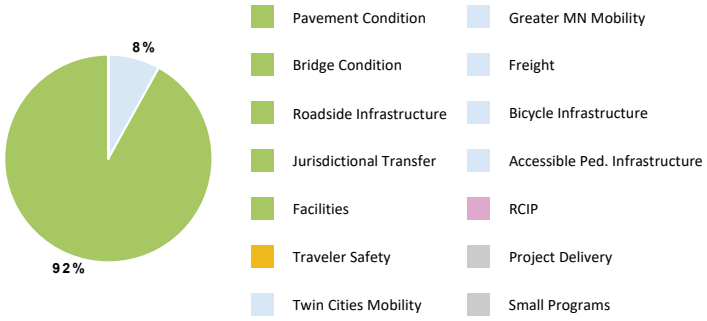
Traffic control and construction staging; bridge will remain open with lane closures and changes to access/detour.

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:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



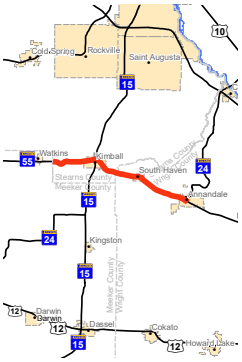
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.9
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***5.6***	***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

Hwy 55: Annandale in Wright County

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

This project was let in late September 2024. Construction is scheduled for mid-April through mid-October 2025.

MnDOT will resurface and improve 1.4 miles of Hwy 55 in Annandale, including utility and access improvements. Underground utilities (city water, sewer and storm water system) will be replaced or updated. The Excelsior Ave. signal system will be updated and a flashing pedestrian crosswalk signal will be installed at Oak Ave./Hwy 24/Harrison St.

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.

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 RISKS

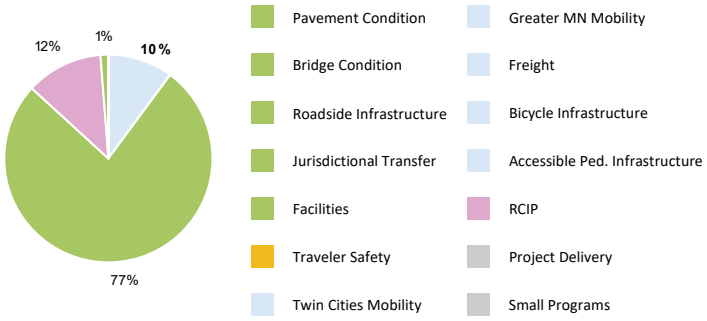
City will design its own utility plans for inclusion in the plan set.

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	10.3
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.2
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***9.9***	***12.7***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 55

State Project Number 8606-64

Hwy 55: Watkins to Annandale

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in 2022. MnDOT resurfaced 14 miles of Hwy 55 and repaired or replaced underground pipes from the Meeker/Stearns county line (between Watkins and Kimball) to Brown Ave.

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.

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 RISKS

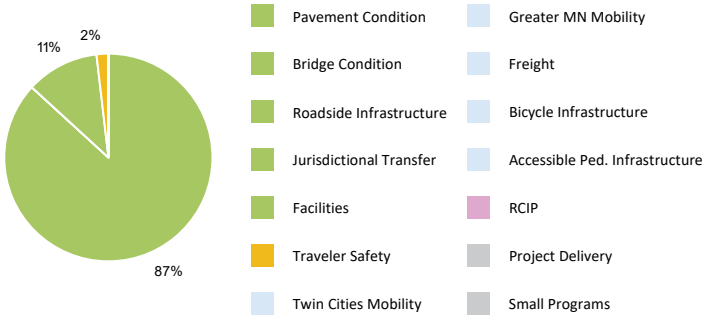
There are no known risks at this time.

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)

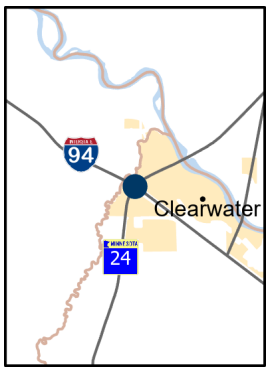
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	4.7
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0
Total:	***6.4***	***5.9***

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

Hwy 24: Clearwater

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

RECENT CHANGES & UPDATES

Design concepts were developed earlier this year (2024) and a final design concept was recommended. A public meeting was held in Clearwater on Tuesday, October 1, 2024 for the community to learn about the project and provide feedback. From November 2024 through 2026, they will continue to develop the final design layout and share the construction staging, impacts, and schedule.

Current funding only allows for the reconstruction of the Hwy 24 interchange at I-94, but MnDOT will evaluate the entire one-mile stretch of Hwy 24 through Clearwater, from Wright CR 7 to the Mississippi River bridge.

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.

This 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 RISKS

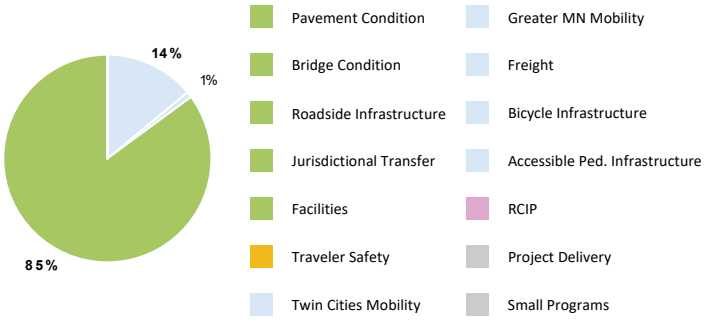
1. Construction staging for the project.
2. Access modifications along TH 24.

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)

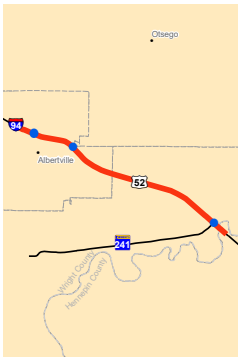
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	20.6
Post Letting Construction Costs:	0.4	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	2.5
Construction Engineering:	0.9	1.7
Right of Way:	0	0
Total:	***13.3***	***25.6***

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

COST ESTIMATE ASSUMPTIONS

This 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

This four-year project is complete. Construction spanned from 2019-2022. In total, six miles of I-94 between St. Michael and Albertville, 15 miles between Monticello and Clearwater (where an extra lane was added in both directions), and the eastbound I-94 Enfield Rest Area. This was the Albertville to St. Michael portion.

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.

8680-177 is now associated with this project. This is an advance construction project with paybacks in FY 20.

PROJECT RISKS

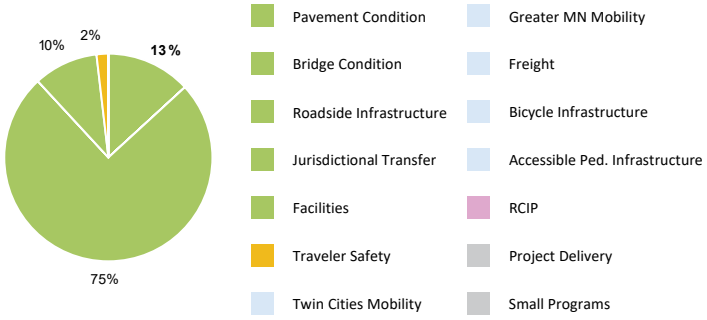
This project is complete; no risks remain.

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)

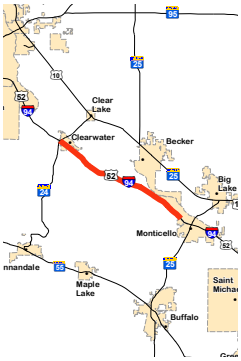
	Baseline Estimate	*Current Estimate*
Construction Letting:	63.6	63.6
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0.1	1.1
Preliminary Engineering:	8.1	8.1
Construction Engineering:	5.1	5.1
Right of Way:	1.2	1.3
Total:	***80.6***	***81.7***

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. 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

I-94: Clearwater to Monticello

Reconstruct 15 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 four-year project is complete. Construction spanned from 2019-2022. In total, six miles of I-94 between St. Michael and Albertville, 15 miles between Monticello and Clearwater (where an extra lane was added in both directions), and the eastbound I-94 Enfield Rest Area. This was the Clearwater to Monticello portion.

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.

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 RISKS

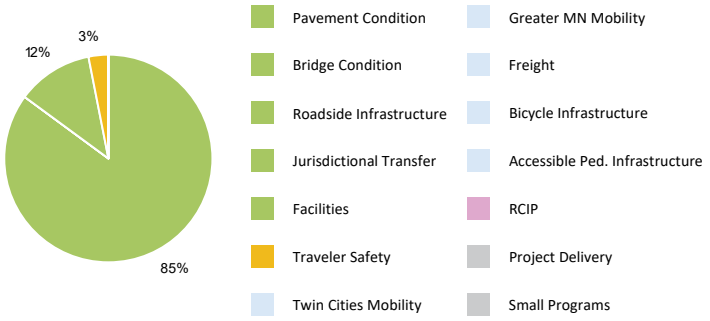
The project needed to maintain freight mobility and address traffic concerns while under construction. Extensive temporary pavement widening was needed for maintenance of traffic. Removal of the temporary pavement became a political risk while there were ongoing efforts by the I-94 Corridor Coalition 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. Now that this project is complete; all risks have been retired.

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)

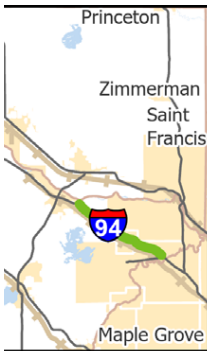
	Baseline Estimate	*Current Estimate*
Construction Letting:	38.1	97.4
Post Letting Construction Costs:	0	2.5
Other Construction Elements:	0	0.6
Preliminary Engineering:	1.9	8.5
Construction Engineering:	1.3	2.5
Right of Way:	0	0.1
Total:	***41.3***	***111.6***

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.

PROJECT SUMMARY



I-94

State Project Number 8680-189

I-94 Gap: Albertville to Monticello in Wright County

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.

Mainline prep work was completed in October 2024. Major construction will occur from spring 2025-fall 2026, and wrap-up will be in 2027. Westbound lanes will be constructed in 2025, and eastbound lanes will be done in 2026.

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

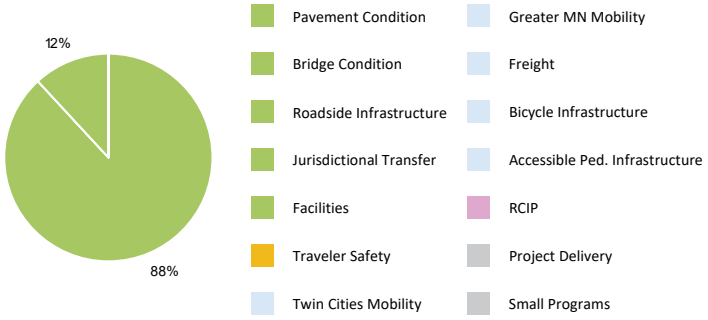
1. Funding – Greatly underfunded for full expansion - How much is secured will result in how much we can build and when.
2. Construction staging at the pinch points – CSAH 19 Bridge in Albertville and CSAH 75 Overpass Bridges in Monticello.
3. Final EA documentation results, and more specifically, potential 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 right of way.
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 & 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)

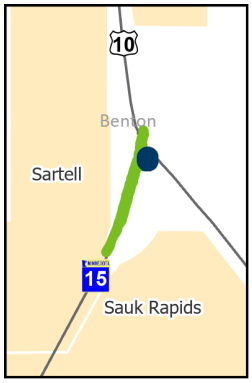
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	97.9
Post Letting Construction Costs:	0.3	3.9
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	11.7
Construction Engineering:	0.5	7.8
Right of Way:	0	0
Total:	***8.4***	***121.3***

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.

PROJECT SUMMARY



MN 15

Bridge 05003

State Project Number 0509-37

Replace Br 05003 EB over US 10 in Sauk Rapids

RECENT CHANGES & UPDATES

In October 2024, the letting date was changed from 8/22/2025 to 4/22/2026.

PROJECT HISTORY

In September 2024, preliminary bridge design changed to a single span bridge which set the project timeline back and required a letting change.

PROJECT RISKS

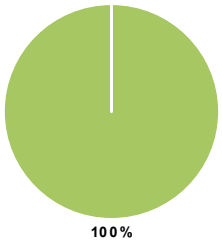
None at this time.

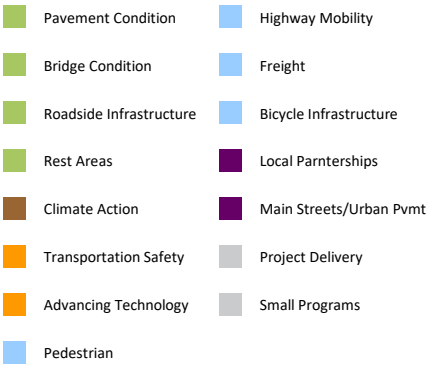
SCHEDULE

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:	4/25/2025
Current Letting Date:	2/22/2026
Construction Season:	2026
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge Condition





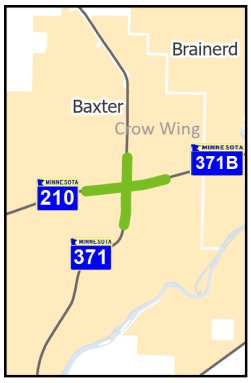
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	7.7
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:	***2.1***	***9.5***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 371 & MN 210

State Project Number 1809-98

Hwy 371 & Hwy 210: Baxter Intersection Improvement Project

Intersection of Hwy 371 and Hwy 210 and the BNSF Railroad in the City of Baxter

RECENT CHANGES & UPDATES

This project is planned for 2028. This is its first year in the Major Highway Projects Report.

PROJECT HISTORY

MnDOT, in partnership with the City of Baxter and Crow Wing County, will design and construct a new intersection at Hwy 210 and Hwy 371, which includes the BNSF railroad. Planning and design is expected to continue through 2027, with construction anticipated to begin in 2028. When complete, the $58 million Corridors of Commerce-funded project will improve access, safety and traffic flow through the Brainerd Lakes area.

PROJECT RISKS

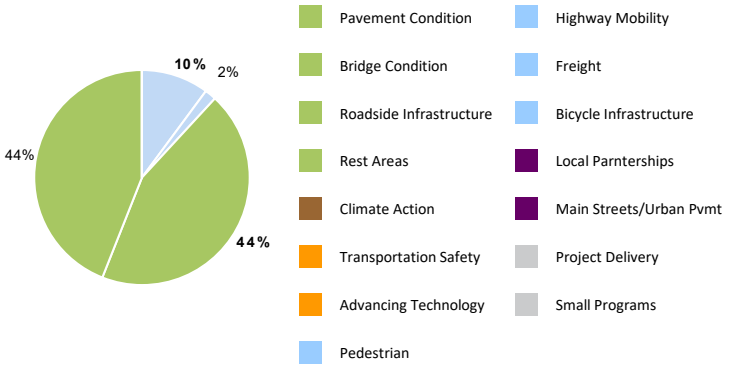
Detour effects on local businesses due to road closures to key local routes: Excelsior Rd, College Dr, and Golf Course Dr could delay municipal approval and increasing funding. Bridge and retaining wall design could require more piers resulting in additional costs, fewer piers require thicker beams and more profile grade to meet clearance on railway. BNSF vertical clearance requirements are a significant challenge in the restricted footprint. A more robust storm sewer design may be required due to a more urban design. Traffic maintenance will need to be head-to-head on TH 371 during construction without another parallel route through Baxter/Brainerd area. This would require a widening of the median and using 2 bridge structures for NB and SB TH 371.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	2/25/2028
Current Letting Date:	11/19/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

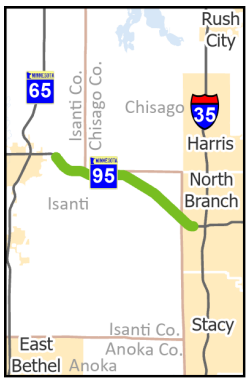
	Baseline Estimate	*Current Estimate*
Construction Letting:	45	45
Post Letting Construction Costs:	1.8	1.8
Other Construction Elements:	0	0
Preliminary Engineering:	5.4	5.4
Construction Engineering:	3.6	3.6
Right of Way:	0	0
Total:	***12.6***	***55.8***

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 construction let budget was initially approved at MPLT in December 2023 for $45M. This estimate is based on the Monte Carlo risk-based estimate and base concepts provided by the COC4 program. District 3 has begun working with a project team to conduct the additional study recommended by the high-level feasibility study on which the corridors of commerce geometrics, base estimates, and risk registers were predicated on. The additional study is likely to identify risks and costs that should be revisited with MPLT at the conclusion of an approved layout.

PROJECT SUMMARY



MN 95

State Project Number 3007-37

Resurface MN 95 from 0.35 M East of CR 2 E of Cambridge to 0.1 Mile E of Isanti Trail

RECENT CHANGES & UPDATES

Project is planned for a 2027 letting.

PROJECT HISTORY

This is this project's year in the Major Highway Projects Report.

PROJECT RISKS

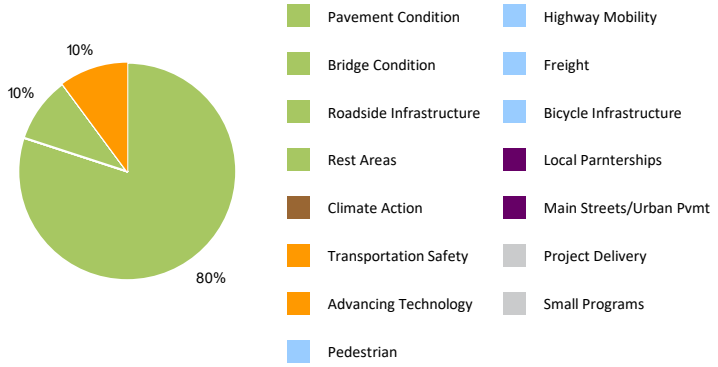
None at this time.

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:	3/26/2027
Current Letting Date:	3/26/2027
Construction Season:	2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



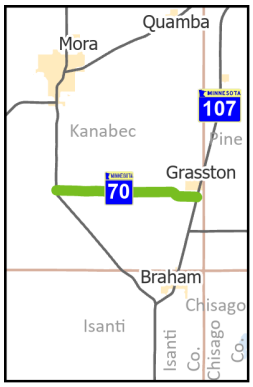
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	7.1
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:	***2.1***	***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

PROJECT SUMMARY



MN 70

State Project Number 3306-16

Resurface MN 70 from MN 65 in Brunswick to MN 107 in Grasston

RECENT CHANGES & UPDATES

This project is planned for 2028.

PROJECT HISTORY

This is this project's first year in the Major Highway Projects Report.

PROJECT RISKS

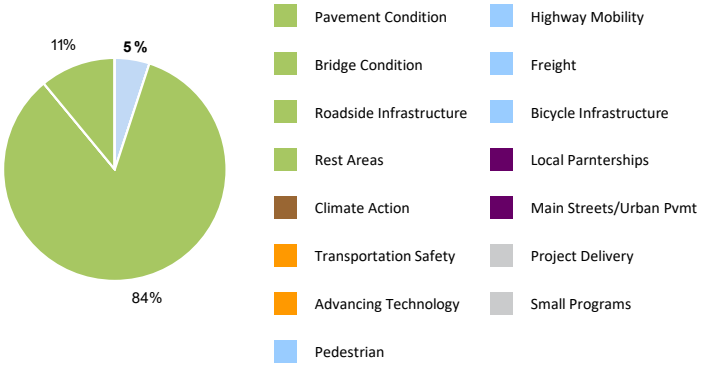
None at this time.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/24/2028
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



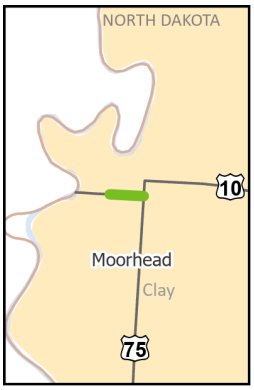
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***1.2***	***4.8***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 10

State Project Number 7101-66

Reconstruct Yale Court NW & Twin Lakes Rd to Intersection with US 10 in Elk River

RECENT CHANGES & UPDATES

This project will reconstruct the Yale Cr. NW and Twin Lakes Rd. intersection with US Hwy 10 in Elk River.

PROJECT HISTORY

This is this project's year in the Major Highway Projects Report.

PROJECT RISKS

None at this time.

SCHEDULE

Date in which project entered the STIP:	2020
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:	6/14/2023
Current Letting Date:	6/14/2024
Construction Season:	2024
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Rest Areas
- Climate Action
- Transportation Safety
- Advancing Technology
- Pedestrian
- Highway Mobility
- Freight
- Bicycle Infrastructure
- Local Parnterships
- Main Streets/Urban Pvmt
- Project Delivery
- Small Programs

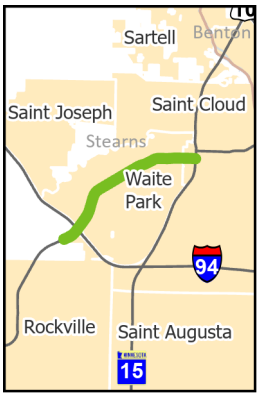
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	6.2
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.8
Construction Engineering:	0	0.5
Right of Way:	0	0
Total:	***0***	***7.7***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 23

State Project Number 7305-131

Resurface MN 23, from 0.455 Mi E of 93rd Ave to MN 15 in Waite Park eastbound and westbound

RECENT CHANGES & UPDATES

Project is scheduled for the 2028 construction season.

PROJECT HISTORY

This is this project's year in the Major Highway Projects Report.

PROJECT RISKS

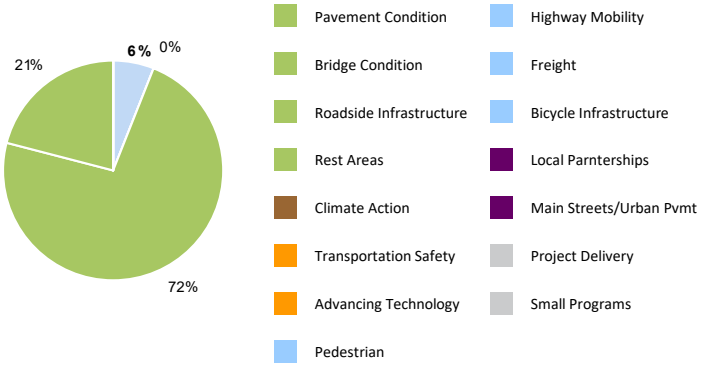
None at this time.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	11/19/2027
Current Letting Date:	11/19/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	17	17
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.4	1.4
Right of Way:	0	0
Total:	***4.8***	***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

PROJECT SUMMARY



US 71

Bridge 5428

State Project Number 7319-42

US 71, from I-94 to north Sauk Centre with bridge #5428 over Sauk River, urban reconstruction

RECENT CHANGES & UPDATES

Project is scheduled for the 2028 construction season.

PROJECT HISTORY

This is this project's year in the Major Highway Projects Report.

PROJECT RISKS

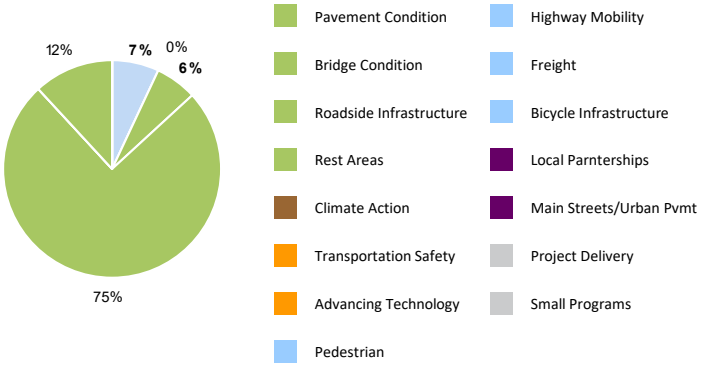
Downtown Sauk Centre is considered historic, additional time and costs associated with SHPO. Sauk Centre is replacing underground utilities with our project. The coordination, right of way impacts, possible contaminated material, and dealing with aged infrastructure are factors that could delay and escalate costs. Detours necessary could impact Hospital and Ambulance services, due to the limited routes available providing an expedient emergency services route will be challenging.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/28/2028
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	26.4	26.4
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	3.2	3.2
Construction Engineering:	2.1	2.1
Right of Way:	0	0
Total:	***7.5***	***32.8***

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 city of Sauk Centre provided an estimate for their utility project. Connection to the Woebegon Trail was added to the project cost as well as a multi-use trail the length of the corridor. Signals will need to be replaced and that cost will be shared with Stearns County.

PROJECT SUMMARY



I-94

State Project Number 7380-273

I-94, Replace & Expand Parking Lot, Big Spunk Rest Area

RECENT CHANGES & UPDATES

Project is scheduled for the 2026 construction season.

PROJECT HISTORY

This is this project's year in the Major Highway Projects Report.

PROJECT RISKS

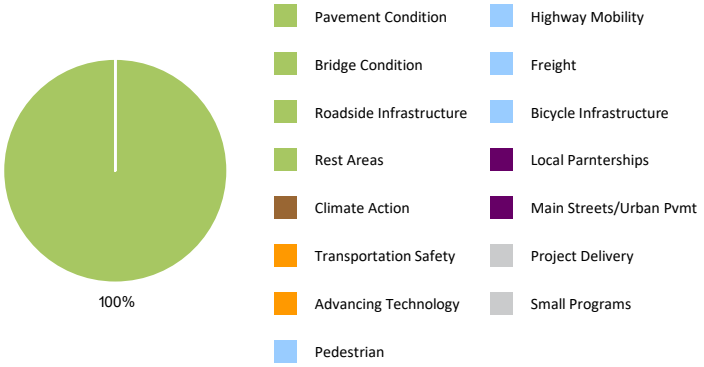
None at this time.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/4/2026
Current Letting Date:	12/4/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

FS_PCT



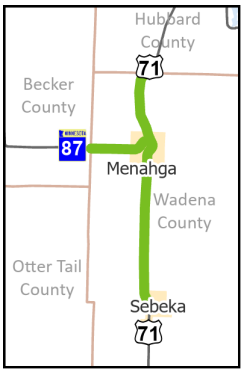
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***1.2***	***4.8***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 71 & MN 87

State Project Number 8005-22

Recondition US 71 from N End of Redeye River Bridge in Sebeka to 3rd St SE in Menahga, Urban Reconstruct 3rd St SE to the N End of Blueberry River Bridge in Menahga & Recondition MN 87 from Becker/Wadena Co line to Fir Ave NW and Resurface MN 87 from Fir Ave NW to Jct US 71

RECENT CHANGES & UPDATES

This project is planned for 2028. This is its first year in the Major Highway Projects Report.

PROJECT HISTORY

The primary need for this project is pavement condition. There are multiple different unique pavement selections within this project with varying pavement structure and infrastructure needs related to drainage and safety, such as guardrail updates. Sanitary and storm sewer replacements are driving the need for the urban reconstruction in the city of Menahga, as well as the needs to improve walkability and ADA accessible infrastructure within the city.

PROJECT RISKS

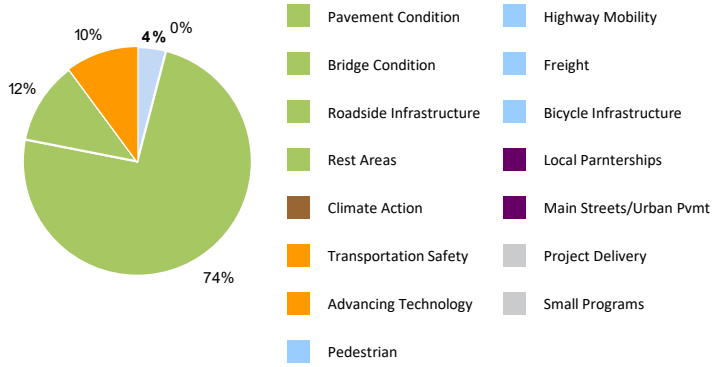
This project has typical delivery risks associated with urban reconstruction such as municipal acceptance of the geometric layout and schedule risks associated with the cooperative plan work required by the sanitary replacement. Risks in the rural area are related to pending material field investigations and staging and detours for culvert and anticipated reclamation activities.

SCHEDULE

Date in which project entered the STIP:	2025
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:	1/28/2028
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

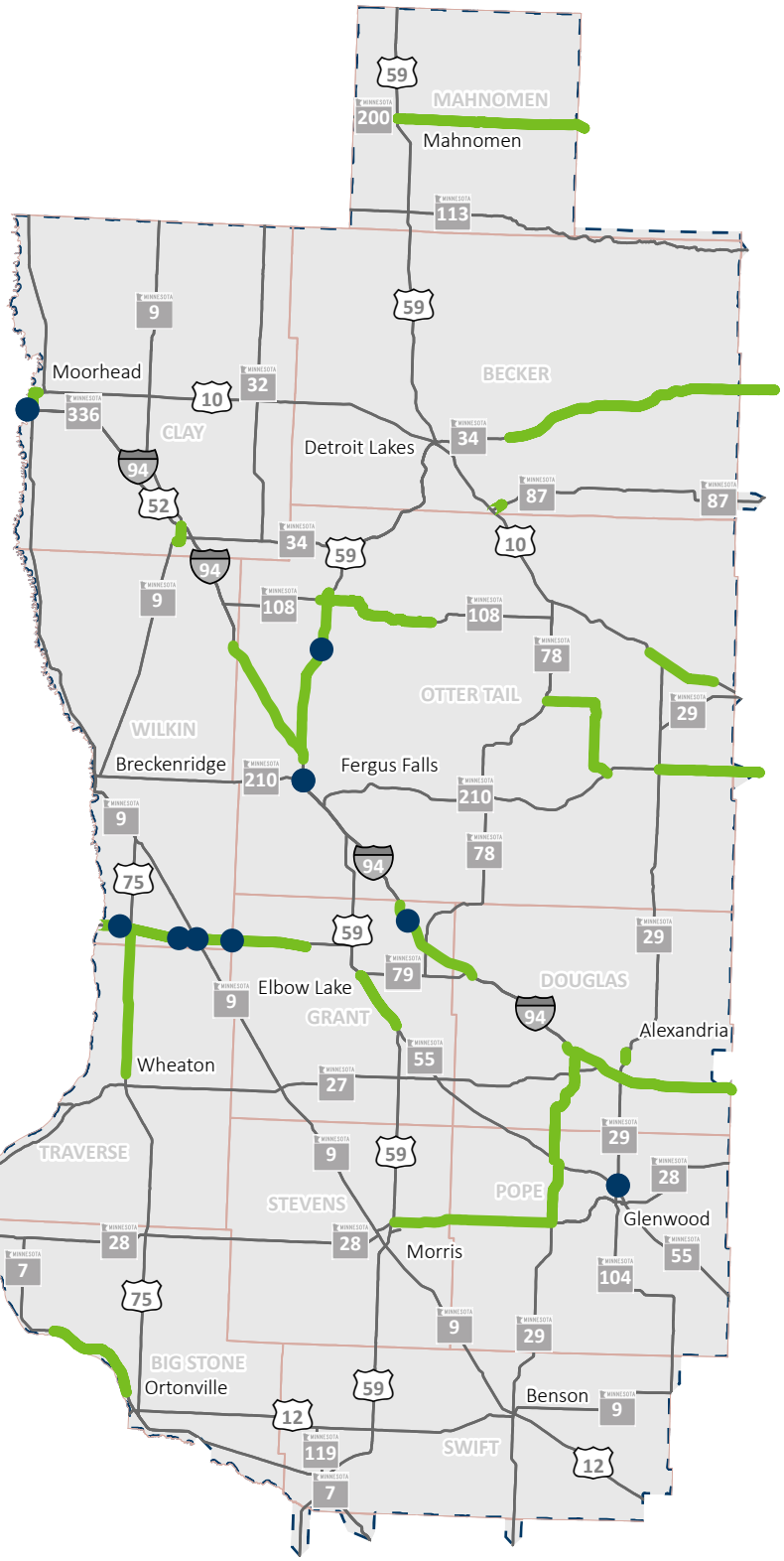
	Baseline Estimate	*Current Estimate*
Construction Letting:	15.2	15.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	***18.8***	***18.8***

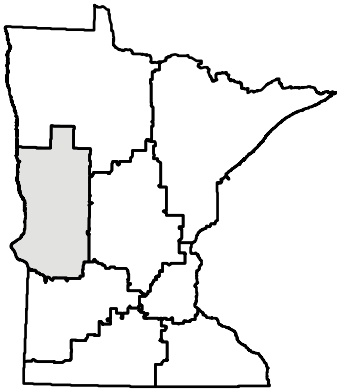
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is composed of construction cost per mile of similar projects and costs developed with estimated quantities using historical average bid prices and adjusted for inflation. The Current Estimate incorporates an anticipated local share for cooperative sanitary work.

D4 - DETROIT LAKES





Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION

Date Prepared: 12/11/2024

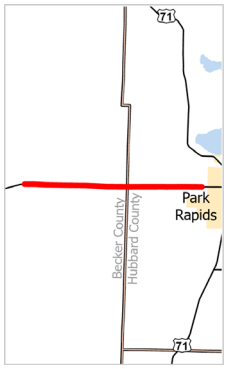
District 4 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 34	0303-67	Resurface and widen shoulders on MN 34 from CR26/CR47 west of Osage to Western Ave. in Park Rapids, Hubbard County	✓	1st	D1	208
MN 34	0303-68	Resurface MN 34 from Becker CR 29 to west of Osage, CR 26/47	✓	1st	D2	209
MN 87	0306-30	Complete streets reconstruction in Frazee from CR 29 to the Otter Tail River bridge in Becker County	✓	2nd	D3	210
MN 7	0609-33	Resurface and improve drainage on MN 7 near Ortonville			D4	211
US 10	1401-177	Construct a railroad underpass on US 10/US75/11th St. in Moorhead, Clay County			D5	212
US 75	1406-76	Reconstruct US 75 from 24th Ave. S to US 10/Main Ave. and US 10 from Red Rive to east of 10th St. in Moorhead, Clay County			D6	213
MN 9	1409-25	Reconstruct and resurface MN 9 from Barnesville to I-94	✓	1st	D7	214
MN 114	2110-10	Resurface MN 114 from MN 55 in Lowry to I-94 in Starbuck and construct a roundabout at the MN 114 intersection with MN 27			D8	215
I-94	2180-118	Resurface concrete on westbound I-94 from west of MN 114 to MN 29 in Douglas County	✓	1st	D9	216
I-94	2180-125	Resurface concrete on westbound I-94 from west of Alexandria to the Douglas/Todd County line and rehabilitate/replace bridges			D10	217
I-94	2180-130	Resurface I-94 from Lake Lakota Bridge to MN 29			D11	218
MN 55	2609-28	Resurface and widen shoulders on MN 55 from Elbow Lake to Barrett in Grant County	✓	2nd	D12	219
I-94	2680-44	Rehabilitate concrete on westbound I-94 from the Grant/Otter Tail County line to MN 79			D13	220
I-94	2680-50	Replace the I-94 bridge (26X01) over Pelican Creek near Ashby			D14	221
MN 200	4402-22	On MN 200, repair pavement and sidewalk, widen shoulders and construct turn lanes from US 59 to Roy Lake	✓	2nd	D15	222
MN 210	5601-35	Reconstruct and replace bridges (56001, 9697) on MN 210			D16	223
MN 210	5604-09	Resurface MN 210 from MN 29 to west of US 71 near Hewitt			D17	224
US 10	5605-23	Resurface eastbound US 10 from New York Mills to Bluffton			D18	225
US 59	5617-31	Resurface US 59 from I-94 to south of 5th Ave. in Pelican Rapids and replace bridge (4199)			D19	226
US 59, MN 108	5618-117	Complete streets reconstruction in Pelican Rapids			D20	227
MN 108	5623-38	Resurface MN 108 from east of Pelican Rapids to CR 41			D21	228
MN 108	5624-19	Resurface MN 108 from MN 78 in Ottertail to 4th St. in Henning			D22	229
MN 108	5624-20	Reconstruction of MN 108 from 4th St. in Henning to MN 210			D23	230
I-94	5680-147	Resurface concrete on eastbound I-94 from west of CR 11 to US 59			D24	231
MN 28	6102-25	Resurface MN 28 from Pomme de Terre Bridge near Morris to Starbuck in Stevens and Pope Counties			D25	232
MN 29	6106-25	Construct MN 29 overpass in Glenwood, including a new bridge (61006), resurfacing and roundabouts	✓	2nd	D26	233
US 75	7806-32	Resurface US 75 from Mustinka River Bridge to the railroad crossing north of MN 55 in Traverse and Wilkin Counties			D27	234
MN 55	8404-47	Resurface MN 55 from the Minnesota/North Dakota border to the southern junction of CR 11 in Wendell, replacing four box culverts	✓	2nd	D28	235
I-94	1480-187	Resurface I-94 bridges (9066, 9067) over Red River in Moorhead			D29	236
MN 29	2102-69	Resurface MN 29 from north of 18th Ave. to 8th Ave. in Alexandria			D30	237
MN 114	2110-11	Resurface MN 114 from MN 55 to I-94 in Pope and Douglas Counties			D31	238
I-94	2180-128	At the Burgen Lake Rest Area off I-94, reconstruct and expand the parking lot and replace sidewalks and lighting system	✓	1st	D32	239
MN 114	6111-26	Resurface MN 114 from Starbuck to Lowry	✓	1st	D33	240

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 34

State Project Number 0303-67

Hwy 34: Osage to Park Rapids

Resurface and widen shoulders from CR 26/CR 47 to Park Rapids. Funded by District 2 and District 4.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began May 13, 2024. Stage 1: pavement removal and reclamation started on May 15, under traffic. The detour was put into place June 3, for Stage 2: shoulder widening and centerline culvert replacement. Paving took place during July and August. Crews completed ruble strips, ditch work, seeding, sign installation, and pavement markings early, by September 6, 2024, and the detour was removed that weekend.

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. D2 and D4 staff will install snow fence and contractor will supply the materials. This project features a full-depth pavement reclamation, shoulder widening, culvert replacements, pedestrian ramps and shoulder improvements in Osage, and snow fence installation.

PROJECT RISKS

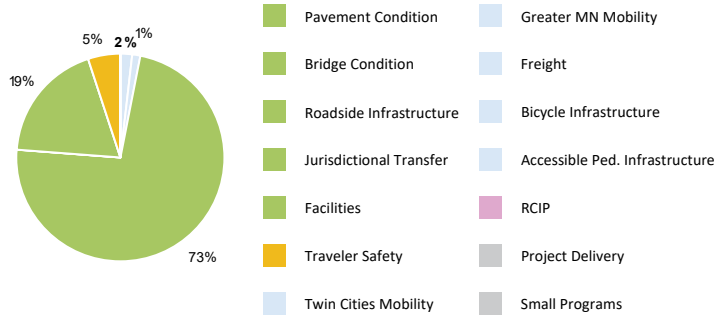
Developing snow fence needs.

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***

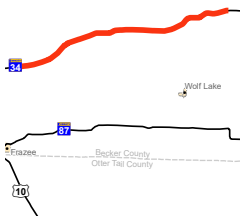
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

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 west of Osage, CR 26/47 (old MN 225

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Road construction occurred from July-October 2023. Tree work was done January-March 2023. Clear zone trees were removed during construction. A 2023-2024 study is being completed by 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. Due to traffic concerns, the duration of the detour was shortened, and the start date was moved to July 6, 2023.

PROJECT RISKS

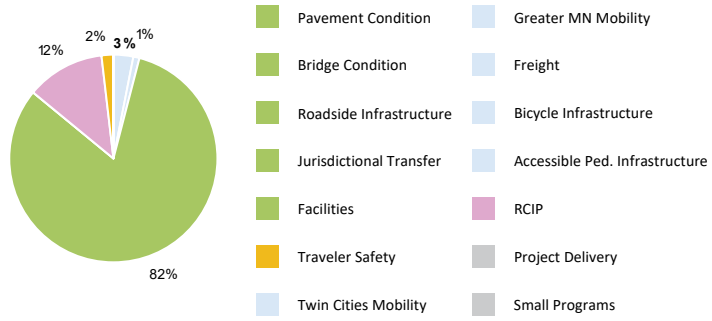
Bridge 03X06 at Shell River

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.

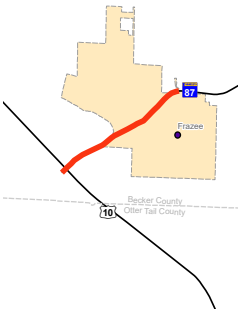
COST ESTIMATE ASSUMPTIONS

$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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 87

State Project Number 0306-30

Hwy 87 Construction

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

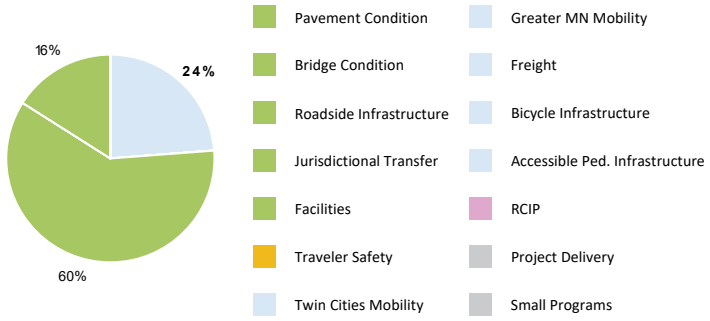
No remaining risks

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 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. This project was moved back to FY 2030 as an ELLE, to be constructed in 2029.

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

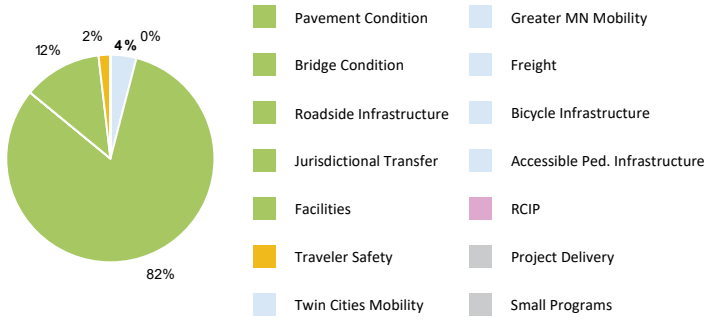
Risks may include tree removals, edge drain installation, contaminated materials, sensitive erosion areas and box culvert #8557 replacement along Big Stone Lake State Park.

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:	2/23/2029
Construction Season:	2029
Estimated Substantial Completion:	October 2029

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.

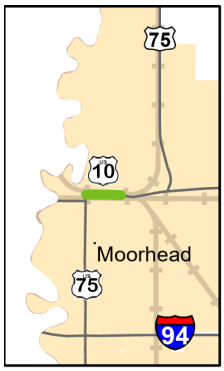
COST ESTIMATE ASSUMPTIONS

Cost estimate dated 03/14/2023 includes box bridge costs based on recent bridge projects.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

This project will span from 2024-2026. 1st Ave. (between 10th St. and 12th St.) and 11th St. (between Main Ave. and 2nd Ave.) were closed on March 27, 2024. Piling operations began April 15, 2024. For five weeks, starting August 5, 2024, the railroad crossing on 8th St. (just south of 1st Ave.) was closed, and there was a slight modification to the detour.

This project is approximately 20% complete. The BNSF Hillsboro and KO lines have both been changed over to the temporary shoo fly lines while work on both Bridge 14017 and 14016 has started. The storm water outfall and associated piping has been constructed from the red River up to the 10th St. on 1st Ave. Retaining wall construction on 1st Ave. near the Firehall has been completed and a large portion of the Lift station foundation has been constructed. The project staging originally planned to close Center Ave. starting in April 2025 but Ames has decided to close Main Ave. instead to provide more project area to work in and not be limited by BNSF when they are able to switch between the temporary and final tracks, which will hopefully be available by mid to late summer for both the Hillsboro and KO line.

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. Current design are complete, and the final plans were 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.

There have been open house meetings roughly every month from March-October 2024 for the public to ask questions. This project will be completed in stages starting March 2024 and going through November 2026.

PROJECT RISKS

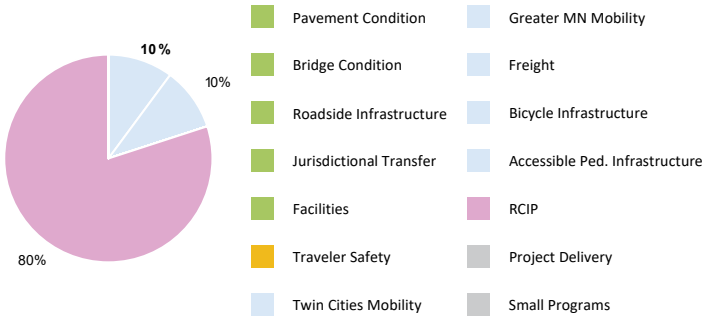
Top risks include: 1. BNSF agreement 2. Contaminated materials 3. Contaminated groundwater 4. Geotechnical engineering – permanent structures 5. Right of way 6. Noise and vibration shortfall

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:	2/2/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Regional & Community Improvement Priority



TOTAL PROJECT COST ESTIMATE (MILLIONS)

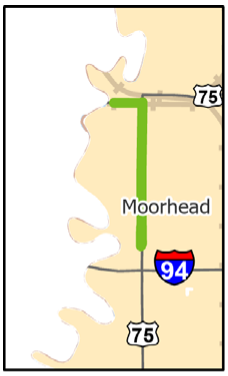
	Baseline Estimate	*Current Estimate*
Construction Letting:	81	114.7
Post Letting Construction Costs:	4	6.3
Other Construction Elements:	0	13.1
Preliminary Engineering:	9.4	14
Construction Engineering:	6.5	3.7
Right of Way:	12.7	19.8
Total:	***113.6***	***171.6***

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

Cost estimate is based on actual project letting costs and final engineering totals. Other project costs, construction engineering and right of way are anticipated to stay very close to want is listed.

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

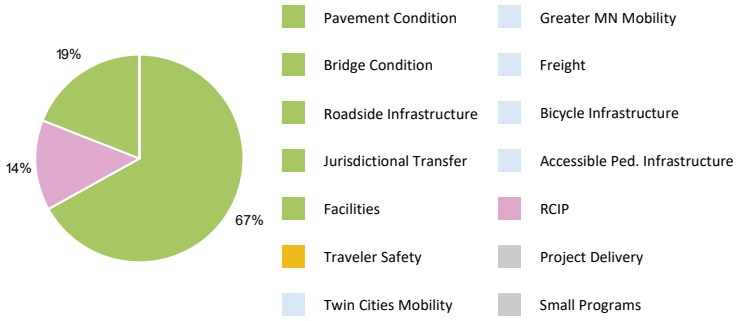
Contaminated materials, municipal consent, cultural resources, traffic control and staging, and tree removal.

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 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

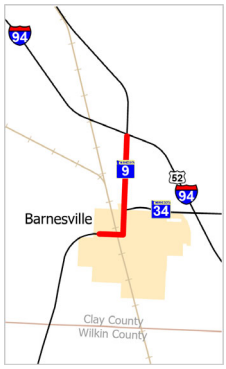
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.8	14.8
Post Letting Construction Costs:	1	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0.1	0.1
Total:	***18.6***	***18.8***

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on June 1, 2023 and wrapped up mid-September. The project consisted of three phases: Phase 1: Hwy 9 (from Hwy 34 to Main Ave.), Phase 2: Main Ave (from 4th St. to Front St), and Phase 3: Hwy 9 (from Hwy 34 to I-94). Main Avenue/Hwy 9 was reopened to all traffic on September 22, 2023.

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

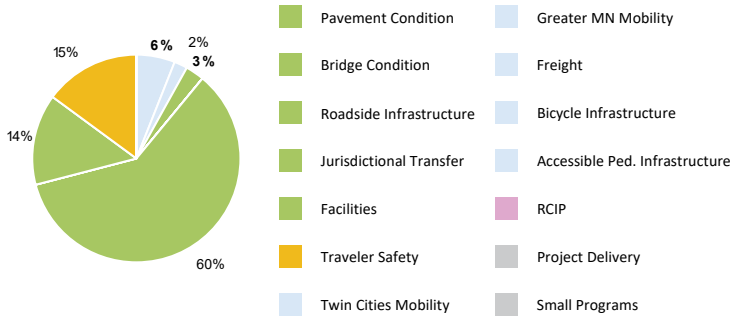
Project risks include construction survey needing to be done by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in right of way, cultural resources requirement for historical structures, coordination with railroad to 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

Resurface Hwy 114 from Lowry to I-94; construct roundabout at Hwy 27 intersection

RECENT CHANGES & UPDATES

The roundabout at the intersection of Hwy 27 and Hwy 114 will be constructed in 2025; until then, the four-way stop will remain in place.

PROJECT HISTORY

Highway 114, from Lowry to Starbuck, was expected to be in poor condition by 2024, increasing the resource needs from maintenance. HSIP funds were awarded to this project for a roundabout at the intersection of TH 27 and TH 114.

PROJECT RISKS

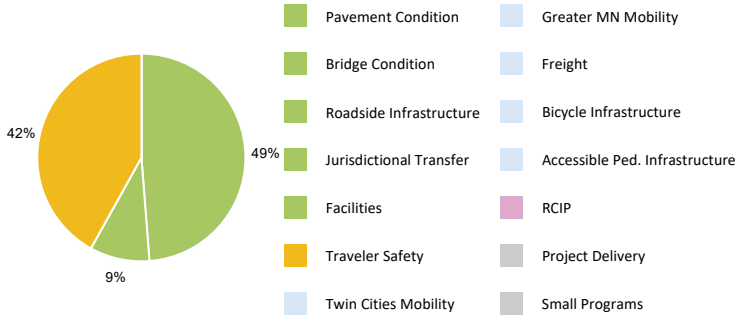
Intersection at Highway 27, potential guardrail.

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)

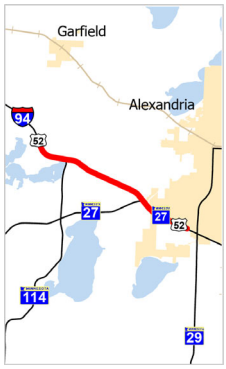
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	3.2
Post Letting Construction Costs:	0.8	0.2
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.6	0.3
Right of Way:	0	0.1
Total:	***9***	***4.2***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate, 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

I-94 Westbound: Resurfacing near Hwy 114

Resurface concrete on I-94 westbound lanes from west of Hwy 114 to Hwy 29 in Douglas County, Garfield to Alexandria

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction contract was awarded for $7.4M. Construction began July 11, 2023 and was completed later that year.

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

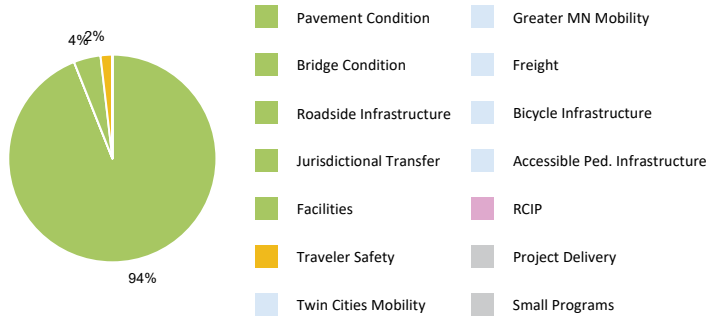
The project risks will include an additional cross over at TH 114.

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)

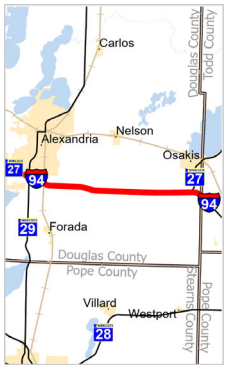
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.6	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.9
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	***10.6***	***9.3***

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

I-94 Overlay & Bridge Improvements

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. This project will be completed over two years: concrete resurfacing on westbound I-94 from April-November in 2024, and bridge work from April-August in 2025.

This project was awarded for $32.4 M.

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

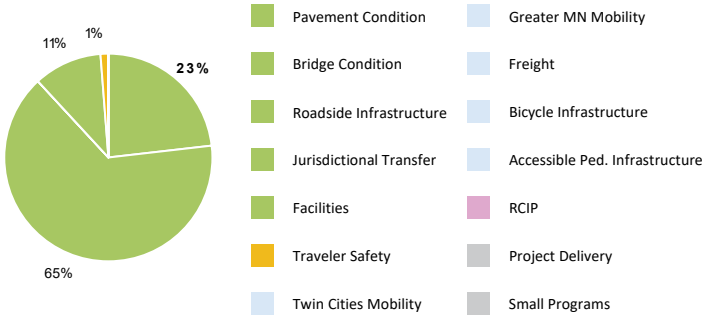
The snow fence risk was retired and will be done under a separate project.

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	32.4
Post Letting Construction Costs:	1.5	2.2
Other Construction Elements:	0	0.3
Preliminary Engineering:	2.5	3.9
Construction Engineering:	1.6	2.6
Right of Way:	0	0
Total:	***27.5***	***41.4***

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 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 Estimate.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-94

State Project Number 2180-130

Resurface I-94 from Lake Latoka Bridge to Highway 29

RECENT CHANGES & UPDATES

Project is being designed by consultants. Final plans are expected to be complete by summer 2025 with possible Flex letting to 2027.

PROJECT HISTORY

After reviewing a draft design memo, a design exception can be avoided by extending the acceleration lane from TH 27 and building a retaining wall. Consultant contract amendment was approved in October 2024.

PROJECT RISKS

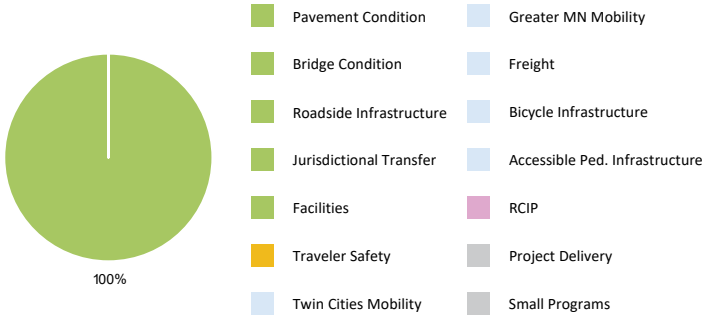
Possible subsurface correction within the TH 27 shadow treatment area. Area of void after city directional bore-portion of road collapsed. Need to reevaluate for the shadow treatment if more subsurface repairs need to be done. Grading possibly needed. Verify bridge clearance. Edge drain repair/replacement, 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:	8/27/27
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

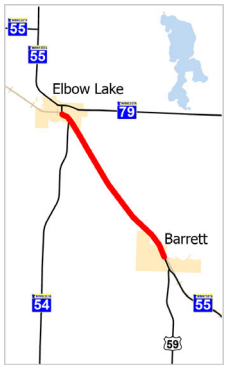
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	5.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.8***	***6.8***

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

Hwy 55/59: Elbow Lake to Barrett

Resurface and widen shoulders from Elbow Lake to Barrett

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was constructed summer of 2022. Construction began in March 2022 and was completed in November 2022.

PROJECT HISTORY

Project is a road reclamation project to include shoulder widening, in-slope 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

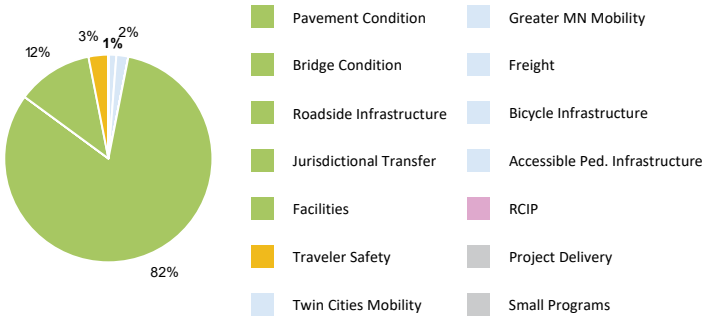
Project complete. No risks remaining.

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.

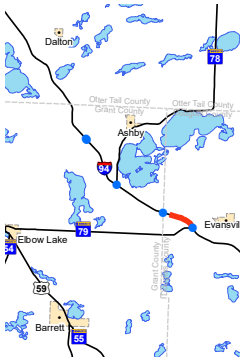
COST ESTIMATE ASSUMPTIONS

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.

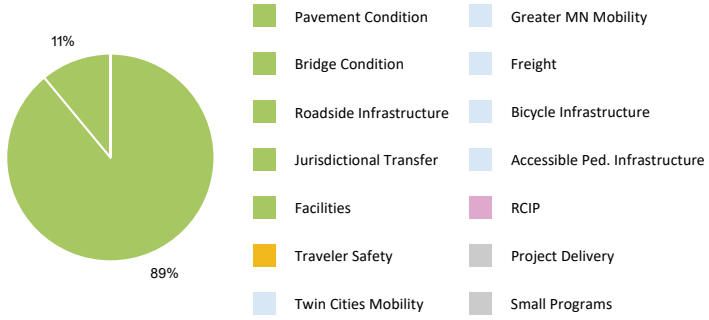
PROJECT RISKS

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)

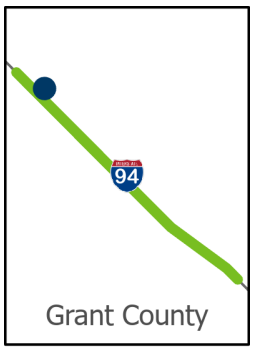
	Baseline Estimate	*Current Estimate*
Construction Letting:	12	12
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	***15.9***	***15.9***

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.

PROJECT SUMMARY



I-94

Bridge 26X01 (old) , 26811 & 26812 (new)

State Project Number 2680-50

I-94 Pelican Creek Bridge Replacement

Replace I-94 bridge over Pelican Creek near Ashby

RECENT CHANGES & UPDATES

Crews began constructing the eastbound bridge in June 2024 and are expected to complete that work in November 2024. They will return in 2025 to complete the westbound bridge.

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. Preliminary bridge plans complete.

PROJECT RISKS

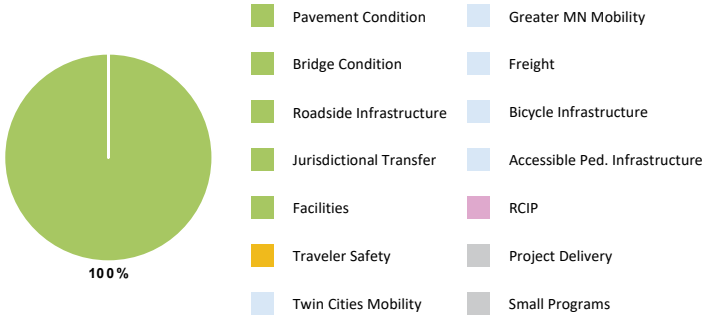
None at this time.

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



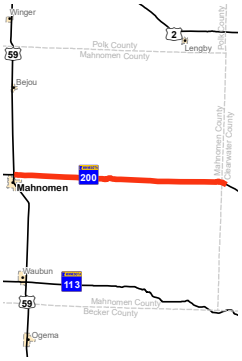
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	4.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.6
Construction Engineering:	0.2	0.4
Right of Way:	0	0
Total:	***6.1***	***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

PROJECT SUMMARY



MN 200

State Project Number 4402-22

Hwy 200: Mahnomen to Roy Lake

Repair pavement and sidewalk, widen shoulders and construct turn lanes from Hwy 59 to east of Roy Lake. Funded by District 2 and District 4.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete and is going through an audit. 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

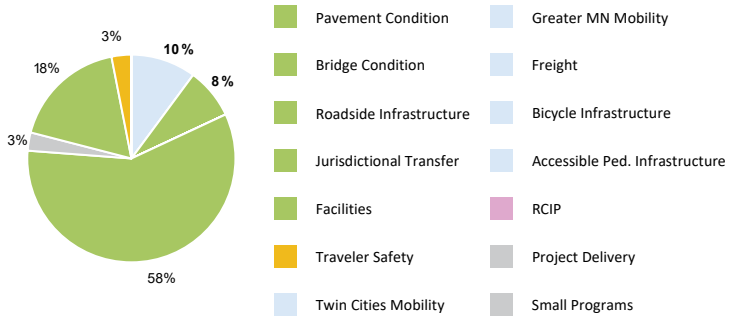
All risks have been realized or mitigated other than the replacement of a box culvert at Beatty Creek.

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)

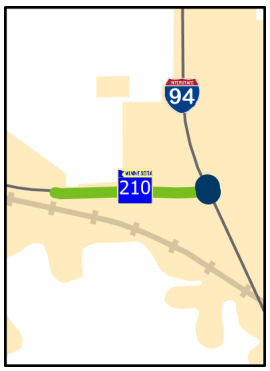
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.2	14
Post Letting Construction Costs:	0.5	0.9
Other Construction Elements:	0.8	0.4
Preliminary Engineering:	1.6	1.8
Construction Engineering:	1	1.2
Right of Way:	0.2	0.2
Total:	***17.3***	***18.5***

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

Bridge 56001, 9697

State Project Number 5601-35

Hwy 210/I-94 West in Junction Fergus Falls

Reconstruct and replace bridges on Hwy 210 from west of Hwy 94 to the junction of Hwy 94

RECENT CHANGES & UPDATES

Letting will be in November 2025, and construction is scheduled for 2026. Design is progressing to 90% road plans and 60% bridge plan.

PROJECT HISTORY

Layout has been approved. Project will replace two bridges with a single bridge, reconstruct interchange ramps, and improve bicycle and pedestrian access. Project also includes three roundabouts. In 2023, they were developing the 60% plan.

PROJECT RISKS

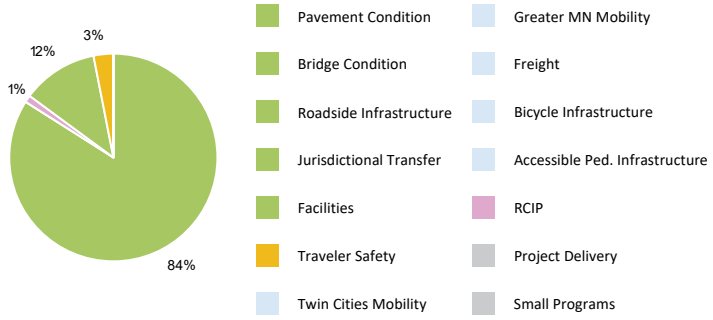
Risks had been identified for signals at the ramps or roundabouts. The roundabout risk has been realized. Risks have also been identified for contaminated ground water and utility relocations.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	5/21/2024
Municipal Consent Approval Date:	4/17/2023
Geometric Layout Approval Date:	6/15/2023
Construction Limits Established Date:	6/14/2024
Original Letting Date:	6/1/2028
Current Letting Date:	11/21/2025
Construction Season:	2026
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

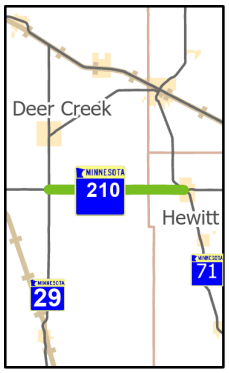
	Baseline Estimate	*Current Estimate*
Construction Letting:	19.3	17.5
Post Letting Construction Costs:	1.5	1.5
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	2.5	2.5
Construction Engineering:	1.7	1.7
Right of Way:	0	0.1
Total:	***25.1***	***23.4***

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

Current estimate is from 8/22/2024.

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

95% plans are completed and project was submitted to Central Office in November 2024.

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. Project is now a FY 2026 ELLE to be let on 2/26/2025

PROJECT RISKS

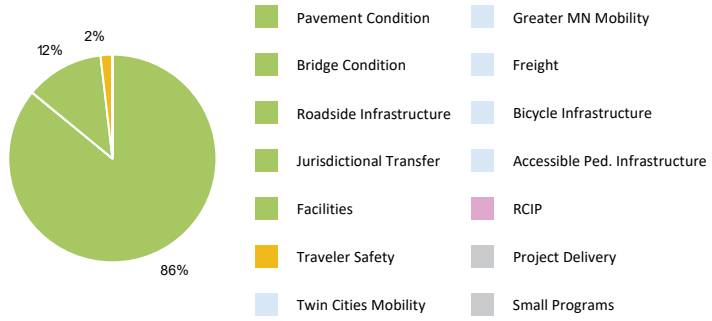
Right of way (ROW) acquisition and tree removal. All risks realized; no ROW will be acquired and all impacted trees have been removed.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	12/12/2023
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:	2/26/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	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.

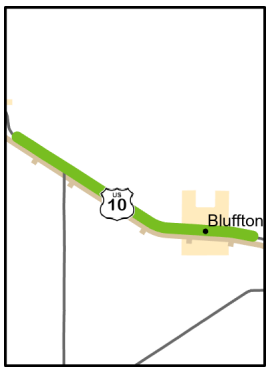
COST ESTIMATE ASSUMPTIONS

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. The most recent estimate is from 6/14/2023, but a new estimate will come out soon as the design estimate is completed for project submittal.

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

Project had a scope change from mill and overlay to cold in place recycle, and project limits will shift slightly to the west to tie into a recent reconstruction project to the east. The flex letting date of 3/28/2025 has been dropped.

PROJECT HISTORY

Scope change from mill & overlay to CIR. Flex letting date 3/28/25 dropped.

PROJECT RISKS

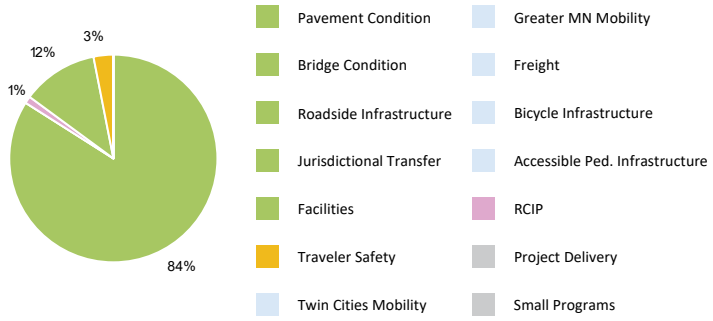
Bridge approach panel and end post risk realized based on bridge office recommendation. Asbestos and regulated materials testing being conducted on bridge 56018.

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



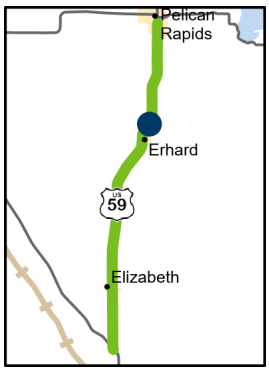
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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 Hwy 59 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

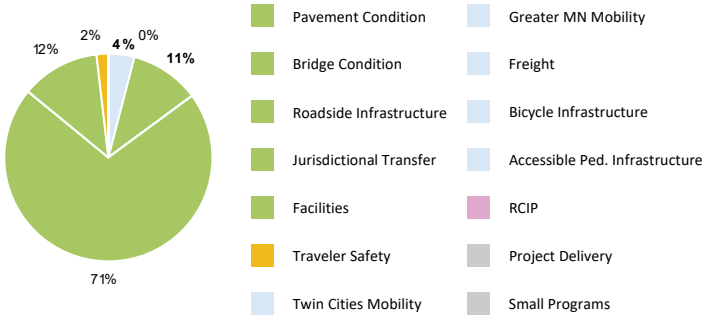
Risks may include contaminated materials, snow fence installation, cattle pass removals and ADA design.

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:	11/19/2027
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

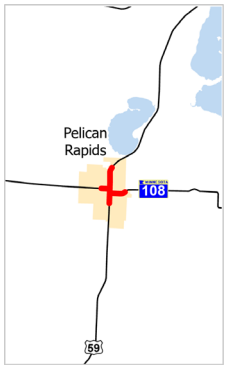
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.1	13
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.9
Right of Way:	0	0
Total:	***11.3***	***15.4***

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

COST ESTIMATE ASSUMPTIONS

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. The most recent estimate was completed 10/15/2024.

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

This project will be completed in phases over two years. The first phase started on April 15, 2024. The work in 2024 focuses on Hwy 59 and Hwy 108 east, while the work in 2025 will be on the rest of Hwy 108.

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.

Value engineering study was completed. ICE report, 95% plans and draft CATEX completed. The city has accepted the proposed layout, which includes mini roundabouts. Project is now a 2-year construction planned for 2024-2025.

PROJECT RISKS

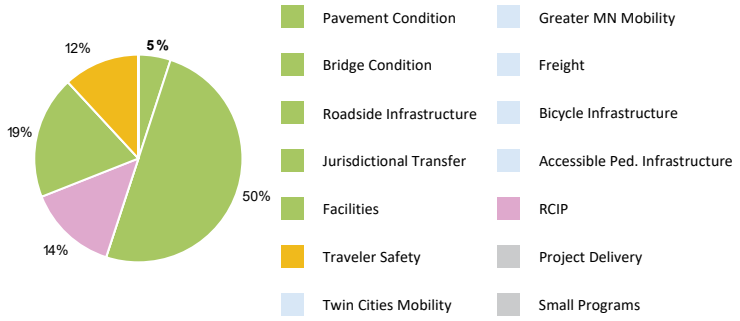
ROW acquisition, LUP and COOP Agreements were old risks that were realized. The project is now under construction.

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:	2024-2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13	22.8
Post Letting Construction Costs:	0	0.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	3.7
Construction Engineering:	0	1.8
Right of Way:	0	1.3
Total:	***13***	***30.6***

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

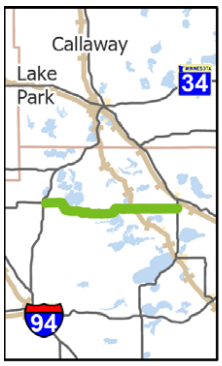
COST ESTIMATE ASSUMPTIONS

The 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. The most recent estimate was completed 2/28/2024

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 108

State Project Number 5623-38

Resurface from east of Pelican Rapids to CR 41

RECENT CHANGES & UPDATES

This project is moving to either FY 30 or FY 31 and will be re-scoped as two separate projects. This project will be split in half, with SP 5623-38 (west half) ending at CR 41 and SP 5623-40 (east half) from CR 41 to TH 78.

PROJECT HISTORY

Project is a rural bituminous mill and overlay with snow fence installation. The project scope has been completed and approved, but will be revisited after the change. The number of snow fences to be installed was decreased to one, and tree removal was added.

PROJECT RISKS

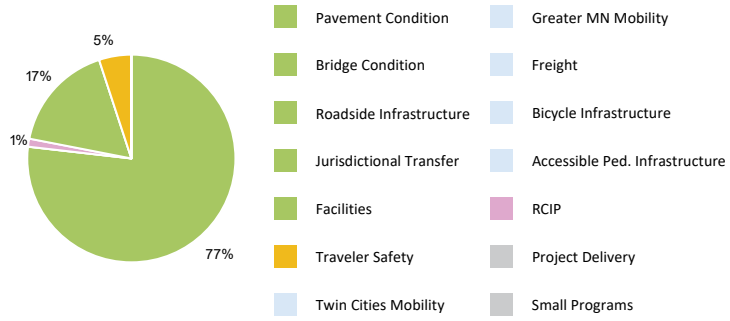
Right of way impacts, environmental document and tree impacts

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:	2029 or 2030
Construction Season:	2030 or 2031
Estimated Substantial Completion:	2030 or 2031

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

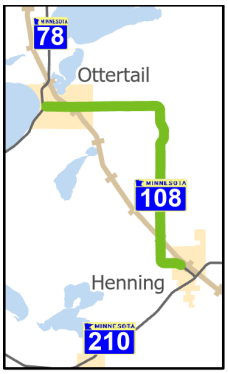
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	11
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***13.3***	***13.3***

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, 4/12/2022, has an inflated cost of $10.66M.

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 to FY 29 with construction in 2028.

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. This project was moved back one year.

PROJECT RISKS

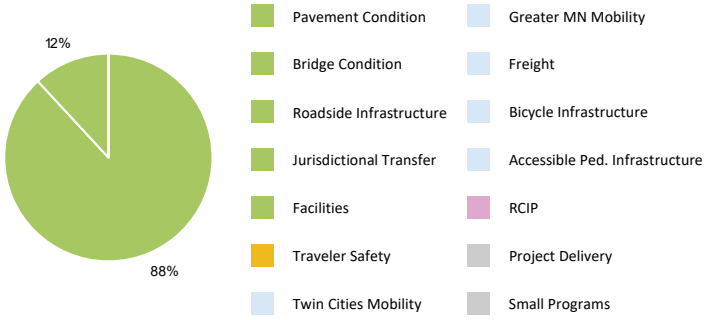
City may want rural rectangular flashing beacons at TH 108 /TH 78 junction. It has been decided not to advance the project due to archaeological investigation and coordination needed.

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:	2/25/2028
Construction Season:	2028
Estimated Substantial Completion:	September 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.5
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.8***	***7.5***

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

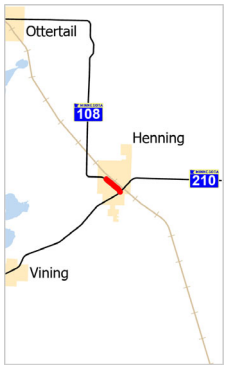
COST ESTIMATE ASSUMPTIONS

The scoping estimate dated 01/08/2021, applied a 14% inflation rate to the 2021 cost estimate to adjust for the 2024 construction year. Current estimate was completed 1/4/2024.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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

This project has been postponed until 2033 to allow for additional coordination between the City of Henning and MnDOT; this was done at the request of the city, so they can replace city utilities and get more life out of a recently constructed water main. Preventative maintenance to repair the pavement surface and drainage repairs are still scheduled for 2025.

PROJECT HISTORY

MnDOT is partnering with the City of Henning for a 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.

In 2020, MnDOT conducted a small-scale demonstration of some of the proposed design features for the reconstruction project previously scheduled for 2024. Public feedback was collected via an online survey.

PROJECT RISKS

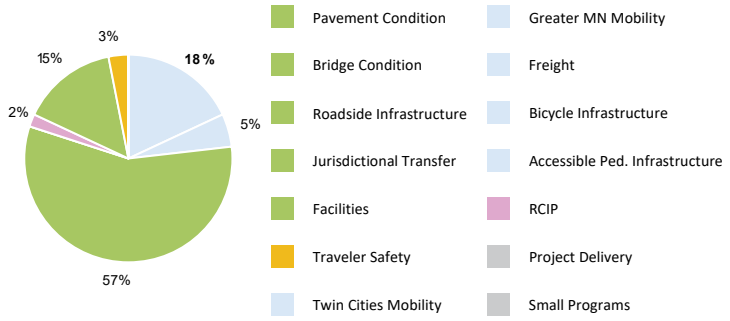
The trail.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	4/5/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	6/29/2022
Construction Limits Established Date:	3/8/2022
Original Letting Date:	11/17/2023
Current Letting Date:	TBD
Construction Season:	2033
Estimated Substantial Completion:	Fall 2033

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

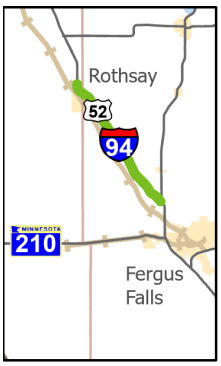
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	5.8
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.1
Construction Engineering:	0.3	0.5
Right of Way:	0	0.3
Total:	***5***	***7.1***

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 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. The most recent estimate was completed 10/15/2024.

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

Plan has been submitted for the January 2025 letting.

PROJECT HISTORY

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 RISKS

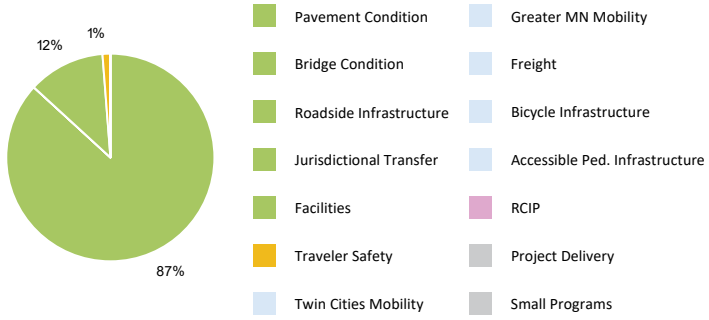
Previous risks (regarding slopes, culvert extensions and potential wetland impacts) have been retired.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	4/29/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/1/2024
Original Letting Date:	11/22/2024
Current Letting Date:	1/29/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

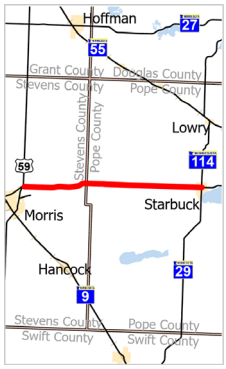
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.4	22
Post Letting Construction Costs:	1.2	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.3
Construction Engineering:	1.3	2
Right of Way:	0	0
Total:	***21.8***	***27***

Construction 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 6/28/2024.

PROJECT SUMMARY



MN 28

State Project Number 6102-25

Resurface Hwy 28 from Pomme de Terre Bridge near Morris to Starbuck

RECENT CHANGES & UPDATES

The original Material Design Recommendation (MDR) was completed in 2021. The current Materials Engineer requested an MDR update in July 2024 to increase the pavement depth for segments of TH 28 to 5". An updated estimate was created and the fix was approved by District 4 staff.

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

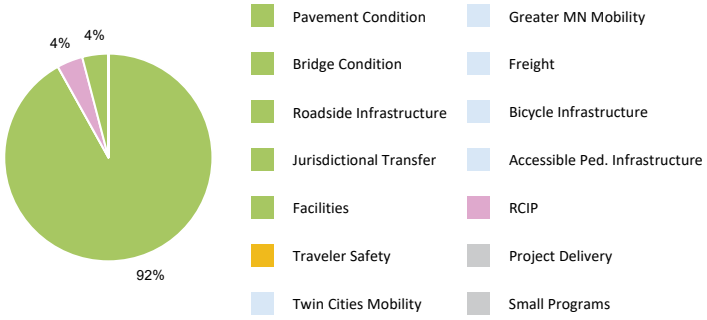
Risks may include shoulder widening west of Starbuck, replacement of edge drain and the possibility of contaminated materials.

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:	9/26/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

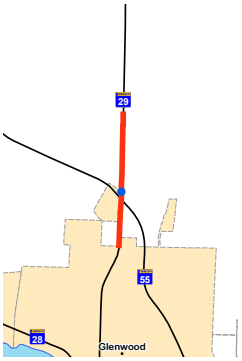
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	14
Post Letting Construction Costs:	0.4	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.4
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***11.8***	***17.2***

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

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. The current estimate was completed 6/27/2023 with Construction Letting estimated at $12.5 M, but has been updated to reflect the July 2024 estimate of a $14 M letting.

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

This project is complete. Construction began in July 2021 and ended in October 2022.

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.

Construction took place from 2021-2022. During the first year, a new alignment of Hwy 55 was built, a roundabout at the intersection of Hwy 55 and 160th St. was constructed, and 160th St. was reconstructed. Work in the second year consisted of constructing the Hwy 29 overpass, the roundabout at Hwy 29 and 160th St., and switching traffic to the new Hwy 55 alignment.

PROJECT RISKS

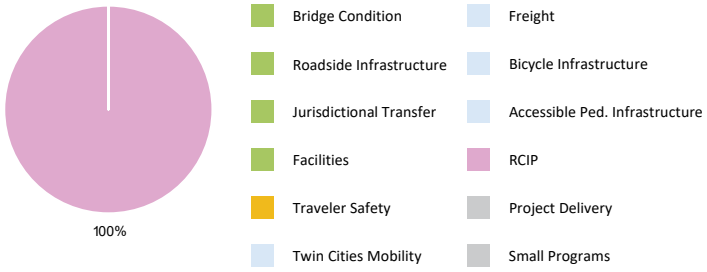
Risk associated with right of way has been addressed. Risk associated with utility impacts has been worked through with the utility coordination process. A rail agreement was successfully negotiated with CP Rail. Any poor or contaminated soils encountered during construction are addressed in the special provisions. Project is now complete, and no risks remain.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	3/17/2018
Municipal Consent Approval Date:	6/9/2020
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)

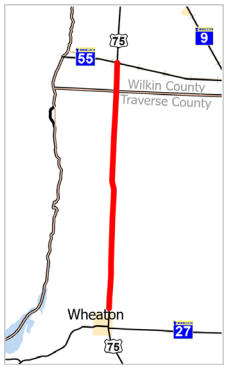
	Baseline Estimate	*Current Estimate*
Construction Letting:	13	9.3
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0.7
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	***13***	***14.7***

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 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

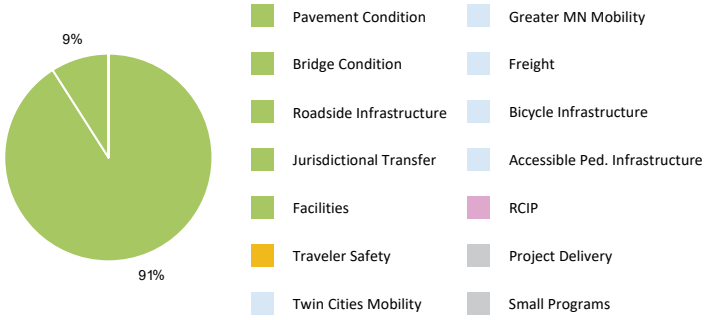
Potential snow fence needed. Rural intersection conflict warning system impacts. Snow fence risk retired, outside of project limits.

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	5.6
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.1***	***7.4***

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

COST ESTIMATE ASSUMPTIONS

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. The most recent cost estimate was completed on 1/4/2024.

PROJECT SUMMARY



MN 55

Bridge 6385, 84001A, 8806, 8807, 8874

State Project Number 8404-47

Hwy 55: Wendell to MN/ND Border

Resurface from MN/ND border to southern junction of CR 11 in Wendell; replace 4 box culverts

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project has been constructed. Construction spanned May 2022-July 2022. This project consisted of three phases: Stage 1: Hwy 9 to CR 11 in Wendell, Stage 2: Hwy 75 to Hwy 9, and Stage 3: MN/ND state line to Hwy 75. It resurfaced 22.5 miles of road and replaced box culverts.

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

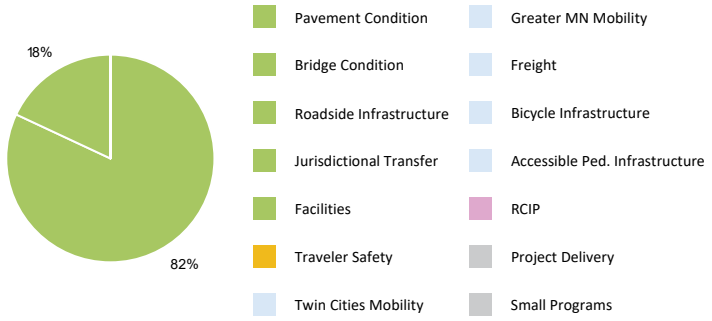
Hydraulic issues on this project were considered to be a risk. Project is complete; no risks remain.

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)

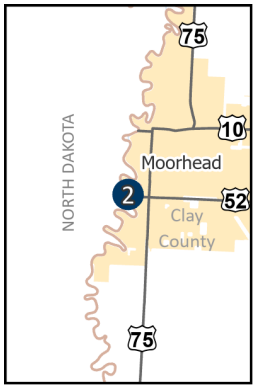
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	10.4
Post Letting Construction Costs:	1	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.3
Construction Engineering:	0.8	0.9
Right of Way:	0.1	0
Total:	***12.6***	***13.5***

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.

PROJECT SUMMARY



I-94

Bridge 9066, 9067

State Project Number 1480-187

Resurface Red River Bridges

RECENT CHANGES & UPDATES

This is a joint project between NDDOT and MnDOT, with North Dakota letting the project.

PROJECT HISTORY

This is a North Dakota-let project. MnDOT District 4 and Central Office Bridge were included in plan reviews. For design work, North Dakota Agreement Number 38221588 and Minnesota Agreement Number 1049198 for Preliminary Engineering. For Construction Engineering, ND Agreement No. 3540117 and MN Agreement No. 1056044.

PROJECT RISKS

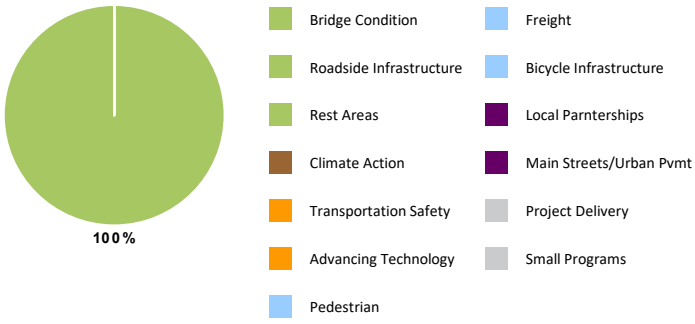
No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2024
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:	6/1/2027
Current Letting Date:	12/13/2024
Construction Season:	2025
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

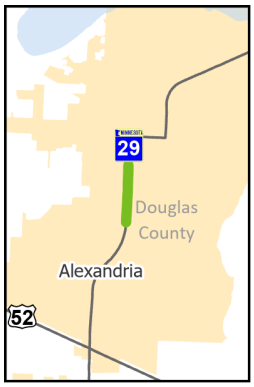
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.2	5.6
Post Letting Construction Costs:	0.1	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.1
Construction Engineering:	0.1	0.1
Right of Way:	0	0
Total:	***0.5***	***11.4***

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 total project cost was estimated to be $11.4 M, with Minnesota's cost participation share being $5.76 M including construction engineering.

PROJECT SUMMARY



MN 29

State Project Number 2102-69

Hwy 29: 8th Ave. to 18th Ave. in Alexandria

Resurfacing MN 29 from north of 18th Ave. to Jct. 8th Ave in Alexandria

RECENT CHANGES & UPDATES

A corridor study is underway, and construction is planned for 2028.

PROJECT HISTORY

MnDOT, in partnership with the City of Alexandria, is conducting a corridor study to evaluate improvements that can be made along Hwy 29 in the city. This study will also examine the future transportation and mobility needs to develop a long-term vision for the corridor. A Hwy 29 Corridor Study Open House was held at the Douglas County Public Works on 5/23/2023.

PROJECT RISKS

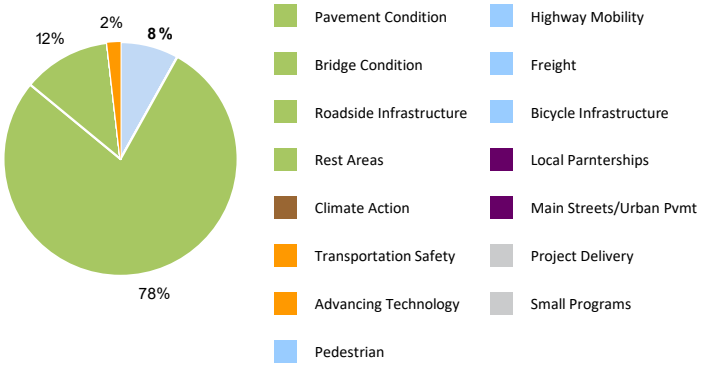
Side street concerns at signal locations, underground utilities, water, sanitary and storm bring unknowns such as contaminated material.

SCHEDULE

Date in which project entered the STIP:	11/12/2024
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:	6/1/2028
Current Letting Date:	6/1/2028
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	10.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9***	***9***

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

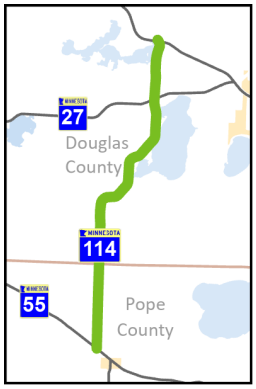
COST ESTIMATE ASSUMPTIONS

The most recent estimate reflects the actual letting cost of $10,523,427.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 114

State Project Number 2110-11

Resurface highway 114 from highway 55 to interstate 94

RECENT CHANGES & UPDATES

This project is planned for 2026.

PROJECT HISTORY

This is this project's first year in the Major Highway Projects Report.

PROJECT RISKS

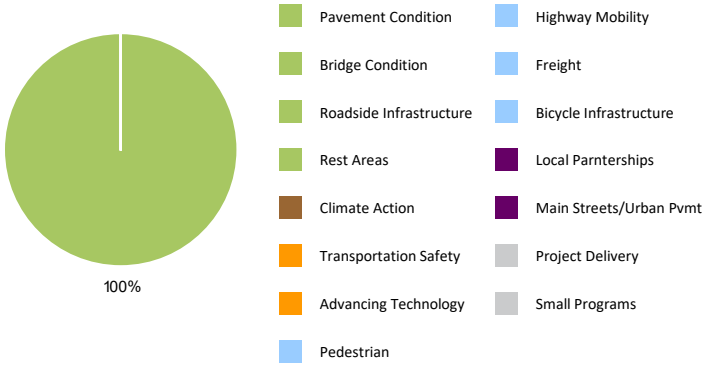
No risks at this time.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/23/2026
Current Letting Date:	1/23/2026
Construction Season:	2026
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



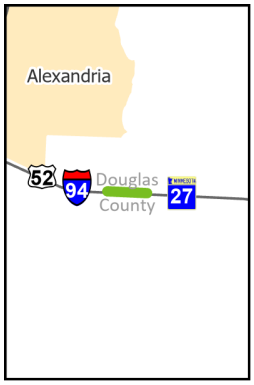
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.2
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***1.3***	***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



I-94

State Project Number 2180-128

Reconstruct and expand parking lot, replace sidewalks and lighting system at the Burgen Lake Rest Area

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was completed in fall 2024. Building project (SP 2180-111) will occur in 2025 and will include landscaping to replace removed trees.

PROJECT HISTORY

MnDOT Safety Rest Area staff managed a design consultant contract with TKDA. Plans were reviewed and approved by District 4 staff.

PROJECT RISKS

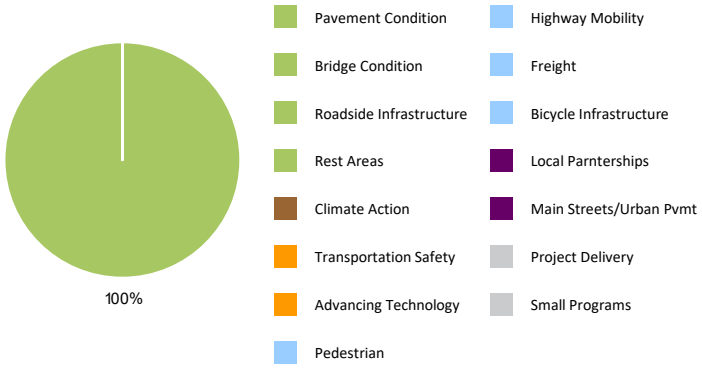
This project is complete. No risks remain.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/19/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2024

PRIMARY INVESTMENT CATEGORY

FS_PCT



TOTAL PROJECT COST ESTIMATE (MILLIONS)

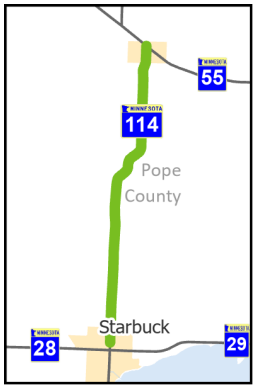
	Baseline Estimate	*Current Estimate*
Construction Letting:	0	4
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.6
Construction Engineering:	0	0.4
Right of Way:	0	0
Total:	***0***	***5.3***

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

Cost was managed by the rest area group.

PROJECT SUMMARY



MN 114

State Project Number 6111-26

Hwy 114: Lowry to Starbuck

Resurface Hwy 114 from Starbuck to Lowry; includes reconstruction and ADA in Lowry

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began July 8, 2024 and was completed in October 2024. A separate landscaping plan (SP 6111-29) will occur in spring 2025 to replace the removed trees. Snow fence placed on temporary easement through 2039.

PROJECT HISTORY

Hwy 114, from Lowry to Starbuck, was expected to be in poor condition by 2024, increasing the resource needs for maintenance. The sidewalk and pedestrian ramps in Lowry were noncompliant and were replaced as part of this project. The project included placing new sidewalk and ramps on the west side of Hwy 114 and between Cherry St. and Maple St. in Lowry.

Construction began July 8, 2024, and a detour along Hwy 55 and Hwy 29 was put in place. In addition to the roadwork, crews also installed a snow fence to address some of the snow issues on Hwy 114.

PROJECT RISKS

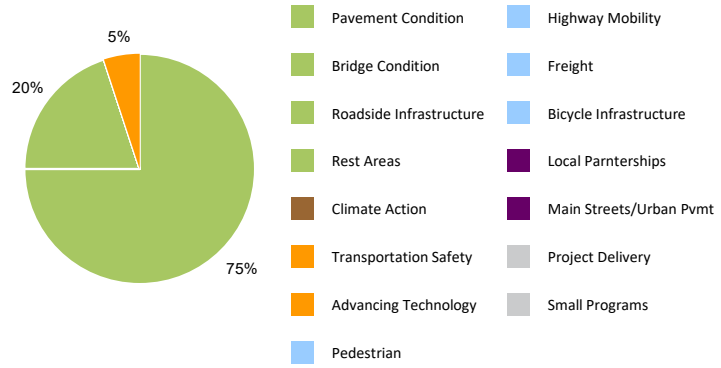
This project is complete; all risks retired.

SCHEDULE

Date in which project entered the STIP:	2020
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:	3/24/2023
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Pavement Condition



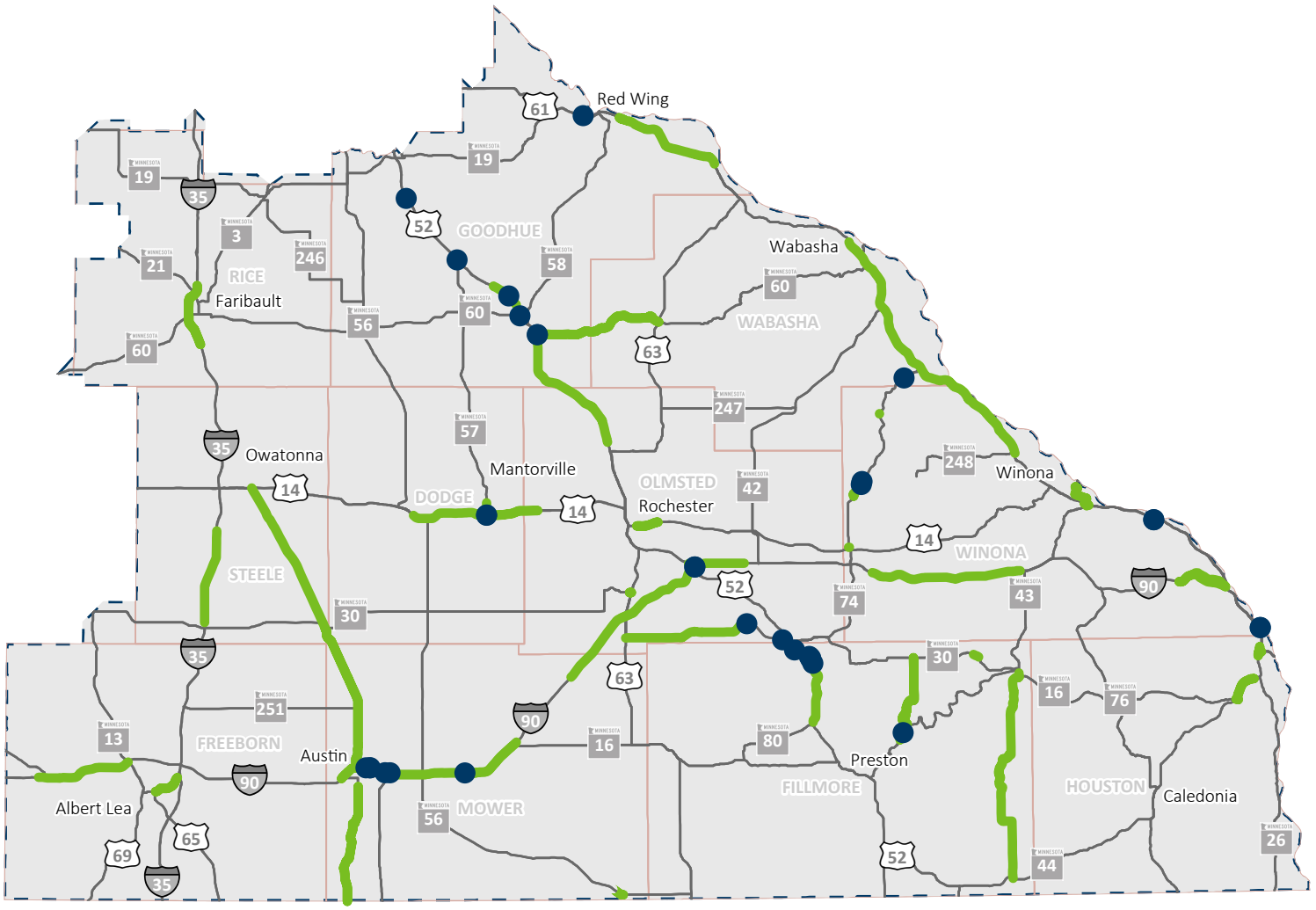
TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

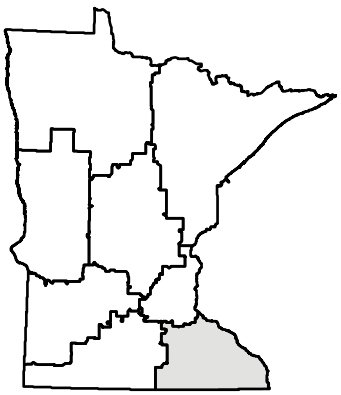
D6 - ROCHESTER



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



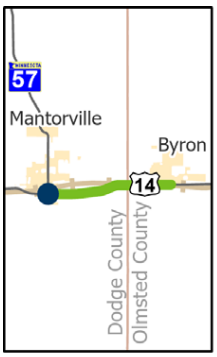
Date Prepared: 12/12/2024

District 6 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 14	2002-37	Resurface US 14 from Dodge Center to Byron; install a J-turn at Dodge CR 9 and rehabilitate bridges (20001, 20002) over US 5	✓	1st	E1	244
MN 57	2007-43	Reconstruct MN 57 in Kasson from Dodge CR 34 to 11th St. NE	✓	1st	E2	245
MN 39	2305-30	Reconstruct MN 30 from the west side of Rushford to MN 43	✓	2nd	E3	246
MN 43	2306-26	Resurfacing MN 43 from MN 16 in Rushford to MN 44 in Mabel	✓	2nd	E4	247
US 52	2311-33	Resurface US 52 from Filmore CR 5 to MN 80 in Fountain			E5	248
MN 250	2319-20	Resurface MN 250 from MN 30 to MN 16 in Lanesboro	✓	2nd	E6	249
MN 250	2319-21	Reconstruct MN 250 in Lanesboro from the bridge over Root River to MN 16			E7	250
US 65	2405-32	Resurface US 65 in Albert Lea from Newton Ave. to the I-35 ramps	✓	2nd	E8	251
I-90	2481-61	Resurface westbound I-90 from Alden to MN 13 in Albert Lea	✓	1st	E9	252
US 52	2506-83	Reconstruct southbound US 52 from Cannon Falls to Zumbrota	✓	1st	E10	253
US 61	2513-97	Resurface US 61 from north of Lake City to Red Wing	✓	1st	E11	254
US 61	2513-98	Replace US 61 bridge (6776) over the railroad east of Red Wing			E12	255
US 61	2514-121	Replace US 61 bridge (6483, 6482) over Withers Harbor Dr. and fill in the abandoned railroad tunnel under US 61 in Red Wing	✓	1st	E13	256
MN 16	2801-91	Resurface MN 16 from MN 44 to MN 26 in Houston County and MN 44 from downtown Hokah to MN 16			E14	257
MN 56	5005-68	Reconstruct MN 56 from the eastern part of the city to north of 770th Ave. in LeRoy, Mower County			E15	258
MN 105	5007-34	Resurface MN 105 from the Iowa border to Turtle Creek in Austin	✓	2nd	E16	259
US 218	5009-35	Resurface US 218 from I-90 to south of MN 30 in Blooming Prairie			E17	260
I-90	5080-166	Replace the 28th St. bridge (9504) over I-90 in Austin	✓	2nd	E18	261
I-90	5080-170	Replace bridges (6868, 6869, 9178, 9180, 9183, 9201) at six locations along I-90 in Austin			E19	262
I-90	5080-179	Resurface westbound I-90 from Mower CR 46 to MN 16			E20	263
US 14	5502-106	Resurface US 14 from US 52 to Olmsted CR 36 in Rochester			E21	264
US 14	5502-109	Reconstruct intersection of US 14 and Broadway Ave. in Rochester			E22	265
MN 30	5505-27	Replace MN 30 bridges (9008, 9009) over Mill Creek in Chatfield and North Branch Root River west of Chatfield	✓	1st	E23	266
MN 30	5505-30	Resurface MN 30 from just east of US 63 in Stewartville to just west of US 52 in Chatfield	✓	1st	E24	267
US 52	5508-130	Repave concrete on US 52 from Olmsted CR 12 to MN 60			E25	268
I-90	5580-94	Resurface I-90 from east of Mower CR 1 to east of US 63, including repaving four bridges (9858, 9857, 9856, 9706)	✓	2nd	E26	269
I-90	5580-99, 5580-99(EP)	Replace I-90 bridges (55823, 55824, 55826, 55X28, 55X29) over US 52 and construct interchange ramps			E27	270
I-90	5580-101	Resurface I-90 from US 63 to east of Olmsted CR 19			E28	271
I-35	6680-117	Resurface I-35 from Rice CR 48 to MN 21 in Rice County			E29	272
US 218	7408-50	Resurface US 218 from MN 30 in Blooming Prairie to US 14 in Owatonna	✓	1st	E30	273
US 218	7408-54	Reconstruct US 218 in Blooming Prairie from 3rd St. NE to MN 30			E31	274
I-35	7480-133	Resurface southbound I-35 from north of MN 30 to south of Steele CR 31	✓	1st	E32	275
MN 60	7902-25	Resurface MN 60 from US 52 to US 63 in Zumbro Falls	✓	2nd	E33	276
US 61	7904-44	Resurface US 61 from MN 248 to MN 60 and on MN 74 from Wabasha CR 26 to US 61	✓	2nd	E34	277

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 43	8503-53	Reconstruct MN 43 from US 61 to Mankato Ave./Sarnia Ave. in Winona and replace box culvert (3937)	✓	2nd	E35	278
US 61	8504-77	Replace US 61 bridges (9062, 9063) over Cedar Creek			E36	279
MN 74	8508-42	Rehabilitate four historic bridges (8592, 8593, 8594, 8595) on MN 74	✓	2nd	E37	280
I-90	8580-175	Resurface I-90 from Winona CR 12 to US 61 near Dakota			E38	281
I-90	8580-178	Resurface westbound I-90 from MN 74 to MN 43			E39	282
MN 44, MN 76	2804-40	Construct a roundabout at the intersection of MN 44 and MN 76 in Caledonia			E40	283
I-90	5080-180	Resurface eastbound I-90 from Mower CR 46 to MN 16			E41	284
I-90	5080-186	Replace I-90 box culverts (8963) over Rose Creek			E42	285
MN 30	5505-32	On MN 30, from 5th Ave. to US 63, mill and overlay, grading, ADA and traffic signal in Stewartville			E43	286
US 63, MN 247	5510-88	Construct a roundabout at US 63, MN 247, and CSAH 12 in Olmsted County			E44	287
US 63	5515-03	Construct a roundabout at US 63 and CR 112			E45	288
I-90	5580-97	Replace Olmsted CR 35 bridge (9859) over I-90 northwest of Stewartville	✓	1st	E46	289
US 14	8501-74	Improving drainage and slope stabilization on US 14 near Stockton			E47	290
MN 43	8503-54	Resurface MN 43 from Mankato Ave. to the end of the Mississippi River bridge on Latsch Island			E48	291
MN 74	8508-39	Replace MN 74 bridge (85026) over the South Fork Whitewater River in St. Charles			E49	292
I-90	8581-01	I-90 bridge (85801, 85802) over the Mississippi River			E50	293

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began in April 2024 and wrapped up at the end of the summer. A reduced conflict intersection (J-turn) was constructed at Hwy 14 and CR 9. Crews installed a high-tension cable median barrier between Dodge Center and Kasson, resurfaced pavement between Kasson and Bryon, repaired and improved drainage, and rehabilitated the east and westbound Hwy 14 bridges over Hwy 57 (new end posts, approach panels, and expansion joints).

PROJECT HISTORY

This section of TH 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. The 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 a J-turn at Dodge County Road 9 and installation of high tension cable median barrier).

PROJECT RISKS

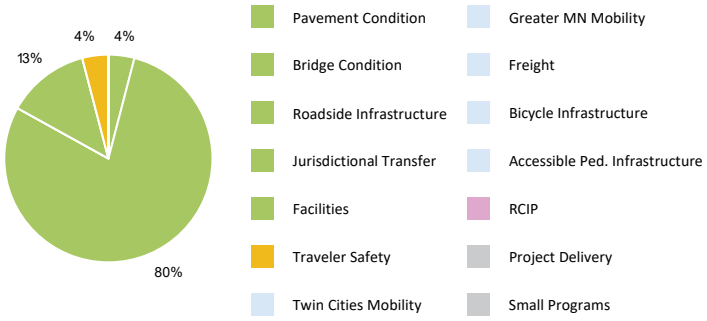
This project is complete. No risks remain.

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:	12/19/2022
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)

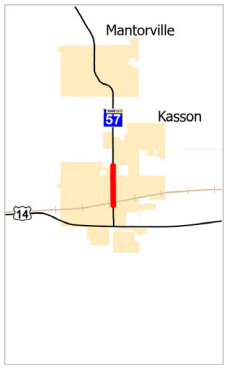
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.3	13
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.8
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***9.1***	***15***

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

Baseline estimate is based on an high level planning estimate. The current estimate is with the actual let project cost.

PROJECT SUMMARY



MN 57

State Project Number 2007-43

Hwy 57 reconstruction from Veterans Memorial Highway/Dodge CR 34 to 11th St NE: Kasson

Reconstruct Highway 57 in Kasson from Dodge County Road 34 to 11th St NE

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction occurred over two years, 2022-2023. 2022 construction spanned from May 23, 2022 to November 2022. Construction resumed on April 24, 2023 and wrapped up in mid-August. Hwy 57 was opened to traffic on August 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

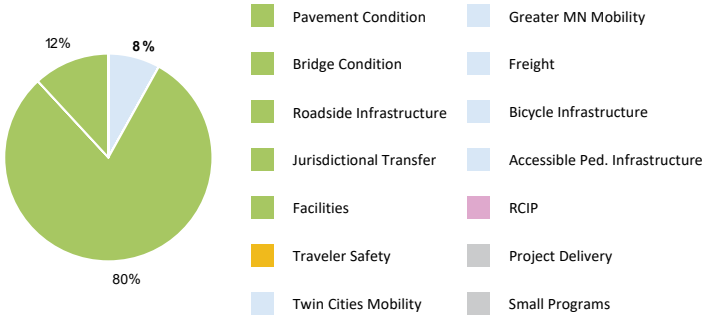
Risks have been retired.

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)

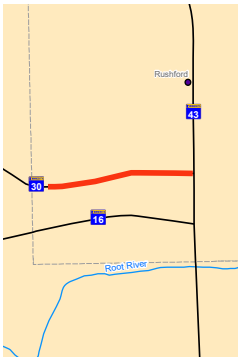
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.6	8
Post Letting Construction Costs:	0.3	0.8
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.1	0.4
Construction Engineering:	0.6	1.0
Right of Way:	0	0
Total:	***6.6***	***10.3***

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

COST ESTIMATE ASSUMPTIONS

Current/Baseline estimate is based on an high level planning estimate. Current estimate includes additional safety funds for implementing roundabouts as part of the project and reflects let cost.

PROJECT SUMMARY



MN 30

State Project Number 2305-30

Hwy 30 Reconstruction: Rushford

Reconstruct Hwy 30 in Rushford

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began May 9, 2022 and was completed mid-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 non-compliant. The project purpose is to restore the ride quality index, 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. This project was split into two phases: Phase 1: Downtown/ east end and Phase 2: Residential/west end.

PROJECT RISKS

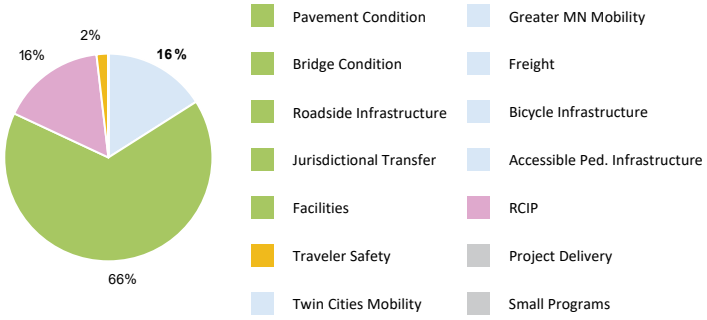
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Need Unkown
Municipal Consent Approval Date:	Need Unkonwn
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)

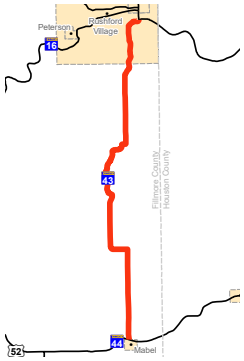
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.8
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.3
Right of Way:	0	0.2
Total:	***5.1***	***5.9***

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

Hwy 43 Repaving: Rushford to Mabel

Resurfacing Highway 43 from Highway 16 to Highway 44

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Funding was secured and construction began May 23, 2022. The project addressed the erosion along the hillsides and near the highway. Three areas were identified where work was done to stabilize the slopes and maximize the roadway width as much as possible. Construction concluded 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. This was a flex project, meaning construction could have began as early as 2022 or been moved to 2023.

PROJECT RISKS

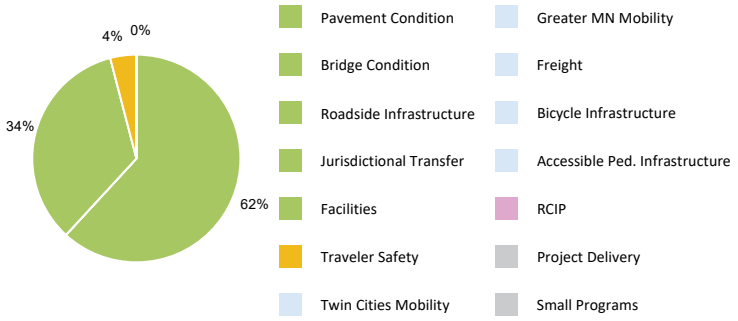
Risks retired.

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)

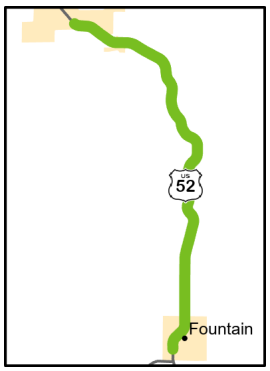
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.1	13
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0.7	0
Preliminary Engineering:	1	1.5
Construction Engineering:	0.9	1.1
Right of Way:	0	0.1
Total:	***12.7***	***16.3***

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

Hwy 52: Chatfield to Fountain

Resurface Highway 52 from Highway 80 to Fillmore County Road 5

RECENT CHANGES & UPDATES

This project is scheduled for 2027. Public meetings were held on April 23 and 24, 2024. Meeting materials were posted, and an online form to submit comments was open through May 14, 2024.

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. 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 right of way, and tree clearing.

PROJECT RISKS

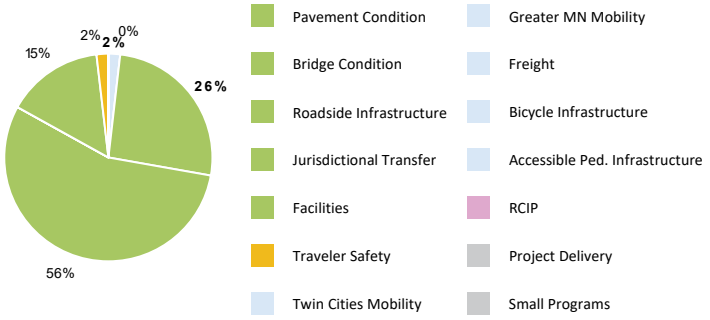
ROW, environmental issues, & construction limits and could cause schedule and cost impacts as project develops. Environmental designation around the Root River area is known as an area of Environmental Biodiversity with possible trout streams in the area. Mussels might also be present, and the area is 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

PRIMARY INVESTMENT CATEGORY

Pavement Condition



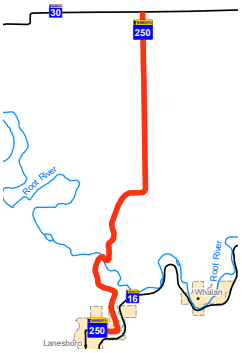
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	14.7
Post Letting Construction Costs:	0.8	0.7
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.8	1.9
Construction Engineering:	1.2	1.3
Right of Way:	0.1	0.3
Total:	***17.8***	***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

PROJECT SUMMARY



MN 250

State Project Number 2319-20

Resurface Hwy 250 from Hwy 16 to Hwy 30

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in fall of 2021.

PROJECT HISTORY

This project will restore ride quality, extend the pavement service life and provide safer travel for all modes of transportation. The pavement 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

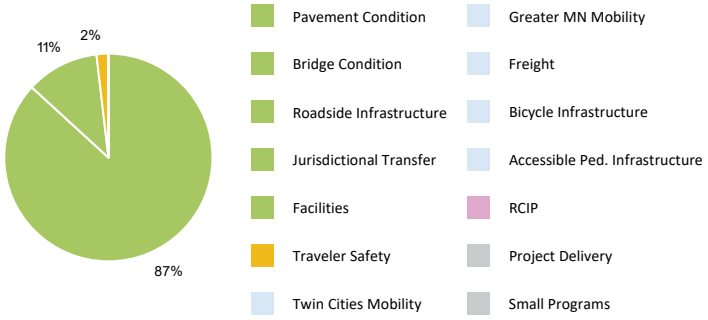
Competitive bid may be higher or lower than expected.

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)

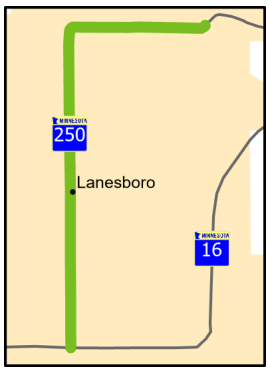
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	3
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.3	0.2
Right of Way:	0.6	0.1
Total:	***5.2***	***3.9***

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

Hwy 250 Reconstruction: Lanesboro

Reconstruct Highway 250 in Lanesboro

RECENT CHANGES & UPDATES

This project is currently scheduled for summer 2027. While the road is removed, the City of Lanesboro will replace sewer and water utilities. This project was delayed by one year from 2026 to 2027 to allow for more time to make thorough preparations and an environmental review in coordination with the DNR.

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. The community shared their feedback on initial design options in summer 2023 via online surveys and in-person public meetings on June 27, 2023 and July 1, 2023.

PROJECT RISKS

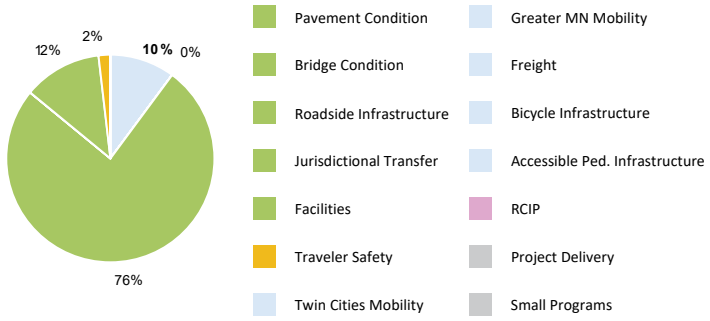
Project timeline, potential cultural resource/historic district concerns, potential contaminated soils, DNR trail alignment, DNR trout stream impacts and right of way acquisition.

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:	2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

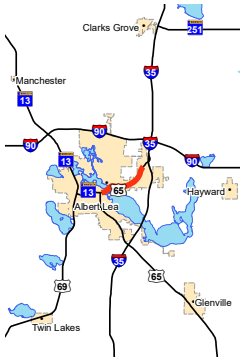
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.4	10.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0.1	0.2
Preliminary Engineering:	1.5	0.7
Construction Engineering:	0.8	0.9
Right of Way:	0.1	0.2
Total:	***12.8***	***13.1***

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

This is a scoping level estimate, with minor revisions from baseline.

PROJECT SUMMARY



US 65

State Project Number 2405-32

Hwy 65 Albert Lea Main Street Project

Resurface Hwy 65 in Albert Lea from Newton Ave to the I-35 ramps and repair storm sewer.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on April 25, 2022 and ended on November 17, 2022. Hwy 65 (from Newton Ave. to Shell Rock River Bridge) was reconstructed. Drainage was improved to reduce flood events. Intersection modifications (including installation of reduced conflict, or J-turn intersections, at Prospect Ave. and Morningside Rd.) reduced serious right-angle crashes. ADA and safety improvements were made, and a new traffic signal was installed at Garfield Ave.

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

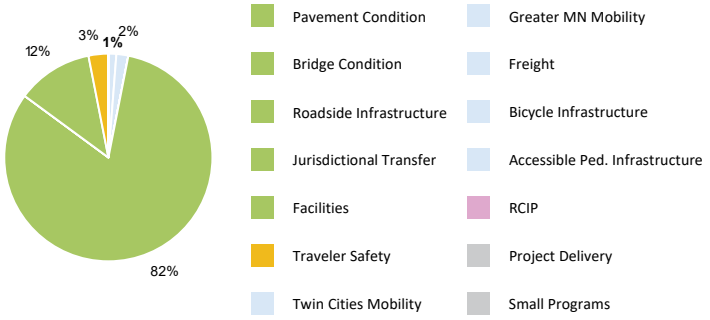
Risks retired.

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)

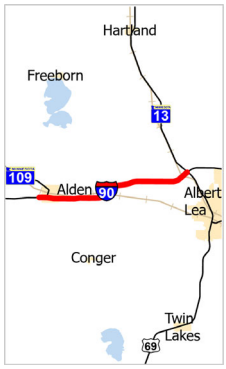
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	13.5
Post Letting Construction Costs:	0.3	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.7
Construction Engineering:	0.4	1.2
Right of Way:	0.1	0.1
Total:	***5.3***	***17.3***

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



I-90

State Project Number 2481-61

I-90 Westbound resurfacing: Alden to Albert Lea

Resurface westbound I-90 from Alden to Highway 13

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started on May 6, 2024 and wrapped up in November 2024. The I-90 westbound ramp to Hwy 109, which has been closed since July 29, 2024, has been reopened to traffic.

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 was 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 was 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 resurface westbound lanes and construct traffic crossovers. It included safety and other improvements, construction of snow fencing, end posts and approach panels for bridges 24815, 24837, & 24839, and installation of a new guardrail on east and westbound lanes.

PROJECT RISKS

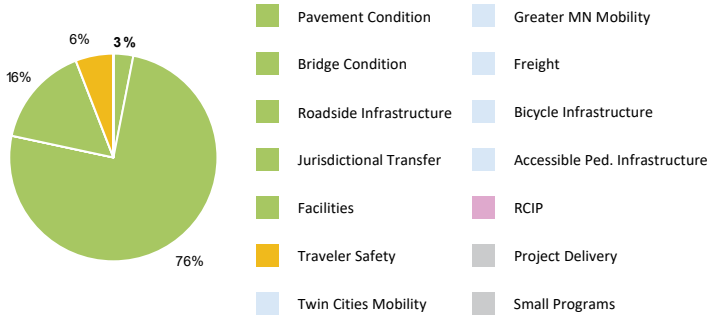
This project is complete. No risks remain.

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	18.2
Post Letting Construction Costs:	1.3	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	0.6
Construction Engineering:	1.1	1
Right of Way:	0	0.1
Total:	***20.4***	***21***

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

COST ESTIMATE ASSUMPTIONS

Baseline and Current estimates are based off a signed scoping report. The Current Estimate was calculated on 2/23/2024 and reflects recent inflationary increases that are above historical levels.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began in July 2021, and final work was completd on November 15, 2023.

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

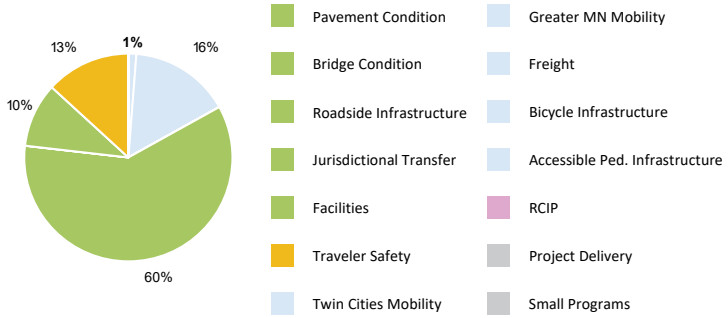
Risks retired.

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

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



SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 5, 2023 and was completed in November 2023. Approximately 10 miles of Hwy 61 from Lake City to Red Wing were resurfaced. Two bike lanes in both directions were added near Frontenac, as well as nine turn lanes. The road was widened in multiple places to accommodate bike lanes. The intersection at the western end of 296th St was turned into a cul-de-sac to accommodate the passing lane. Intersections were realigned to improve visibility. Guard rails were upgraded, and bridge maintenance was completed.

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 maintaining a minimum bike lane width and adding 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. This 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 RISKS

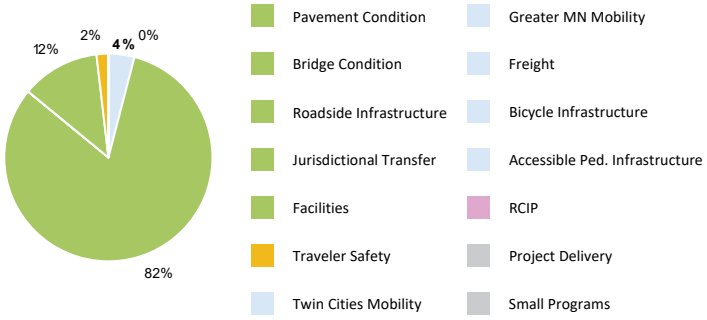
Cost overruns during construction could have occurred, which would cause additional cost for the project. Project is complete now; no risks remain.

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

Hwy 61 Bridge Replacement: Red Wing

Replace Hwy 61 bridge over railroad east of Red Wing

RECENT CHANGES & UPDATES

Construction began on April 8, 2024. The new bridge was open to traffic on October 15, 2024, but the final paving layer will not be placed until early spring 2025, so motorists will experience a slight bump at both ends of the bridge until final paving is complete. Demolition of the old bridge began on October 16, 2024. This project is anticipated to be complete in spring 2025.

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

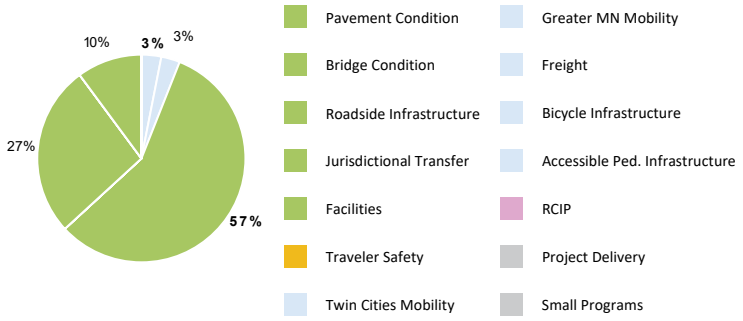
Coordination with CP-KC Railroad is complete. All tree clearing was completed by March 31, 2024. Timing for the final paving is weather dependent, but will be accomplished in spring 2025. All other risks have been retired.

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:	Spring 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

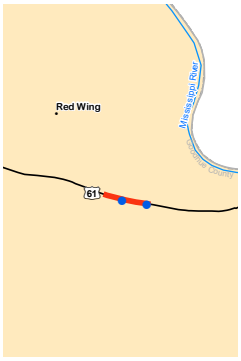
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	10.2
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0.6
Preliminary Engineering:	0.8	2.4
Construction Engineering:	0.5	1
Right of Way:	0.1	0.3
Total:	***9.2***	***14.8***

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

The current estimate is based on the letting cost and reflects all construction and right of way costs expected as of December 2024.

PROJECT SUMMARY



US 61

Bridge 6483, 6482

State Project Number 2514-121

Hwy 61 Withers Harbor Bridge: Red Wing

Replace bridge on Hwy 61 in Red Wing over Withers Harbor Dr. and fill in abandoned railroad tunnel under Hwy 61.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. The project was let on December 2, 2022. This 2-year project started in spring 2023 with the replacement of the northbound bridge. Construction on the southbound bridge started on April 1, 2024 and all construction was completed in September 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. This is a 2-year project, spanning from spring 2023 to fall 2024. The northbound bridge was constructed in 2023 and the southbound bridge was constructed in 2024.

PROJECT RISKS

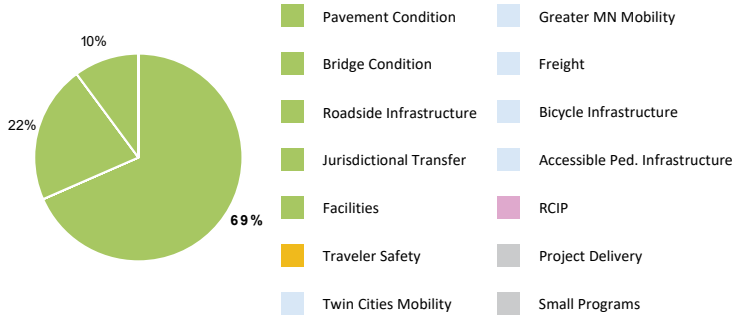
This project is complete; all risks have been retired.

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:	September 2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

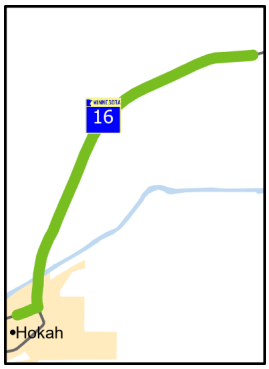
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	13.6
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0.4	0.6
Preliminary Engineering:	0.8	1.5
Construction Engineering:	0.6	1.2
Right of Way:	0	0
Total:	***10.1***	***17.3***

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 Hwy 44 from downtown Hokah to Hwy 16

RECENT CHANGES & UPDATES

This project was recently split (into SP 2801-91 and the new SP 2805-75). The repaving near Hokah stayed in SP 2801-91, while the repaving portions in La Crescent are now part of SP 2805-75. The two projects will still be let together, but this change brings the project below the $5 M cost threshold to be required in the Major Highway Projects Report.

PROJECT HISTORY

This project was first scoped to address pavement condition needs for TH 16 and TH 61 near Hokah and La Crescent, as well as add minor safety and operational improvements to the highways. Recently, to better serve both communities and the trunk highway system, the initial project was split in two. Currently, SP 2801-91 and SP 2805-75 are projects with tied lettings, but are otherwise separate.

After the split, SP 2801-91 is no longer required in the Major Highway Projects Report, but has been included in this year's report to explain the change.

PROJECT RISKS

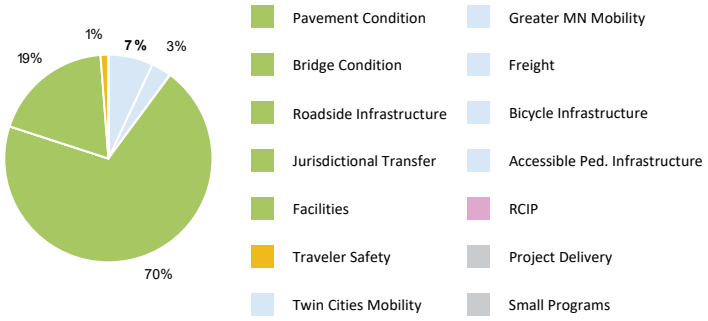
Coordination with local partners and meeting local needs could add costs to the projects. Environmental risks to be determined through project development.

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)

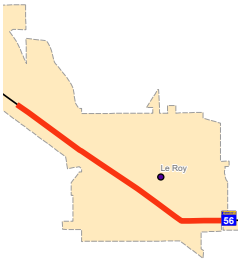
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	2.8
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.4
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	***5.2***	***3.6***

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 reflects a scoping level estimate when this project was still included with SP 2805-75. The current estimate only includes SP 2801-91, the pavement project on Hwy 16 near Hokah, which is why the total project cost appears to have decreased.

PROJECT SUMMARY



MN 56

State Project Number 5005-68

Hwy 56 Reconstruction: LeRoy

Reconstruct Hwy 56 from the eastern part of the city to north of 770th Ave.

RECENT CHANGES & UPDATES

Tree removal occurred in January 2024. Road construction began April 29, 2024 and wrapped up in fall 2024. Additional landscaping work (including tree planting) is scheduled for 2025.

PROJECT HISTORY

The purpose of the project is to replace the deteriorated pavement, manage access, improve drainage, replace roadway hydraulics and city utilities, and enhance student crosswalk safety and bring all pedestrian facilities up to current ADA standards.

Final geometric layout was approved Fall 2020. Construction will take place in three stages in 2024. Additional landscaping work (including adding trees to boulevards) is tentatively scheduled for 2025.

PROJECT RISKS

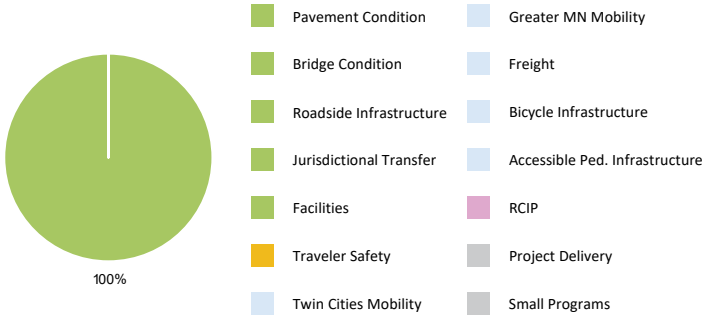
Project has been let; previous risks retired

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	12/14/2022
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:	2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

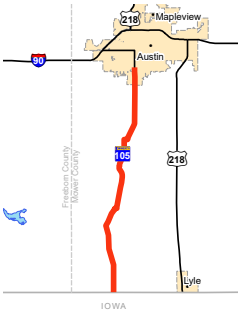
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	12.6
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	2.1	0
Preliminary Engineering:	0.7	1.6
Construction Engineering:	0.5	1.1
Right of Way:	0	0.2
Total:	***8.2***	***16.1***

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 cost expenditures as the project is mostly completed.

PROJECT SUMMARY



MN 105

State Project Number 5007-34

Hwy 105 Resurfacing: Iowa border to Austin

Resurface Hwy 105 from the Iowa state line to Turtle Creek in Austin

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on August 22, 2022 and was completed on October 20, 2024.

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

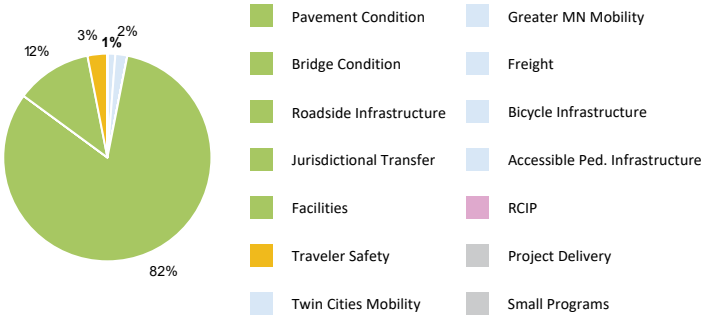
Risks retired.

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)

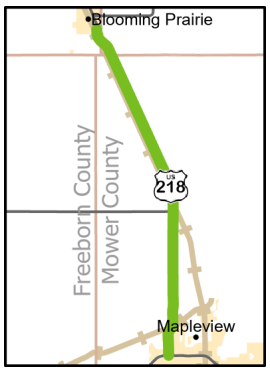
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	2.9
Post Letting Construction Costs:	0.3	-0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.4	0.2
Right of Way:	0.1	0
Total:	***5.8***	***3.1***

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

Hwy 218 Reconstruction: Blooming Prairie

Resurface Highway 218 from I-90 to south of Highway 30

RECENT CHANGES & UPDATES

This project is tentatively scheduled for 2027. In May 2024, the Minnesota Legislature adjourned without passing a bonding bill which would have included the funding needed for the City of Blooming Prairie and MnDOT to complete this Hwy 218 project. As a result, this project, which was previously planned for 2025, is now scheduled for summer 2027.

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 scoping is complete. Early Notification Memo comments have been received. A layout with intersection improvements at CR 27 was reviewed, and comments were due Sept. 1, 2023. This project will include adding new pavement, accessibility enhancements, installing sidewalks, and improving overall safety at the intersection of Hwy 218 and 1st St. NE.

PROJECT RISKS

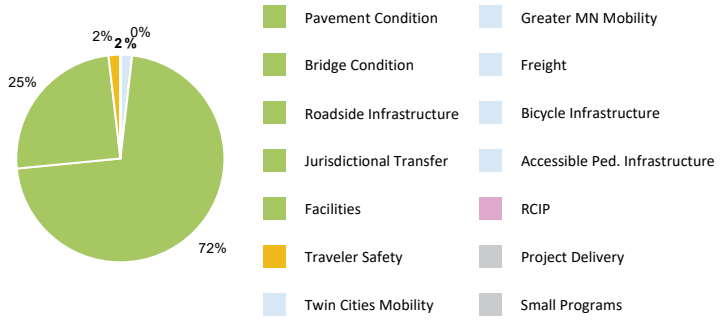
Could have opposition to removal of the free-right turn lane. Lack of local government funding. Support for a left turn lane at Mower CR 1.

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)

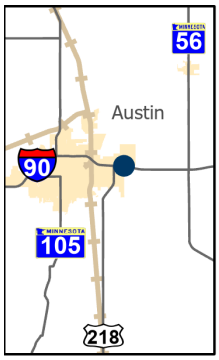
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	9.7
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0.2	0.3
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***13***	***12.9***

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

COST ESTIMATE ASSUMPTIONS

Current estimate reflects the scope modification to remove bridges 88955 and 6305.

PROJECT SUMMARY



I-90

Bridge 9504

State Project Number 5080-166

I-90 Bridge Reconstruction: Austin

Replace 28th St bridge over I-90 in Austin

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. The bridge at 28th St. NE was replaced in 2021. There are six other sites along I-90 in Austin that have bridges that are scheduled to be replaced or repaired between 2024-2026 (SP 5080-170).

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

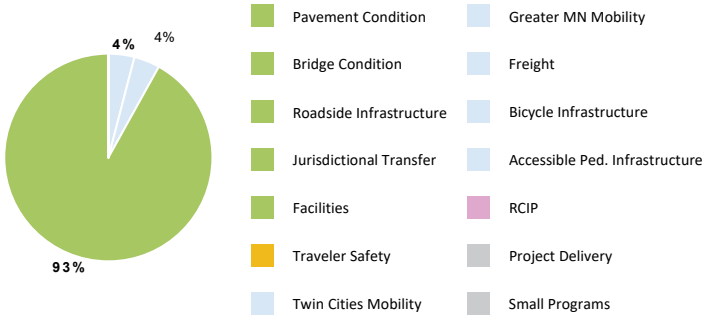
No outstanding risks.

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 bridges at six locations along I-90 (Hwy 105, CR 45, Cedar River, Hwy 218 North and South) and repair the I-90 bridges over 6th St. in Austin.

RECENT CHANGES & UPDATES

There are six sites with bridges along I-90 in Austin that are scheduled to be replaced or repaired from 2024-2026. Construction on a new bridge at Oakland Ave. W (Hwy 105) over I-90 began construction on April 19, 2024 and is expected to be finished mid-October. The current bridge at 4th St. (CR 45) is scheduled for demolition mid-October 2024, and the construction of the new bridge is expected to be finished fall 2025. Both bridges over 6th St. will be resurfaced and two over Cedar River will be constructed. Work on the eastbound bridges began May 31, 2024 and will be finished in the fall; the westbound work will take place in 2025. Two bridges at 14th St. (Hwy 218 N.) and the bridge at 21st St. (Hwy 218 S.) will be reconstructed in 2026.

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 bridges 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 was let on December 1, 2023.

PROJECT RISKS

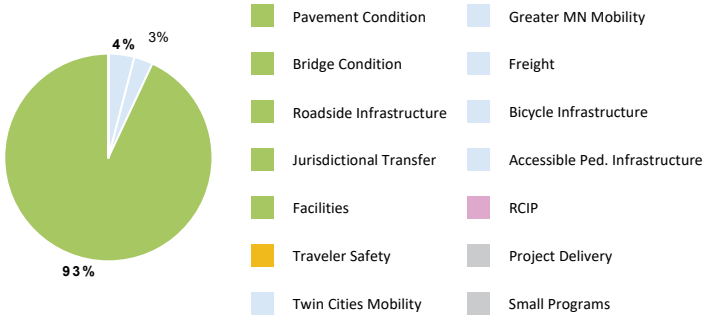
No current cost escalation risks, as construction of this project has started.

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	49.9
Post Letting Construction Costs:	0	1.5
Other Construction Elements:	2.4	1.8
Preliminary Engineering:	2.2	6.9
Construction Engineering:	2.2	3.3
Right of Way:	0.1	0.2
Total:	***37.3***	***63.6***

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 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

This project was accelerated to a FY 2025 letting (from a FY 2026 letting) as part of program re-balancing efforts. The project is on track for a March 26, 2025 letting.

PROJECT HISTORY

The purpose of the project is to improve the pavement condition on westbound I-90, and to prepare the westbound lanes for two-way traffic caused by an upcoming concrete overlay project on the eastbound lanes in the same area (SP 5080-180).

This project was recently advanced to 2025 construction because funding targets were available that year.

PROJECT RISKS

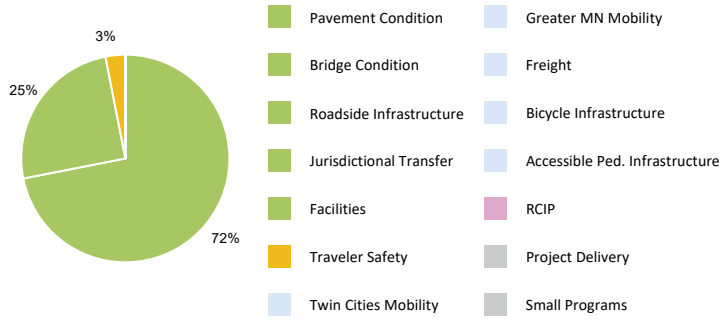
Box culvert replacements will be addressed in the 2nd project in this area (SP 5080-180).

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	12/5/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	September 2024
Original Letting Date:	1/1/2027
Current Letting Date:	3/26/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.8	9.9
Post Letting Construction Costs:	0.3	0.7
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***	***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 an approved scoping report. The current estimate reflects current project scope with current inflation factors and includes local costs.

PROJECT SUMMARY



US 14

State Project Number 5502-106

Hwy 14 Resurfacing: Rochester

Resurface Hwy 14 from Hwy 52 to Olmsted County Road 36

RECENT CHANGES & UPDATES

An meeting was held on September 10, 2024 for the public to ask questions and provide feedback. An online form was available for those who were unable to attend to submit comments through September 15, 2024. There is another project at the intersection of Hwy 14 and Broadway Ave. scheduled for 2027 (SP 5502-109).

PROJECT HISTORY

In 2025, the Hwy 14 corridor in Rochester from Hwy 52 to Crossraods Dr. SW and from 3rd Ave SE to Marion Rd. SE/15th Ave. SE will be resurfaced. This project will restore ride quality, improve pedestrian mobility and experience, and extend the service life of the highway. This project will include bike and crosswalk improvements, as well as sidewalk repairs, replacements, and installations.

PROJECT RISKS

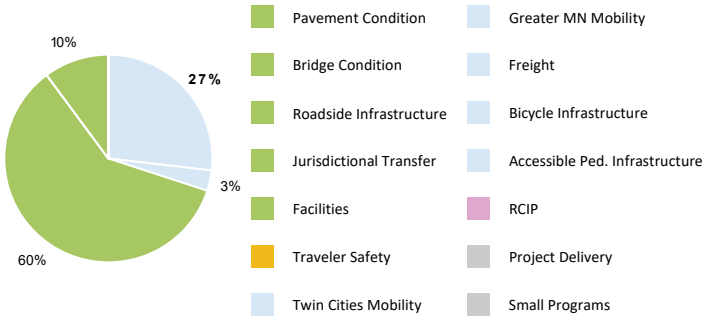
Bids could be higher than the current estimate.

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	3.7
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0	0.1
Total:	***5.6***	***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

Current estimate reflects the total costs to be submitted for project turn-in.

PROJECT SUMMARY



US 14

State Project Number 5502-109

Hwy 14 and Broadway Ave. Intersection Safety Improvements

Reconstruction of the intersection at Hwy 14 and Broadway Ave. in Rochester

RECENT CHANGES & UPDATES

This project split off from SP 5502-106 to add city legs and additional scope. It is currently planned for fiscal year 2027. A public meeting for this project and SP 5502-106 was held on September 10, 2024. A project change request was completed on September 19, 2024.

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. The intersection of Hwy 14 and Broadway Ave. in Rochester is used by almost 50,000 vehicles daily. MnDOT and the City of Rochester are looking into ways to reduce crashes and improve crossings for pedestrians and bicyclists. The team is looking into the following changes: altering right and left turning lanes, reducing speed, reconstructing Broadway Ave. to 9th St. SE, adjusting crosswalks and installing new sidewalks/trails, upgrading ADA facilities, replacing the traffic signal, and improving lighting.

PROJECT RISKS

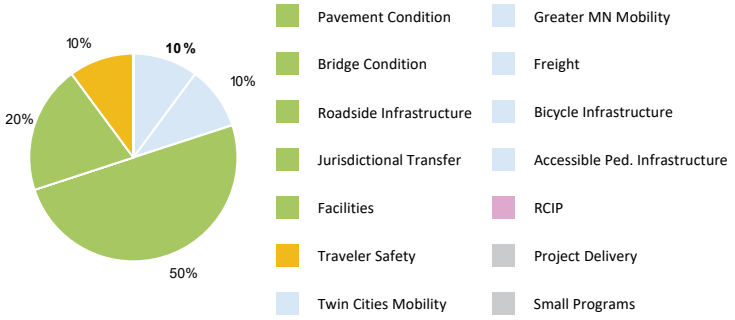
City extension of Broadway. ADA up-scoping. Right of way needs near golf course and mall area. Bike and pedestrian trail.

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:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	10/23/2026
Current Letting Date:	10/28/2026
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	19
Post Letting Construction Costs:	0.8	1.4
Other Construction Elements:	0.2	0.5
Preliminary Engineering:	2.5	4
Construction Engineering:	1.2	2.1
Right of Way:	0	0.1
Total:	***17.6***	***27.1***

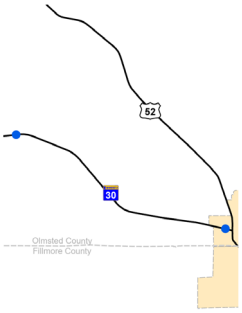
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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.

A project change request was completed on 9/17/2024. CP railroad crossing upgrades account for $875,000 of the project cost increase. The remaining increase is due to several factors. Drainage costs increased when implementing a Complete Streets design by reducing the roadway selection to achieve speed reduction as the shoulder width available is reduced to a 2 ft. gutter; this increases the number of catch basins and adds cost to construction with the additional underground work. Off-roadway shared use paths have been added in all quadrants of the project to provide a Complete Streets design. Concrete paving costs doubled since the scoping estimate was completed. Mobilization costs and traffic costs have increased due to construction and stagging complexities.

PROJECT SUMMARY



MN 30

Bridge 9008, 9009

State Project Number 5505-27

Hwy 30 Bridge Replacements: Chatfield and Cummingsville

Replace Hwy 30 bridge over Mill Creek in Chatfield and bridge over North Branch Root River west of Chatfield

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began April 17, 2023 and was completed October 20, 2023. Two Hwy 30 bridges were replaced. Space under the Mill Creek bridge was prepared for a future multi-use trail.

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. The project will include a small realignment of Mill Creek which has been coordinated with the DNR.

PROJECT RISKS

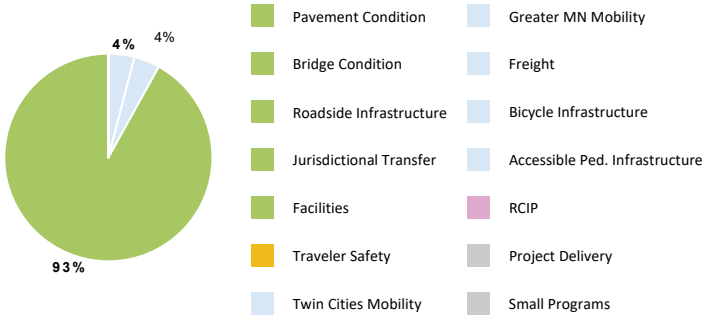
Coordination with the city for inclusion of additional features on the bridge was a risk. Project is complete now, so no risks remain.

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)

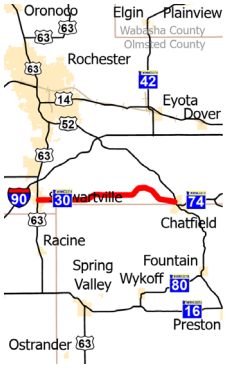
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	6.4
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.4	0.9
Construction Engineering:	0.3	0.5
Right of Way:	0	0.2
Total:	***4.3***	***8.3***

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

Hwy 30 Resurfacing: Stewartville to Chatfield

Resurface Hwy 30 from just east of Hwy 63 to just west of Hwy 52

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 15, 2024 and was completed in October, 2024.

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. The project limits were reviewed to consider dividing it into a rural project and an urban project.

PROJECT RISKS

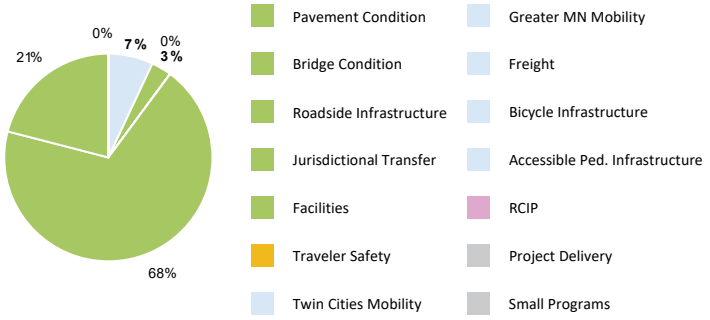
This project is complete; no risks remain.

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	7.4
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0.5	0
Preliminary Engineering:	0.8	0.1
Construction Engineering:	0.6	0.3
Right of Way:	0.1	0.2
Total:	***9.8***	***8.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was based off a signed scoping report. The current estimate reflects actual expenditures.

PROJECT SUMMARY



US 52

State Project Number 5508-130

Hwy 52 Construction: Pine Island to Oronoco

Concrete repaving southbound Hwy 52 from Olmsted County Road 12 to south junction of Hwy 60

RECENT CHANGES & UPDATES

This project is moving into the preliminary design phase. Construction is anticipated to begin in 2028. The funding needed to resurface Hwy 52, construct frontage road, replace the culvert bridge, and improve existing bridge piers has been secured. In the new few years, MnDOT will pursue grants to fund other opportunities for improvement with our local partners.

PROJECT HISTORY

A public meeting was held on March 27, 2023. Over 50 people attended this open house, and there was an online form for those who were unable to attend to submit feedback. Currently, funding has been secured for Hwy 52 resurfacing, frontage road construction, culvert bridge replacement, and minor repairs on two bridges (55079 at 5th St NW and 55071 at 85th St NW). Funding has not yet been secured for a road raise near the middle fork of the Zumbro River to prevent the road from flooding and snow fencing. Reduced conflict intersections (or J-Turns) were considered, but will not be moving forward at this time.

PROJECT RISKS

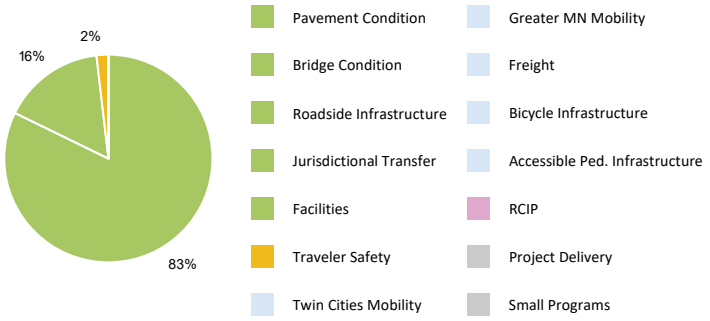
Funding has not yet been secured for a road raise or snow fences.

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:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

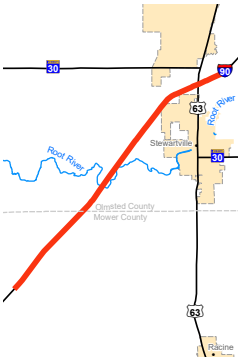
	Baseline Estimate	*Current Estimate*
Construction Letting:	18	31
Post Letting Construction Costs:	1.3	1.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	2.2	3.7
Construction Engineering:	1.5	2.5
Right of Way:	0	3
Total:	***23***	***41.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate reflects a scoping level estimate. The current estimate was completed 5/16/2024.

PROJECT SUMMARY



I-90

State Project Number 5580-94

I-90 Eastbound Resurfacing: Near High Forest

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 is complete. It was advanced and constructed in 2022. Construction began on April 4, 2022 and was completed in September 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

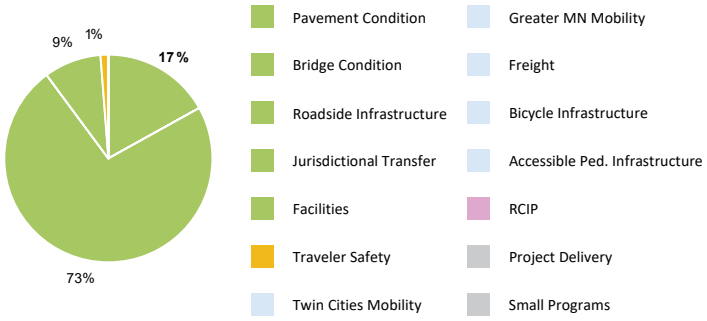
No outstanding risks.

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	0.3
Other Construction Elements:	0.4	0
Preliminary Engineering:	0.6	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.9***	***8.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline 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: Olmsted county

Replace I-90 bridges over Hwy 52 and reconstruct interchange ramps

RECENT CHANGES & UPDATES

Contract was let in April 2024. This project is scheduled for 2024-2027. In 2024, temporary crossovers were constructed and crews will began building the eastbound I-90 flyover bridge, new ramps and loops. In 2025, the eastbound I-90 flyover bridge at Hwy 52 will be completed, along with a portion of new ramps and loops. In 2026, the westbound I-90 bridge and remaining portion of the new ramps and loops will be constructed. Final landscaping and minor items will be completed in spring 2027, and are not expected to impact traffic.

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 over US 52, 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.

The letting was changed to April 2024, with construction completion expected by Fall 2026. A separate contract was 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 was 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 RISKS

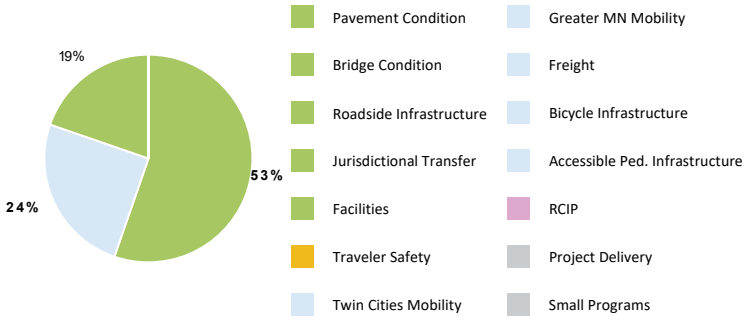
All design risks have been retired. Remaining risks include cost overruns due to unexpected field conditions or construction changes. Project completion dates are all weather dependent.

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:	2024-2027
Estimated Substantial Completion:	May 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

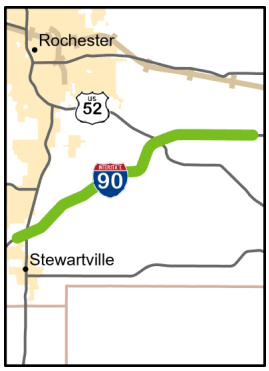
	Baseline Estimate	*Current Estimate*
Construction Letting:	22	28.7
Post Letting Construction Costs:	1.9	0.8
Other Construction Elements:	0	0.9
Preliminary Engineering:	2.6	4.8
Construction Engineering:	1.6	3.2
Right of Way:	0.1	0.2
Total:	***28.2***	***38.6***

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

COST ESTIMATE ASSUMPTIONS

Baseline estimate did not include cost for reconstructing TH 52 through the interchange. Current cost estimate reflects let cost.

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

This project has been moved from 2027 to 2032.

PROJECT HISTORY

This project was initially intended for 2027 construction. Recently, the District changed which interstate segments were a priority for repaving, and this project was a lower priority. This project was pushed back to a planned 2032 construction date and will continue to be scoped to further refine project needs and details.

PROJECT RISKS

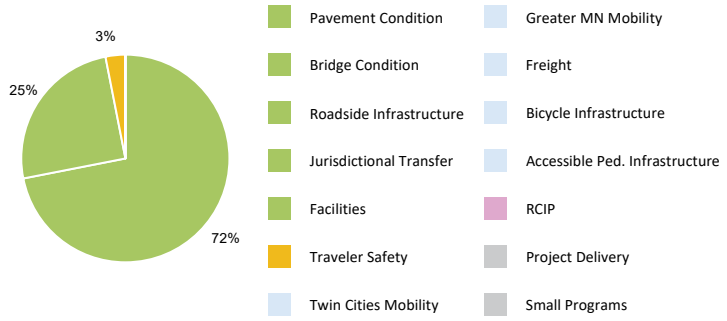
No risks identified at this time.

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:	11/1/2031
Construction Season:	2032
Estimated Substantial Completion:	2032

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

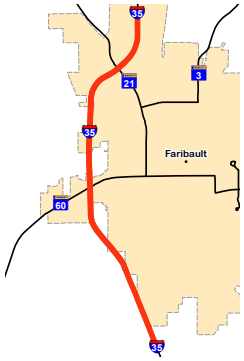
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.9	7.9
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10.2***	***10.2***

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

The baseline and current estimates both reflect a scoping level estimate.

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

In 2023, crossovers were constructed, the southbound bridge over Rice Co. Rd 48 was repaired, and the south I-35 on ramp was resurfaced. Portions of the northbound I-35 Hwy 21 on ramp were resurfaced and repaired. The northbound I-35 acceleration lane was also extended to better accommodate merging traffic. The 2024 work began on April 15, and is scheduled to be completed in fall 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, 2023-2024. In 2023, crossover construction was in progress and removals on the CSAH 48 bridge were substantially complete. Work on TH 21 will was completed in 2023. Most of the remaining work will be completed in 2024.

PROJECT RISKS

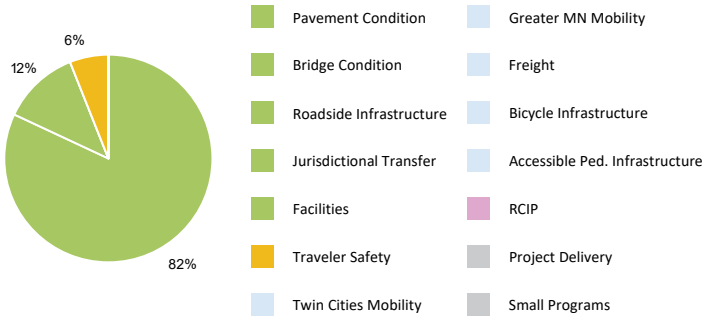
Cost overruns during construction could result in unexpected cost to the project.

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)

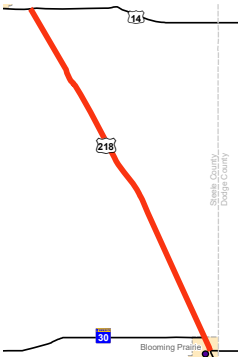
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	29.1
Post Letting Construction Costs:	0.6	0.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.5	0.9
Construction Engineering:	1	1.2
Right of Way:	0	0
Total:	***16***	***32.2***

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 estimate reflects let cost and assumed construction engineering.

PROJECT SUMMARY



US 218

State Project Number 7408-50

Hwy 218 Resurfacing: Blooming Prairie to Owatonna

Resurface Hwy 218 from Hwy 30 to Hwy 14

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on May 1, 2023 and was completed in September.

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

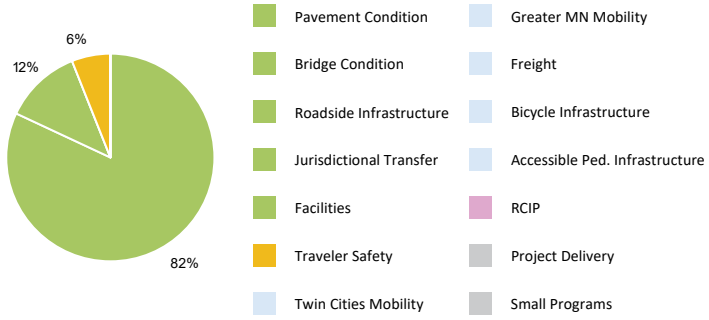
Competitive bid may be higher or lower than expected. Agreement with the railroad is needed. Project is complete; all risks retired.

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)

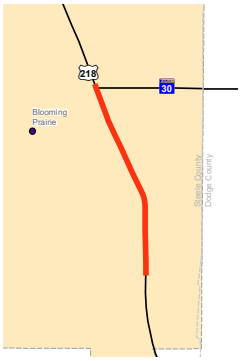
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	5.9
Post Letting Construction Costs:	0.5	0.2
Other Construction Elements:	0.1	0
Preliminary Engineering:	0.8	0.5
Construction Engineering:	0.5	0.3
Right of Way:	0.1	0
Total:	***8.9***	***6.9***

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 estimates is based on a scoping report finalized in 2020. The current estimate reflects the actual cost expenditure of the project.

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

Due to the lack of a bonding bill in 2024, construction for this project will not take place in 2025, as originally planned. This project has been tentatively moved to 2027.

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. The project limits were extended to include additional geometric and traffic safety improvements.

PROJECT RISKS

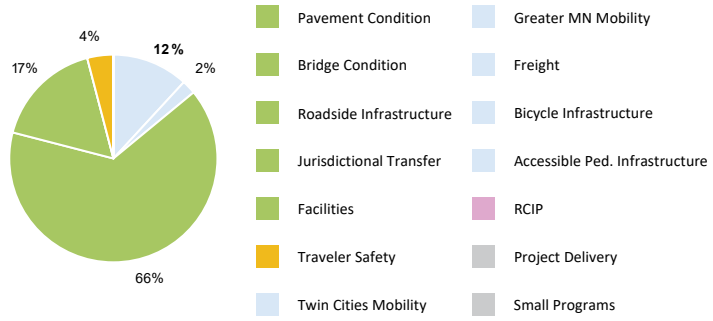
There is a high risk of contaminated materials needing mitigation as part of the construction.

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:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

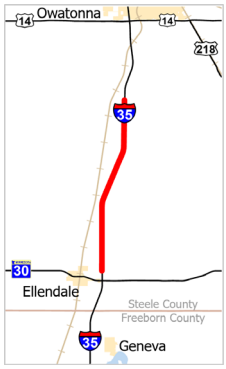
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	11.9
Post Letting Construction Costs:	1.8	1.2
Other Construction Elements:	1.3	0.6
Preliminary Engineering:	0.9	2.5
Construction Engineering:	0.7	0.9
Right of Way:	0.2	0.4
Total:	***10.9***	***17.5***

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

I-35 Southbound Resurfacing: Steele County

Resurface southbound I-35 north of Hwy 30 to north of bridge in Steele County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 10, 2023, and was completed September 14, 2023. Crews resurfaced approximately 8.8 miles of I-35 southbound and installed a Road Weather Information System and a Weigh-in-Motion System which captures and records the axle and gross weights of vehicles.

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

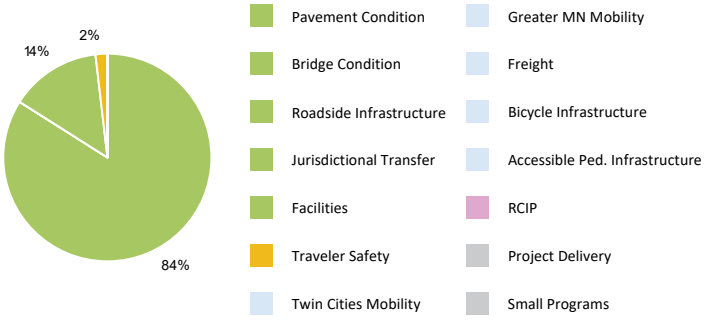
Competitive bid may be higher or lower than expected. Project is complete; all risks have been retired.

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)

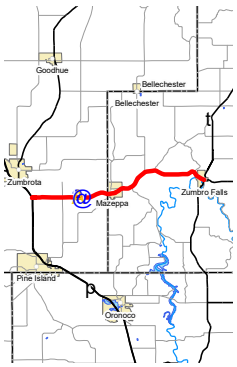
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4.2
Post Letting Construction Costs:	0.2	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	***5***	***4.7***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on a high level planning estimate from when the project entered the CHIP. The current estimate reflects actual project costs.

PROJECT SUMMARY



MN 60

Bridge 8676, 8841, 8890

State Project Number 7902-25

Hwy 60 Improvements: Zumbro Falls

Resurface Hwy 60 from Hwy 52 to Hwy 63 and make ADA improvements

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in 2022. Construction began in May 2022 and was completed in October 2022. Crews replaced/repaired eight culverts and pipes, constructed a new bridge west of Zumbro Falls, reconstructed road and side walks, made ADA improvements, updated lighting at key intersections, and replaced road signs and guardrails.

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

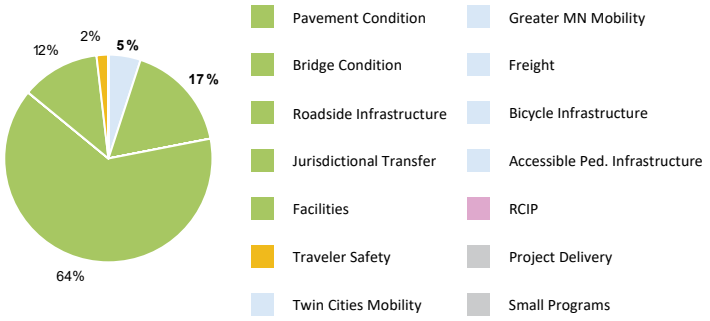
No outstanding risks.

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)

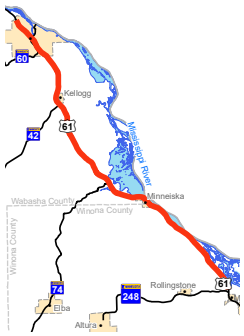
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	10.5
Post Letting Construction Costs:	0.7	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	0.3
Construction Engineering:	0.7	0.2
Right of Way:	0.2	0.1
Total:	***12.3***	***13.4***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate 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

Hwy 61 Resurfacing: Wabasha to Minnesota City

Resurface southbound lanes of Hwy 61 from Hwy 248 to Hwy 60 and on Hwy 74 from Wabasha County Road 26 to Hwy 61

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in 2022. Construction spanned from April to November 2022. 27 miles of southbound Hwy 61 from Wabasha to Minnesota City was repaved. Three northbound and four southbound bridges were improved. A reduced conflict intersection (or J-turn) was installed at Hwy 61 and Hwy 42. In Weaver, 0.3 miles of Hwy 74 were resurfaced, portions of sidewalk were removed, and an ADA ramp connection to the historic building was installed.

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. Average daily traffic was 470 in 2014 and heavy commercial average daily traffic was 10 in 2012. The RQI (ride quality index) was 1.0 in 2015. The pavement has a low remaining service life of 0-3 years. Additionally, sidewalk and pedestrian ramps do not meet current ADA standards.

PROJECT RISKS

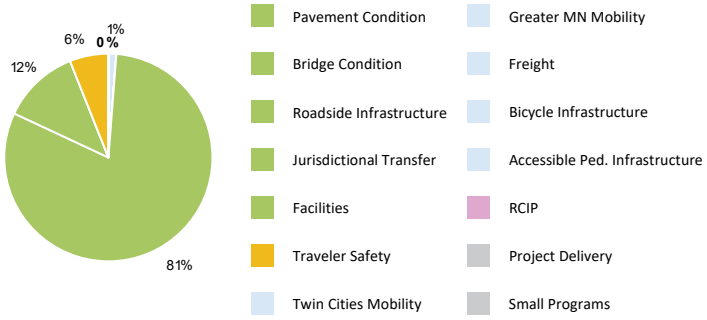
Risks retired.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	6/29/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	11/10/2020
Construction Limits Established Date:	3/11/2021
Original Letting Date:	11/19/2021
Current Letting Date:	11/19/2021
Construction Season:	2022
Estimated Substantial Completion:	October 2022

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

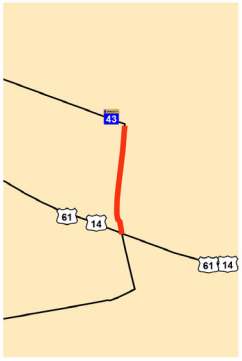
	Baseline Estimate	*Current Estimate*
Construction Letting:	12	19.1
Post Letting Construction Costs:	1	1.1
Other Construction Elements:	0	0.2
Preliminary Engineering:	1.3	1.0
Construction Engineering:	0.9	0.8
Right of Way:	0	0
Total:	***15.2***	***22.2***

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 is based on high-level planning estimation. Current estimate reflects let cost.

PROJECT SUMMARY



MN 43

State Project Number 8503-53

Hwy 43 reconstruction: Winona

Reconstruct Hwy 43 from Hwy 61 to Mankato Ave/Sarnia Ave in Winona and replace box culvert 3937

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The majority of this project was completed in 2022, between April 11 and November. Four roundabouts were added at the intersections of Hwy 43 and Hwy 61, Riverbend Rd., Frontenac Dr., and Sarnia St. Portions of Sarnia St. were also reconstructed. Some additional minor construction and landscaping was done in 2023.

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

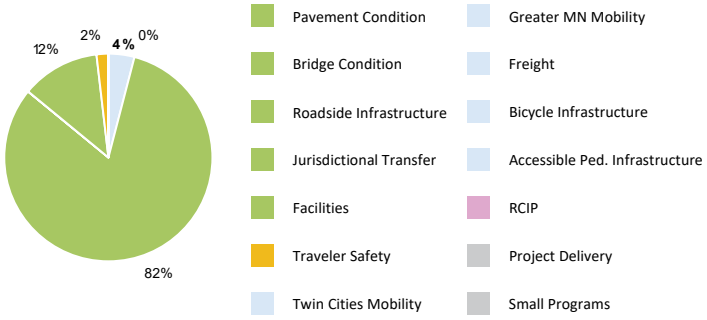
Risks retired.

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)

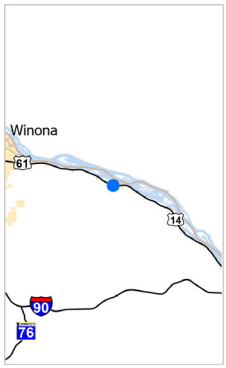
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	17.4
Post Letting Construction Costs:	0.1	1.4
Other Construction Elements:	0.6	0
Preliminary Engineering:	1.1	2.5
Construction Engineering:	0.7	0.8
Right of Way:	0.3	1
Total:	***12.3***	***23.1***

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

COST ESTIMATE ASSUMPTIONS

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 was completed in 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

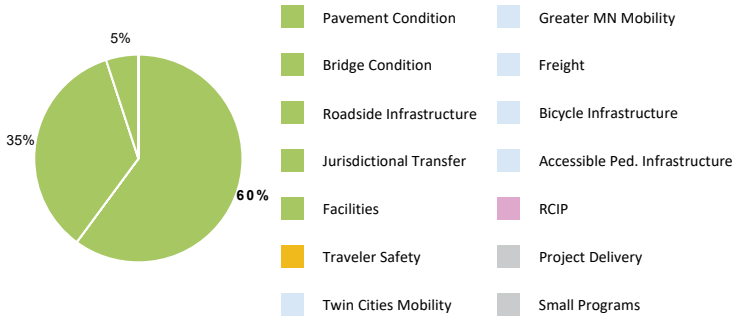
Project scope has not been fully determined.

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)

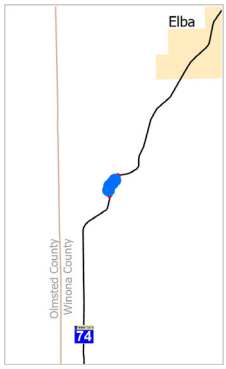
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.4	7.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.2***	***9.2***

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 from 10/2/2023.

PROJECT SUMMARY



MN 74

State Project Number 8508-42

Historic Bridges: Rehabilitation Projects

Rehabilitate four bridges on Highway 74 (Bridge No. 8592, 8593, 8594 and 8595) in Whitewater State Park

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project was completed in October 2021. Four historical bridges were rehabilitated. These bridges were built between 1936 and 1938 and have metal, multi-plate arch barrels and limestone headwalls and flumes. The multi-plate arches only need minor repairs, but large portions of the stone walls required reconstruction. In some badly deteriorated areas, 50% of the stones were replaced. Replacement stones from two different quarries were mixed to match the original color and texture. To prevent future undermining by fast-moving water, new concrete floors were installed, and its surface roughed to better blend with the stonework. The culverts were also protected.

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

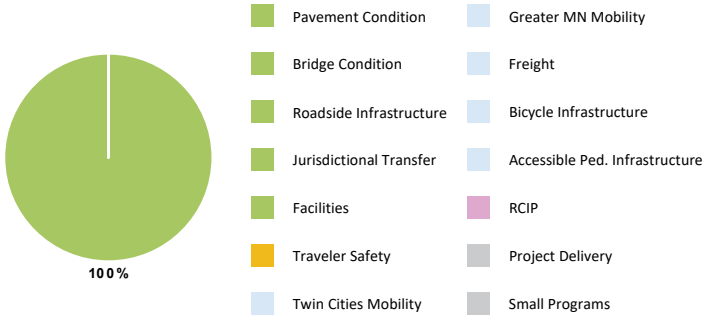
No outstanding risks.

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	4.5
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0.3
Preliminary Engineering:	1.8	0.1
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	***9.4***	***6.1***

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

COST ESTIMATE ASSUMPTIONS

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 SP.

PROJECT SUMMARY



I-90

State Project Number 8580-175

I-90 Resurfacing, Bridge Replacement: Nodine to Dakota

Resurface I-90 from Winona CR 12 to Hwy 61 near Dakota

RECENT CHANGES & UPDATES

Project development and public engagement are underway. A public meeting was held on April 24, 2024 for people to learn and ask questions about the project. This project is currently scheduled for the 2026 construction season.

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. This project includes repaving five miles of I-90, replacing the westbound bridge over Winona CR 101, replacing approach panels and bridge barrier guardrail connections on the bridge over Hwy 61 and improving safety with slight banking of the right lane, cleaning and reestablishing rock catchment areas, and installation of a reinforcement and a synthetic liner to reduce sinkhole risks associated with Karst geology,

PROJECT RISKS

Competitive bids may come in higher or lower than expected.
Environmental risks:

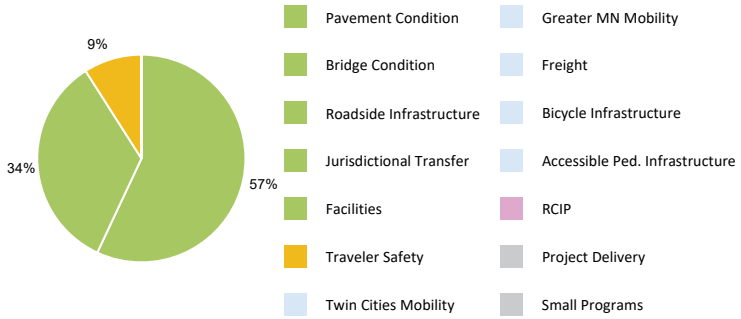
- Within High Value Rusty Patch Bumble Bee Zone - limiting some construction activities to tight timelines.
- High Value Timber Rattle Snake Habitat Area - requires time restriction for some construction activities and rattle snake permitting and mitigation plan.

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:	11/5/2024
Construction Limits Established Date:	5/28/2024
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	18.9
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***	***22.4***

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

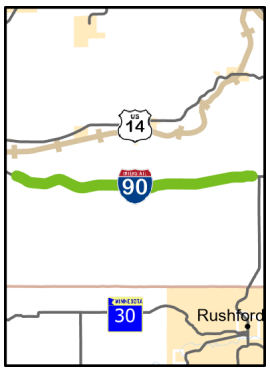
COST ESTIMATE ASSUMPTIONS

Two project change requests completed:

1. Include replacement of both expansion joints for Bridges 8503. Cost $0.2 M.
2. Add reconstruction of CSAH 12 EB on-ramp due to geometric deficiencies and safety risk. Cost increase of $0.6 M.

Project costs have increased due to scope changes driven by environmental risks and mitigation including changing work types to more labor intensive processes due to equipment restrictions associated with environmental impacts. Construction time restrictions due to environmental risks and mitigation.

PROJECT SUMMARY



I-90

State Project Number 8580-178

Resurface westbound lanes of I-90 from Highway 74 to Highway 43

RECENT CHANGES & UPDATES

This project is now an ELLE, with construction in 2026.

PROJECT HISTORY

This project was originally assumed to be an ELLE with a January 2025 letting, rural mill and overlay. Scoping review was 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 the following topics: 38 culvert linings were identified but additional review needed to determine if any need replacement. The 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. There are no trout streams present, but the area has public waters and has areas of bio diversity flood plains should be reviewed. A sink hole exists near Lewiston and it 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. Three bridge overpasses will be reviewed for clearances.

Scoping had started but was not finished, as the previous project manager accepted new position within MNDOT; the new PM was assigned at the end of October 2023.

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 include:

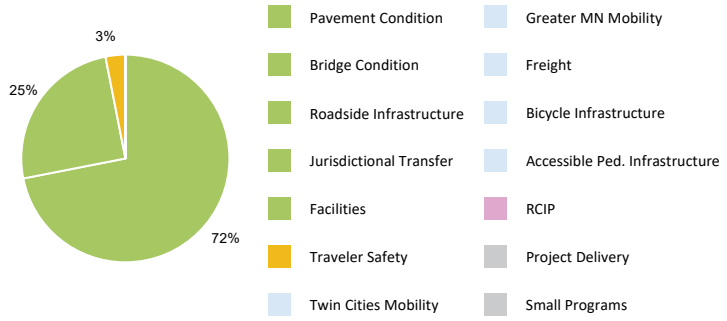
- Area has known sink holes, so the possibility of new sink holes should be addressed; this would result in higher cost and additional time depending on if any are found and where they are found.
- Project may require snow fencing; this would result in a slightly higher project cost, but no delay unless additional rights of way were needed.
- Additional analysis of culverts may determine some are in need of replacing; this would result in possible detours and other activities, depending on what needs replacement and where impact to the interstate is (budget and schedule)
- Three bridge overpasses were identified and should be reviewed for pier strut and shadow treatment needs; this would result in additional material costs and some additional time.
- Assumption now is that no detours will be needed, because work can be done one lane at a time; this would only occur if some of the above issues occurred, resulting in some financial impact and scheduling impacts.
- Rare plant life or other life forms may need protecting; unknown cost and schedule impacts.

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:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	1/1/2025
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:	7.9	8.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0.3
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.8
Right of Way:	0	0
Total:	***10***	***11.1***

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

COST ESTIMATE ASSUMPTIONS

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.

PROJECT SUMMARY



MN 44 & MN 76

State Project Number 2804-40

Hwy 44 & Hwy 76 Roundabout: Caledonia

Construct a Roundabout at Hwy 44 and Hwy 76 in Caledonia

RECENT CHANGES & UPDATES

A public meeting for this project was held on June 20, 2024. The community has been further engaged through pop-up events and community outreach with stakeholders. Preliminary design of this HSIP Safety project kicked-off in December of 2024. Additional outreach and public meetings will be held.

PROJECT HISTORY

This project is located at the intersection of TH 44/TH 76 and Kingston St. in the city of Caledonia. This intersection has a history of right-angle crashes with contributing factors that include vertical curvature, intersection cross-section, rural/urban transition, and the merging and diverging traffic flows from two state routes. Following a comprehensive intersection safety evaluation and alternatives analysis, a roundabout was identified as the solution that best addresses the contributing crash factors. A single-lane roundabout is proposed at this location to maintain mobility while also specifically addressing right-angle crashes resulting from the combination of curvature, high speed, intersection width and striping. The City of Caledonia passed a resolution support the RAB and also applied for and was awarded HSIP Funding.

PROJECT RISKS

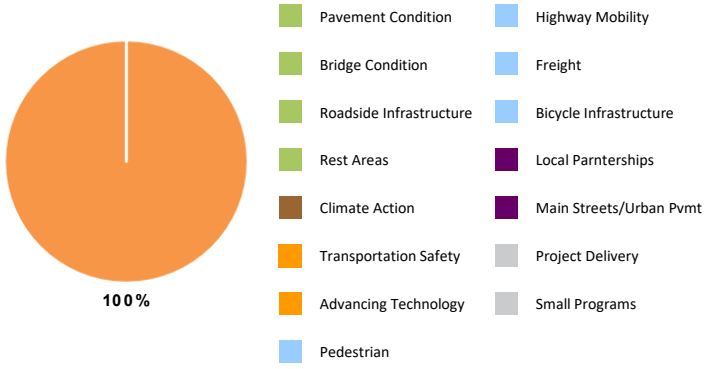
Challenging grades at TH 44 and TH 76; public acceptance of roundabout.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/3/2027
Current Letting Date:	12/3/2027
Construction Season:	2027
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Transportation Safety



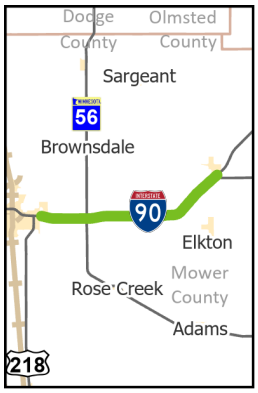
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.8
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.5	0.5
Right of Way:	0.1	0.1
Total:	***5.9***	***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

PROJECT SUMMARY



I-90

State Project Number 5080-180

Resurface eastbound lanes of I-90 from Mower County Road 46 to Highway 16

RECENT CHANGES & UPDATES

This project was upgraded to an unbonded concrete overlay with new funding dedicated to long term pavement preservation.

PROJECT HISTORY

This project was initially scoped as a pavement preservation project on I-90. The type of fix was only recently confirmed as an unbonded concrete overlay. This project will proceed in tandem with SP 5080-186, which will address bridge culverts along this same stretch of I-90.

PROJECT RISKS

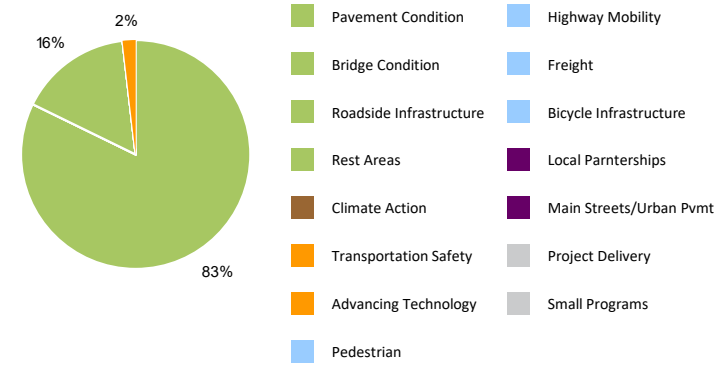
Potential cost increases from the inclusion of culverts and interchange bridges within the project. Other environmental risks will be assessed through project development

SCHEDULE

Date in which project entered the STIP:	2025
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:	1/1/2028
Current Letting Date:	12/3/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Pavement Condition



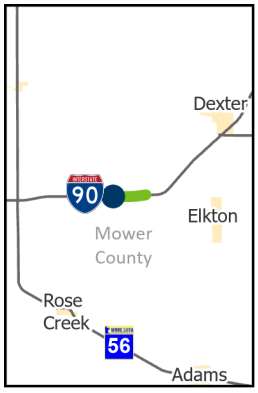
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	28.7
Post Letting Construction Costs:	0	1.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	0.9
Construction Engineering:	0	1.7
Right of Way:	0	0
Total:	***0***	***32.6***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-90

Bridge 8963

State Project Number 5080-186

Replace Box Culverts over Rose Creek on I-90

RECENT CHANGES & UPDATES

This project is being scoped and included in the STIP.

PROJECT HISTORY

These bridge culverts were identified for replacement, and then District 6 chose to time these culvert replacements with SP 5080-180 (concrete repavement in the same area). This project will replace two existing bridge culverts to improve the conditions and reliability of I-90.

PROJECT RISKS

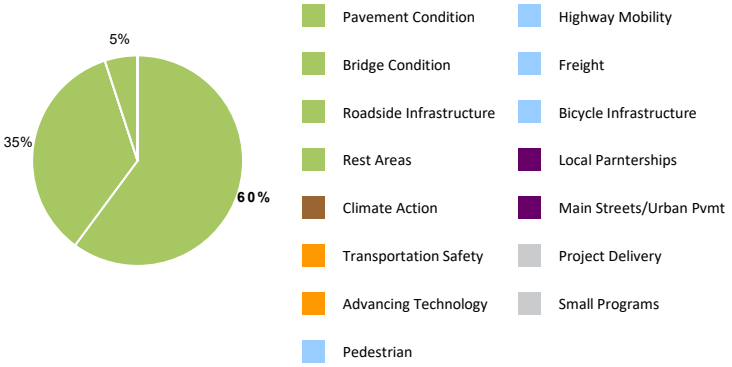
Potential for delays with SP 5080-180 would also delay this project. Other environmental risks will be assessed through project development.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/3/2027
Current Letting Date:	12/3/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Bridge Condition



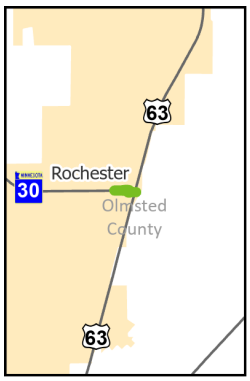
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	6.1
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.7
Construction Engineering:	0	0.5
Right of Way:	0	0
Total:	***0***	***7.5***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 30

State Project Number 5505-32

Hwy 30 Resurfacing: Stewartville

Mill and Overlay, Grading, ADA and traffic signal from US 63 to 0.03 mi east of 5th Ave NE (Stewartville)

RECENT CHANGES & UPDATES

Neighborhood listening sessions were held during the summer of 2024, followed by a public meeting on August, 20, 2024. A letter of intent with Stewartville outlines the project scope to include: replacing all sidewalks, curb and gutter, driveway aprons, pedestrian ramps, shifting the Hwy 30 centerline north, reducing driving lanes to 11 ft. wide, providing a 10 ft. parking lane on the south side and removing parking on the north side of Hwy 30.

PROJECT HISTORY

This 0.42 mile project was split off from SP 5505-30 (Hwy 30 pavement resurfacing project from Stewartville to Chatfield) due to the need for additional public engagement and necessary ADA improvements. The existing pedestrian facilitaties within the project limits do not meet current Americans with Disabilities Act (ADA) standards with 78% of existing sidewalk non-compliant, 100% of existing driveways non-complian, and the Accessible Pedestrian Signals (APS) and associated pedestrian facilities not meeting current standards.

PROJECT RISKS

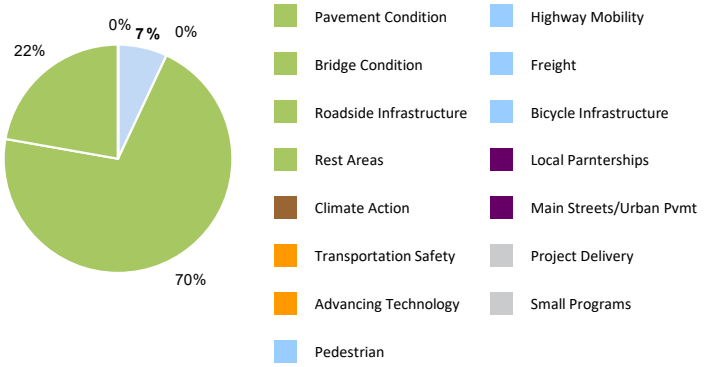
Right of way needs; boulevard treatments (concrete vs. turf).

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/1/2026
Current Letting Date:	12/2/2026
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



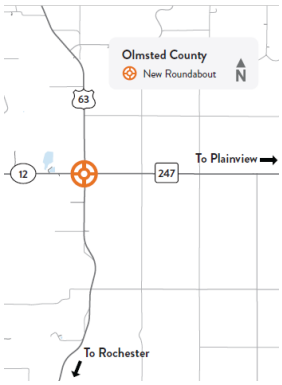
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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:	0.4	0.4
Right of Way:	0	0
Total:	***5.3***	***5.3***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



US 63

State Project Number 5510-88

Hwy 63: Olmsted County

US 63, MN247, and CSAH 12 Roundabout in Olmsted County

RECENT CHANGES & UPDATES

This project is planned for summer of 2027. There has been engagement with project stakeholders during summer 2024, including residents and businesses surrounding the project.

PROJECT HISTORY

The US Hwy 63/Mn Hwy 247/ Olmsted CSAH 12 intersection that has a high rate of right-angle crashes (72 % of the crashes). Recent crash history (including a fatal crash in the summer of 2024) shows that side-street motorists have difficulty selecting adequate gaps in mainline traffic. A wide variety of low-cost safety enhancements have been implemented at the intersection to improve safety. However, even with these improvements, right-angle crashes at the intersection remain a distinctive crash trend and safety concern. This project applied for and was awarded HSIP safety funds for a single-lane roundabout to improve safety by specifically addressing the existing and growing trend of right-angle crashes at the intersection.

PROJECT RISKS

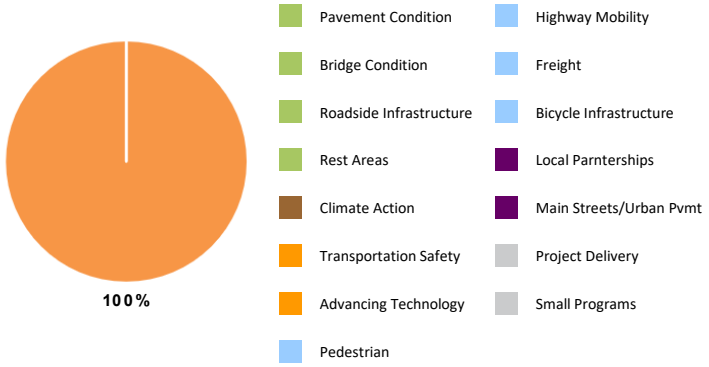
Access to Reinke's Corner Gas Station from CSAH 12. The gas station canopy, concrete around pumps and parking area are all within the state right of way.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/29/2027
Current Letting Date:	1/27/2027
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PRIMARY INVESTMENT CATEGORY

Transportation Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	4.9
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	1.2
Construction Engineering:	0	0.4
Right of Way:	0	0.1
Total:	***0***	***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

PROJECT SUMMARY



US 63

State Project Number 5515-03

Hwy 63 & CR 112 Roundabout: Olmsted County

Roundabout on US 63 at Olmsted County Road 112

RECENT CHANGES & UPDATES

Project is ready for letting on February 26, 2025.

PROJECT HISTORY

This intersection has a sustained history of crashes and was identified as a priority rural intersection in the Olmsted County Safety Plan in 2009 and again in 2019. MnDOT District 6 also conducted a safety review of this intersection in 2017, concluding that this location has a high potential for more crashes due to increased volumes and risky driving behavior.

Right-angle crashes are the primary crash type. A combination of poor sight lines and high speeds are making gap selection difficult, with drivers either not seeing approaching vehicles in the near lane or struggling to find acceptable gaps in both directions.

This project applied for and was awarded HSIP safety funds for a single-lane roundabout to improve safety by proactively improving this intersection before a fatal or serious injury crash occurs.

PROJECT RISKS

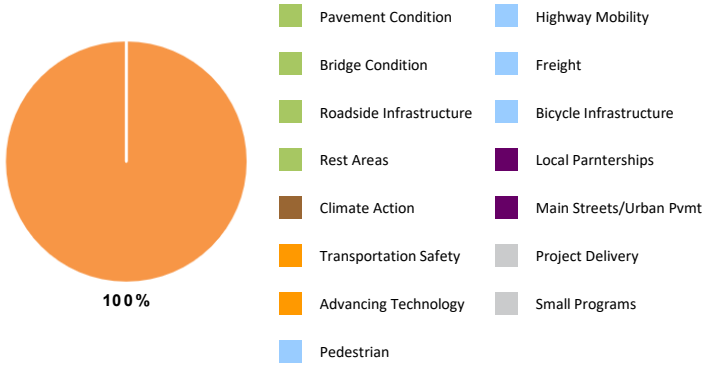
Utility relocations.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	2/16/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	10/13/2023
Construction Limits Established Date:	10/6/2023
Original Letting Date:	2/28/2025
Current Letting Date:	2/26/2025
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Transportation Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	3.8
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.5
Construction Engineering:	0.3	0.4
Right of Way:	0.1	0
Total:	***4.2***	***5***

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the estimated costs at the 90% design stage.

PROJECT SUMMARY



I-90

Bridge 9859

State Project Number 5580-97

I-90 & CR 35 Bridge Replacement: Northwest of Stewartville

Replace Olmsted CR 35 bridge over I-90 northwest of Stewartville

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started in July 2024 and finished on October 30, 2024.

PROJECT HISTORY

This project was selected to replace an existing bridge (9859) over I-90 near Stewartville. During project development, District 6 and city and county partners identified additional needs to accomodate bike and pedestrian connections between Stewartville and Rochester using this bridge. Space for bicycles and pedestrians were included in the final designs for this bridge.

PROJECT RISKS

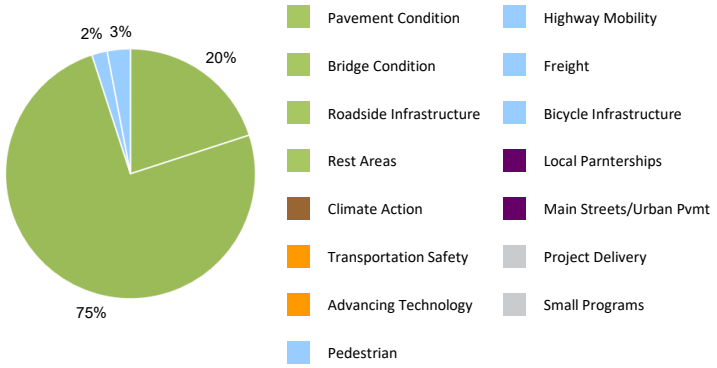
This project is complete; no risks remain.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	12/8/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	4/28/2022
Construction Limits Established Date:	5/3/2022
Original Letting Date:	11/15/2024
Current Letting Date:	12/1/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	3.7
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.7
Construction Engineering:	0	0.3
Right of Way:	0	0
Total:	***0***	***4.8***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY

US 14

State Project Number 8501-74

Improving drainage and slope stabilization on Hwy 14 near Stockton

RECENT CHANGES & UPDATES

Design plans and the environmental document are being finalized. DNR permitting is underway and will be complete prior to letting. Emergency repairs were made to certain high-priority areas in 2024. A mill and overlay will be completed on this section of road in 2026.

PROJECT HISTORY

The project will construct deep patch slope repairs along TH 14, drainage improvements, and regrading and reestablishing the shoulders. Slope stabilization will include geocells to increase resistance to erosion. Plate beam guardrail will be removed and replaced, as needed. Slope stabilization work was done within portions of this project in the past, however, the slopes have continued to erode and are now causing failures along the shoulders and driving lanes. A repair project is needed to provide a long-term fix to this problem.

PROJECT RISKS

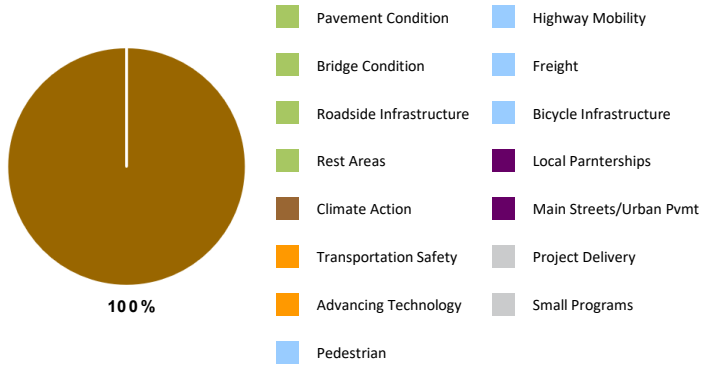
Additional emergency repairs may be needed in certain areas if the slope failures become much worse prior to construction. Maintenance will monitor these sections as needed. DNR permitting is time sensitive and is a risk to the project schedule. The project is planned for letting in spring 2025, so there is a risk that construction may not be complete by the end of the construction season if repairs take longer than anticipated.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	December 2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/3/2024
Original Letting Date:	2/28/2025
Current Letting Date:	2/23/2025
Construction Season:	2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Climate Action



TOTAL PROJECT COST ESTIMATE (MILLIONS)

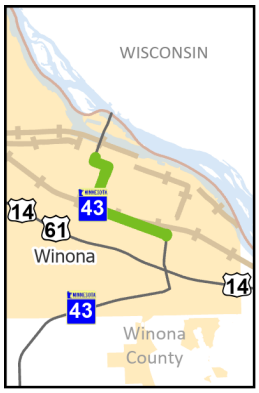
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.4
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***8.2***	***8.2***

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

COST ESTIMATE ASSUMPTIONS

Cost estimate is based on a limited number of projects, so pay item costs could vary widely. There is a higher risk of cost overruns during construction due to potential slope failures worsening prior to completion of the project.

PROJECT SUMMARY



MN 43

State Project Number 8503-54

Resurface Hwy 43 from Mankato Ave. to the Mississippi River bridge on Latsch Island. Project also includes replacing the traffic signal at the Hwy 43/Broadway St. intersection, pedestrian and bicyclist and other geometric improvements.

RECENT CHANGES & UPDATES

Scoping is now complete and the project is moving forward into preliminary design and the environmental review process. Consultant selection is in processes to support design of the project.

PROJECT

This segment of Highway 43 through Winona is in need of a pavement preservation due to deterioration of pavement conditions. There are a number of geometric issues throughout the corridor that will also need to be addressed.

- Pedestrian facilities do not meet current ADA standards.
- There are no on-roadway bicycle facilities north of Broadway Street into the commercial downtown area.
- There are non-compliant bicycle sharrows marked in parking lanes along Sarnia St.
- There are safety issues & challenges for pedestrians and bicyclists wanting to cross TH 43 throughout the corridor.
- There are no continuous pedestrian facilities along the south side of TH 43 between Franklin Street and Mankato Ave.
- The current traffic signals at 4th, 5th, and Broadway St. need replacement.

PROJECT RISKS

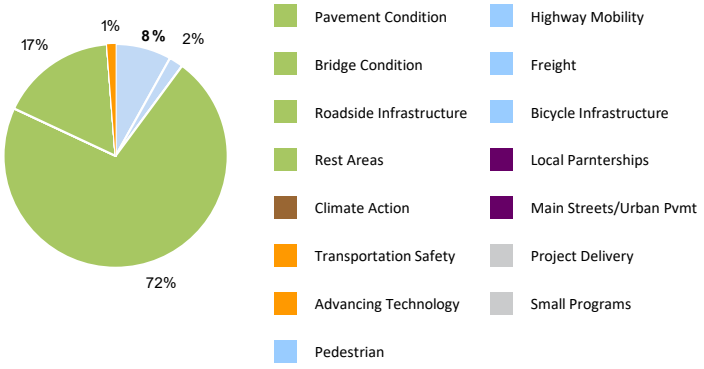
Funding changes could result in a letting change. Municipal consent will be needed from the City of Winona, which could affect the schedule if there are delays. Ongoing coordination will continue to make sure local concerns are addressed. The City of Winona is also responsible for paying portions of the project, so availability of city funding will need to be coordinated.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/1/2025
Current Letting Date:	1/26/2028
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

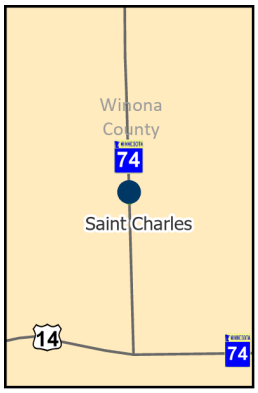
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	7.1
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0.2	0.1
Preliminary Engineering:	1.1	1.3
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0.1
Total:	***8.3***	***9.5***

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

COST ESTIMATE ASSUMPTIONS

Project costs are based on 2024 average prices, with inflation reflected. Inflationary adjustments prior to project letting could change costs.

PROJECT SUMMARY



MN 74

Bridge 85026

State Project Number 8508-39

Hwy 74 Bridge Replacement: St. Charles

Replace the Hwy 74 bridge over the South Fork Whitewater River in Saint Charles

RECENT CHANGES & UPDATES

The project was moved to be constructed in 2026.

PROJECT HISTORY

This project was identified to replace an existing bridge on Hwy 74 in the town of St. Charles.

PROJECT RISKS

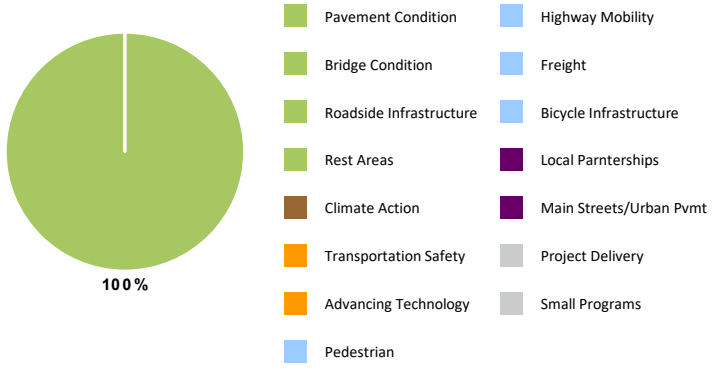
Coordination with the City of St. Charles or other environmental requirements could affect the scope of the project.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	March 2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	March 2025
Construction Limits Established Date:	May 2025
Original Letting Date:	2/28/2020
Current Letting Date:	9/24/2025
Construction Season:	2026
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



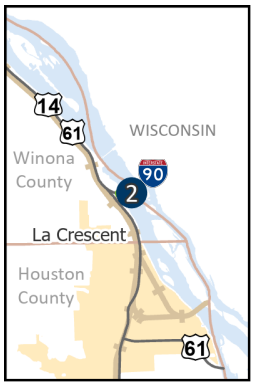
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5.4
Post Letting Construction Costs:	0.2	0.1
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1	1
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***6.7***	***7***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



I-90

Bridge 85801, 85802

State Project Number 8581-01

I-90, HPP OF BRIDGE NOS. 85801 AND 85802 OVER MISSISSIPPI RIVER

RECENT CHANGES & UPDATES

This project was recently included.

PROJECT HISTORY

MnDOT's Central Bridge Office recommended a high priority preservation project on bridges 85801 and 85802. This project would resurface the bridge decks to improve the driving surface of the bridges.

PROJECT RISKS

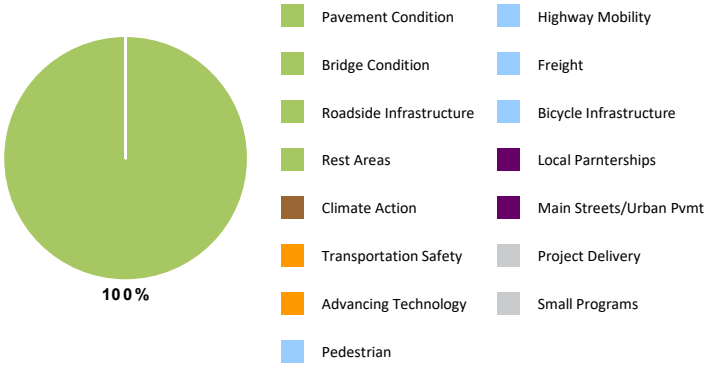
Coordination with WisDOT, as these bridges are on the state line.
Environmental requirements to be measured during development.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/1/2027
Current Letting Date:	12/3/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Bridge Condition



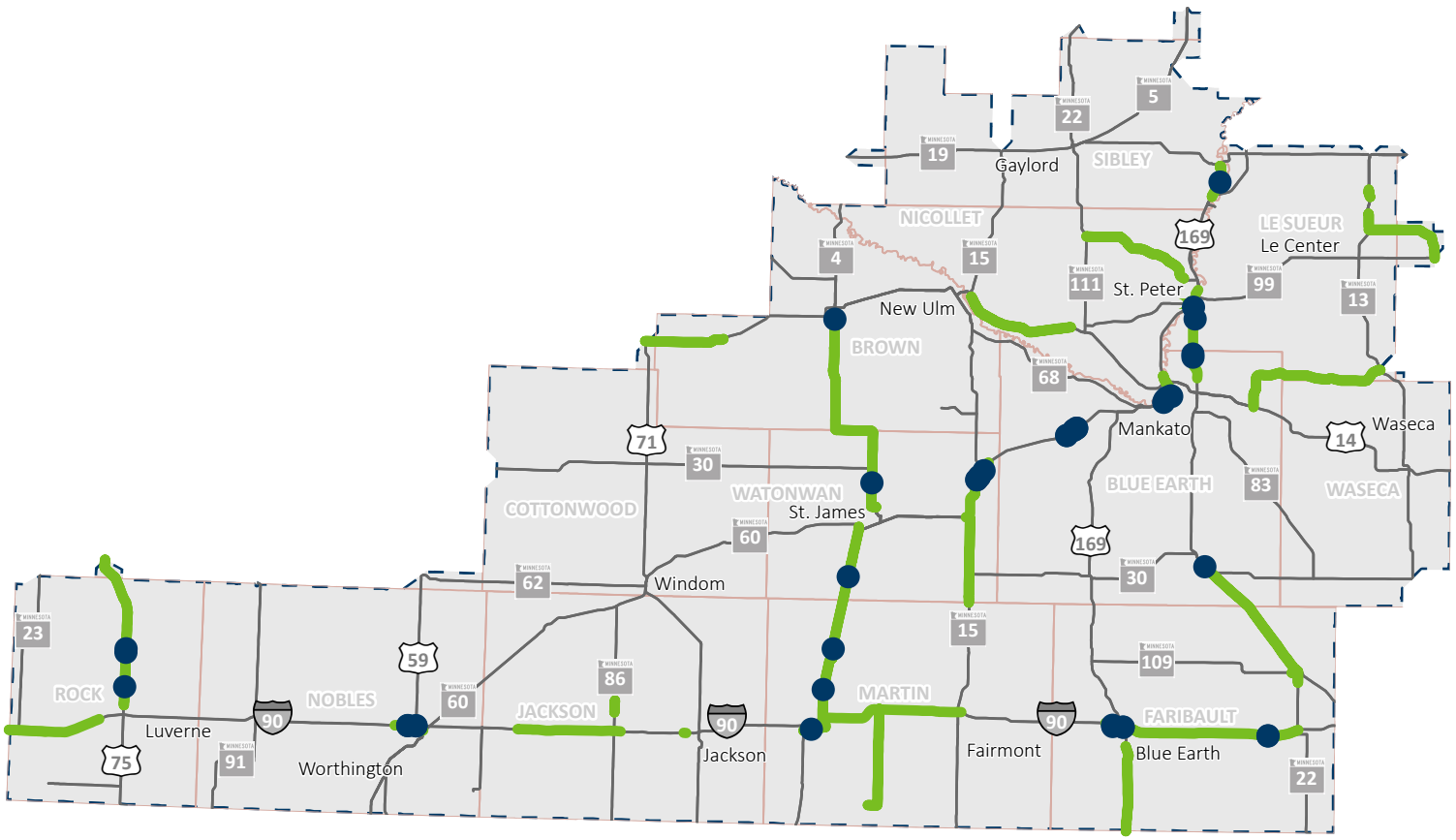
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	8.9
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.4
Construction Engineering:	0	0.8
Right of Way:	0	0
Total:	***0***	***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

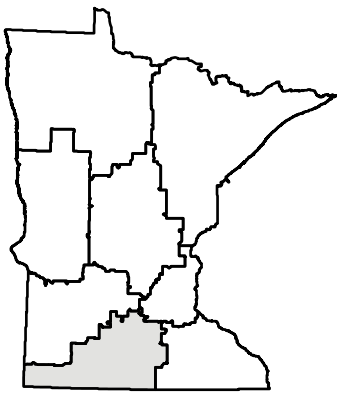
D7 - MANKATO



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



Date Prepared: 12/12/2024

District 7 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 60	0708-47	Reconstruct MN 60 in Lake Crystal from CR 20 to CR 112			F1	297
US 169	5212-42	Resurface US 169 from Belgrade Ave. to Lake St. and construct two roundabouts in North Mankato			F2	298
US 169	0713-81	Resurface US 169 from Riverfront Dr. to Belgrade Ave. in North Mankato and Mankato, and repair bridges (07029, 52012, 9098)			F3	299
MN 22	0714-35	Resurface MN 22 from Mankato to St. Peter, replace, repair, and construct five bridges (07036, 40003, 40X02, 40X08, 8436)			F4	300
MN 4	0801-35	Resurface MN 4 from Armstrong Blvd. in St. James to Ellsworth St. in Sleepy Eye, and replace two bridges (6757, 8852)			F5	301
US 14	0803-44	Resurface US 14 from US 71 to Springfield, including pedestrian crossings, lighting and signal improvements	✓	2nd	F6	302
MN 22, MN 109	2204-26	Reconstruct MN 22 and MN 109 in Wells in Faribault County			F7	303
MN 22	2205-13	Resurface MN 22 from MN 29 in Wells to MN 30 in Mapleton, and extend one bridge (07X04)	✓	1st	F8	304
US 169	2207-118	Resurface US 169 from Elmore to Blue Earth, improving drainage and lighting	✓	2nd	F9	305
I-90	2280-143	Resurface I-90 from west of US 169 to MN 22, including work on several bridges (22803, 22804, 22815, 22816, 22825, 22826)	✓	1st	F10	306
MN 86	3208-19	Reconstruct MN 86 in Lakefield from 9th Ave. S to Funk Ave., improving sidewalks	✓	2nd	F11	307
I-90	3280-130, 3280-129, 3280-136	Replace Des Moines River Rest Area (westbound) and Clear Lake Rest Area (eastbound) off I-90 near Jackson	✓	2nd	F12	308
I-90	3280-131	Resurface eastbound I-90 from MN 5 to MN 86 in Jackson	✓	2nd	F13	309
MN 13	4002-49	Reconstruct MN 13 in Montgomery from Milwaukee Ave. to N Welco Dr. with improvements to sidewalk, lighting and drainage; construct a roundabout at MN 13 and Le Seur MN 28 intersection north of Montgomery	✓	1st	F14	310
MN 60	4006-35	Resurface MN 60 from US 14 to MN 13 in Waterville; reconstruct in Madison Lake with sidewalks and crossings, improve approach slopes for safety and lighting at intersections	✓	2nd	F15	311
MN 4	4602-27	Resurface MN 4 from Martin MN 26 to MN 60, replacing/ repairing four bridges (46003, 5965, 6504, 8567)	✓	1st	F16	312
MN 263	4609-17	Resurface MN 263, pave shoulders and replace guardrail from Clark St. in Ceylon to I-90	✓	2nd	F17	313
I-90	4680-132	Resurface 15 miles of I-90 from MN 4 in Sherburn to MN 15 in Fairmont, upgrading lighting at two interchagnes	✓	2nd	F18	314
US 14	5202-58	Reconstruct US 14 from two to four lanes from MN 7 at New Ulm to 481st St. east of Nicollet	✓	1st	F19	315
MN 22	5205-113	Resurface MN 22 from St. Peter to MN 111			F20	316
US 169	5209-81	Reconstruct US 169 from Broadway Ave to Union St. in St. Peter			F21	317
US 169, MN 99	5211-66	Reconstruct the US 169 intersections with MN 22 and MN 99 in St. Peter	✓	1st	F22	318
US 169	5212-35	Rehabilitate the Veteran's Memorial Bridge (07042) over the Minnesota River and reconstruct ramps and intersections at the interchange of US 169 and Belgrade Ave. (52009) in Mankato and North Mankato			F23	319
US 59	5304-41	Reconstruct US 59 (Humiston Ave. and Oxford St.) in Worthington			F24	320
I-90	5380-152	Replace four I-90 bridges (53815, 53816, 53817, 53818) in Worthington			F25	321
I-90	5380-165	Resurface eastbound I-90 in Worthington, construct crossovers			F26	322
MN 21	6605-38	Resurface MN 21 from MN 99 to MN 13 in Le Sueur and Rice Counties	✓	2nd	F27	323

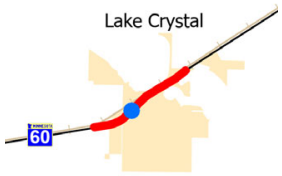
ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 75	6705-50	Reconstruct US 75 from Main St. to Veterans Dr. in Luverne			F28	324
I-90	6780-124	Resurface I-90 from the South Dakota border to Beaver Creek			F29	325
MN 93	7212-21	Reconstruct MN 93 from US 169 to the flood wall in Henderson; replace one bridge and add two bridges (72005, 72017, 72X06)			F30	326
MN 4	8302-48	Resurface MN 4 from Armstrong Blvd. in St. James to Sleepy Eye, replacing one bridge (5076)	✓	1st	F31	327
MN 15	8303-48	Resurface MN 15 in Lewisville from the Watonwan/Martin County line to MN 60, installing lighting and snow fencing	✓	1st	F32	328
MN 60	8304-118	Resurface MN 60 from the MN 15 interchange south of Madelia to the MN 15 interchange north at Madelia, including lighting and repairing five bridges (83012, 83015, 83016, 83017, 83018)	✓	1st	F33	329
US 169	2207-121	Reconstruct US 169 from Iowa to Polton St. in Elmore, including pedestrian improvements			F34	330
US 75	6705-47	Resurface US 75 from Luverne to Trosky, replacing three bridges (8358, 8360, 8361)			F35	331

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

This project was changed to a full reconstruction including city utilities. The preliminary layout was posted in February 2024. Construction is planned for 2025.

PROJECT HISTORY

Project will reconstruct the road and rehabilitate Bridge No. 07003. Pavement condition is predicted to be poor by 2024. A transportation study of Hwy 60 through Lake Crystal was completed in fall 2021.

Hwy 60 will be reconstructed from CR 20 to east of Lakeview Rd. In coordination with the City of Lake Crystal, utilities (including storm sewer and portions of water main and sanity systems) will be replaced. The bridge over CR 6 will be repaired, and a pedestrian trail (with concrete barrier) will be constructed along the south side of Hwy 60 from Cemetery Rd. to Lakeview Rd.

PROJECT RISKS

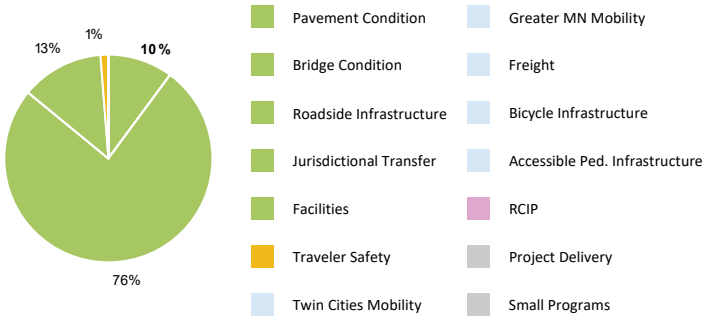
This project has been let, so risks have been mitigated.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	2/2/2024
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	21.6
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2.5
Construction Engineering:	0.5	1.3
Right of Way:	0	0.4
Total:	***8.7***	***27.2***

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

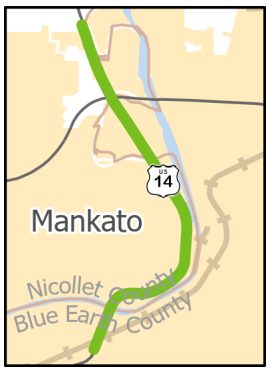
COST ESTIMATE ASSUMPTIONS

The 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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

Bridge 07029, 52012, 9098

State Project Number 0713-81

Hwy 169 Revitalization: Mankato & North Mankato

Resurface and repair three US 14 bridges from Riverfront Drive to Belgrade Avenue

RECENT CHANGES & UPDATES

This project has been split in two - the south half is SP 0713-81, from Riverfront Dr. to Belgrade Ave. and the north half is SP 5212-42 from Belgrade Ave. to Lake St. Final design for this south portion began in fall 2024 and is expected to be complete in 2027, before construction in 2028. (The map for this project depicts both the north and south portions.)

PROJECT HISTORY

The Hwy 169 Corridor Study was completed in 2021. This project entered the STIP last year. The project scope was signed in the summer of 2023, and preliminary design was completed in fall of 2024.

Construction will span from 2027-2028. 2027 construction will include SP 5212-42 (north) work from Belgrade Ave. to north of Hwy 14, and 2028 construction will include SP 0713-81 (south) work from Riverfront Dr. to Belgrade Ave.

PROJECT RISKS

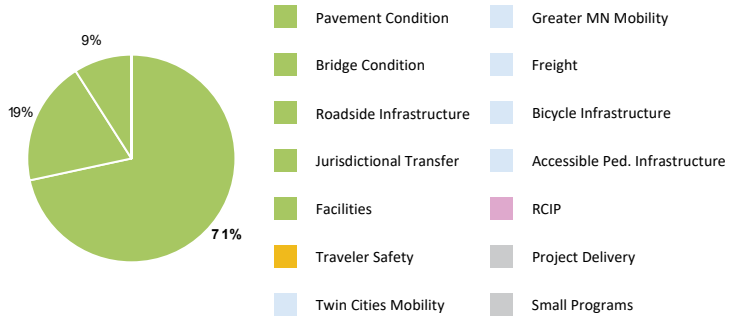
Risk of unforeseen work associated with the levee system along the Minnesota River beyond what is currently anticipated. Addition of grade separated pedestrian crossings beyond the current at-grade crossings planned for the intersections if additional funding for grade separated crossings becomes available. 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:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	10/18/2024
Original Letting Date:	1/1/2027
Current Letting Date:	9/22/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

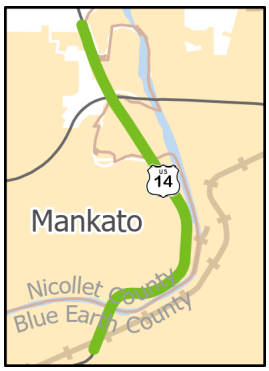
	Baseline Estimate	*Current Estimate*
Construction Letting:	68.7	35.2
Post Letting Construction Costs:	5.4	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	7.8	4
Construction Engineering:	5.2	2.7
Right of Way:	0.7	0
Total:	***87.8***	***44.6***

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 is estimated with 2024 costs and is anticipated to be constructed in 2028. The investment category pie chart reflects the breakdown for both SP 0713-81 and SP 5212-42.

PROJECT SUMMARY



US 169

State Project Number 5212-42

Hwy 169 Revitalization: Mankato & North Mankato

Resurface US 14 from Belgrade Avenue to Lake Street and construct two roundabouts

RECENT CHANGES & UPDATES

This project has been split in two - the south half is SP 0713-81, from Riverfront Dr. to Belgrade Ave. and the north half is SP 5212-42 from Belgrade Ave. to Lake St. Final design for this north portion began in fall 2024 and is expected to be complete in 2026, before construction in 2027. (The map for this portion depicts both the north and south portions.)

PROJECT HISTORY

The Hwy 169 Corridor Study was completed in 2021. This project entered the STIP last year. The project scope was signed in the summer of 2023, and preliminary design was completed in fall of 2024.

Construction will span from 2027-2028. 2027 construction will include SP 5212-42 (north) work from Belgrade Ave. to north of Hwy 14, and 2028 construction will include SP 0713-81 (south) work from Riverfront Dr. to Belgrade Ave.

PROJECT RISKS

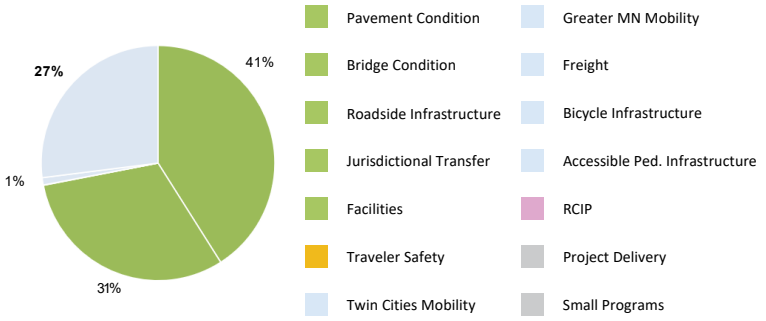
Risk of unforeseen work associated with the levee system along the Minnesota River beyond what is currently anticipated. Addition of grade separated pedestrian crossings beyond the current at-grade crossings planned for the intersections if additional funding for grade separated crossings becomes available. 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:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	10/18/2024
Original Letting Date:	1/1/2027
Current Letting Date:	9/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	35.5	42.8
Post Letting Construction Costs:	2.8	3.1
Other Construction Elements:	0	0
Preliminary Engineering:	4.6	5
Construction Engineering:	3.1	3.4
Right of Way:	0	0
Total:	***46***	***54.3***

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

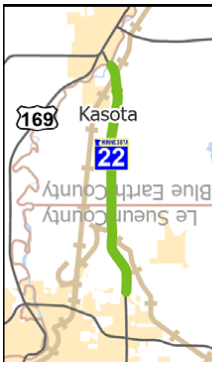
COST ESTIMATE ASSUMPTIONS

Project is estimated with 2024 costs and is anticipated to be constructed in 2027. The investment category pie chart reflects the breakdown for both SP 5212-42 and SP 0713-81.

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

Preliminary work began earlier this year (2024) with minor impacts to traffic. Main construction (which will require a detour) is scheduled for 2025-2026. The detour will be removed during the winters.

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. Environmental document and geometric layouts have been approved and is currently in final design. The project will begin in late 2024 and extend through the 2026 season.

This project will reconstruct Hwy 22 from south of Blue Earth CR 57 in Mankato to just south of the Minnesota River Bridge in St. Peter, add new turn and passing lanes throughout the project area, and construct a roundabout at Hill St./Le Sueur CR 21 in Kasota. It will also include designing and grading for a future walking and biking trail to connect Mankato and St. Peter, as well as lighting improvements at intersections, bridge repairs/replacements, and snow fence installation.

PROJECT RISKS

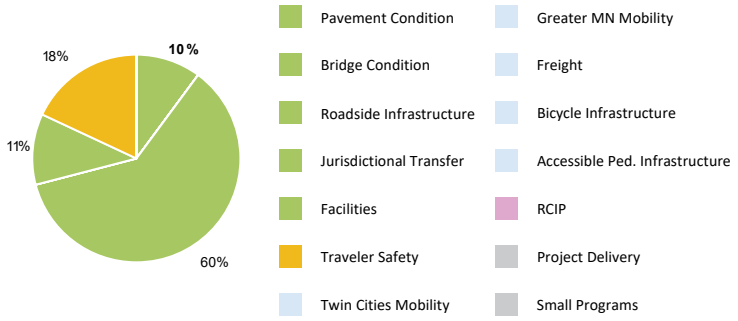
Risks include securing funding for the trail as this is not currently funded. There is also one location where the road is being raised 8 feet that may need more geotechnical information for a foundation recommendation .

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	41.4
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	5.5
Total:	***28***	***57.2***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is 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: 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

Originally a 2023 project, construction on Hwy 4 between St. James and Sleepy Eye was delayed to 2024. Resurfacing began on July 31, 2024, and the detour to Brown CR 8 and Watowan CR 5 was lifted in August 2024. The detour for the Cottonwood River Bridge replacement is expected to be lifted on November 30, 2024.

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, over the Cottonwood River, is currently in poor condition. The roadway is planned to be a mill and overlay and will replace Bridge 6757. Culvert 8852, south of Sleepy Eye, will be replaced and Bridge 8814 will have the guardrail improved. This will extend the life of the roadway.

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 RISKS

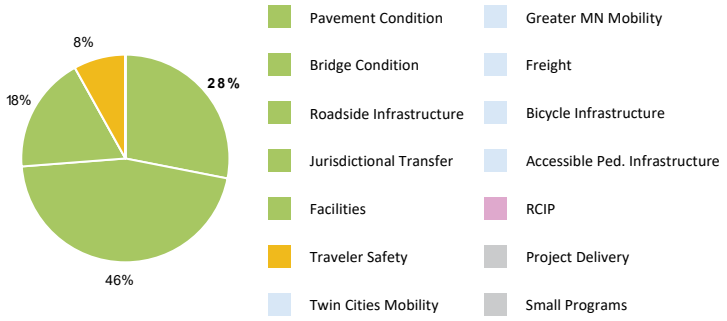
With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages and supply chain issues associated with material and labor remain a cost risk.

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)

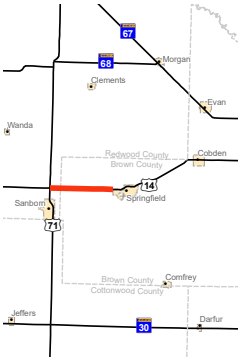
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	18.9
Post Letting Construction Costs:	0.8	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.6
Construction Engineering:	0.8	1
Right of Way:	0	0.1
Total:	***12.7***	***22.5***

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.

PROJECT SUMMARY



US 14

State Project Number 0803-44

Hwy 14: Sanborn to Springfield

Resurface Hwy 14 from Hwy 71 to Springfield; improve pedestrian crossings, lighting and signal improvements

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from spring to 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.

The roadway was resurfaced, pedestrian ramps in the City of Springfield were upgraded to meet ADA standards, and a sidewalk was added along the north side of Hwy 14. School crossings were added at Cass St. and East End Ave. Centerline rumble strips and intermittent shoulder rumble strips were added through the corridor.

PROJECT RISKS

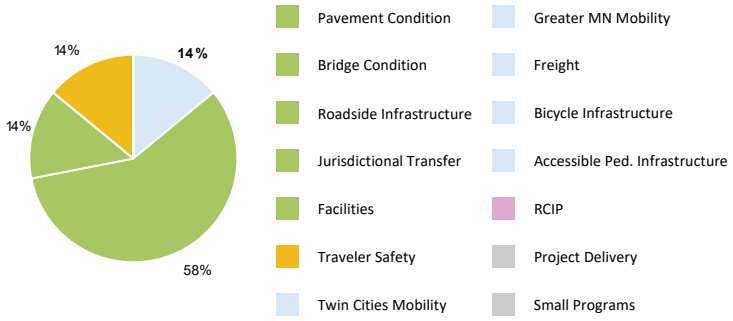
Risks included right of way acquisitions and tree clearing prior to project letting. This project is complete, so all risks are retired.

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)

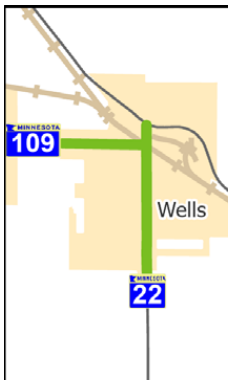
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	4.6
Post Letting Construction Costs:	1.1	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.7
Right of Way:	0	0.8
Total:	***6.9***	***7.6***

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

Hwy 22/Hwy 109: Wells

Reconstruct Hwy 22 and Hwy 109 in Wells

RECENT CHANGES & UPDATES

The Wells City Council approved concept summer 2022. The scoping report was finalized summer 2022, and layout approved spring 2023. Municipal consent was received in February 2024. This project is now anticipated to take across the 2026 and 2027 construction seasons.

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 summer 2022. Once the concept was approved, the scoping report for this project was finalized. Layout was finalized spring of 2023. Municipal consent was received in February 2024. Construction is planned to span from 2026-2027.

PROJECT RISKS

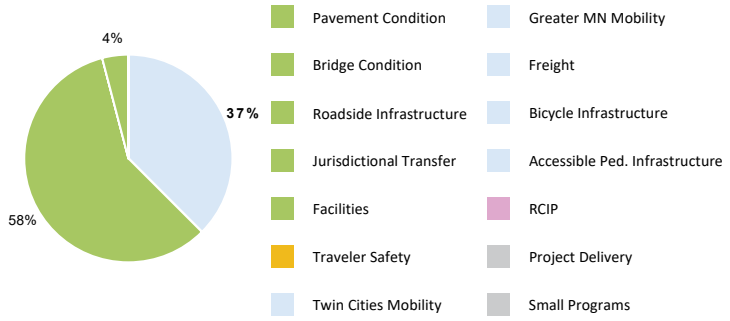
Increase project costs due to inflation. Managing traffic through temporary traffic control and staging. Coordination with local project partners.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	2/2/2024
Geometric Layout Approval Date:	5/2/2023
Construction Limits Established Date:	10/25/2023
Original Letting Date:	1/1/2025
Current Letting Date:	10/22/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

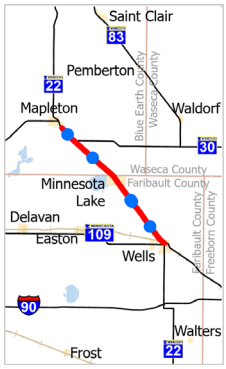
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	15.9
Post Letting Construction Costs:	0.9	1.3
Other Construction Elements:	0.3	0.3
Preliminary Engineering:	1.2	4.9
Construction Engineering:	0.8	1.3
Right of Way:	0.2	0.2
Total:	***14.9***	***23.9***

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 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 2023 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from April 17, 2023 through late July 2023.

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. Letting for contractor bids occurred in December 2022.

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

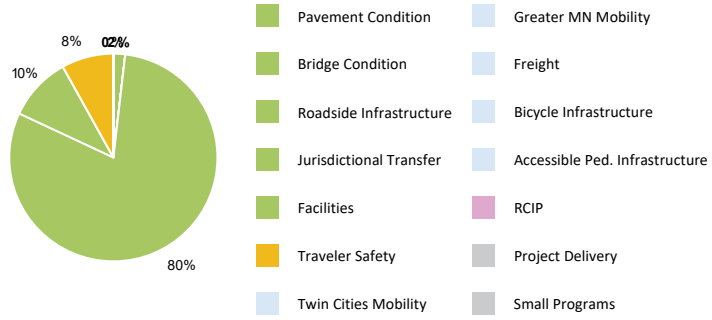
Project risks included managing traffic through temporary traffic control and staging. This project is complete, so risks are retired.

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)

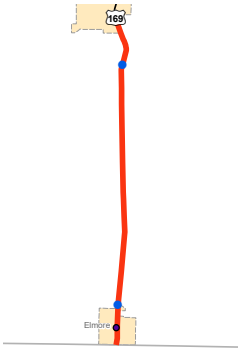
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.2	10.2
Post Letting Construction Costs:	0.4	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0.3
Total:	***11.4***	***13***

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

Hwy 169: Blue Earth to Elmore

Resurface Hwy 169 from Elmore to Blue Earth; improve drainage and lighting

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was completed in 2022. Nine miles of Hwy 169 from Fairbault CR 52 at the southern limits of Blue Earth to the northern limits of Elmore were resurfaced.

PROJECT HISTORY

This project was moved from FY 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

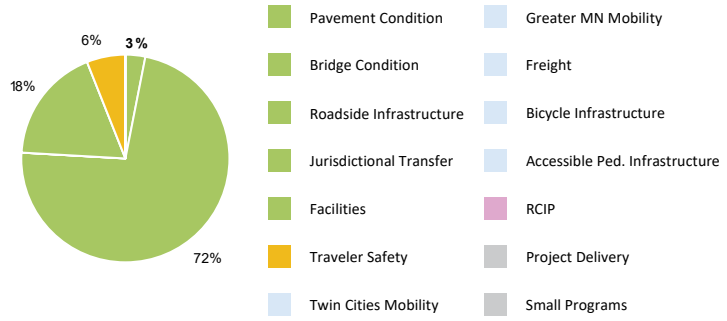
Project risks included managing traffic through temporary traffic control and staging. This project is complete; no risks remain.

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.

PROJECT SUMMARY



I-90

Bridge 22803, 22804, 22815, 22816, 22825, 22826

State Project Number 2280-143

I-90: Hwy 169 Blue Earth to Hwy 22 south of Wells

Resurface I-90 from west of Hwy 169 to Hwy 22

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Construction on the westbound lanes of I-90 were completed in 2023, and work on the eastbound lanes was done in 2024. Construction on the east and westbound rest areas began on April 15, 2024 and was completed fall 2024.

PROJECT HISTORY

Project was originally scoped as a bituminous mill & overlay, but Central Office was able to provide additional funding to upscope the project to a concrete overlay. Project is being delivered as a Design-Build project.

This project included resurfacing both the east and westbound lanes of I-90 and reconstructing (a more significant pavement fix) under overhead bridges, repairing six bridges (including guardrail) and culverts. Lighting was replaced at the interchange of Hwy 169 and at the Blue Earth rest areas. Pavement in parking areas was replaced, ramps resurfaced, drainage systems and outdoor facilities updated, and sidewalks improved to comply with ADA at the two rest areas.

PROJECT RISKS

Projects risks were:

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
4. Inflation unknowns

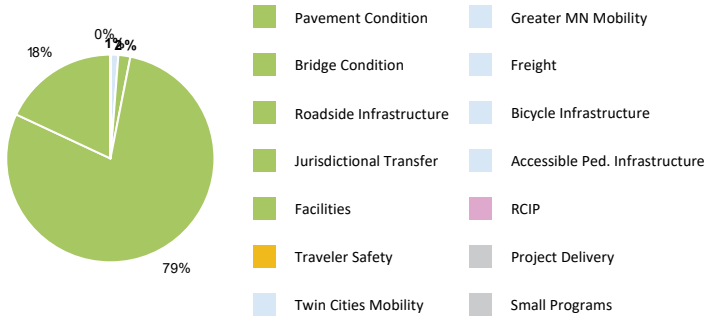
This project is complete; risks retired

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)

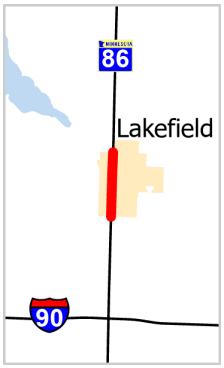
	Baseline Estimate	*Current Estimate*
Construction Letting:	81	80.2
Post Letting Construction Costs:	3.9	3.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.3
Construction Engineering:	1.9	1.9
Right of Way:	0	0
Total:	***89.1***	***88.3***

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

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

Hwy 86: Lakefield

Reconstruct Hwy 86 in Lakefield from 9th Ave S to Funk Ave; improve sidewalks

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was completed in fall 2022.

PROJECT HISTORY

MNDOT and City of Lakefield reconstructed Hwy 86 through Lakefield. The project also included storm sewer and ADA improvements. An initial virtual open house was held on June 24, 2020. Two public "neighborhood meeting" open houses were held on the evenings of June 2 and June 3, 2021 along the Hwy 86 corridor. MnDOT project team members, along with the city's consultant, walked along the corridor with community members, reviewed various elements of the project, and answered questions.

PROJECT RISKS

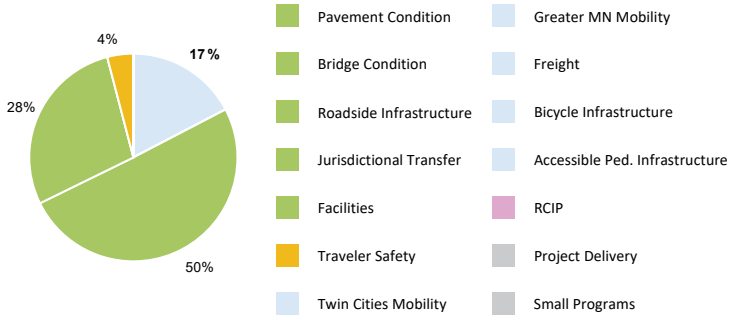
This project is complete; no risks remain.

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)

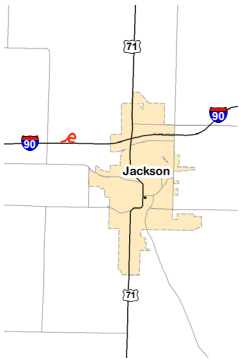
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.8	8.3
Post Letting Construction Costs:	0.5	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1
Construction Engineering:	0.5	0.6
Right of Way:	0.2	0.6
Total:	***7.7***	***10.6***

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

This project is complete. Supply change issues and staff shortages resulting from the COVID-19 pandemic caused significant delays in completion of the work; the extended construction period 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.

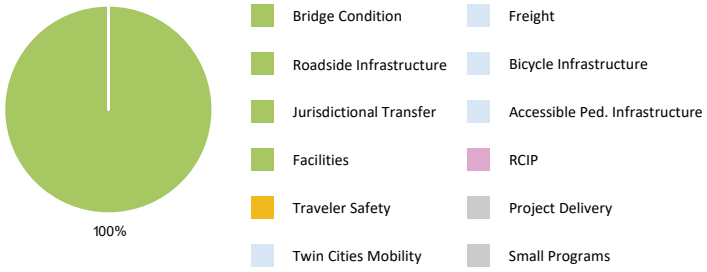
This project is complete; risks retired

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.

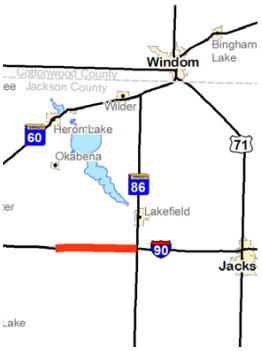
COST ESTIMATE ASSUMPTIONS

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

This project is complete. Construction was completed in 2021.

PROJECT HISTORY

This project was initially programmed for a bituminous mill and overlay and changed to a unbonded concrete overlay due to the condition of the roadway. This project was chosen as a fiscal year 2022 project due to poor pavement condition.

PROJECT RISKS

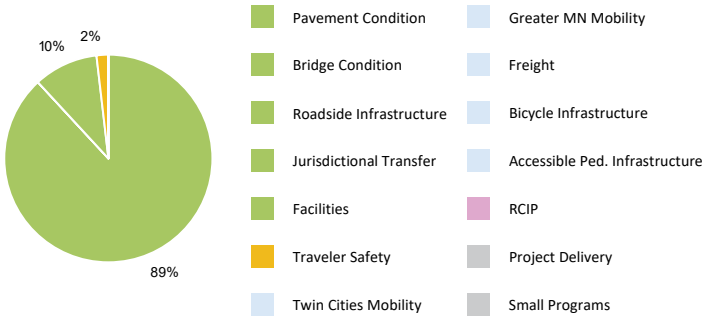
Project risks included managing traffic through temporary traffic control and staging. This project is complete; no risks remain.

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)

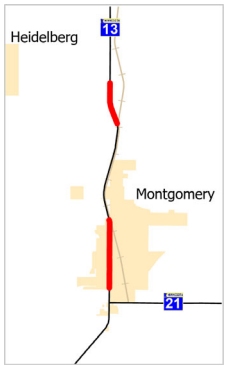
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	9.9
Post Letting Construction Costs:	0.4	1
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.2
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5.7***	***11.6***

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.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began July 5, 2023. The Hwy 13/CR 28 roundabout was completed in early September, and the rest of the project was completed in October 2023.

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 has been turned into Central Office for final review before letting.

PROJECT RISKS

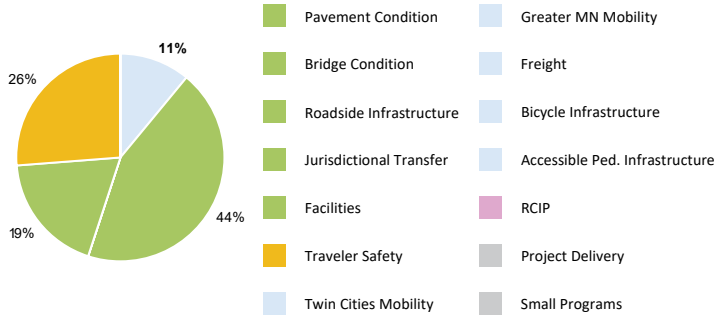
Risks included: Narrowing roadway due to elimination of parking. Increased cost for potential contaminated soils. Condemnation for ROW, which moved the letting date back. This project is complete, so all risks have been retired.

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)

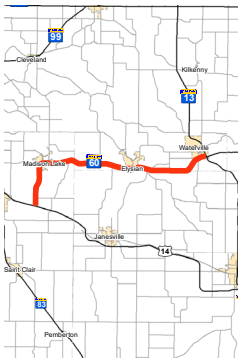
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	8
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.2
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.4
Total:	***7.7***	***10.7***

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

Hwy 60: Madison Lake, Elysian, Waterville

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

This project is complete. Construction occurred in 2021.

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 also includes 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

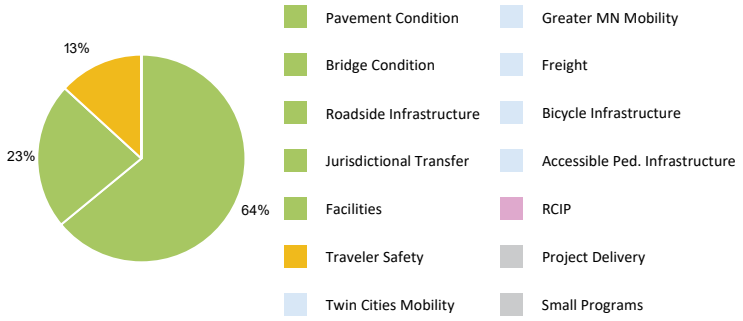
Risks included: Phase one completion schedule. Phase one is very aggressive schedule and Geofoam availability. The factories that make the foam are significantly behind. This project is complete, so all risks have been retired.

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)

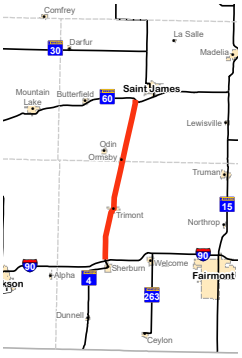
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	20.2
Post Letting Construction Costs:	0.9	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	2.2
Construction Engineering:	0.8	1
Right of Way:	0	0.7
Total:	***13.9***	***25.5***

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Construction began on April 29, 2024, and is expected to wrap up November 2024. This project involved resurfacing approximately 25 miles of roadway, replacing the bridge over Cedar Run and repairing two other bridges, improving drainage systems, and updating sidewalks and pedestrian ramps through the cities of Sherburn and Trimont to comply with ADA specifications.

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.

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 RISKS

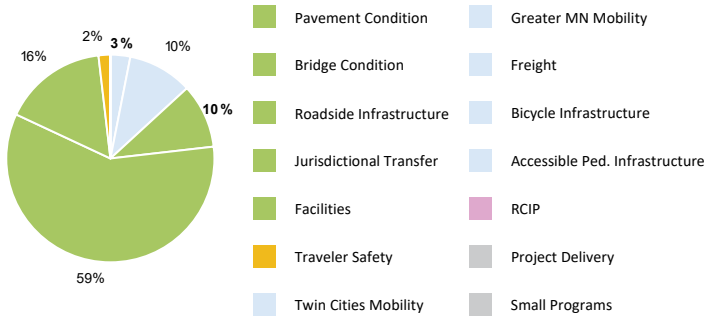
Proposed pavement may be found to be too far gone, or existing structure requires a more expensive and comprehensive pavement fix.

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	20.7
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***	***26.5***

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

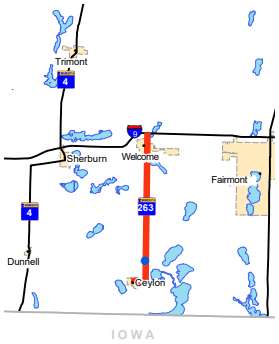
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 263

State Project Number 4609-17

Hwy 263: Ceylon to I-90

Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. It was constructed in 2022 for a turnback of the highway to Martin County.

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

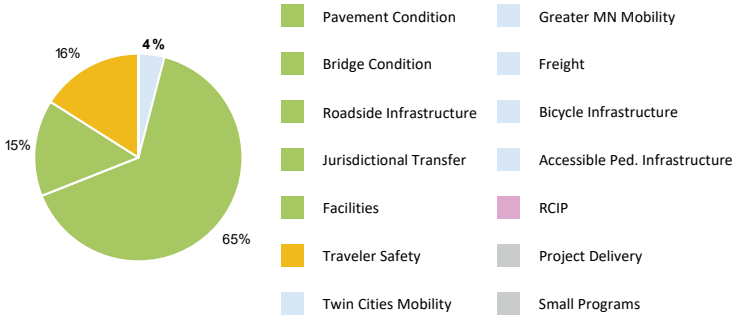
Project risks included managing traffic through temporary traffic control and staging. This project is complete, so no risks remain.

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.

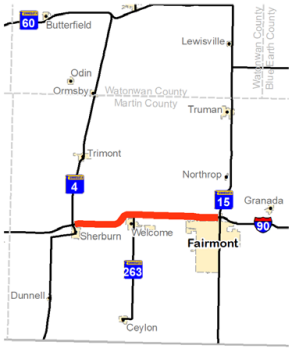
COST ESTIMATE ASSUMPTIONS

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

I-90: Sherburn to Fairmont

Resurface 15 miles of I-90 from Hwy 4 to Hwy 15; upgrade lighting at two interchanges

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction occurred in 2022. This project included resurfacing 15 miles of eastbound I-90 between Sherburn and Fairmont, updating the guardrail, improving drainage, and updating lighting at the Hwy 4 and Hwy 15 interchanges. No detour was required.

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

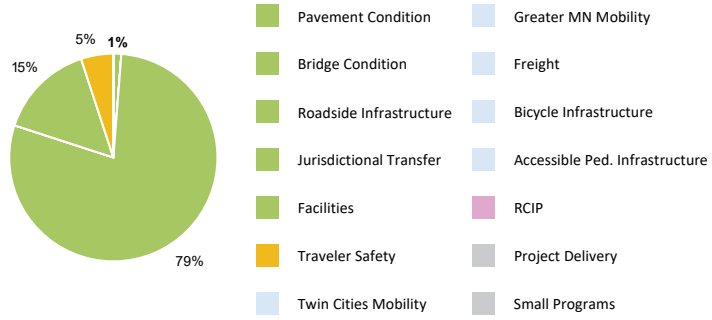
All risks were mitigated.

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)

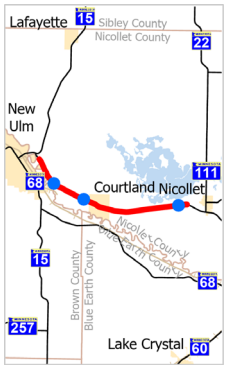
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	5.7
Post Letting Construction Costs:	0	0
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	0.6
Construction Engineering:	0.7	0.1
Right of Way:	0	0
Total:	***13.3***	***6.4***

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 to Nicollet

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in November 2023. Construction spanned two years, from 2022 to 2023. This segment of Hwy 14 (from New Ulm CR 37 to the existing four-lane west of Nicollet) was upgraded from two lanes to four lanes. Reduced conflict intersections (RCIs or "J-turns") were constructed at higher risk intersections. Right turn lanes were provided at all public roads and left turn lanes at all median crossings. Snow fences were installed between Courtland and Nicollet to prevent excess snow build up.

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 was conducted. 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 dedicates 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.

PROJECT RISKS

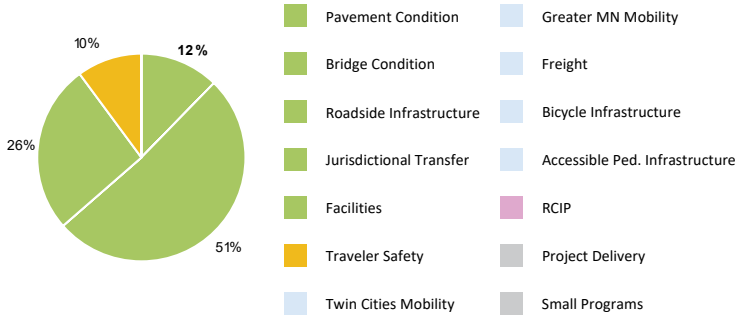
This project is complete; all risks have been retired.

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)

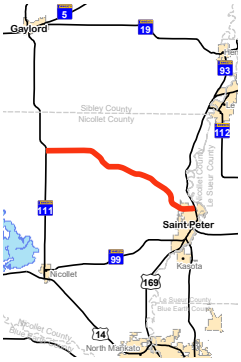
	Baseline Estimate	*Current Estimate*
Construction Letting:	74	83.5
Post Letting Construction Costs:	3.5	3.3
Other Construction Elements:	2.2	18.7
Preliminary Engineering:	2.5	5
Construction Engineering:	1.5	1.7
Right of Way:	9	9.8
Total:	***92.7***	***122***

Construction 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: St. Peter to Hwy 111

Resurface Hwy 22 from St Peter to Hwy 111

RECENT CHANGES & UPDATES

The original project was split into rural and urban sections. SP 5205-113 now encompasses only the rural section from CR 20 to Hwy 111; the urban section is a separate project (SP 5205-115). This project was moved from FY 26 to FY 27 to be FLEXed into FY 25; construction is currently planned for 2025.

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 CR 20 to Hwy 111. This project was moved from FY 26 to FY 27, with the desire to FLEX into FY 25. Plans were at 90% design in 2023; as of 2024, plans are complete and submitted for letting.

This project will include resurfacing approximately 12 miles of Hwy 22, adding a right turn lane at Nicollet CR 15, upgrading lighting at all intersections along this section of road, and repairing culverts.

An open house was held on June 28, 2022 for the public to learn about this and other construction projects in the area.

PROJECT RISKS

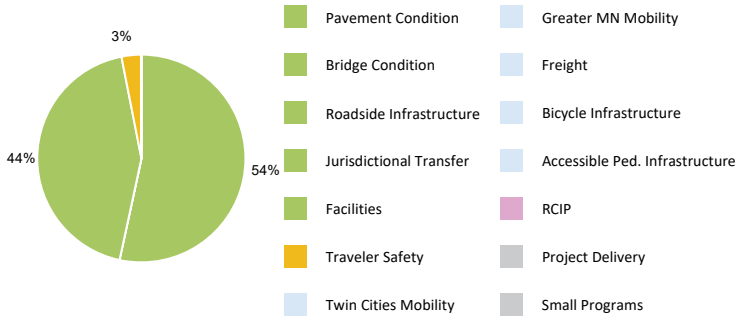
Previously identified risks are retired as the project is now funded and submitted for letting.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	12/22/2022
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:	1/29/2025
Construction Season:	2025
Estimated Substantial Completion:	10/10/2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

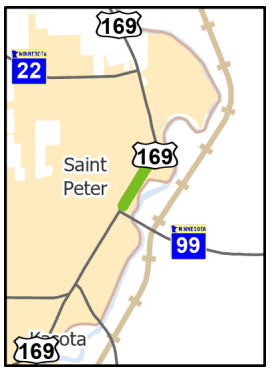
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	4.7
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0.4
Preliminary Engineering:	0.8	0.6
Construction Engineering:	0.5	0.4
Right of Way:	0	0.2
Total:	***8.2***	***6.8***

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

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

State Project Number 5209-81

Hwy 169: Broadway Ave to Union St in 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). This project was split into two separate projects. This project is from N Broadway St to Union St as a reconstruct. Construction is tentatively planned for 2027.

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). An open house was held on June 28, 2022 to connect with the public about upcoming construction projects in the area, including this one.

PROJECT RISKS

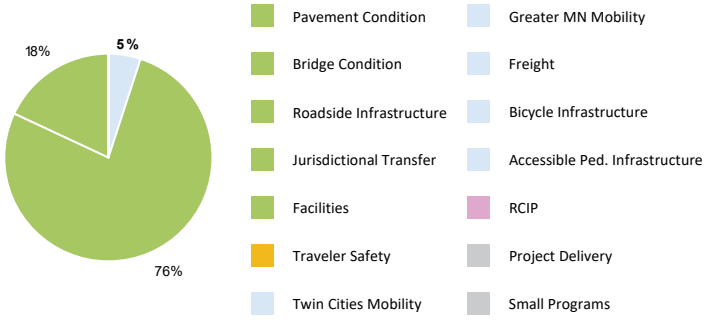
Project risks include managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	2/25/2022
Current Letting Date:	11/20/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

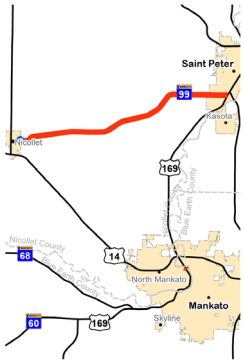
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	4.7
Post Letting Construction Costs:	0.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.3	0.4
Right of Way:	0	0.1
Total:	***4.3***	***6.2***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on an urban reconstruct and storm sewer improvements. The 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 with Hwy 22 and Hwy 169 and Hwy 99 in St Peter; remove centerline rumble strips, Hwy 99 from Meyer Ave to Hwy 169

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was completed in November 2023. Stage one (Hwy 169 northbound) was constructed from May-June 2023, stage two (Hwy 169 southbound and Hwy 99) was constructed July-mid September 2023), and stage 3 (median, traffic signal, and street lighting) was completed in October 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. A public open house was held on June 28, 2022 to engage with the public about this and other local projects.

PROJECT RISKS

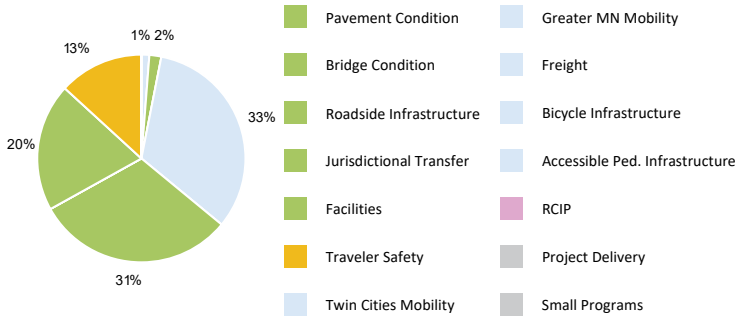
This project is complete; no risks remain.

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.

PROJECT SUMMARY



US 169

Bridge 07042, 52009

State Project Number 5212-35

Veteran's Memorial Bridge & Hwy 169/Belgrade Interchange: Mankato & North Mankato

Rehabilitate Veterans Bridge and reconstruct ramps and intersections at the Hwy 169/Belgrade Ave. interchange

RECENT CHANGES & UPDATES

Construction is tentatively planed for the 2026 construction season. This project will include replacing the deck of the Veteran's Memorial Bridge over the Minnesota River and Riverfront Dr., replacing signals at the interchange of Hwy 169 and Belgrade Ave., improving drainage, and replacing pedestrian sidewalks and ramps to meet ADA standards.

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. An intersection/ traffic study was conducted in 2020-2021. The 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 RISKS

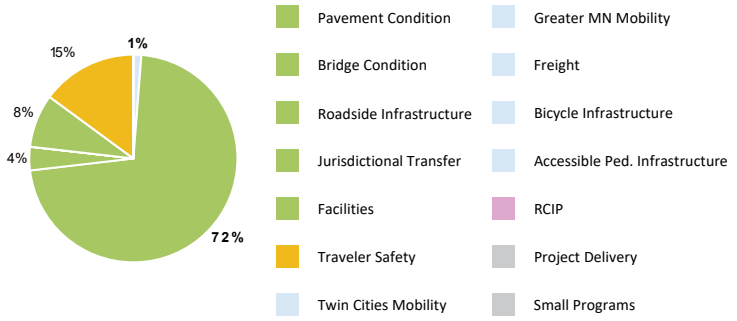
This is a major bridge rehabilitation project spanning the MN River, railroad, and Riverfront Drive. There are risks to construction costs due to unforeseen or unknowns due to the specialty type of work involved. The results of the Belgrade/Hwy 169 interchange and Hwy 169 corridor study may impact the 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

Hwy 59: Humiston Ave. and Oxford St. in Worthington

Reconstruct in Worthington

RECENT CHANGES & UPDATES

Construction is tentatively scheduled for 2027-2028. This project will include reconstructing Hwy 59, Humiston Ave. (just north of I-90 to Oxford St.) and Oxford St. (east of Humiston Ave. to Hwy 60), constructing roundabouts at Ryan's Rd. and the ramps with I-90, modifying access along Hwy 59, updating lighting, city sanitary and watermain, and constructing a signal at the Humiston Ave. and Oxford St. intersection.

PROJECT HISTORY

In 2017, MnDOT and the City of Worthington partnered to conduct a study of Hwy 59 (Humiston Ave. and Oxford St.). Through the traffic engineering analysis and community input, this corridor study provided a long-term vision for a future reconstruction of the roadway. In 2023, additional public input influenced an updated design of the Humiston Ave. segment. Both segments are planned to be reconstructed from 2027-2028.

PROJECT RISKS

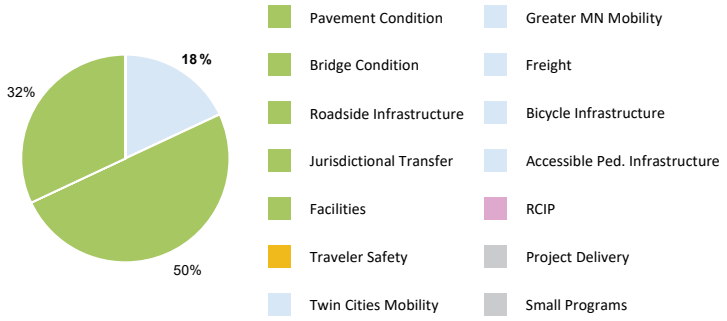
Staging and traffic control during construction.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	8/12/2024
Geometric Layout Approval Date:	4/26/2024
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2027
Current Letting Date:	10/21/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

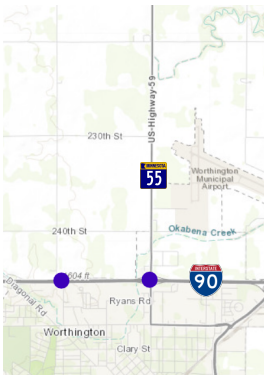
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.6	27.6
Post Letting Construction Costs:	0.5	2.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	3.1
Construction Engineering:	1.1	2.1
Right of Way:	0.5	0.2
Total:	***17.3***	***35.2***

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

Full reconstruction inflated to construction years 2027 and 2028.

PROJECT SUMMARY



I-90

Bridge 53815, 53816, 53817, 53818

State Project Number 5380-152

Replace four I-90 bridges at Worthington

RECENT CHANGES & UPDATES

Four I-90 bridges (53815 & 53816 and 53817 & 53818) in Worthington will be replaced from 2027-2028. Crossovers for this project will be constructed in SP 5380-165.

PROJECT HISTORY

Scope changed from bridge rehabilitation to full bridge replacements. Scoping report was finalized in fall 2022.

PROJECT RISKS

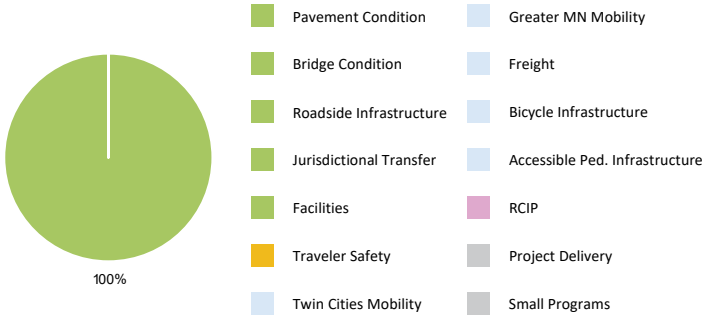
Managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	11/4/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Bridge Construction



TOTAL PROJECT COST ESTIMATE (MILLIONS)

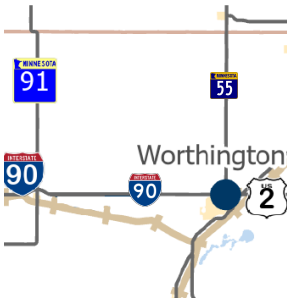
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.9	15.6
Post Letting Construction Costs:	0.7	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.8
Construction Engineering:	0.7	1.3
Right of Way:	0	0
Total:	***12.4***	***20***

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

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 and 2028.

PROJECT SUMMARY



I-90

State Project Number 5380-165

Resurface eastbound I-90 in Worthington, construct crossovers.

RECENT CHANGES & UPDATES

There was a scope change to include mill and overlay of eastbound I-90.

PROJECT HISTORY

This project includes crossover construction to be used for SP 5380-165 and SP 5380-152 (bridge project in the same area).

PROJECT RISKS

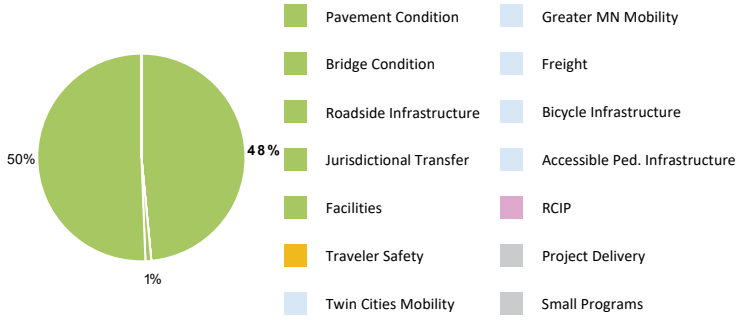
Managing traffic through temporary traffic control and staging.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending Approval
Original Letting Date:	5/20/2026
Current Letting Date:	5/20/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



TOTAL PROJECT COST ESTIMATE (MILLIONS)

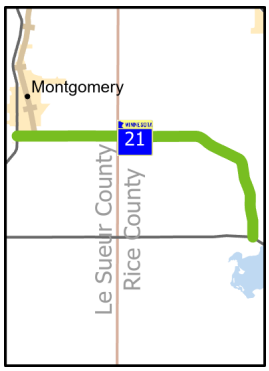
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.2	4.2
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.5
Construction Engineering:	0.2	0.4
Right of Way:	0	0
Total:	***2.9***	***5.5***

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

Estimate is based on construction in 2026.

PROJECT SUMMARY



MN 21

State Project Number 6605-38

Hwy 21: Hwy 99 to Hwy 13

Resurface from Hwy 99 to Hwy 13

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction occurred from summer through fall 2022. In addition to resurfacing the roadway, a culvert and box culvert were replaced and rumbles strips were added along the shoulder and at locations approaching intersections.

PROJECT HISTORY

Project has been complete since 2022. Project scoping report completed in Fall 2021. Project design complete in Spring 2022.

PROJECT RISKS

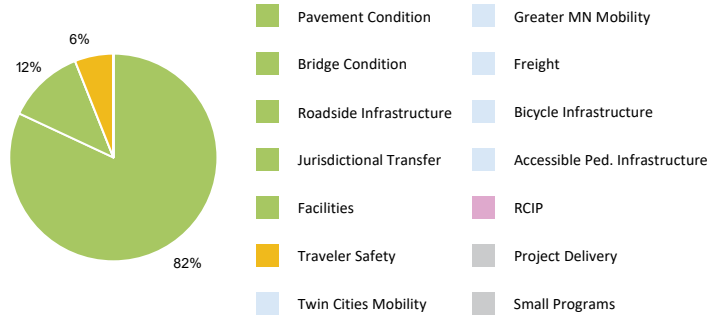
This project is complete; no risks remain.

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.

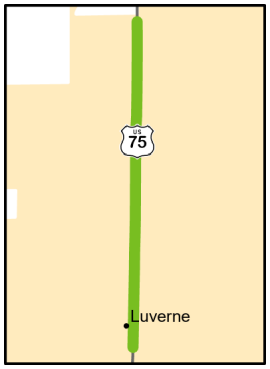
COST ESTIMATE ASSUMPTIONS

Current Estimate reflects actual bid amount. Bids came in much higher than expected.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 75

State Project Number 6705-50

Hwy 75: Luverne

Reconstruct Hwy 75 from Main St to Veterans Dr in Luverne; improve pedestrian crossings

RECENT CHANGES & UPDATES

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PROJECT HISTORY

This project was a reconstruct from Main St. to Dodge St., with a mill and overlay north of that to Veterans Dr. Storm sewer replacement needs required change from mill and overlay for that portion of the project to a full reconstruction.

PROJECT RISKS

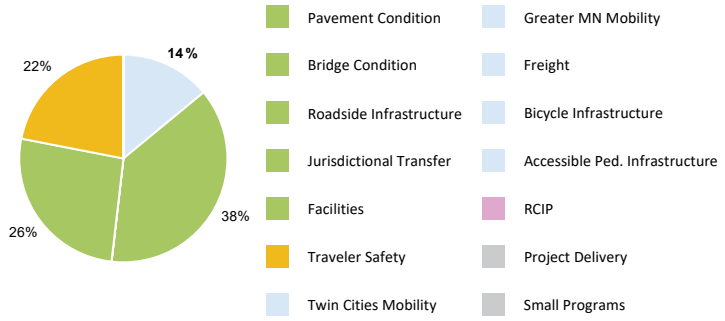
Tree removal may be an issue due to schedule and endangered species. Access modifications may be contentious.

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	9.1
Post Letting Construction Costs:	0.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.1
Construction Engineering:	0.3	0.8
Right of Way:	0.1	0.3
Total:	***4.8***	***12***

Construction cost 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.

PROJECT SUMMARY



I-90

State Project Number 6780-124

I-90: South Dakota to Beaver Creek

Resurface I-90 eastbound lanes from South Dakota State line to CR 6 and westbound lanes from South Dakota State line to CR 11; install guardrail and lighting

RECENT CHANGES & UPDATES

Project was changed from a 5 inch bituminous overlay to a 7.5 inch un-bonded 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

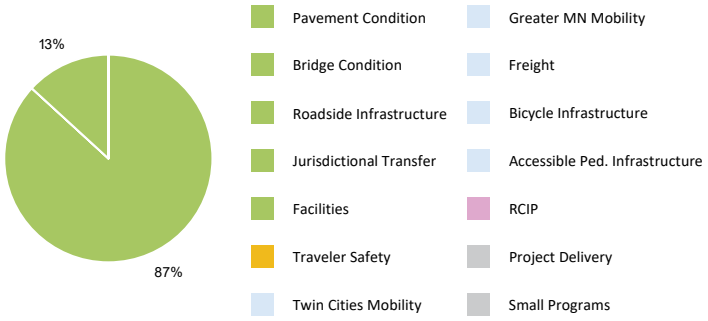
Accelerated project schedule which could cause a delay to the letting.

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.

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. Final design was completed and turned in fall 2023. 3.6 miles of Hwy 93 will be reconstructed and the roadway will be raised by eight feet. The Rush River Bridge will be replaced, and an additional overflow bridge will be constructed. 3-year construction is scheduled to take place from 2024-2026.

PROJECT HISTORY

Flooding in the Minnesota River Valley has created maintenance and mobility challenges for MnDOT and local communities for decades. The city of Henderson has been hit especially hard in recent years, with area road closures reaching an all-time high. In 2019, both Hwy 93 and Hwy 19, two main routes in Henderson, were closed for a total of 61 days between March 16 and July 5.

In 2017, MnDOT partnered with local communities to conduct a Flood Feasibility Study to investigate ways to reduce the number of road closures due to flood events in the Minnesota River Valley. The study focused on raising either Hwy 19, Hwy 93, or CR 6 above the 100-year flood elevation. Hwy 93 was selected, as raising it provides the best cost-benefit ratio.

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. Flood mitigation funding from a 2020 bonding bill will help cover the costs of this project.

PROJECT RISKS

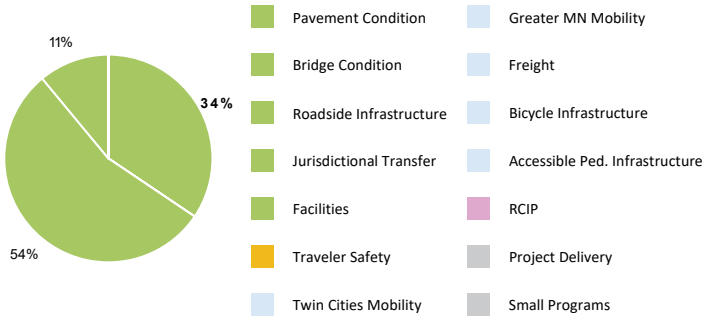
Geotechnical analysis identified some poor soils. Coordination with the city of Henderson's levy reconstruction.

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)

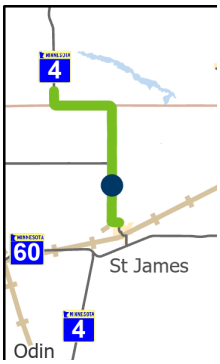
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	30.6
Post Letting Construction Costs:	0.2	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	4.2
Construction Engineering:	0.2	2.8
Right of Way:	1	3.8
Total:	***4.9***	***44.2***

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 cost estimate is based on trunk highway bonds allocated on October 2020. Project was originally a mill and overlay and due to trunk highway bond legislation in 2020 allocated additional funds to raise the roadway an additional eight feet to raise it above the flood plain.

PROJECT SUMMARY



MN 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Like SP 0801-35 (Hwy 4, immediately north of SP 8302-48 up to Sleepy Eye), this project was moved from FY 2023 to FY 2024. Construction began on July 31, 2024. Traffic was detoured to Watonwan CR 32 and CR 3 during construction of the new bridge over Butterfield Creek; the detour was lifted in August 2024.

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, over Butterfield Creek, 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.

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 RISKS

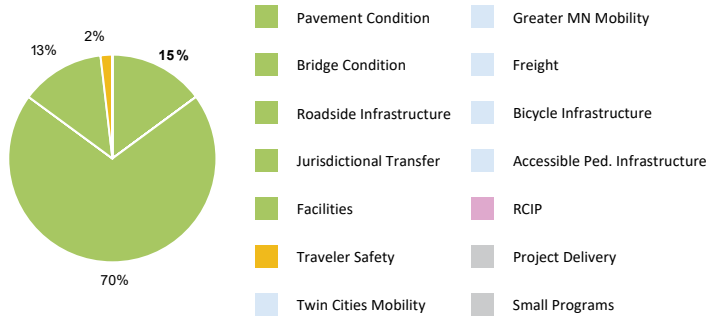
With the span bridge replacement, there are environmental risks if poor soil conditions are found and thereby requires additional footing and foundation work. Material shortages and supply chain issues associated with material and labor remain a cost risk.

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)

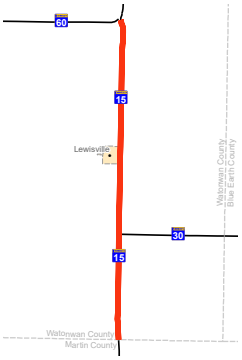
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	9.1
Post Letting Construction Costs:	0.9	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1
Construction Engineering:	0.8	0.7
Right of Way:	0	0.1
Total:	***13.8***	***11.5***

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

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 snow fence

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction occurred in 2023. In addition to resurfacing approximately nine miles of Hwy 15, culverts were repaired and new lighting and a snow fence were installed.

PROJECT HISTORY

Project scoped as a mill and overlay. Scoping report has been signed during the summer of 2019. Design 2021-2022. Construction in 2023. Project included resurfacing approximately nine miles of Hwy 15 from Martin CR 54 to the interchange with Hwy 60.

PROJECT RISKS

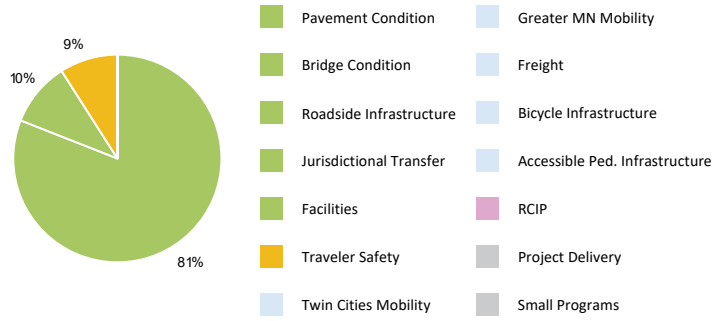
Project risks included managing traffic through temporary traffic control and staging. Project is complete, so no risks remain.

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)

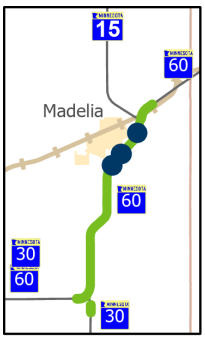
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	5.9
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	0.6
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5.8***	***7.5***

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

COST ESTIMATE ASSUMPTIONS

The 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from 2022-2023. Year one work on the eastbound lanes was completed fall 2022. Year two work on the westbound lanes was completed in 2023.

PROJECT HISTORY

Pavement condition will considered to be poor by 2022. Project is needed to resurface the roadway, improve the riding surface and extend the life of the roadway.

Approximately seven miles of Hwy 15/Hwy 60 were repaved with concrete overlay. Lighting was updated at the South Hwy 15/Hwy 60 and CR 3 interchanges, drainage was improved, the guardrail was updated, and several bridges along the corridor were rehabilitated.

PROJECT RISKS

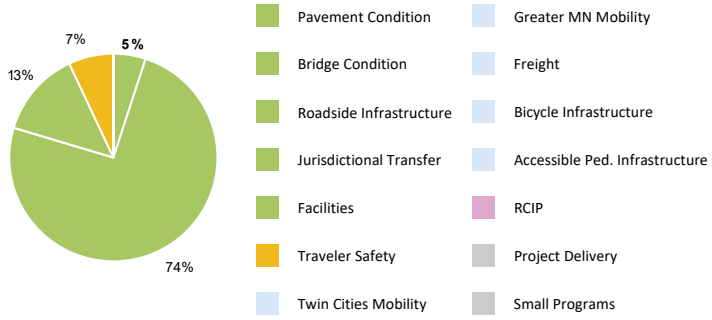
Coordination needed with City of Madelia and Watonwan County on detours and local traffic control. This project is complete, so all risks retired.

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)

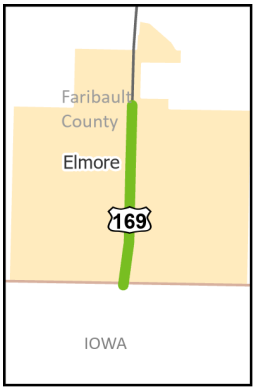
	Baseline Estimate	*Current Estimate*
Construction Letting:	18.1	25
Post Letting Construction Costs:	1.5	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	1.5
Construction Engineering:	1.5	1.7
Right of Way:	0	0
Total:	***23.4***	***29.9***

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.

PROJECT SUMMARY



US 169

State Project Number 2207-121

Reconstruct Hwy 169 from Iowa to Polton St in Elmore; pedestrian improvements

RECENT CHANGES & UPDATES

This project is a full reconstruction, including city utilities. The layout will be complete in early 2025. Construction is planned for 2028.

PROJECT HISTORY

Hwy 169 will be reconstructed from the Iowa border to just north of Polton St. in Elmore. In coordination with the City of Elmore, utilities (including storm sewer and most of the city's water main and sanitary systems) will be replaced. The road will be narrowed and additional sidewalk will be added.

PROJECT RISKS

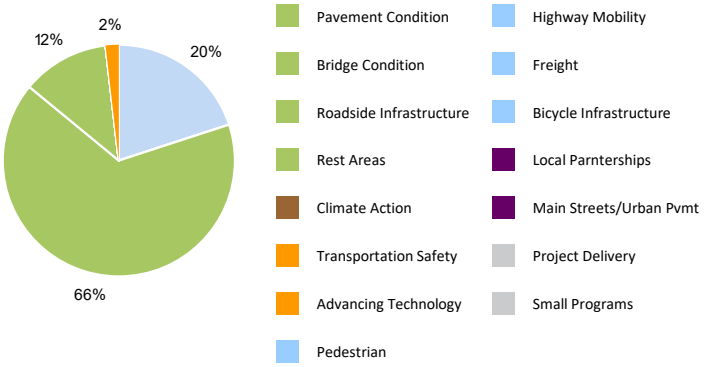
Risks include managing traffic during construction and fixing some drainage issues. Right of way acquisitions will be needed.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/1/2033
Current Letting Date:	10/22/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



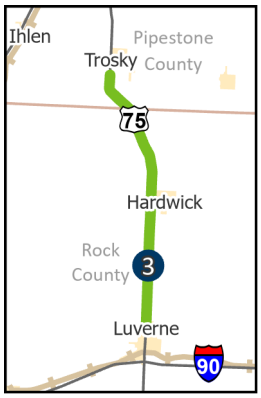
TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

PROJECT SUMMARY



US 75

Bridge 8358, 8360, 8361

State Project Number 6705-47

Resurface from Luverne to Trosky; replace 3 bridges

RECENT CHANGES & UPDATES

Design began at the beginning of 2024 and is expected to be completed early to allow for the project to be built early if funds are made available. Currently, this project is slated for 2028.

PROJECT HISTORY

This project will achieve a smooth riding surface through pavement preservation efforts. This project includes several culverts and three bridges. All will be extended to clear zone, allowing for the removal of guardrail.

PROJECT RISKS

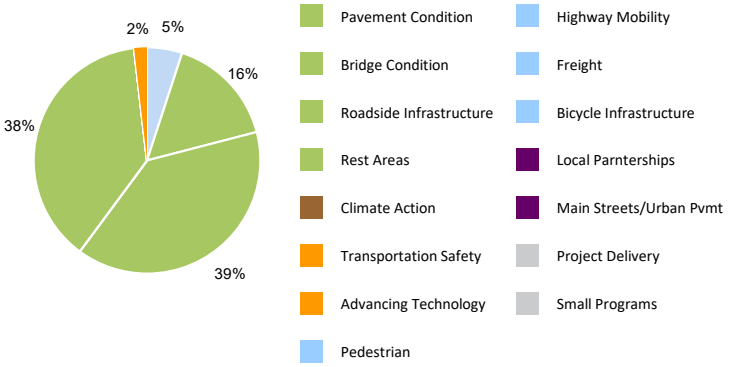
Bedrock is very shallow in this area of Minnesota. It is likely some rock removal will need to take place for the pipe/box extensions.

SCHEDULE

Date in which project entered the STIP:	2025
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:	1/1/2025
Current Letting Date:	9/24/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



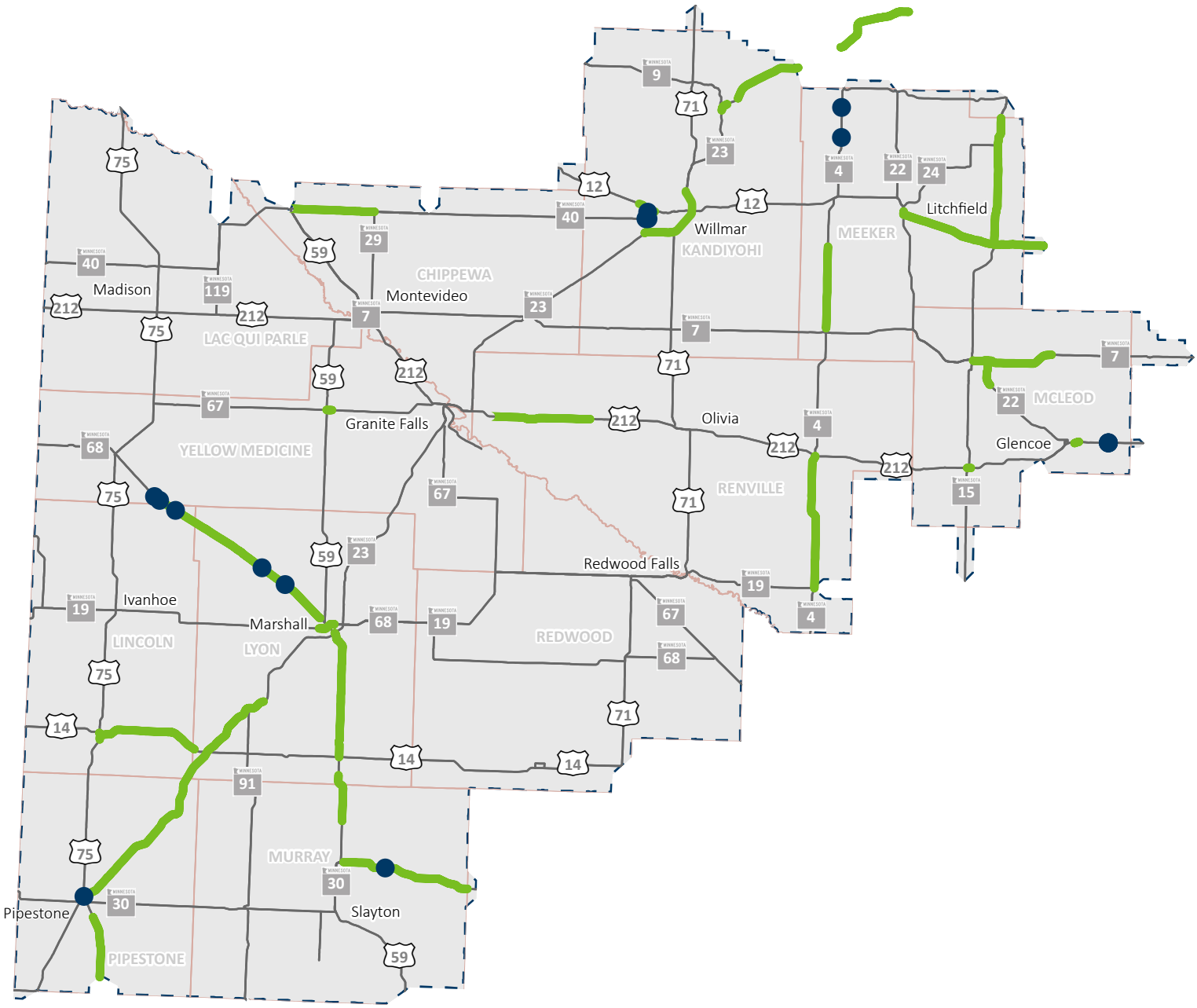
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	10.3
Post Letting Construction Costs:	0	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.3
Construction Engineering:	0	0.8
Right of Way:	0	0.2
Total:	***0***	***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

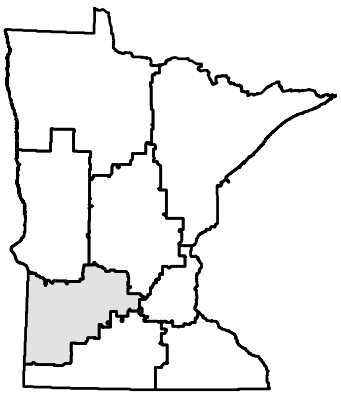
D8 - WILLMAR



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



Date Prepared: 12/11/2024

District 8 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 12	3403-74	Realign US 12 and reconstruct MN 40 to facilitate a new railroad line on the west side of Wilmar	✓	2nd	G1	334
MN 23	3408-18	Expand MN 23 from two to four lanes from New London to Paynesville	✓	1st	G2	335
MN 23	3408-95	Construct an interchange at the junction of MN 23 and MN 9 in New London			G3	336
US 14	4102-27	Resurface US 13 from the south junction with US 75 in Lake Benton to just east of the Lincoln/Lyon County line; culvert lining and/or replacement along project route, and upgrading sidewalks in Lake Benton to meet ADA standards			G4	337
US 75	4107-19	Reconstruct US 75 from just north of 175th Ave. in Lake Benton to the south junction with US 14			G5	338
MN 19	4204-40	Reconstruct MN 19 from 4th St. to Bruce St. in Marshall; install a single-lane roundabout at the intersection of MN 19, Country Club Dr. and 2nd St., and pedestrian improvements			G6	339
MN 68	4210-49	Widen shoulders on MN 68 from Minnesota to Marshall and replace bridges and culverts (5324, 5629, 6220, 6222, 8323) along project area and update sidewalks in Marshall and Ghent	✓	2nd	G7	340
MN 7	4302-97	On MN 7, pavement rehabilitation, diamond grinding, construct left turn lane at Omega Ave., construct bypass lane at Crow River Winery and right turn lane at CR 2 in McLeod County			G8	341
US 212	4310-95	Construct a roundabout on US 212 at Morningside Dr. in Glencoe			G9	342
MN 4	4701-32	Resurface MN 4 from the north side of Cosmos to south of Meeker CR 23	✓	1st	G10	343
US 12	4705-49, 4705-46	Resurface concrete on US 12 from CR 14 in Darwin to Pittman Ave. in Cokato, upgrading sidewalks in Dassel to meet ADA standards			G11	344
MN 15	4707-26	Resurface MN 15 from US 12 in Dassel to the Meeker/Sterns County line	✓	1st	G12	345
MN 30	5103-91	Resurface MN 30 from US 59 to the Murray/Cottonwood County line, replacing the bridge (6782) over the Des Moines River			G13	346
MN 23	5902-25	Resurface MN 23 from US 75 to two miles north of MN 91, resurfacing bridge deck (59002) in Pipestone			G14	347
US 75	5905-29	Resurface US 75 from CR 34 to MN 30 in Pipestone			G15	348
US 71	6405-68	Replace US 71 bridge (5543, now 64011) over the Cottonwood River south of Sanborn	✓	2nd	G16	349
MN 4	6502-17	Resurface MN 4 from Fairfax to Hector in Renville County			G17	350
US 212	6510-67	Resurface US 212 from two miles east of MN 23 to Renville CR 6, adding a passing lane and reconstructing US 212 through Sacred Heart	✓	1st	G18	351
MN 23	7305-124	Expand MN 23 from two to four lanes from Paynesville to Richmond	✓	1st	G19	352
MN 67	8706-89, 8706-91	Reconstruct MN 67 from US 59 to 6th St. in Clarkfield	✓	1st	G20	353
MN 40	1209-90	Resurface MN 40 from US 59 to MN 29			G21	354
US 71	3412-76	Resurface southbound US 71 from the south end of the MN 23 bypass to the Business 71 split and resurface MN 23 from CR 5 to the start of the MN 23 bypass			G22	355
US 59	4208-66	Resurface US 59 from US 14 to CR 6 in Marshall County			G23	356
US 212, MN 15	4309-35	Construct a roundabout at the intersection of US 212 and MN 15			G24	357
US 212	4310-98, 4310-100	Replace two US 212 bridges (43005, 43008) west of CR 9 in Plato			G25	358
MN 4	4702-13	Replace two MN 4 bridges (6853, 6854) south of MN 55			G26	359

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 completed in July of 2021. The railway construction portion of the project began in August of 2021 and was completed September 2022. This project is substantially complete. The road portion was open to traffic in July 2021 and the railroad portion was completed 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

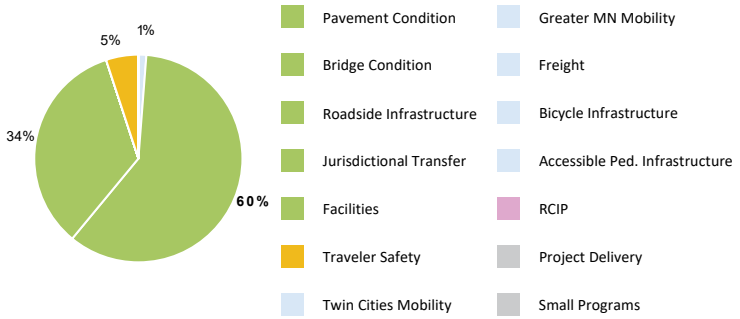
Given that this project is a public/private partnership, there are risks inherent to the project related to the public private partnership between MnDOT, Kandiyohi County, Willmar and BNSF Railway. One example would be the master cooperative agreement between public and private entities and complexity 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)

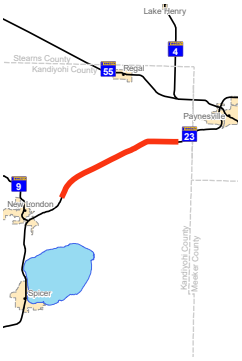
	Baseline Estimate	*Current Estimate*
Construction Letting:	36.2	27.7
Post Letting Construction Costs:	0	1.1
Other Construction Elements:	0	0.5
Preliminary Engineering:	1.8	13.1
Construction Engineering:	1.2	0.8
Right of Way:	2.5	3.6
Total:	***41.7***	***46.8***

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.

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 4-lane roadway from New London to Paynesville (South Gap).

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Work was suspended for the winter on November 10, 2023 and resumed the week of March 11, 2024. Construction was completed fall 2024.

PROJECT HISTORY

Layout was finalized and approved in early 2020. Project received $105 Million in Corridors of Commerce funding in May 2018 for north and south Gaps. From November 2015 - June 2016 environmental review and public hearings were held. The preferred alternative was finalized in 2015. Environmental review began in August 2014.

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 in 2021, with the 90% plans scheduled for submittal in early January 2022.

Construction was suspended for the winter on November 10, 2023, and resumed the week of March 11, 2024. As of September 27, 2024, crews have begun paving operations, which will be followed by stripping and signing.

PROJECT RISKS

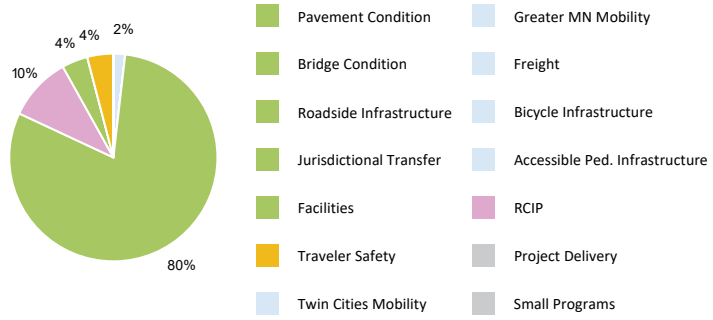
There were several project risks which included utility impacts, wetland coordination, potential contaminated materials, hydraulics, and permits for DNR/NPDES. Construction is complete; risks retired.

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.

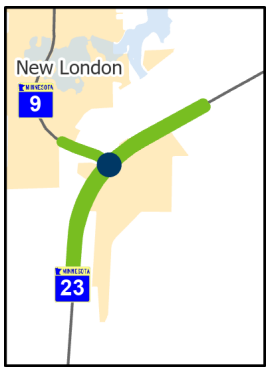
COST ESTIMATE ASSUMPTIONS

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



MN 23

State Project Number 3408-95

Hwy 23 Interchange

Construct an interchange 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. Design and right of way acquisition process: 2023-2027. Construction: 2028-2029.

PROJECT HISTORY

This was an HSIP project to construct a reduced conflict intersection (or -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

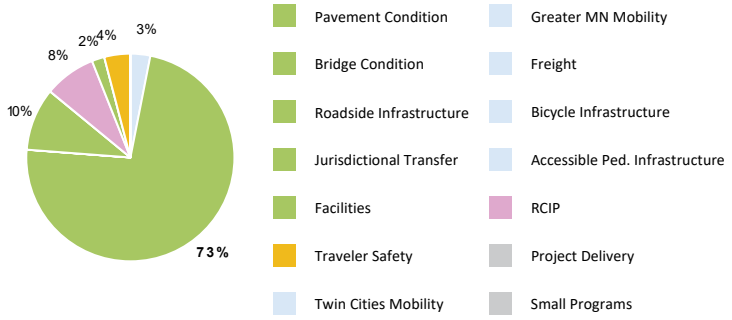
One risk with the new intersection control evaluation will be the public engagement and getting public and local government support for whichever option is selected. We currently only have a concept layout so changes in the layout could add additional right of way and possible environmental and local 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:	2028-2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	24.8	22.9
Post Letting Construction Costs:	1	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.7
Construction Engineering:	1.8	1.7
Right of Way:	0.3	0.5
Total:	***30.5***	***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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



US 14

State Project Number 4102-27

Hwy 75 and Hwy 14

Resurface Hwy 14 from south jct of Hwy 75 in Lake Benton to just east of the Lincoln/Lyon county line; culvert lining and or replacement along project route; upgrade sidewalks in Lake Benton to meet ADA standards.

RECENT CHANGES & UPDATES

The hydraulic needs for this project went from culvert linings to up to six culvert replacements. Slope repair east of Tyler will be completed in conjunction with culvert replacement coordinating with DNR.

PROJECT HISTORY

Project scoping is underway. This project is tied to SP 4107-19: Reconstruction of Hwy 75 from just north of 175th Ave. to Hwy 14. Project is planned for 2027.

PROJECT RISKS

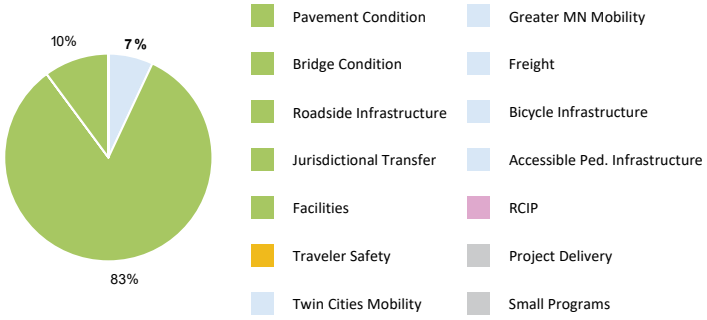
Some culverts may need to be replaced instead of lined. Might need to do some curb & gutter work in Lake Benton. Potential flooding issues near Tyler. May need to do some grading in the guardrail areas.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
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	9.7
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	1.1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***8.7***	***12.2***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



US 75

State Project Number 4107-19

Hwy 75 and Hwy 14

Reconstruct Hwy 75 from just north of 175th Ave. in Lake Benton to south junction of Hwy 14.

RECENT CHANGES & UPDATES

Preliminary layout is complete, and public engagement has begun. The project is planned for 2027.

PROJECT HISTORY

Project will replace storm sewer, lighting, and retaining walls, as well as aging city sanitary and water utilities in the area. It will also bring sidewalks and pedestrian ramps up to current Americans with Disabilities (ADA) standards.

PROJECT RISKS

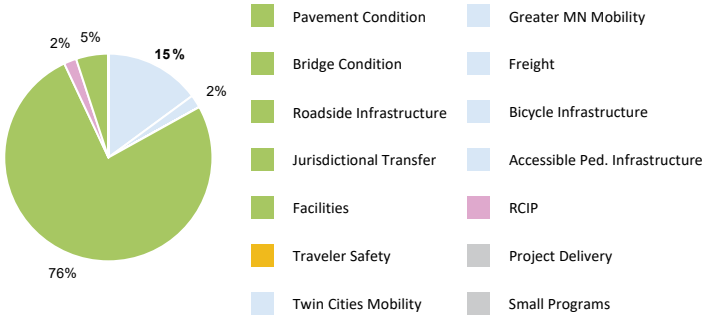
Contaminated material and dewatering at the intersection of Hwy 75 and CO RD 21. Stairs to residents will be impacted by profile adjustments. Possible addition of more retaining walls.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	4/15/2024
Geometric Layout Approval Date:	2/27/2024
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)

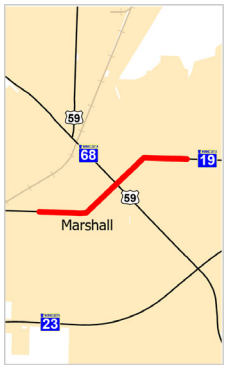
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	7.8
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***6.7***	***9.8***

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

COST ESTIMATE ASSUMPTIONS

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. Install a single-lane roundabout at the intersection of Hwy 19, Country Club Dr. and 2nd St. Replace sidewalks and pedestrian crossings to meet ADA standards and bike lane striping from Channel Parkway to 4th St.

RECENT CHANGES & UPDATES

Construction is planned to start in 2025 and anticipated to take two years (2025 and 2026). Plans are at 100% and were advertised November 1, 2024 for a December 6, 2024 letting date.

PROJECT HISTORY

In summer of 2021, the district obtained a signed level one layout and municipal consent. Subsequently, additional work packages have been added to this project. 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.

The project will include pavement and sidewalk reconstruction or rehabilitation, bicycle lane, striping, pedestrian safety enhancements, a single lane roundabout, access management solutions, intersection signage and signal control upgrades or modifications, turn lanes, curb radi design, stormwater infrastructure replacement, water and sanitary, landscaping, streetlighting, and an electric vehicle charging station.

PROJECT RISKS

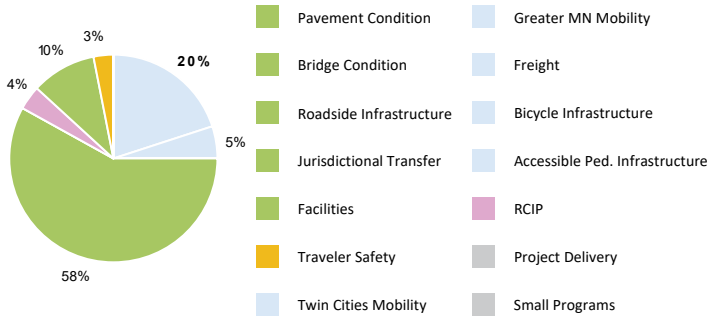
Utility impacts, potential contaminated materials and de-watering.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	2/28/24
Municipal Consent Approval Date:	8/24/2021
Geometric Layout Approval Date:	7/13/2021
Construction Limits Established Date:	10/27/23
Original Letting Date:	1/24/2025
Current Letting Date:	12/5/2024
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	27.5
Post Letting Construction Costs:	0.5	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2.5
Construction Engineering:	1.2	3.4
Right of Way:	0	0.7
Total:	***21***	***35.7***

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 68

Bridge 5324, 5629, 6220, 6222, 8323

State Project Number 4210-49

Hwy 68: Minnesota 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 was underway summer of 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

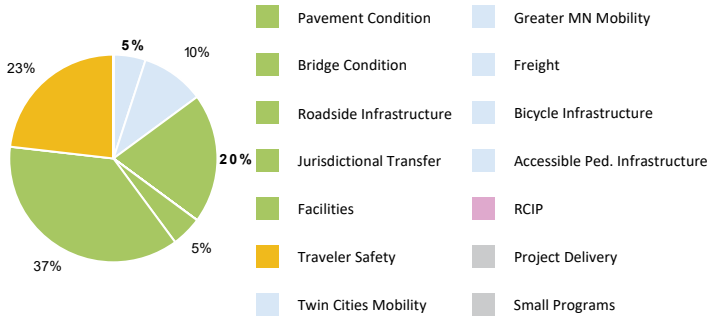
This project has some risks in hydraulics as well as contaminated materials management.

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)

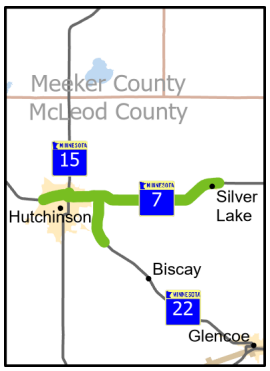
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	9.2
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	1.1
Preliminary Engineering:	0.8	2.9
Construction Engineering:	0.5	0.6
Right of Way:	1	1.2
Total:	***9.8***	***15.5***

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, construct left turn lane at Omega Ave., construct bypass lane at Crow River Winery, construct right turn lane at CR2.

RECENT CHANGES & UPDATES

Letting date moved from 8/26/2026 to 1/22/2027. A structural snow fence was added to the scope of the project, pending future funding in the STIP.

PROJECT HISTORY

Scoping report completed October 2023. Consultant has finished the geometric layout which will be signed in November 2024.

PROJECT RISKS

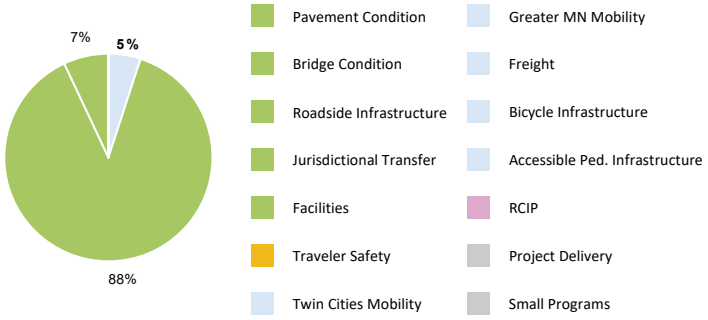
CPR projects generally can have overrun risks. A field survey was completed October 2024 which computed the like quantities for the concrete repair. An updated estimate will be done winter 2024/2025 to mitigate any large risks.

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:	Status Not Entered
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)

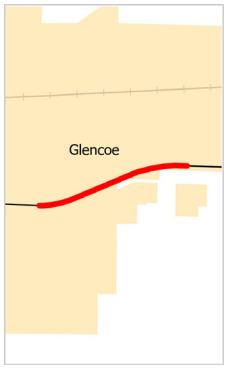
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.3	8.7
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***11.2***	***10.7***

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

Construction began on May 6, 2024, and was completed on September 13, 2024.

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 was selected. Additional work packages were added to this project. Right of way was acquired, and water main replacement was added to the project at 100% city cost. The project was turned into MnDOT Central Office on June 15, 2023. Estimated completion was originally set for August, 30, 2024, but the project was actually completed on September 13, 2024 due to weather.

PROJECT RISKS

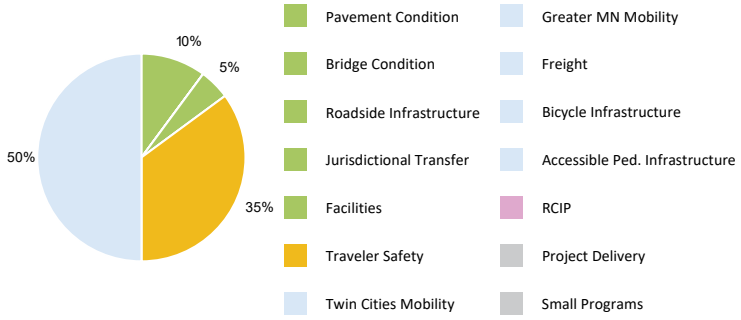
City watermain replacement. High water table near a pipe on the southeast corner of project. This is identified and dealt with in the Special provisions.

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)

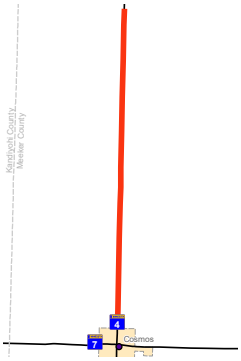
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.8
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.1
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.2***	***5.4***

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

Hwy 4 Resurfacing: Cosmos to Meeker

Resurface Hwy 4 from the north side of Cosmos to south of Meeker CR 23.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Permanent striping was delayed due to a glass bead delay, but was completed the week of October 31, 2022. This project is now complete.

PROJECT HISTORY

Scoping was completed, 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 began and 60% plans were completed in July of 2020. A detour route along Kandiyohi CSAH 2 was chosen. Project letting date was moved up one month to January 2022. Project was completed and turned into Central Office in September 2021.

Construction began on May 23, 2022. Paving was completed in summer of 2022, and the detour was removed. The project was substantially complete at this point, and all that remained was the permanent striping.

PROJECT RISKS

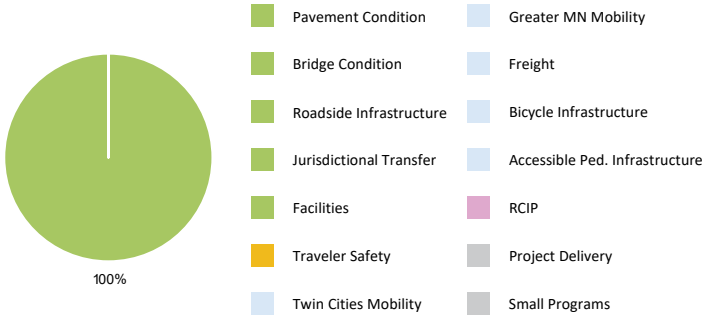
Project complete. No risks remain.

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)

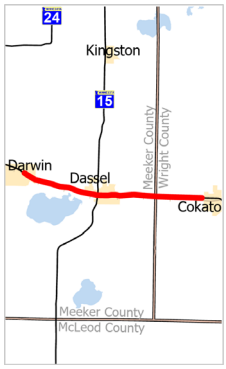
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	4.5
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.1
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***6.4***	***5.2***

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.

PROJECT SUMMARY



US 12

State Project Number 4705-49, 4705-46

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

Construction on the 2024 portion (SP 4705-46) of this project, from Litchfield to Dassel, started July 8, 2024 and was completed October 2, 2024, at which point the detour was removed. The 2025 portion (SP 4705-49) of the project is scheduled for June to September next year (2025), but construction dates are subject to change depending on weather and other unforeseeable circumstances.

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, and additional work packages have now been added to this project. The district determined it would be more efficient to tie SP 4705-46 and SP 4705-49 to save construction costs, coordinate detour routes, and meet construction staffing needs. This is a multi-phase project, with the 2024 portion (SP4705-46) spanning from Litchfield to Dassel, and the 2025 portion (SP 4705-49) going from Dassel to Cokato.

PROJECT RISKS

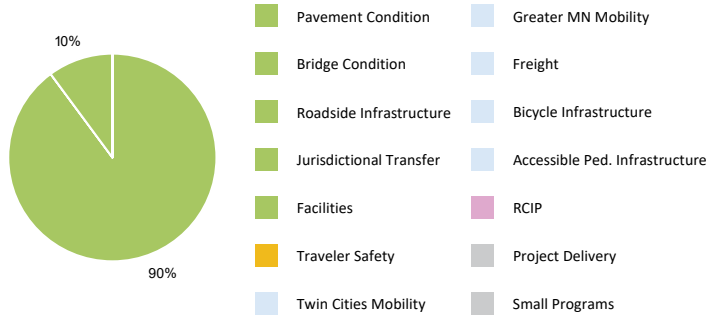
City 2022 TA Fund Project Coordination, Right of Way Acquisition, CMMT Impacts, RRFB / Pedestrian Crossing Coordination, and determining detour route/staging during construction. All ADA sidewalk, ramps, and driveways replaced in Dassel. Replace bituminous shoulder on entire project length.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	3/24/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	10/1/2021
Original Letting Date:	8/25/2023
Current Letting Date:	3/22/2024
Construction Season:	2024-2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	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

Hwy 15 Resurfacing: Kimball to Dassel

Resurface Hwy 15 from Hwy 12 in Dassel to Meeker/Stearns county line.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began on July 10, 2023 and ended October 6, 2023. Chip and fog seal applications were completed by September 6, 2024, and temporary striping was applied. Work was paused until the seal coat applications were cured, at which point permanent striping operations can begin. This project is complete, except for permanent striping.

PROJECT HISTORY

Preliminary schedule developed summer of 2019. The scoping report was approved in 2017. The asphalt pavement was found to have structural deficiencies that needed to be addressed, primarily deteriorating pavement indicated by excessive cracking and rutting in the wheel paths. The purpose of this project was to repair deteriorated pavement. Repairing the deteriorating pavement improves the ride quality and increases the life expectancy of the road/ pavement. There was a scoping amendment is 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 was completed, and the Material Design Report (MDR) and surveys were finished. The letting was originally scheduled for 3/25/2022, but it was 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 was finalized, and additional work packages were added to this project.

PROJECT RISKS

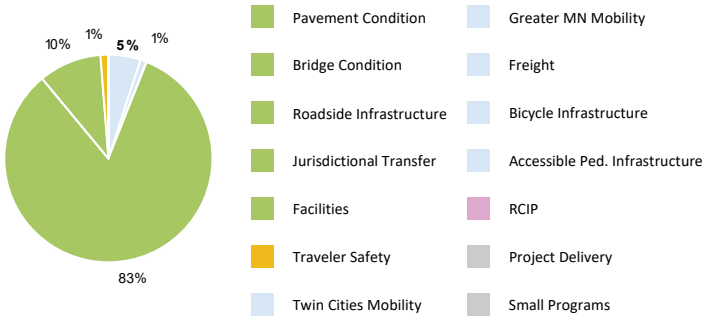
No known significant project risks.

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.

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

This project was moved to FY 2030.

PROJECT HISTORY

Project was initially scoped in fall 2016 as a pavement rehabilitation project due to anticipated pavement deterioration over the next decade. Over the next several months, the initial scope of the project was modified to include guardrail replacement, end post repairs, and deck repairs of Bridge #6782, east of Currie. The installation of culvert liners were also added to the scope to facilitate drainage improvements along the corridor. The final scope was approved in summer of 2017. In 2020, it was decided that the project was to be re-scoped with a larger pavement fix and a complete replacement of bridge # 6782. Project is being re-scoped to include a larger pavement fix and a bridge replacement. Scope expected to be finalized by the end of September 2020.

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 RISKS

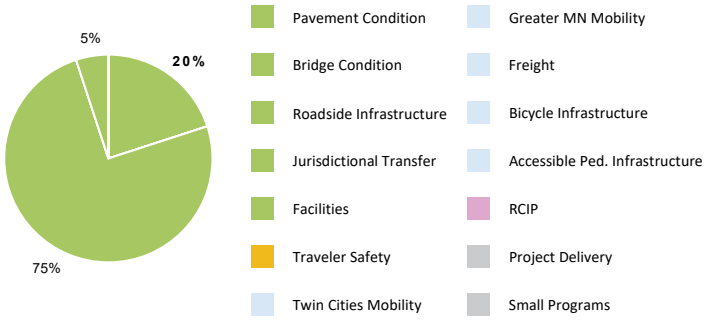
No known significant project risks.

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)

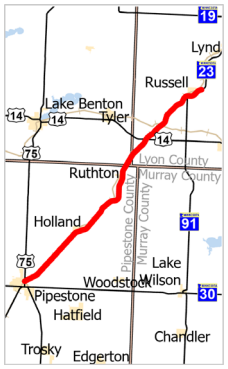
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	11.2
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.3
Construction Engineering:	0.3	0.8
Right of Way:	0	0
Total:	***5***	***13.8***

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.

PROJECT SUMMARY



MN 23

Bridge 59002

State Project Number 5902-25

Hwy 23: Resurfacing Pipestone to Russell

Resurface Hwy 23 from Hwy 75 to 2 miles north of Hwy 91; resurface bridge deck in Pipestone.

RECENT CHANGES & UPDATES

Construction began June 3, 2024, and is scheduled to end November 1, 2024. A detour with road closure from Pipestone to Holland began September 5, 2024 for bridge deck replacement, which is underway. Striping is also underway, but is dependent on weather and equipment. Crews are putting up the false work for the new bridge deck in Pipestone.

PROJECT HISTORY

The project team completed the construction limits and geometric layout for the bridge rehab including the new profile for the bridge; they then started detail design activities. The team also coordinated with Bridge staff on the bridge work on project. Construction began June 3, 2024.

PROJECT RISKS

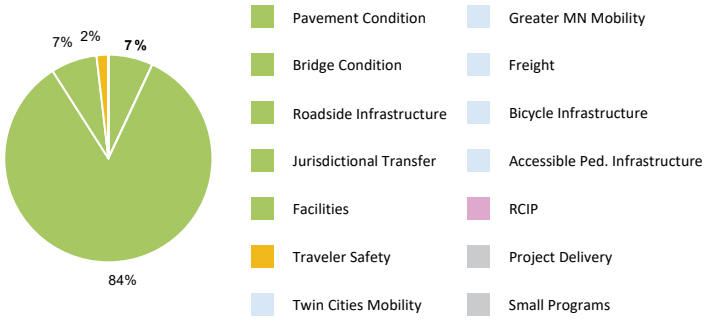
No known significant project risks at this time.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	5/23/2023
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)

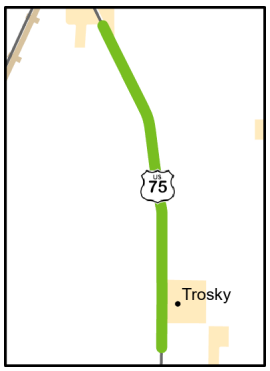
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	10.9
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.3
Construction Engineering:	0.7	0.9
Right of Way:	0	0
Total:	***12.6***	***13.5***

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

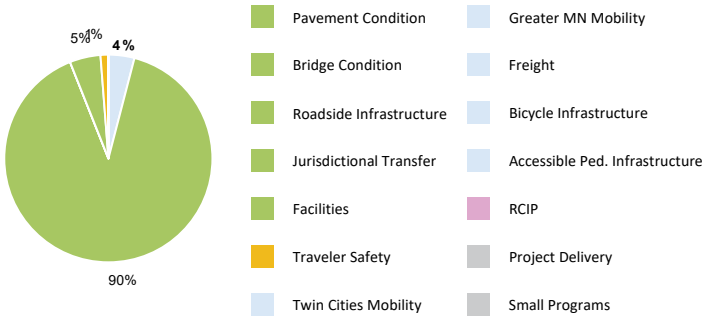
Some project risks include right of way acquisition, utility impacts, contaminated materials, and permits.

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:	11/19/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

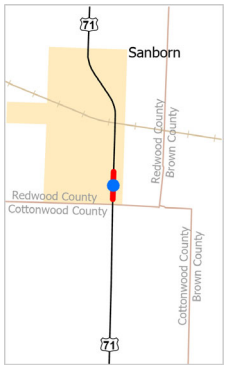
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	15.7
Post Letting Construction Costs:	0.27	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.8
Construction Engineering:	0.4	1.2
Right of Way:	0	0
Total:	***8.7***	***19.3***

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 (old number) / 64011 (new number)
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

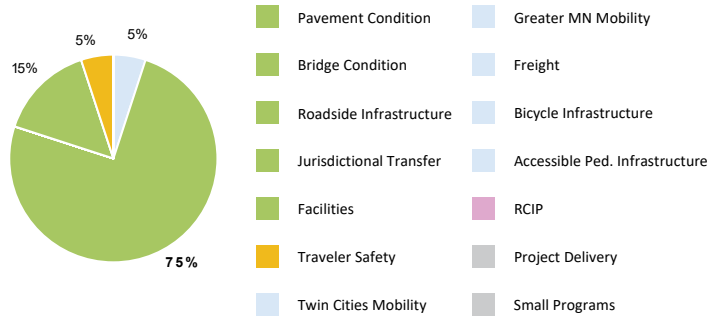
Project complete. All risks retired

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)

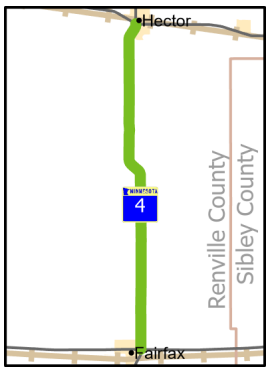
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	3.6
Post Letting Construction Costs:	0.1	0
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.6
Construction Engineering:	0.2	0.3
Right of Way:	0	0
Total:	***5***	***4.6***

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

60% plans are complete; work towards 90% plans continues.

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.

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 RISKS

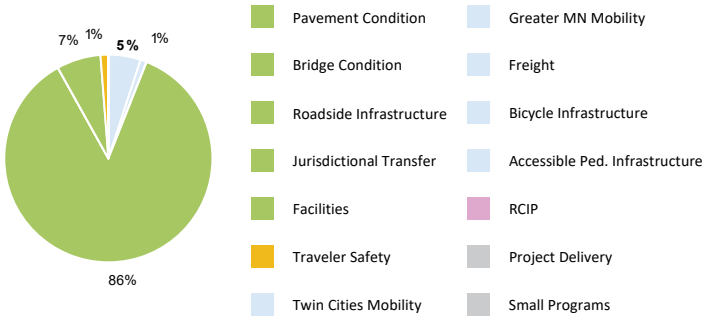
No significant project risks.

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.



SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began April 24, 2023. A detour was put in place May 8, 2023. Construction ended October 27, 2023. This project is complete.

PROJECT HISTORY

The scope was amended to include a passing lane. The project was done by alternate bid with both concrete or bituminous surfacing. Municipal consent was required. The project was moved from Fiscal Year 2021 to 2022. The letting was changed from 12/28/2020 to 9/23/2021. The layout and construction limits were completed. After the 30% plan was submitted and reviewed, right of way acquisition began. The final design plan set was completed and was advised for construction bids. A box culvert replacement near Renville was added to the project's scope. Construction began April 24, 2023, and a detour was put in place May 8, 2023.

PROJECT RISKS

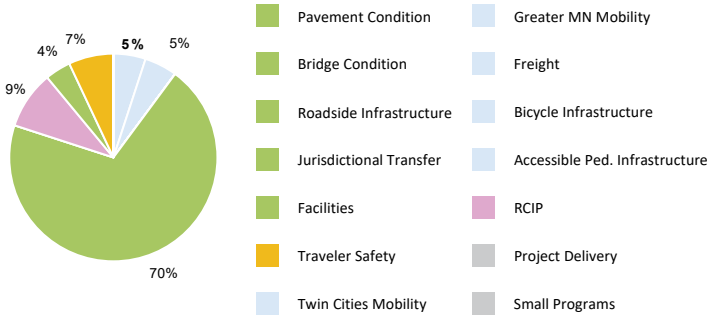
This project is complete. No risks remain.

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)

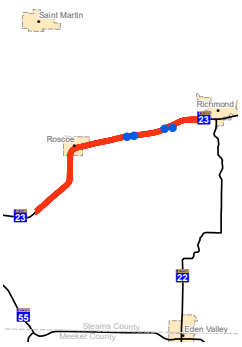
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.3	25.5
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.6	2.2
Construction Engineering:	1	1.4
Right of Way:	0	0.2
Total:	***20.4***	***30***

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).

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction was completed fall 2024.

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. Right of way was acquired. There was 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. The project was let in November 2021, and construction started spring of 2022. Utility relocations were completed spring of 2022. Additional work packages were added. Construction over the 2022 and 2023 season.

2023 Construction began on May 15, and concluded November 2, 2023. Drainage repair work was scheduled from May 13-24, 2024. Traffic was reduced to one lane, while crews worked to repair and improve drainage by installing pipe at Hwy 23 and Stearns CR 10, as well as increasing the depth of a pond control basin in the area.

PROJECT RISKS

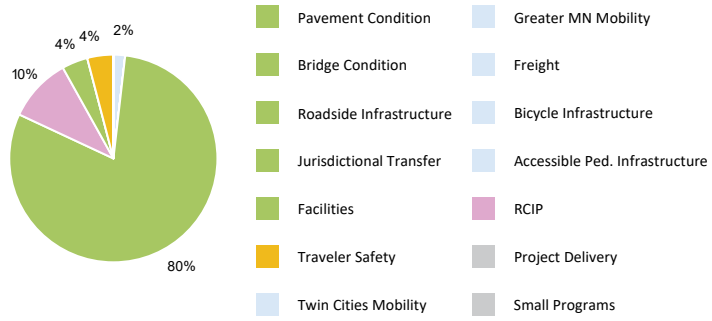
This project is complete; no risks at this time.

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)

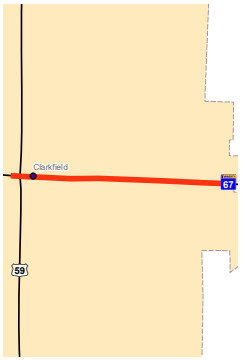
	Baseline Estimate	*Current Estimate*
Construction Letting:	44.4	48.5
Post Letting Construction Costs:	1.9	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	4	6
Construction Engineering:	3	3.6
Right of Way:	6.4	8.3
Total:	***59.7***	***69.1***

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began May 6, 2024 and was completed on October 24, 2024.

PROJECT HISTORY

Project scope was completed. Project was to address deteriorating pavement, which would've continued to do so at an increased rate. The City will also had an opportunity to work on City utilities under the road with this project. Project was pushed back from 2023 to 2024 to due to budget constraint. For community outreach, two open houses were held in fall 2019, and there was a continued public involvement program including a Virtual Open House Public Information Meeting. The city gave municipal consent on June 21, 2022, and started working on a plan for their utilities that they wanted included in the project.

Construction began May 6, 2024, and a detour of Hwy 67 was put into place. Local Clarkfield traffic is asked to be alert for workers and heavy equipment. As of October 15, 2024, crews have been working on installing light poles, sidewalks, ADA infrastructure, and driveways. Construction is scheduled to be complete by November 1, 2024.

PROJECT RISKS

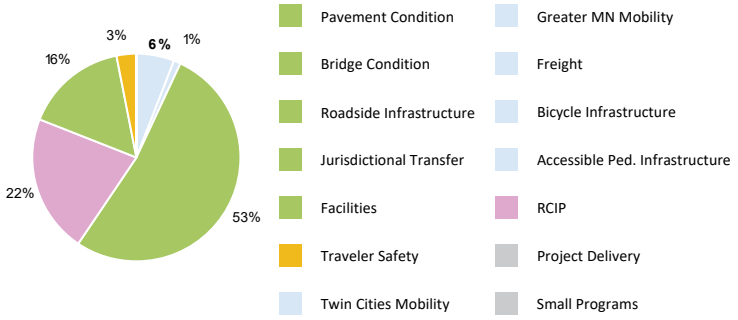
This project has many risks inherent with the reconstruction in an urban commercial setting, including unknown utility issues, uncertain pedestrian improvement needs and potential for hazardous materials.

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)

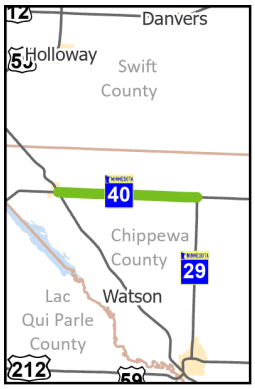
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.9
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.5
Construction Engineering:	0.3	0.4
Right of Way:	0.2	0.1
Total:	***5.4***	***7.1***

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.

PROJECT SUMMARY



MN 40

State Project Number 1209-90

Resurface Hwy 40 from jct of Hwy 59 in Milan to the west jct of Hwy 29.

RECENT CHANGES & UPDATES

Survey data collected and preparing for design.

PROJECT HISTORY

Project was in scoping. Hydraulics completed their preliminary report identifying pipes needing work.

PROJECT RISKS

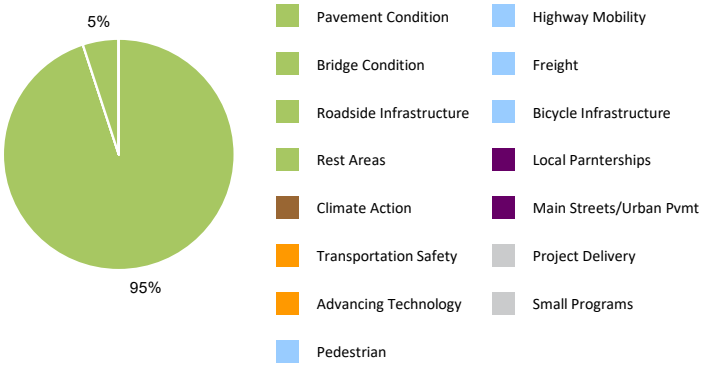
Several pipes will likely need replacement, high chance of detour needed. Small possibility right of way will be needed.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Status Not Entered
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/15/2023
Current Letting Date:	3/26/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

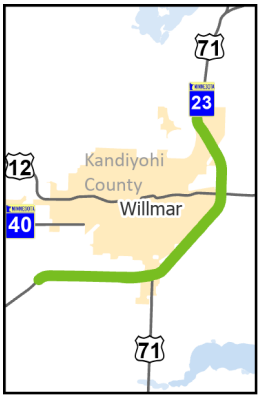
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	4.2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.2***	***5.2***

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

Engineering estimates reflect 20% of construction letting.

PROJECT SUMMARY



MN 23

State Project Number 3412-76

Resurface SB lane of Hwy 71 from south end of Hwy 23 bypass to the Business 71 split & resurface Hwy 23 from CR 5 to start of Hwy 23 bypass.

RECENT CHANGES & UPDATES

The Design team is working on 90% plans and starting working on environmental permits. The utility coordination is ongoing and near conclusion. The project is on tract for a spring 2025 letting.

PROJECT HISTORY

The geometric layout was approved in May 2024. The design team continued to work on finalizing the design plan set along with starting utility coordination. The traffic control for project has been determined and finalized with a project being expected to be in both 2025 and 2026 including a detour in 2025. Public engagement has been ongoing in 2024 since starting design.

PROJECT RISKS

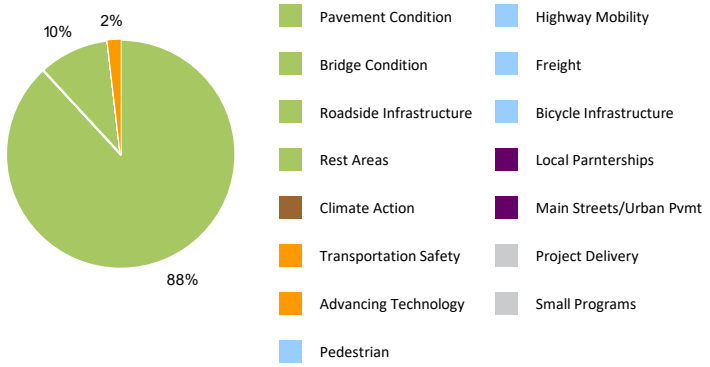
Concrete pavement market conditions could be volatile. Since the majority of the project cost is the concrete pavement, this could significantly impact the overall cost.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	December 2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	5/3/2024
Construction Limits Established Date:	June 2024
Original Letting Date:	11/19/2027
Current Letting Date:	4/23/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	Spring 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

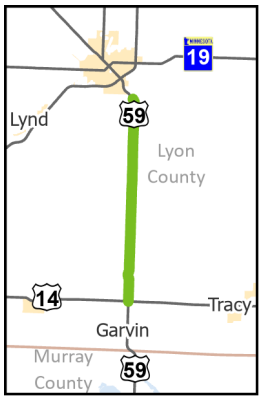
	Baseline Estimate	*Current Estimate*
Construction Letting:	0	21
Post Letting Construction Costs:	0	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	0	2.6
Construction Engineering:	0	1.7
Right of Way:	0	0
Total:	***0***	***26.6***

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 Historical MnDOT average bid pricing.

PROJECT SUMMARY



US 59

State Project Number 4208-66

Resurface Hwy 59 from Hwy 14 to CR 6 in Marshall.

RECENT CHANGES & UPDATES

Project will include: mill bit surface, cold in place recycle, and bit overlay; approximately 12 culvert repairs; all guardrail will be updated to meet standards.

PROJECT HISTORY

Scoping worksheets were finished in May 2024. The scoping report was approved and signed on 2/12/2024.

PROJECT RISKS

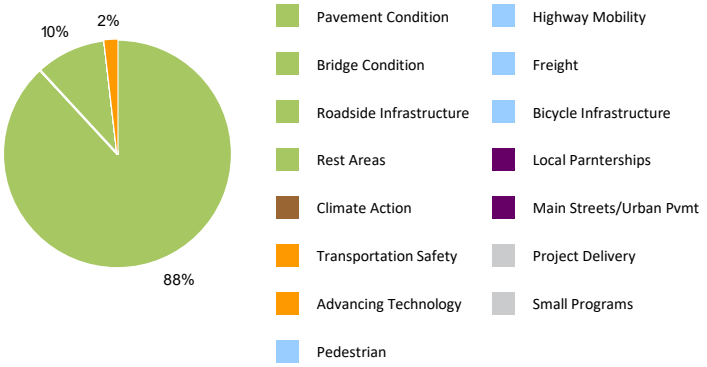
Temporary easement may be needed for culvert work.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	June 2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	November 2025
Original Letting Date:	2/25/2028
Current Letting Date:	11/19/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

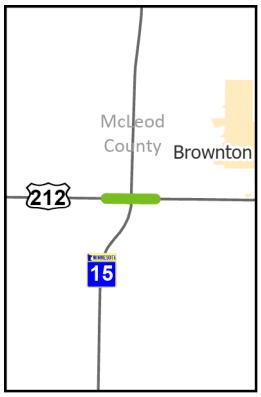
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.1	9.1
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***11.4***	***11.4***

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

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting.

PROJECT SUMMARY



US 212

State Project Number 4309-35

Construct roundabout on Hwy 212 at Hwy 15.

RECENT CHANGES & UPDATES

Letting date moved to a November 2025 letting.

PROJECT HISTORY

Project layout is complete. Construction limits are complete. Design is at 60% plans. Public Engagement continues.

PROJECT RISKS

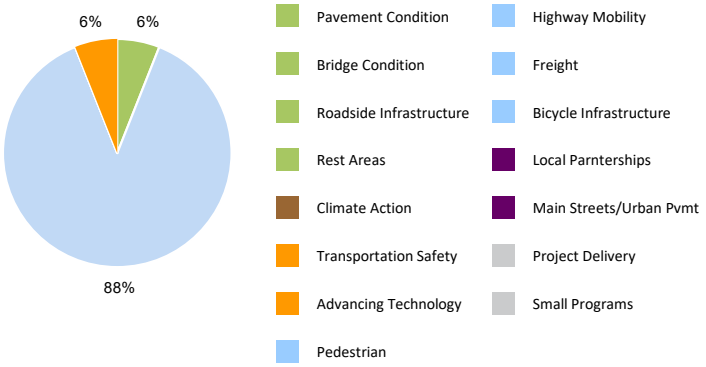
Concrete pavement market conditions could be volatile; as most of the project is concrete pavement, this could significantly impact the overall cost.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Status Not
Municipal Consent Approval Date:	Entered Status
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	7/11/2023
Original Letting Date:	2/23/2024
Current Letting Date:	1/24/2025
Construction Season:	11/21/25
Estimated Substantial Completion:	2026
	Fall 2026

PRIMARY INVESTMENT CATEGORY

Freight



TOTAL PROJECT COST ESTIMATE (MILLIONS)

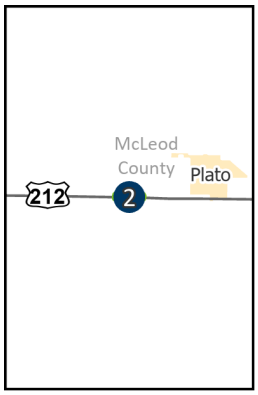
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	4.2
Post Letting Construction Costs:	0.1	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	0.6
Construction Engineering:	0.2	0.4
Right of Way:	0.1	0
Total:	***4.6***	***5.5***

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

Engineering estimates reflect 20% of the construction letting.

PROJECT SUMMARY



US 212

Bridge 43005, 43008

State Project Number 4310-98, 4310-100

Replace two bridges on Hwy 212, 1.0 miles west of CR 9 in Plato.

RECENT CHANGES & UPDATES

Planned bridge structure reconfigured to accommodate discovery of an old abutment from original bridge.

PROJECT HISTORY

Project was scoped in late 2022/early 2023 to use recently received IIJA funds to replace the bridges which were showing signs of deterioration. Project is now in the final design phase, and is expected to be let in late 2025.

PROJECT RISKS

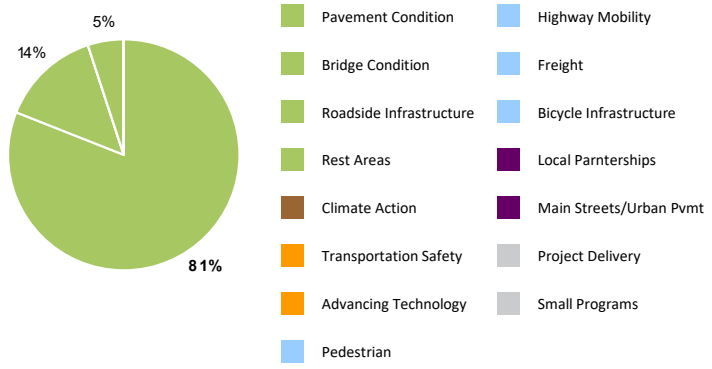
Recent change to the final bridge design may introduce schedule risks, which may require the letting date to move back a few months from the original.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Status Not Entered
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/5/2025
Current Letting Date:	12/5/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

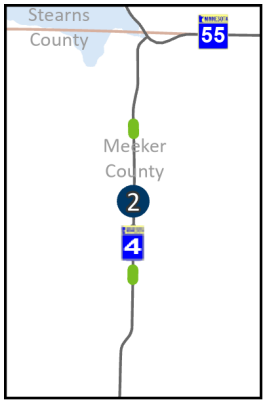
	Baseline Estimate	*Current Estimate*
Construction Letting:	0	8.2
Post Letting Construction Costs:	0	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0	1
Construction Engineering:	0	0.7
Right of Way:	0	0
Total:	***0***	***10.4***

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

Bridge will be replaced in kind. Required grade raise is assumed to be minimal.

PROJECT SUMMARY



MN 4

Bridge 6853, 6854

State Project Number 4702-13

Replace two bridges on Hwy 4, at 2 and 5 miles south of Hwy 55.

RECENT CHANGES & UPDATES

Updated costs estimates received from Central Office Bridge Office.

PROJECT HISTORY

Project will replace two bridges on MN 4.

PROJECT RISKS

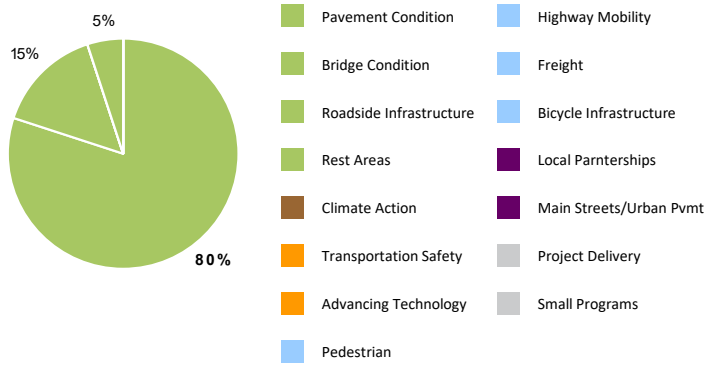
Potential right of way risks with bridge and culvert replacement work.

SCHEDULE

Date in which project entered the STIP:	2025
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:	3/24/2028
Current Letting Date:	12/3/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

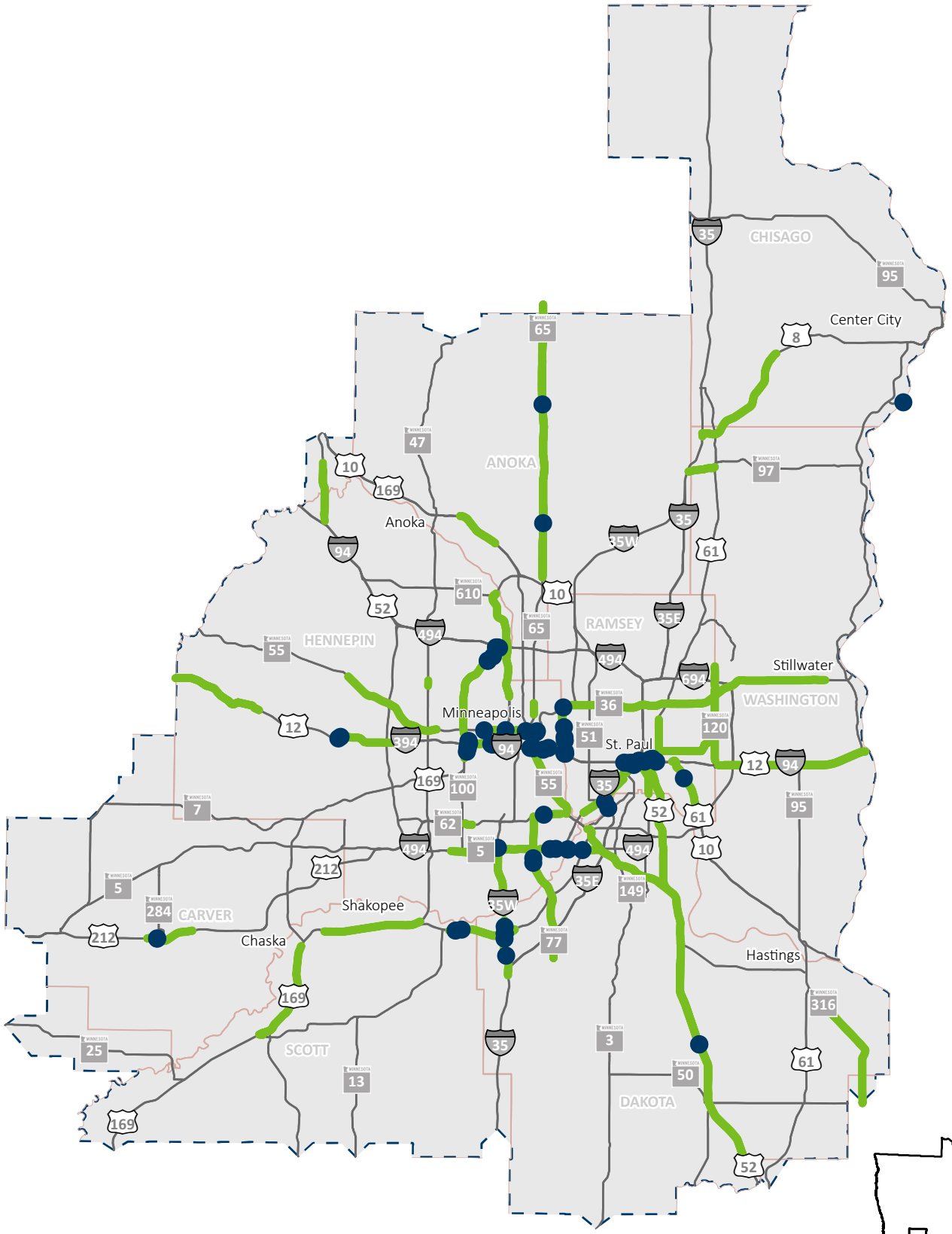
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	9.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***11.9***	***11.9***

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

Engineering estimates reflect 20% of the construction letting.

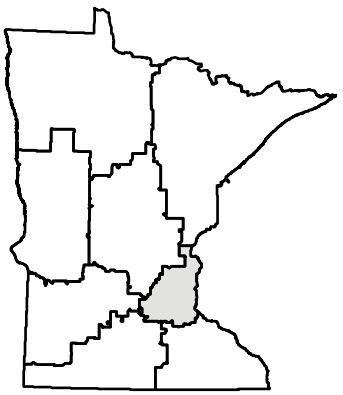
METRO DISTRICT



Major Highway Projects

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

DEPARTMENT OF TRANSPORTATION



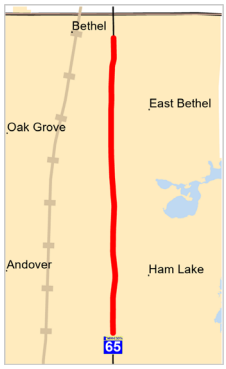
Date Prepared: 12/11/2024

Metro District Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 65	0208-02X06(EP), 0208-165, 0208-173	Resurface MN 65 from CR 10 in Spring Lake Park to 237th Ave. in East Bethel, repair, resurface, and replace bridges (6817, 9417, now 02X06, 02X07) and box culvert (9465)	✓	1st	H1	363
US 212	1013-101	Resurface US 212 in Cologne, repair two bridges (10021, 10022)	✓	1st	H2	364
US 8	1308-29	Resurface US 8 from I-35 in Forest Lake to west of Wyoming Ave. in Chisago			H3	365
MN 243	1311-06	Replace MN 243 bridge (6347) over St. Croix River in Franconia			H4	366
US 52	1906-71, 1906-74	Resurface US 52 and repair two bridges (19033, 9675) from CR 42 in Rosemount to CR 86 in Hampton	✓	1st	H5	367
MN 55	1909-99	Resurface MN 55 from Bloomington Rd. in Minneapolis to US 52 in Inver Grove Heights	✓	2nd	H6	368
MN 77	1929-50	Resurface MN 77/Cedar Ave. from CR 23/138th St. in Apple Valley to the Dakota/Hennepin County line in Apple Valley			H7	369
I-35W	1981-124	Replace I-35W bridge (27W38, 27W39) over Minnesota River from Black Dog Rd. in Burnsville to 106th St. in Bloomington	✓	2nd	H8	370
I-35W	1981-140	Resurface I-35W from Cliff Rd. to the split into I-35E/I-35W in Burnsville			H9	371
MN 65	2710-47, 2710-52	Rehabilitate MN 65 bridge (2440) at 3rd Ave. S over the Mississippi River in Minneapolis	✓	1st	H10	372
US 12	2713-129	Resurface US 12 from Shoreline Dr. in Wayzata to I-494 in Minnetonka; pier protection on two bridges (27129, 27130)			H11	373
MN 55	2723-144	Resurface MN 55 between Old Rockford Rd. in Plymouth and General Mills Blvd. in Golden Valley, repairing bridge culverts (6732, 6745)	✓	1st	H12	374
MN 55	2724-124	Redecking bridges along MN 55/Hiawatha Ave. in Minneapolis	✓	1st	H13	375
MN 55	2724-126	Resurface MN 55/Hiawatha Ave. between I-35W and MN 62 in Minneapolis	✓	2nd	H14	376
MN 100	2735-212	Resurface MN 100 and repair 12 bridges (27982, 27039, 27040, 27754A, 27788) in St. Louis Park and Brooklyn Center			H15	377
MN 101	2738-31	Resurface MN 101 from I-94 in Rogers to CR 38 in Otsego			H16	378
MN 252, I-94	2748-65	MN 252 and I-94 from Brooklyn Park to Minneapolis			H17	379
MN 77	2758-75	Resurface Killebrew bridge (27046) over MN 77			H18	380
MN 77	2758-77	Resurface MN 77 from Old Shakopee Rd. in Bloomington to MN 62 in Minneapolis	✓	2nd	H19	381
US 169	2772-115	Replace bridge (27551) and reconstruct the US 169 interchange with CR 9/Rockford Rd. in Plymouth and New Hope	✓	1st	H20	382
MN 62	2775-25	Reconstruct MN 62 and repair bridge (27521) in Minneapolis			H21	383
I-94	2781-544	Repair I-94 bridges (9350, 9421, 27855, 27859, 27863) in Minneapolis			H22	384
I-35W	2782-352	Resurface I-35W from Minnesota River bridge to south of W 82nd St. in Bloomington	✓	1st	H23	385
I-35W	2783-168	Replace University Ave. bridge (27882, 27883) over I-35W in Minneapolis			H24	386
I-494	2785-424	I-494 from MSP Airport to US 169 in Hennepin County, including constructing seven, replacing five, and repairing two bridges (27422, 27423, 27424, 27W50, 27W51, 27W47, 27X48, 27W49, 27418, 27419, 27420, 27421, 27V45, 27892)			H25	387
I-494	2785-433	Rehabilitate five I-494 bridges (9217E, 9217W, 19825, 27765, 27767) between Pilot Knob Rd. in Eagan and 24th Ave. in Bloomington			H26	388
I-394	2789-174, 2789-196	Rehabilitate 25 I-394 bridges between Penn Ave. and N 11th St. in Minneapolis			H27	389

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 36	6212-192	Resurface MN 36 from I-35W in Roseville to Edgerton St. in Little Canada	✓	1st	H28	390
MN 3	6217-51, 6217-50	Resurface MN 3 from Kellogg Blvd. to Annapolis St. in West St. Paul			H29	391
US 61	6220-96	Resurface US 61 from I-94 to Lower Afton Rd. in St. Paul			H30	392
US 61	6221-107	Reconstruct US 61 from Roselawn Ave. in Maplewood to E 7th St. and on MN 5/E 7th St. to Minnehaha Ave. in St. Paul			H31	393
MN 120	6227-86	Resurface MN 120/Century Ave. from I-94 in Maplewood to I-694 in Oakdale			H32	394
MN 280	6242-83	Resurface MN 280 from I-94 in St. Paul to I-35W in Roseville, rehabilitating 13 bridges			H33	395
I-35E	6280-419, 1982-218	Replace pavement on I-35E; replace bridge (9534) over Shepard Rd. and overlay bridge (62912) in St. Paul			H34	396
I-94	6282-216	On I-94, repair nine bridges, paint two and replace two bridges			H35	397
I-94	6283-247	Repair I-94 bridges from Western Ave. to Mounts Blvd and on I-35E from north of 10th St. bridge to University Ave. in St. Paul	✓	2nd	H36	398
MN 13	7001-128	Construct interchange, frontage roads and bridges (5528, 5831, 70053) on MN 13 from Hwy 901B to Quentin Ave. in Savage	✓	1st	H37	399
US 169	7008-112, 7008-118	Construct an interchange, roundabouts, signals, rehabilitate and install new bridges at US 169 and MN 282 in Jordan			H38	400
US 169	7009-85	Resurface US 169 from MN 21/ Broadway St. N in Jordan to CR 15/Marystown Rd. in Shakopee	✓	1st	H39	401
MN 97	8201-21	Reconstruct MN 97 from I-35 and US 61 in Forest Lake			H40	402
MN 36	8204-77	Resurface MN 36 from Edgerton in Maplewood to Greenley Ave. in Stillwater	✓	2nd	H41	403
I-94	8282-132, 8282-145, 8282-150	Resurface I-94 from Century Ave. in Oakdale to the St. Croix River in Lakeland, Washington County			H42	404
MN 65	0208-169	MN 65 intersection improvement project in Blaine			H43	405
US 10	0215-87	Expand from two to three lanes, resurface pavement and install a noise wall on US 10 from CSAH 78/Hanson Blvd to CSAH 9/Round Lake Blvd. in Coon Rapids			H44	406
MN 13	1901-203	Reconstruct, grade separate, signals, multiuse trail and new bridges on MN in Savage and Burnsville			H45	407
MN 62	1918-124	Resurface MN 62 roadway and bridges from MN 62 to Mn 13 in Mendota Heights			H46	408
MN 316	1926-23	Resurface MN 316/Red Wing Blvd from US 61 to Tuttle in Hastings			H47	409
US 12	2713-137	Resurface US 12 from the Wright/Hennepin County line to Cr 29 in Maple Plain; construct a roundabout at intersection of US 12 and County Lane Rd. in Delano			H48	410
MN 62	2774-32	Construct an auxiliary lane on westbound MN 62 in Edina			H49	411
US 5	6201-91	Resurface US 5 from Munster Ave to St. Clair Ave. in St. Paul			H50	412
US 5	6229-37	Resurfacing US 5/Minnehaha Ave. and Stillwater Rd. in St. Paul and Maplewood			H51	413
US 169	7005-129	Resurface US 169 from CR 15 to bridge (27624A) in Shakopee			H52	414

PROJECT SUMMARY



MN 65

Bridge 6817; 02X06; 02X07; 9417; 9465, 6817, 02X08, 02051

State Project Number 0208-02X06(EP), 0208-165, 0208-173

Hwy 65: Spring Lake Park, Blaine, Ham Lake & East Bethel

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began in September 2023 and is expected to conclude in November 2024. Starting September 17th and going through early November, Hwy 65 was reduced to one lane in both directions between Bunker Lake Blvd. and 147th Ave. for replacement of the northbound Coon Creek bridges.

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, and ADA improvements to bicycle and pedestrian crossings. 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.

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 RISKS

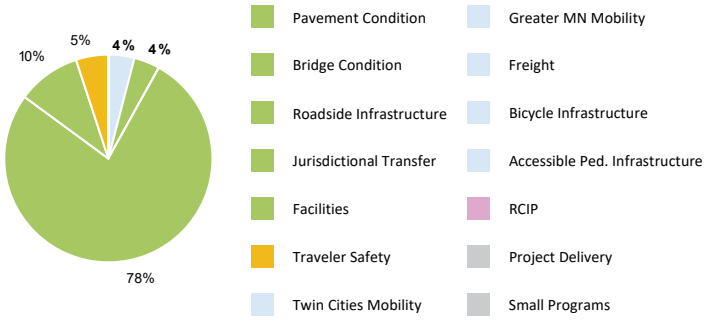
This project is substantially complete; all risks retired.

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.

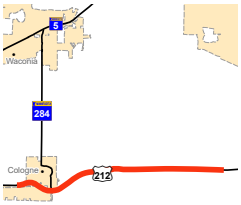
COST ESTIMATE ASSUMPTIONS

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

Hwy 212: Benton Township, Cologne & Dahlgren Township

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. It was let on 4/28/23, and construction began on June 12, 2023 and was completed in November 2023. Cable median guardrail construction was 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

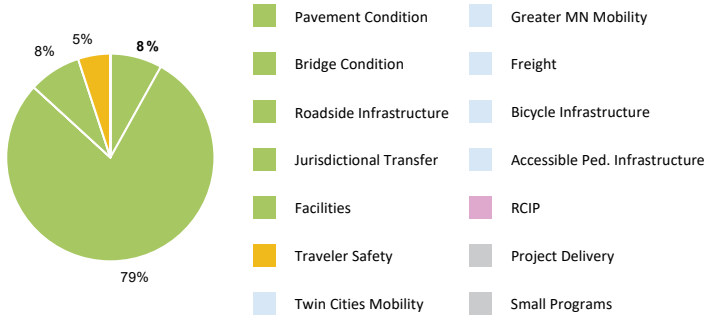
This project has been delivered to construction and therefore no longer has preconstruction risks associated with the project.

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 (old), 1308-29 (new)

Hwy 8: Chisago County

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 ($7,760,300) will be contributed to the county project (SP 1308-29). Construction is planned for 2025.

PROJECT HISTORY

The primary project needs are pavement preservation and traveler safety.

PROJECT RISKS

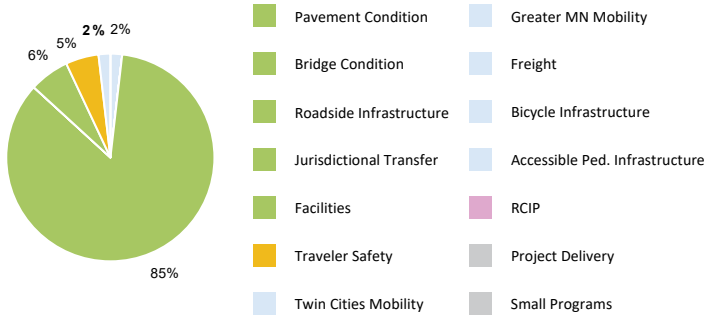
The MnDOT project SP 1308-27 has been retired and transferred to Chisago County's SP 1308-29. The previously identified risks have been retired.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	N/A
Geometric Layout Approval Date:	10/10/2022
Construction Limits Established Date:	Unknown
Original Letting Date:	3/28/2025
Current Letting Date:	7/14/2025
Construction Season:	2025-2028
Estimated Substantial Completion:	September 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

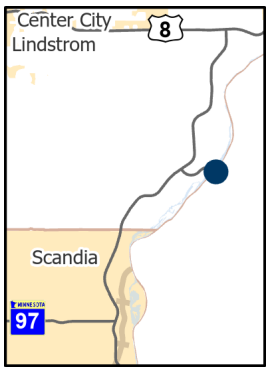
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	71.5
Post Letting Construction Costs:	0.5	2
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	3
Construction Engineering:	1	1.1
Right of Way:	0	10
Total:	***15.9***	***87.6***

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

COST ESTIMATE ASSUMPTIONS

This project is now transferred to Chisago County. It will be delivered by the county and MnDOT will be contributing the funds ($7,760,300) programmed for SP 1308-27 to the County project (SP 1308-29).

PROJECT SUMMARY



MN 243

Bridge 6347

State Project Number 1311-06

Hwy 243 Osceola Bridge: Franconia Township MN and Osceola WI

Replace Bridge 6347 (Osceola) on Hwy 243 over St Croix River in Franconia

RECENT CHANGES & UPDATES

The project has been in the environmental review and preliminary design phase since 2022, with extensive agency coordination. The project is now moving into the final design stage, which will span from 2024-2026. Construction prep work is scheduled to start fall 2026; construction is planned for spring 2027-fall 2028 and bridge site restoration in spring 2029.

PROJECT HISTORY

MnDOT is working with WisDOT on this project to replace the Osceola Bridge over the St. Croix River. MnDOT and WisDOT completed an evaluation of the bridge and its components and decided not to reuse any portion of the existing structure. This project will replace the aging bridge with a new one on its current alignment, improve pedestrian and bicycle connectivity, and improve drainage and water quality.

PROJECT RISKS

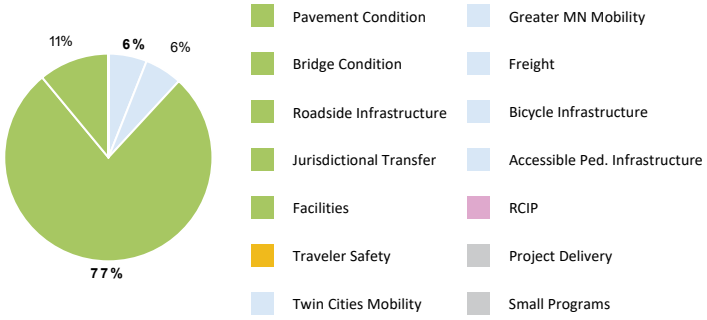
- Environmental - Constructibility - Permitting

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	4/15/2025
Municipal Consent Approval Date:	Pending Approval
Geometric Layout Approval Date:	8/5/2024
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/24/2025
Current Letting Date:	4/22/2026
Construction Season:	2026-2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

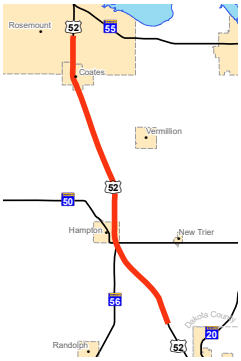
	Baseline Estimate	*Current Estimate*
Construction Letting:	31	47.9
Post Letting Construction Costs:	1.2	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	3.7	5.8
Construction Engineering:	2.5	3.8
Right of Way:	0	0
Total:	***38.4***	***59.4***

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

PROJECT SUMMARY



US 52

Bridge 19033; 9675

State Project Number 1906-71, 1906-74

Highway 52: Rosemount, Coates & 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is substantially complete. Construction began in summer 2022 and is expected to be conclude fall 2024.

PROJECT HISTORY

2019 was the first year the project was in the Major Highway Projects Report. This project will improve the ride (smoothness) and restore the pavement structure of this segment of Hwy 52. In addition to resurfacing the stretch, will also include updating the guardrail, replacing signs, and repairing drainage systems.

PROJECT RISKS

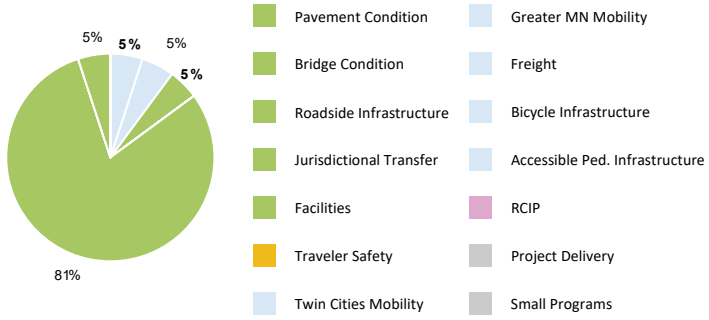
Floodplain mitigation at Pine Creek. Originally intended to hold the profile elevation, moved to carrying the UBOL through and constructing a mitigation pond. Will increase ROW needs and change environmental documents. The pond will cost less than rebuilding the section, however there are some schedule 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)

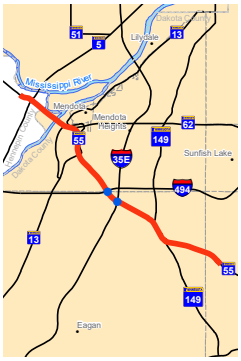
	Baseline Estimate	*Current Estimate*
Construction Letting:	61.9	61.3
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	2.2
Construction Engineering:	5	4.9
Right of Way:	0	0
Total:	***76.8***	***70.9***

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

Hwy 55: Inver Grove Heights, Eagan, Mendota, Mendota Heights & Minneapolis

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

This project is complete. From May to September 2024, crews replaced railing and lighting on the Mendota Bridge.

PROJECT HISTORY

2019 was the first year this project was in the Major Highway Projects Report. Summary of work from 2022-2023: A trail was added between Mendota Heights Rd. and Blue Gentian Rd, pavement on the Hwy 55 Mendota Bridge over the Minnesota River was repaired. Pavement was updated on Hwy 55 between Bloomington Rd. in Minneapolis and on Hwy 52 in Inver Grove Heights. The Hwy 55 bridges over I-494 and I-35E were redecked.

PROJECT RISKS

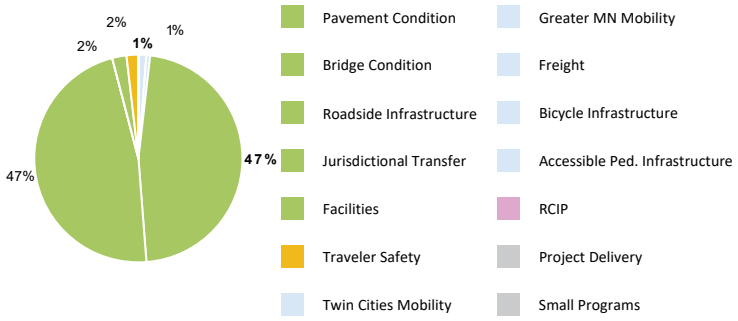
Risks retired.

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)

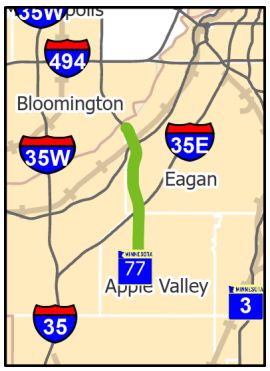
	Baseline Estimate	*Current Estimate*
Construction Letting:	27	29
Post Letting Construction Costs:	1	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3	3.5
Construction Engineering:	2	2.3
Right of Way:	0	0
Total:	***33***	***36***

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



MN 77

State Project Number 1929-50

Hwy 77/Cedar Avenue: Apple Valley, Burnsville, Eagan & Richfield

Resurface Hwy 77 (Cedar) from 138th St (CR 23) to the Dakota-Hennepin County line in Apple Valley

RECENT CHANGES & UPDATES

Resurfacing of Hwy 77 is tentatively scheduled for 2026. MnDOT and local agencies will continue to consider potential options for implementing mobility improvements during this project.

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 the Dakota-Hennepin Co. line. A Hwy 77 Congestion Mitigation Study was conducted. This study was timed to provide for the possibility of incorporating some improvements into this pavement resurfacing project. Traffic analysis shows congestion and lack of reliability on portions of the corridor, but traffic volumes on Hwy 77 had not returned to pre-pandemic conditions as of 2022.

PROJECT RISKS

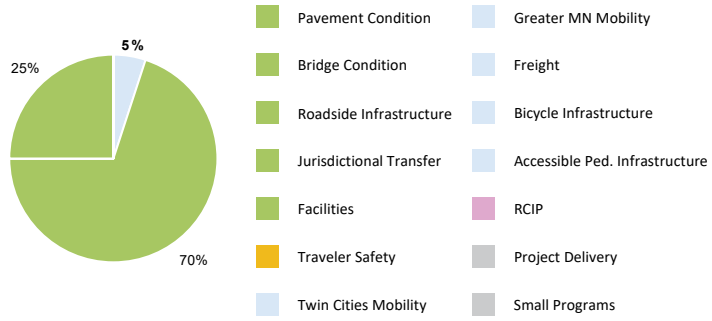
MnDOT has not identified funding for additions to this project. Additional concrete paving on ramps may be needed. At this time, concrete paving on ramps has not been determined. There is a chance that 20 ramps may need paving. Programmed TH 35W UBOL construction in FY2025-2026. With second year of programmed 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)

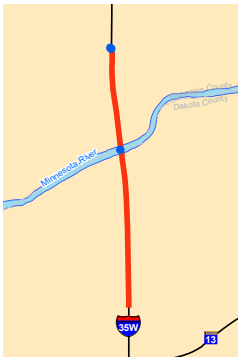
	Baseline Estimate	*Current Estimate*
Construction Letting:	43.5	66.2
Post Letting Construction Costs:	1.8	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	5.4	7.9
Construction Engineering:	3.6	5.3
Right of Way:	0	0
Total:	***54.3***	***82.1***

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

This is mainly pavement preservation project so we used LWD cost multiplier.

PROJECT SUMMARY



I-35W

Bridge 5983; 9043; 9044

State Project Number 1981-124

I-35W Minnesota Bridge: Burnsville & Bloomington

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

This project is complete. Construction began in August 2018 and was completed by summer 2021.

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

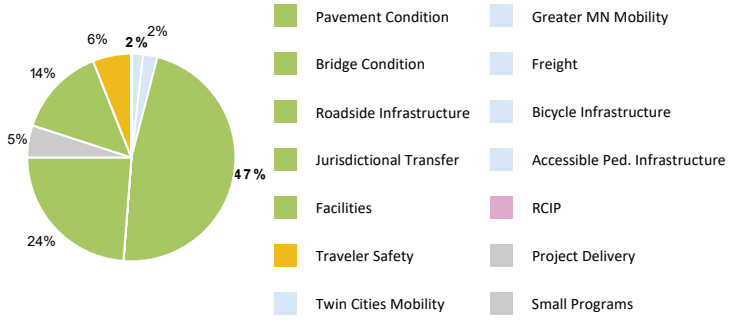
All risks retired.

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-35W: 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. Preliminary crossover construction began in October 2024, and will continue into November. Construction is scheduled for April 2025 - fall 2026.

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

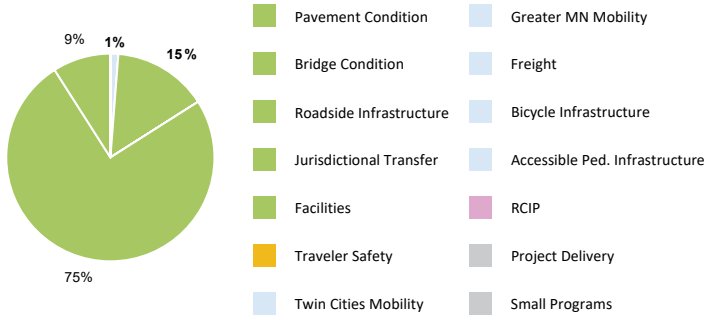
Bridge 6583 spans the Union Pacific Railroad. The bridge pier and slopes are in railroad right-of-way, and bridge replacement will require a variance from the UPRR. Delays in getting a variance could impact the project letting, and Union Pacific review of bridge design could lead to mitigation measures 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:	8/1/2024
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:	2/7/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	November 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.

PROJECT SUMMARY



MN 65

Bridge 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was completed in 2023. This project included removal and replacement of the bridge deck, rehabilitation of the ornamental railing panels, and repair to piers, arch ribs, and barrel arches. The railing was elevated on a concrete curb to achieve the required height standard and previous openings were narrowed to code-required dimensions using narrow bent bars. Spandrel columns were removed and replaced with new spandrel-cap beams closer to the original design. The characteristic Melan arches received extensive repairs, along with cathodic protection to reduce further chloride deterioration.

PROJECT HISTORY

The estimated cost in the 2017 MHPR was preliminary and 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 was 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

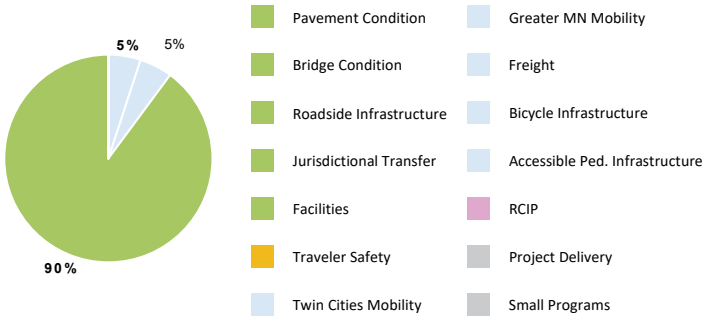
Project risks include additional unknown conditions, Construction Manager/General Contractor costs, construction access to the bridge, traffic control, the number of construction seasons and historic/cultural resource mitigation.

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

Hwy 12: Wayzata, Plymouth & Minnetonka

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

This project is scheduled for spring 2026 - fall 2026.

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. Hwy 12 was originally built in 1970. 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. The work will include reconstructing concrete (from Shoreline Dr. to Central Ave. N.) and repaving (between Central Ave. N. and I-494) on Hwy 12, repairing ramps and the Hwy 12 interchanges with Gleason Lake Rd., Carlson Pkwy., and I-494, replacing lighting, and ADA improvements.

PROJECT RISKS

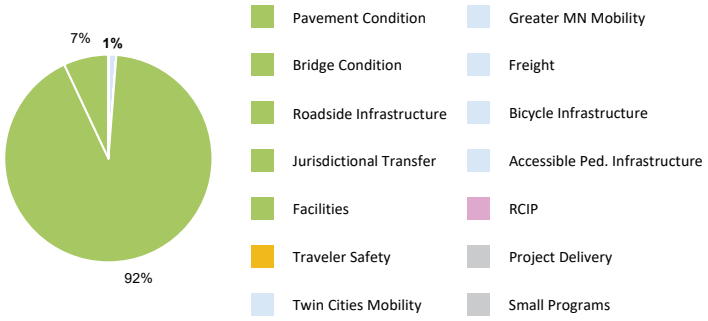
Updating LUPs, retaining wall on west side of Central Ave. RTMC scope of work, ADA upgrades and local coordination and construction staging.

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:	11/19/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

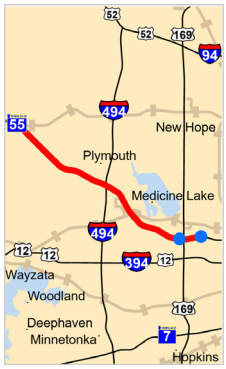
	Baseline Estimate	*Current Estimate*
Construction Letting:	50.1	50.1
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	6	6
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***62.1***	***62.1***

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

PROJECT SUMMARY



MN 55

State Project Number 2723-144

Hwy 55: Golden Valley & 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began in April 2024 and will continue through summer 2025.

PROJECT HISTORY

Projects 2722-93 and 2723-139 were associated with this project. There was a desire to tie the City of Plymouth pedestrian underpass to SP 2723-149. However, due to schedule risks from environmental clearance, this is not possible. Access to Hwy 55 Service Rd./15th Ave. from Hwy 55 at Larch Ln. is permanently closed.

PROJECT RISKS

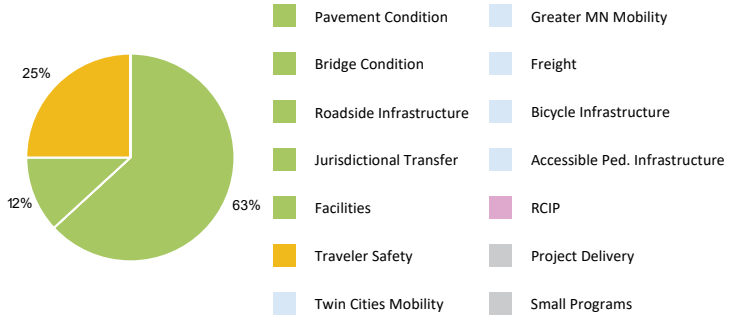
No major risks have been identified with this project.

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 Avenue: MInneapolis

Redeck of bridges, pavement repair, replace sign structures, ADA, lighting, drainage repair on Hwy 55 from east of 13th Ave to north of 32nd St, at 7th St, 8th St, and over Franklin Ave in Minneapolis.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started in 2022 and was completed in fall 2023. Crews resurfaced Hwy 55/Hiawatha Ave. between I-35W and Hwy 62, repaired three bridges, and made improvements to drainage, accessibility at intersections, and safety.

PROJECT HISTORY

2019 was the first year SP 2724-124 was in the Major Highway Projects Report. Construction began in spring 2022. This project is connected to SP 2724-126.

PROJECT RISKS

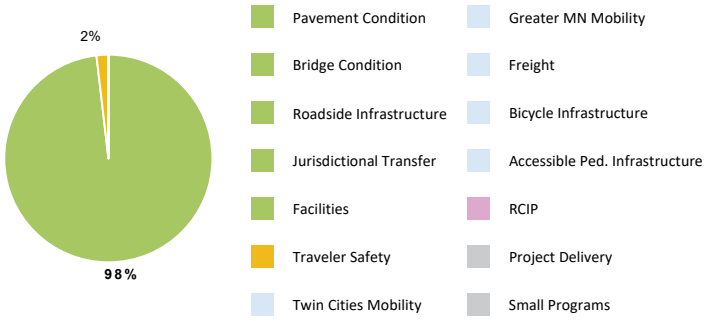
No major risks were identified for this project.

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



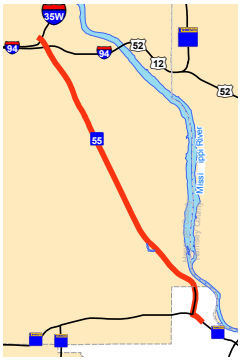
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

Hwy 55/Hiawatha Avenue: Minneapolis

Resurface, repair sidewalk, pedestrian ramp upgrades, APS, upgrade guardrail, drainage and traffic signals on Hwy 55 from 32nd St to Hwy 62 junction in Minneapolis.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started in spring 2022 and wrapped up in May 2023.

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 during the 2023 construction season. Supply issues have pushed some of the signal work later into the fall than was anticipated.

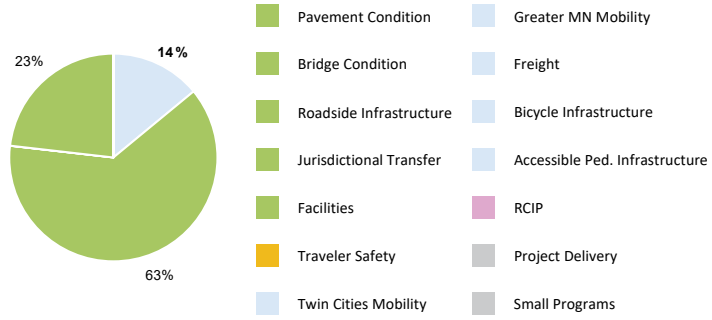
PROJECT RISKS

Project is complete; all risks retired.

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

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.

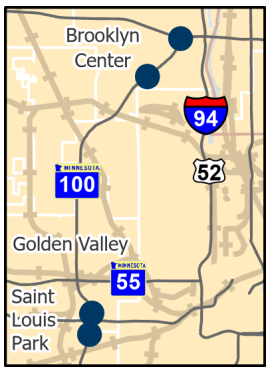
COST ESTIMATE ASSUMPTIONS

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

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

Construction is planned to start in 2027.

PROJECT HISTORY

Additional funding allowed for the inclusion of an additional bridge to the scope.

PROJECT RISKS

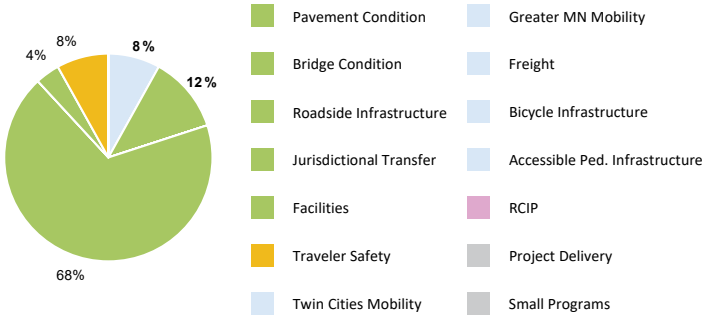
1. Utility (power/phone line) above ground crossing proximity to West 26th St. pedestrian bridge
2. Congestion at ramp to I-394
3. Scoping duration
4. Trail
5. Ponding

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)

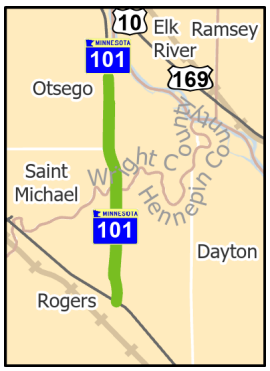
	Baseline Estimate	*Current Estimate*
Construction Letting:	49.4	52.6
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	5.9	5.9
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***61.3***	***64.5***

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

Inflation

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

This project is planned for the 2027 construction season.

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

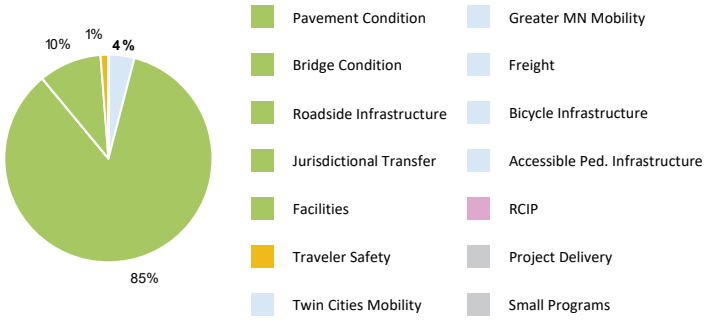
Potential reconstruction of 3 intersections in Elk River on TH 169 may need actions or work items on this project. No bridges are included in this project, but could see some bridge work added to the project with timing and planned closure and detour for northbound 101. Weigh in motion may get installed 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***

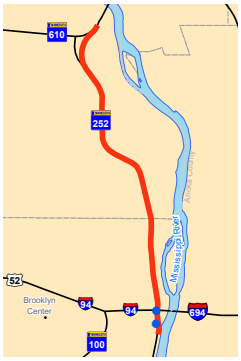
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 252 & I-94

State Project Number 2748-65

Highway 252/I-94 Environmental Review: Brooklyn Center, Brooklyn Park & 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

From 2020-2023, numerous design options were evaluated; technical analysis and feedback from cities, FHWA, and various stakeholders were part of this process.

From 2024-2026, MnDOT will be analyzing and gathering community feedback on the recommended Hwy 252 and I-94 design options to determine which combinations should move forward into final design.

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 Corridors of Commerce 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.

In May 2020, the project was switched from an Environmental Assessment to an Environmental Impact Statement in recognition of it complexity and risk.

PROJECT RISKS

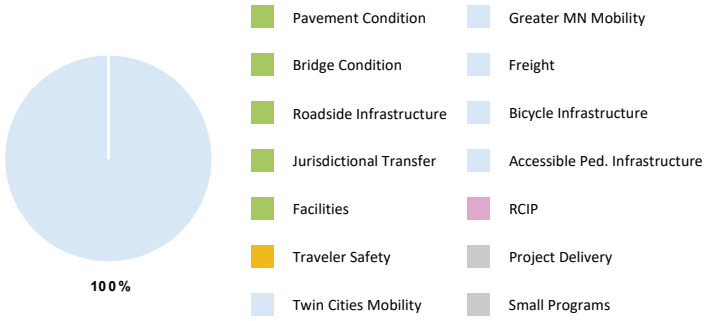
There are significant risks to the project including, transit alternatives, number of lanes, interchange locations, & bike and walkability alternatives. There is a risk of the schedule, scope and cost changing significantly depending on the outcome of the EIS.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	May 2027
Municipal Consent Approval Date:	October 2027
Geometric Layout Approval Date:	April 2027
Construction Limits Established Date:	May 2027
Original Letting Date:	7/22/2022
Current Letting Date:	June 2029
Construction Season:	2029
Estimated Substantial Completion:	November 2031

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

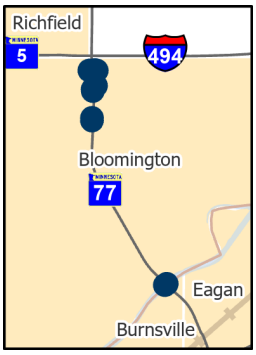
	Baseline Estimate	*Current Estimate*
Construction Letting:	138	96
Post Letting Construction Costs:	0	3.8
Other Construction Elements:	0	0
Preliminary Engineering:	5	11.5
Construction Engineering:	10	7.7
Right of Way:	10	10
Total:	***163***	***129***

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

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. Total project cost estimates will be updated throughout the EIS process. The total project cost shown is currently based on funding availability rather than scope.

PROJECT SUMMARY



MN 77

Bridge 27045, 27046, 27047, 27048, 27049, 27050, 27056, 27058, 9600N, 9600S

State Project Number 2758-75

Hwy 77/Cedar Avenue: Apple Valley, Burnsville, Eagan & Richfield

Resurface and paint Killebrew eastbound/westbound bridge over Hwy 77 and resurface southbound Lindau Lane and resurface Cedar Ave north/south ramps in Bloomington. Cable Replacement, Mill and Overlay, joint replacement, rehab of barriers and pier caps on Cedar Ave bridges over Minnesota River

RECENT CHANGES & UPDATES

A May 20, 2026 letting date has been set, with work planned to occur in 2026 and 2027.

PROJECT HISTORY

A corridor study of Hwy 77/Cedar Avenue was conducted from December 2020 through June 2022. There are 30 bridge structures in the Hwy 77 corridor from 138th St. in Apple Valley to I-494. Three of these bridges are older and nearing the end of their service life.

This project started with the repair of two bridges carrying traffic from southbound Hwy 77 to Lindau and Killebrew Avenues in 2026. In 2023, an additional six bridges in the vicinity were advanced using IIJA funding. In 2024, the decision was made to move the repair of the Cedar Ave. bridges into this project because it fit in the nature of this project better than the Hwy 77 concrete overlay project to the south.

PROJECT RISKS

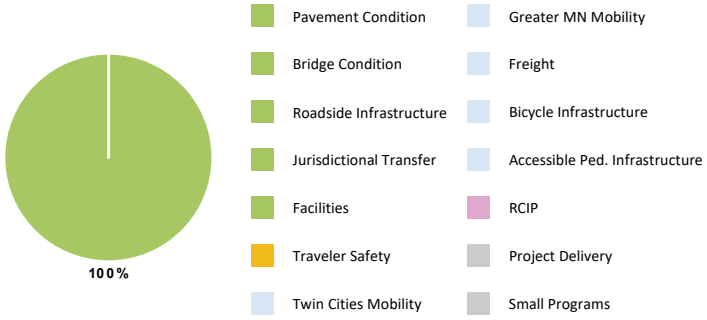
Staging for the Cedar Ave. bridges could be impacted if structural analysis of the piers indicates they cannot support 4-lanes of head-to-head traffic during construction. The Minnesota River and adjacent backwaters will make accessing the pier caps from below difficult and increase potential environmental impacts. Work from above may be possible but could increase costs.

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:	5/29/2025
Original Letting Date:	7/1/2025
Current Letting Date:	7/1/2025
Construction Season:	2026-2027
Estimated Substantial Completion:	September 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

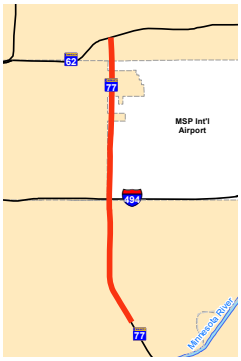
	Baseline Estimate	*Current Estimate*
Construction Letting:	50.4	50.4
Post Letting Construction Costs:	2	2
Other Construction Elements:	0	0
Preliminary Engineering:	6	6
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***62.4***	***62.4***

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

This is a high level cost estimate. The estimate will be updated once structural analysis is complete and final scope is determined.

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

This project is 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

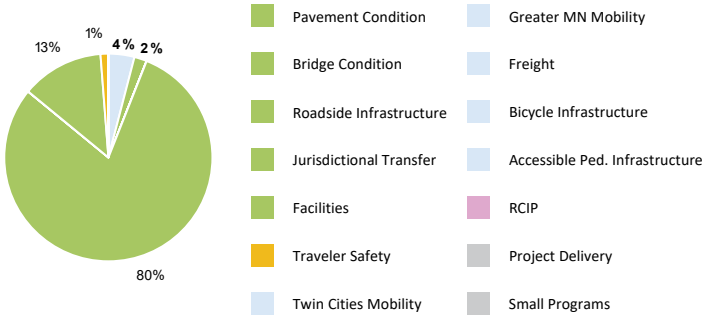
Project is complete; no risks remain.

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.

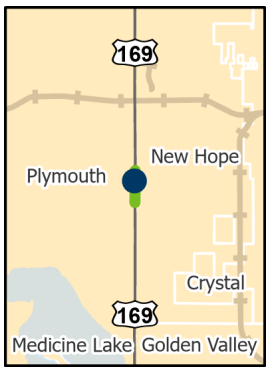
COST ESTIMATE ASSUMPTIONS

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

Hwy 169: Plymouth & New Hope

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began in April 2023 and ended in summer 2024. The bridge at the intersection of Hwy 169 and CR 9 (Rockford Rd./42nd Ave.) was reconstructed, and accessible sidewalks for pedestrians and bicyclists were put in.

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

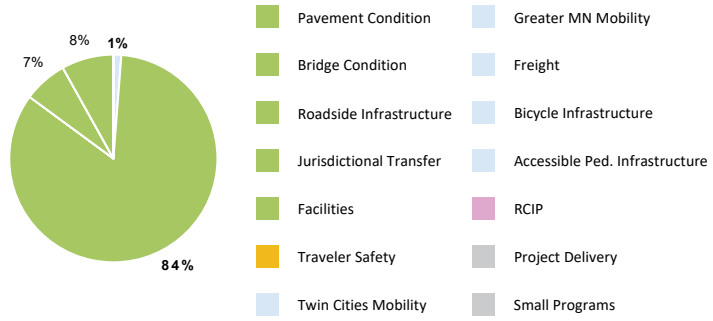
Project is complete; no risks remain.

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.

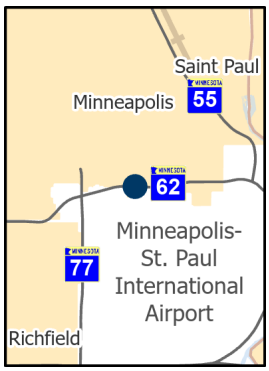
COST ESTIMATE ASSUMPTIONS

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

This project is planned for the 2027 construction season.

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

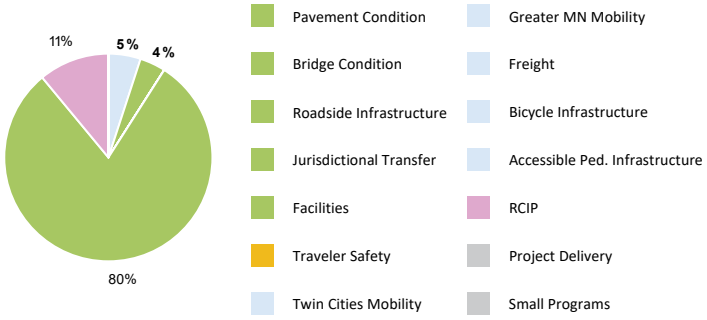
Discovery of unknown substandard soil and drainage conditions may increase reconstruction cost and time.

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



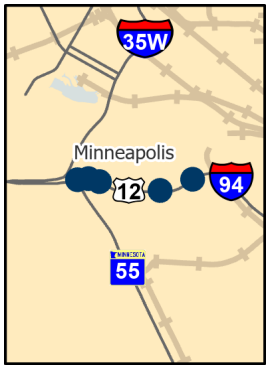
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

Bridge 9350; 27855; 27859; 27863; 9421

State Project Number 2781-544

I-94: Minneapolis

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

Construction began in October 2024 and is expected to wrap up in November 2025. Work will include construction of temporary crossovers, repairing bridge decks, resurfacing pavement, removing and replacing joints, updating guardrails and drainage, and repainting steel on the five bridges.

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. This project will consist of maintenance and repair work on five bridges along I-94 in Minneapolis: the I-94 bridges over the Mississippi River (Dartmouth Bridge), Cedar Ave., the Blue Line Light Rail Transit, and Hwy 55/Hiawatha Ave., and the Riverside Ave. bridge over I-94.

PROJECT RISKS

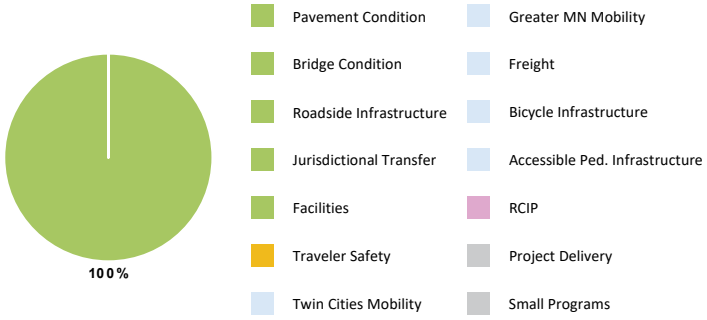
Project limits corresponds with western limits of Rethinking I-94 corridor. Possibility of bats roosting in bridge crevices.

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:	2024-2025
Estimated Substantial Completion:	November 2025

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	19
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***	***22***

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

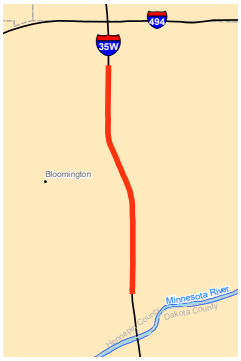
COST ESTIMATE ASSUMPTIONS

The project cost estimates were developed using a statement of estimated quantities and a comparison to bridge projects constructed with similar repair recommendations. In the current estimate, construction letting has been updated to $19 M to reflect bid openings.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



I-35W

State Project Number 2782-352

I-35W: Bloomington

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May to September 2023. I-35W was resurfaced with additional lanes added between 98th St. and 106th St. Drainage was improved, and four intersections (90th St., 94th St., 98th St. and 106th St.) received improved ramps, sidewalks and signals.

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

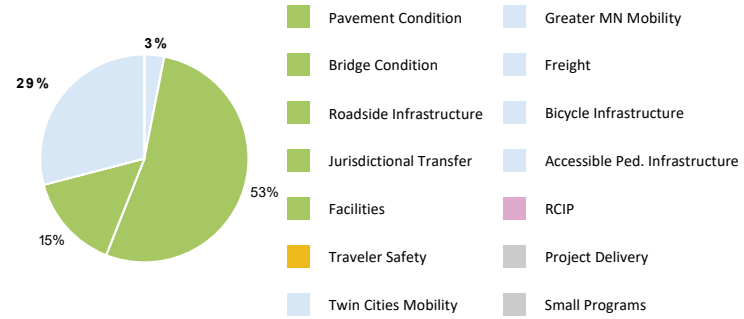
This project is complete; no risks remain.

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)

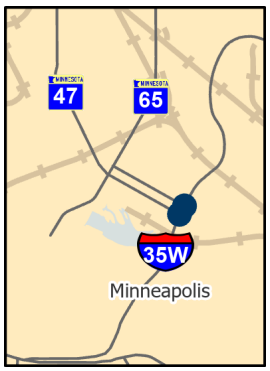
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	12.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.5
Construction Engineering:	1.3	1
Right of Way:	0	0
Total:	***20***	***15.8***

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

I-35W: University Avenue & 4th St. in Minneapolis

Replace Bridge #27882 and 27883 on University and 4th St over I-35W in Mpls

RECENT CHANGES & UPDATES

The University Ave. and 4th St. bridges over I-35W will be reconstructed in 2027. The pavement has reached the end of its useful life, and the bridges must be raised to meet standards.

PROJECT HISTORY

The project was scoped in 2023, and last year was its first time in the Major Highway Projects Report. Information from the I-35W gateway study was used in developing the scope of the project. The project was added to the district program due to the condition of the bridges and advanced using additional federal bridge funding.

PROJECT RISKS

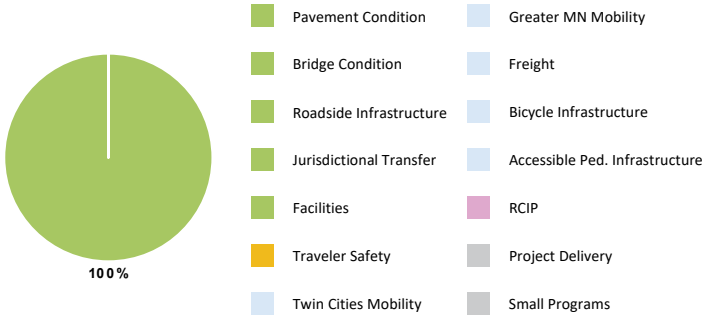
No risks have been identified yet.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	In Process
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	In Process
Original Letting Date:	7/1/2025
Current Letting Date:	5/22/2024
Construction Season:	2026-2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	17.4
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.7
Construction Engineering:	1.3	1.4
Right of Way:	0	0
Total:	***20.8***	***22.2***

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

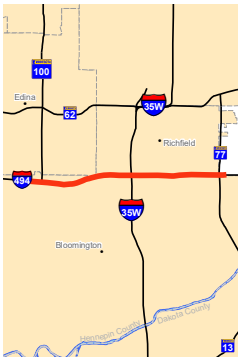
COST ESTIMATE ASSUMPTIONS

The 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 Hwy 169 in Hennepin County / I-494: Edina, Bloomington & Richfield

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

Project scope was 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. Due to the scope of work, I-494 from Hwy 169 to MSP Airport is comprised of four separate construction projects, the first of which began in spring 2023, and is scheduled to go through fall 2026.

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 initiated an I-494/35W Interchange Improvement Study to explore alternatives to improve safety, reduce congestion, allow for future development and improve access to transit alternatives in adjacent communities.

PROJECT RISKS

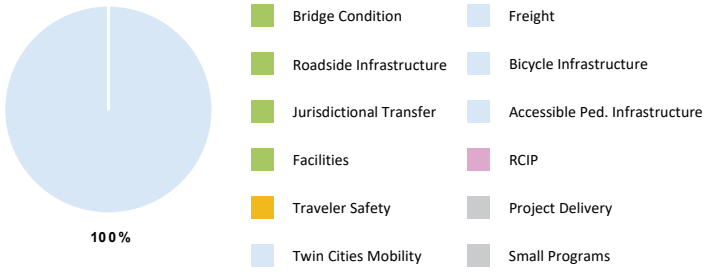
Fixing existing drainage capacity constraints east of 35W. Urbanized corridor with high potential of contamination of soil and groundwater that needs to be handled during construction. Management of traffic/staging during construction and impacts from traffic diverting to local streets and adjacent corridors. 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:	2023-2026
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Twin Cities Mobility



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	173	377.4
Post Letting Construction Costs:	0	29
Other Construction Elements:	0	22
Preliminary Engineering:	13	54
Construction Engineering:	13	12.3
Right of Way:	5	40.3
Total:	***204***	***535***

Construction 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.

PROJECT SUMMARY



I-494

Bridge 9217E; 9217W; 19825; 27765; 27767

State Project Number 2785-433

I-494 Bridge Over Minnesota River: Bloomington, Eagan & Mendota Heights

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 SP 2785-433 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. Construction began in spring 2023 and will continue through fall 2026.

PROJECT HISTORY

The I-494 bridge over the Minnesota River is 43 years old and in need of major repairs. This project will perpetuate the structural integrity of the deck, super and sub structure. The 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

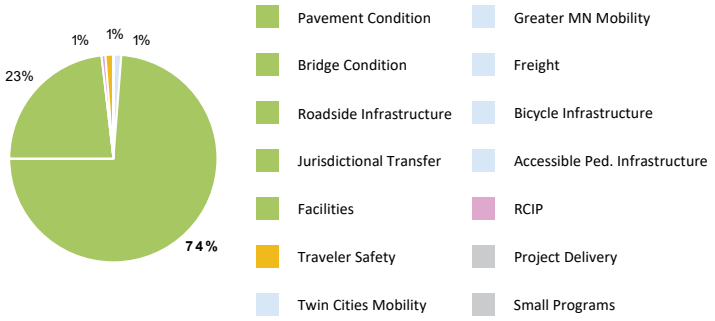
Limited right of way in area for drainage pond and MN Valley trail reconstruction. Environmental impact to local wildlife, additional traffic management. Project is on schedule as of 11/15/2024.

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:	2023-2026
Estimated Substantial Completion:	August 2026

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

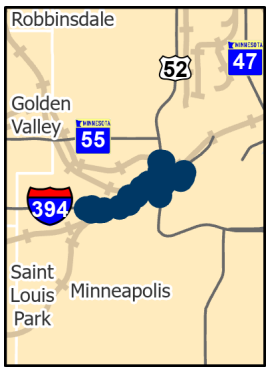
	Baseline Estimate	*Current Estimate*
Construction Letting:	69.5	62
Post Letting Construction Costs:	2.8	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	8.3	7.4
Construction Engineering:	5.6	5
Right of Way:	0	0
Total:	***86.2***	***76.9***

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 percentage 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

I-94 & I-394: Minneapolis

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 now rehabilitating up to 25 bridges and includes a re-deck of the Penn Avenue bridge. Construction is scheduled for fall 2025 through fall 2026. In the fall of 2025, the E-ZPass lanes on I-394 between downtown Minneapolis and Hwy 100 will be closed. From spring to fall 2026, that same stretch of I-394 will be reduced to two lanes in both directions. The Penn Ave. bridge will also be closed during this time, but E-ZPass lanes will be open to all traffic.

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 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

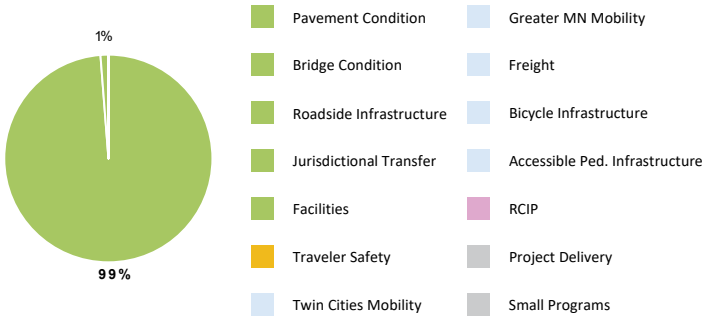
Delays to project letting could impact funding (which is FY 2025) and can not move to FY 2026. HOV Lane Geotechnical Work. Drainage Work. Extending construction beyond the 2026 construction year. Minneapolis cannot fund signal cost participation.

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)

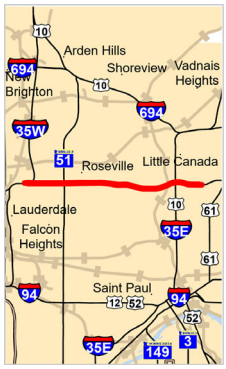
	Baseline Estimate	*Current Estimate*
Construction Letting:	69.7	78.9
Post Letting Construction Costs:	2.8	3.2
Other Construction Elements:	0	0
Preliminary Engineering:	8.4	9.4
Construction Engineering:	5.6	6.3
Right of Way:	0	0
Total:	***86.5***	***97.8***

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

$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

Hwy 36: Roseville & Little Canada

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is substantially complete. Construction began in mid-June this year and is expected to wrap up in early November 2024.

PROJECT HISTORY

2021 was the first year this project was in the Major Highway Project Report. This project will resurface Hwy 36 from I-35W in Roseville to Edgerton St. in Little Canada and make additional improvements. Resurfacing will provide a smoother ride and extend the life of the existing roadway. A new auxiliary lane from southbound I-35W to eastbound Hwy 36 will be added to ease traffic flow and reduce congestion. Reconstruction of the ramp from northbound Cleveland Ave. to eastbound Hwy 36 and extending the merge lane onto Hwy 36 will provide more time for drivers to safely merge onto the highway. Repairing and replacing aging drainage systems will help channel water to prevent damage from flooding and other weather events.

PROJECT RISKS

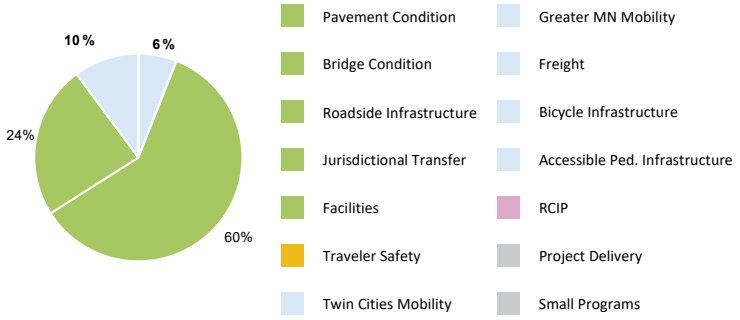
Projet risks include: Additional drainage infrastructure repairs, impacts on scope

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.

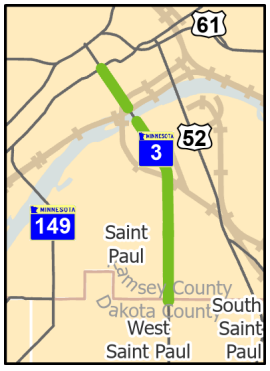
COST ESTIMATE ASSUMPTIONS

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

Hwy 3/Robert St.: St. Paul & West St. Paul

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 St. Paul

RECENT CHANGES & UPDATES

A proposed design concept, based on community feedback, is currently available. Over the next several months, it will continue to be refined, and a final design will be shared in 2025. Construction is tentatively scheduled for 2026-2028.

PROJECT HISTORY

Project has been delayed from original 2024 letting to allow more time to develop alternatives and plan/coordinate the necessary work. MnDOT has been working with the community to envision the future of Robert St. since 2020. Test temporary curb extensions at the Robert St. intersections with Baker St. and Isabel St. began in fall 2020. Between 2020 and 2022, the George St. bridge, and Robert St. bridges over Union Pacific Railroad tracks and over the Mississippi River were repaired. Micro-surfacing and re-striping was also completed on Robert St./Hwy 3 between Annapolis St. and 11th St. in downtown St. Paul (just south of I-94).

PROJECT RISKS

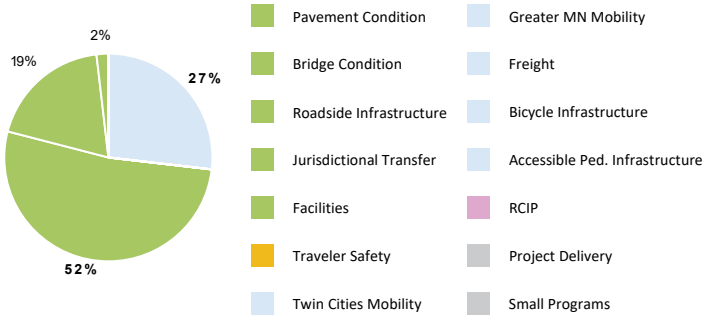
Project is currently scoped as a mill and overlay in FY 2026. Since the project was scoped, we've learned that at least 40% of the road surface area will need to be reconstructed in order to do G Line BRT, ADA, drainage, and utility work. There is a high risk that this project will turn into a complete 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:	2026-2028
Estimated Substantial Completion:	2028

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.

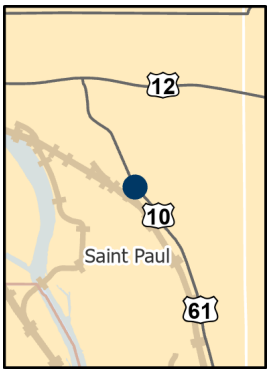
COST ESTIMATE ASSUMPTIONS

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

Hwy 61 Study: St. Paul

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

A planning study began in June 2023 and will continue through January 2025. Construction is planned for 2027. A virtual public meeting will be held on Thursday, December 12, 2024 for the community to learn about the recommended ideas for Hwy 61 improvement and to share feedback.

PROJECT HISTORY

Project was scoped as a mill and overlay with traffic signal replacements. Construction is planned for 2027. A study to evaluate potential options for the 2027 resurfacing project began in June 2023 and will continue through January 2025. This study will look at data on current traffic volumes, vehicle turning movements, crashes, and conduct traffic forecasting and modeling to determine if existing intersections require changing. This data, along with input from local communities, will be used to evaluate potential options for the 2027 resurfacing project or for short term or long term improvements.

PROJECT RISKS

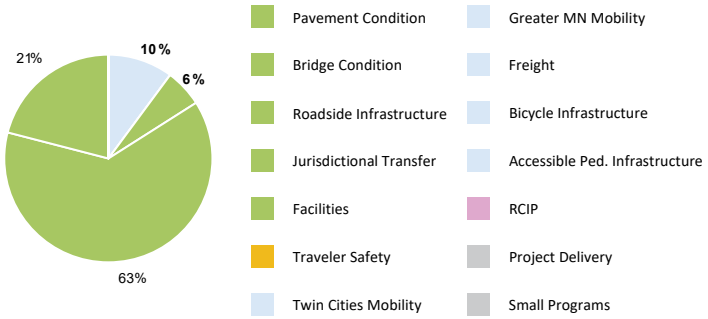
The southbound shoulder, side slope, and trail are failing due to the soils under them. If not corrected, damage will likely occur to southbound travel lanes. Water resources has scoped a small fix of curb & gutter and additional drainage with slope stabilization. Further investigation is underway to determine if more intense repairs are needed; the safety study underway in corridor could change or increase scope.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	4/25/2025
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	11/1/2024
Original Letting Date:	7/1/2026
Current Letting Date:	5/20/2026
Construction Season:	2027
Estimated Substantial Completion:	Spring 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



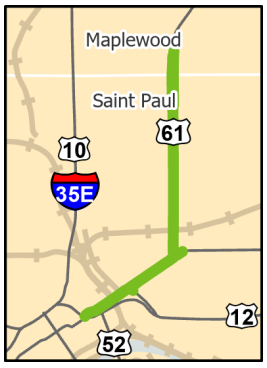
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

PROJECT SUMMARY



US 61

State Project Number 6221-107

East 7th St. & Arcade St./Hwy 61: St. Paul & Maplewood

Improve pavement conditions, stormwater drainage, corridor safety, walkability, traffic signals, landscaping, trails, bus stops, lighting, and sidewalk curb ramps on Hwy 61/Arcade St. 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

The project team is finalizing the Placemaking and Urban Framework Guide; a copy of this guide can be requested from the project staff. It is anticipated that the final design plans will be approved this year (2024), and construction will begin in early spring 2025.

PROJECT HISTORY

The first design engagement phase was in 2022, from February-August. The proposed final design layouts were shared in November 2022. Community engagement revealed that the visual quality of the corridor was an essential improvement the community wanted to see; MnDOT sought and was granted a federal RAISE grant to improve the aesthetics and visual aspects of the corridor. A Visual Quality Advisory Committee (VQAC) consisting of community members was established. the VQAC helped the project team determine community preference and input for the corridor, aesthetic and visual improvements, safety conditions and overall comfortability. A Community Design Workshop was held in September 2023, and the efforts of the VQAC were used to help the project team develop the Placemaking and Urban Design Framework Guide.

PROJECT RISKS

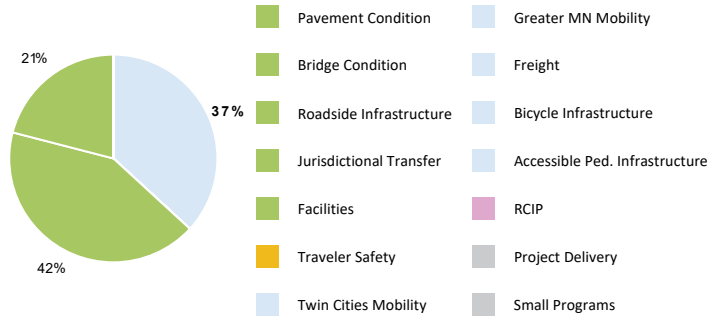
Rail, accuracy of underground utilities, agreement with City of Saint Paul.

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)

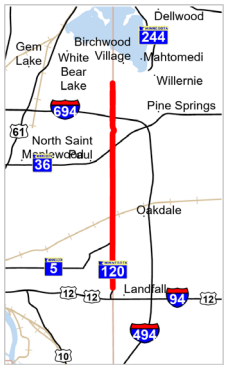
	Baseline Estimate	*Current Estimate*
Construction Letting:	30.8	30.8
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0	0
Preliminary Engineering:	3.7	3.7
Construction Engineering:	2.5	2.5
Right of Way:	0	0
Total:	***0***	***38.2***

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

Hwy 120/Century Avenue: Maplewood & Oakdale

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 was conducted from summer 2020 - December 2025 to determine the VISION for the corridor. Hwy 120 north of I-694 will be turned back to Washington County in 2025. It is anticipated that this remaining section of TH 120 will be turnbacked back to Ramsey and Washington County once the project is complete.

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 ft. wide dedicated pedestrian trail along the length of the corridor on one side and a 6 ft. bike able shoulder on the other.

PROJECT RISKS

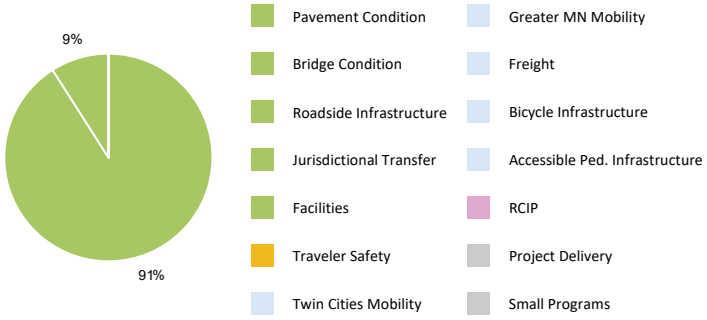
Utility impacts, adjacent studies and projects in progress.

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.

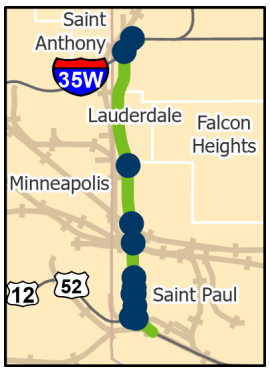
COST ESTIMATE ASSUMPTIONS

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.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 280

Bridge 62033, 62034, 62843, 62844, 9471, 9472, 6805
State Project Number 6242-83

Repair pavement, guardrail, rehab 8 bridges on Hwy 280 from junction with I-94 in St. Paul to junction with I-35W in Roseville

RECENT CHANGES & UPDATES

This project is planned for 2026.

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

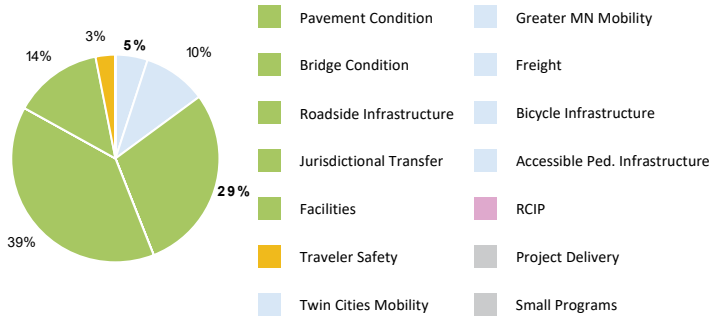
Major project risk is to increase the repair scope from concrete pavement rehabilitation to full pavement replacement. This may increase the cost by 30% or more.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	10/11/2024
Municipal Consent Approval Date:	9/20/2024
Geometric Layout Approval Date:	9/13/2024
Construction Limits Established Date:	6/13/2025
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***

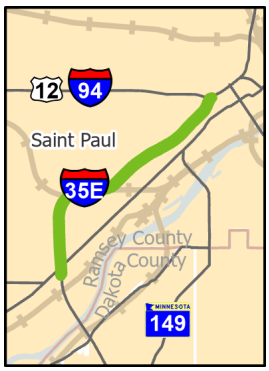
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

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

I-35E: St. Paul & Lilydale

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

This project is scheduled for spring 2026 - fall 2027. The I-35E bridge over Shepard Rd. near downtown St. Paul is near the end of its service life, and will be replaced. Additional concrete repairs will be made on the I-35E Mississippi River bridge to provide a smoother driving surface and extend the life of the bridge.

PROJECT HISTORY

Bridge 9534 over Shepard Rd. 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. This project will consist of replacing bridge 9534 over Shepard Rd. and repairing and reconstructing the pavement on bridge 62912 over the Mississippi River.

PROJECT RISKS

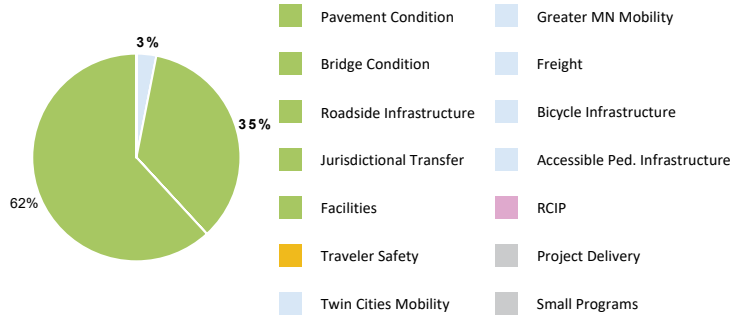
Local traffic management during construction represents a risk we have to alleviate during construction. The selection of proposed storm water treatment facility location carries significant risk due to the fractures and permeability of the local limestone bedrock.

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.

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 (Ramsey County)

RECENT CHANGES & UPDATES

Public engagement process was completed in August, 2023 which resulted in selection of Option #2 as the preferred concept. Staff have entered into the final design phase. Construction is planned for 2025.

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

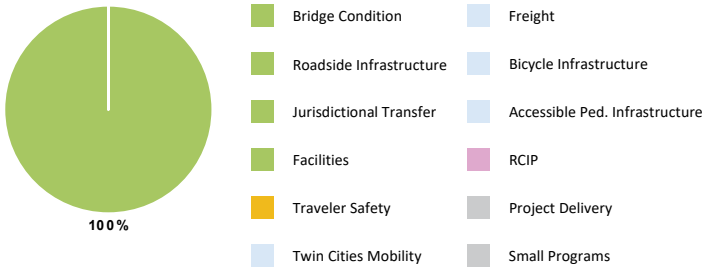
Stakeholder approval of a bridge typical section and adjacent improvements at the 12th & John Ireland intersection.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	10/6/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	1/4/2024
Construction Limits Established Date:	Fall 2024
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)

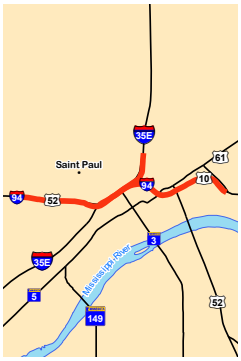
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	17
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.4
Right of Way:	0	0
Total:	***20.1***	***21.1***

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

This project is complete. Construction wrapped up in 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

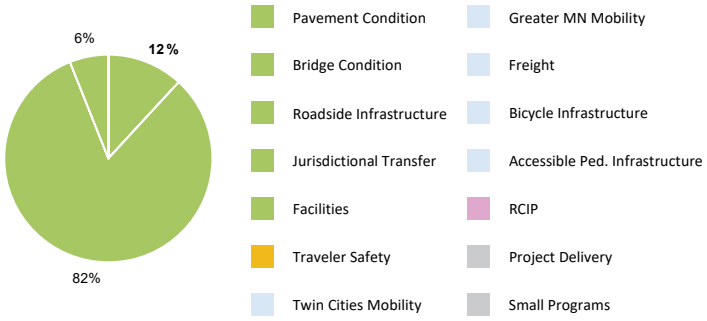
Project complete; risks retired

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)

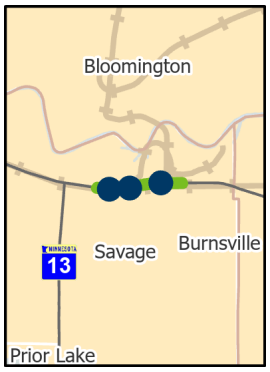
	Baseline Estimate	*Current Estimate*
Construction Letting:	27.3	23.9
Post Letting Construction Costs:	1.1	1
Other Construction Elements:	0	0
Preliminary Engineering:	3.3	2.9
Construction Engineering:	2.2	1.9
Right of Way:	0	0
Total:	***33.9***	***29.7***

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



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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

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

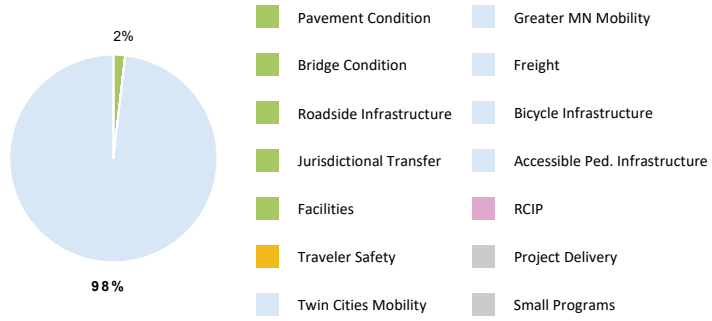
Project complete; no risks remain.

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



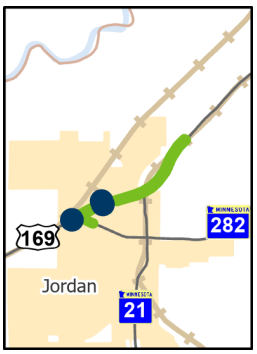
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

PROJECT SUMMARY



US 169

Bridge 6802, 8840, 70509, 70052, 70556, 70J68, 70X05

State Project Number 7008-112, 7008-118

Hwy 169 & Hwy 282/CR 9: Jordan

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

MnDOT is partnering with Scott County and the City of Jordan to construct a new interchange at Hwy 169 and Hwy 282/CR 9, two bridges (over Hwy 169 and over Union Pacific railroad tracks), two roundabouts, a pedestrian tunnel, sidewalks, retaining walls and noise walls. This project is scheduled to start in spring 2025 and go through 2027.

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 right of way for a MnDOT project letting no later than September 27, 2024.

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 Union Pacific railroad tracks will also eliminate the possibility of crashes and increase the mobility and safety for both motorists and freight traffic.

PROJECT RISKS

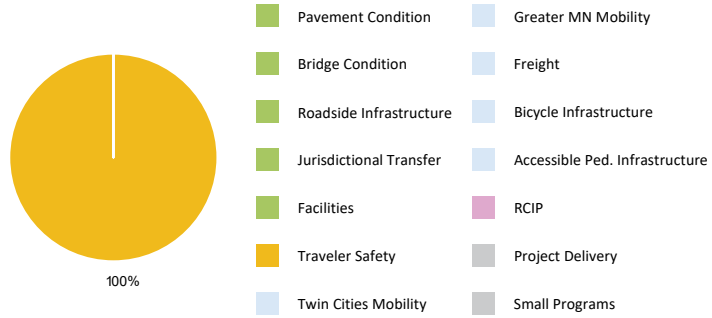
- Muck excavation – Global soil correction may be necessary to provide roadway and structure stability.
- Building Relocation – There is one relocation needed on this project.
- Holiday and McDonald's Entrances - Business entrances along Triangle Lane will have a high ROW cost due to them being a corporate 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:	2025-2026
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Traveler Safety



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	39.8	55
Post Letting Construction Costs:	1.6	2.2
Other Construction Elements:	0	0
Preliminary Engineering:	4.8	6.5
Construction Engineering:	3.2	3.1
Right of Way:	0	3
Total:	***49.4***	***69.8***

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

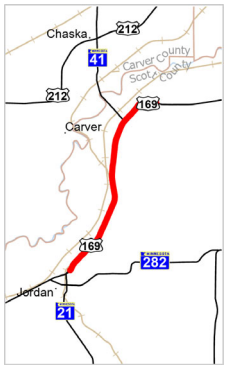
COST ESTIMATE ASSUMPTIONS

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

Hwy 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction spanned from May to September 16, 2024. Hwy 169 was repaved/repaired, and new medians and J-turns (reduced conflict intersections) were constructed to improve safety.

PROJECT HISTORY

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. 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

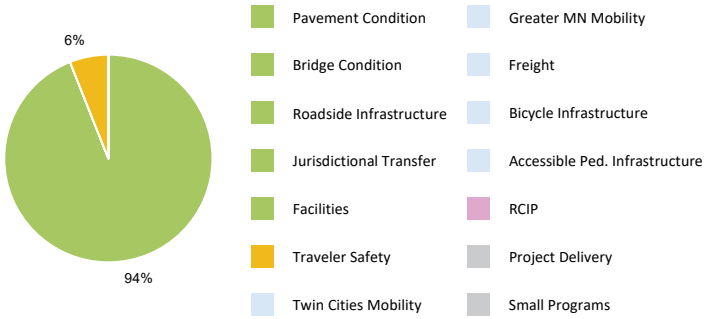
There were 3 projects 7009-85, -87 and -89 all occurring along the same corridor which needed to coordinate improvements and timing. This project is now complete; so that risk has been retired.

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***

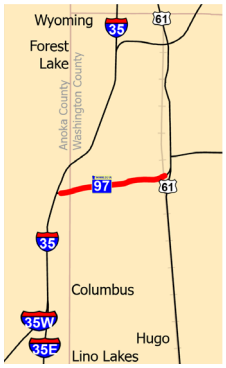
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

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

Starting in 2025, Hwy 97 (between I-35 and Hwy 61) in Forest Lake will undergo pavement reconstruction. In addition, crews will construct a signle-lane roundabout at Fenway, a multi-use trail, a raised median, upgrade pedestrian accessibility, and repair/replace drainage systems. Construction will span from spring 2025 through fall 2026.

PROJECT HISTORY

Project started as a mill and overlay, due to poor soils project has been changed to pavement reconstruction. This project includes constructing a roundabout at Fenway, raised median for access control, trail on south side of MN 97, urban drainage. Forest Lake City Council was updated on project in September 2022, a Public Open house was held November 2022, favorable response from council and public. Staff approved the layout in summer 2023.

PROJECT RISKS

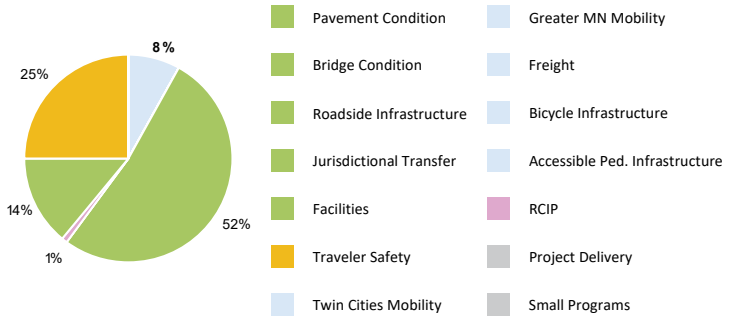
Drainage, poor soils, construction staging, costs

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	11/29/2025
Municipal Consent Approval Date:	3/25/2024
Geometric Layout Approval Date:	7/25/2023
Construction Limits Established Date:	1/22/2024
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)

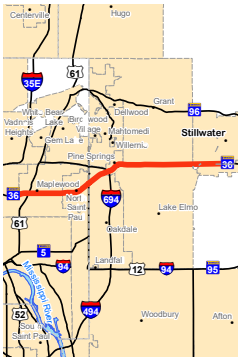
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.9	15.9
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.9
Construction Engineering:	1	1.3
Right of Way:	1.1	0
Total:	***15.9***	***19.7***

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

This project is complete. Construction was finished 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

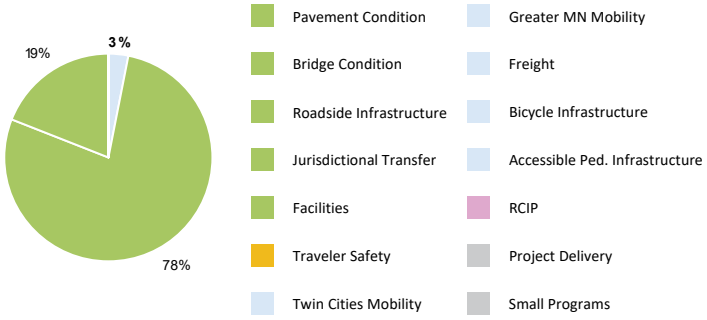
Risks included traffic staging/detour management which requires coordination with numerous adjacent local projects. This project is complete, so those risks have been retired.

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.

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, and 2024 construction focused on Century to Woodbury Drive. Construction is expected to wrap up this fall (2024). Construction on the I-94 Gold Line BRT is occurring at same time near west end of this project.

SP 8282-145 was completed in 2022. SP 8282-132 is substantially complete. Construction on SP 8282-150 will occur in 2025.

PROJECT HISTORY

This project is for a long term concrete pavement repair. The project received Freight funding to add an eastbound 94 lane from I-494/I-694 to Woodbury Drive. Project includes resurfacing pavement and ramps, constructing a new eastbound lane from I-494 to Woodbury Dr., resurfacing frontage road (Hudson Rd.) in the project area, upgrading pedestrian/bicycle accessibility, repairing drainage, replacing signage, upgrading lighting, and installing a median barrier.

PROJECT RISKS

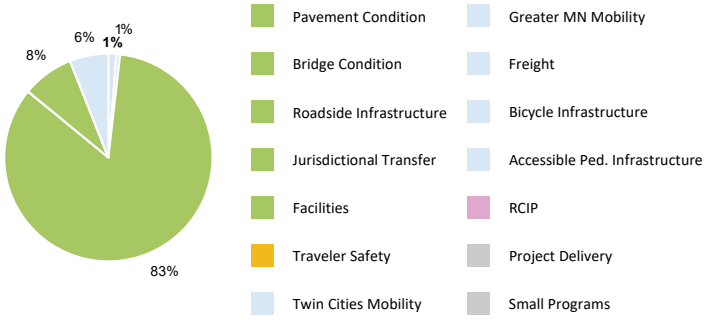
Management of traffic including crossover work and keeping traffic open including working with Wisconsin DOT. Material escalation costs due to the increasing costs for material. The underlying pavement condition is not known an unknown amount of bituminous patching will be required prior to placing the 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:	2026

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.

PROJECT SUMMARY



MN 65

State Project Number 0208-169

Hwy 65: Virtual Engagement

Construction of an intersection improvement project on MN 65 in Blaine. MN 65/Central Ave. will be converted to a freeway-type highway with overpasses at intersections with 99th Ave., 105th Ave., 109th Ave. and 117th Ave./Cloud Dr. The project will include frontage and backage roads, roundabouts, noise walls, drainage, signals, ADA improvements and a pedestrian bridge.

RECENT CHANGES & UPDATES

This project is at 30% plan development in final design. It is anticipated that letting will occur in February or March 2026.

PROJECT HISTORY

A PEL (Planning and Environmental Linkages) study was completed on the TH 65 corridor which identified the need for grade separation of 99th Ave., 105th Ave., 109th Ave. and 117th Ave. on TH 65 in Blaine. Leveraging the PEL recommendations, Blaine led preliminary engineering of the project in partnership with MnDOT and Anoka County. Once funding had been secured for the project, it was determined MnDOT would take over and lead final design, let the project and oversee construction. The project is programmed to be let in early 2026 and construction is anticipated to last three years (2026-2028).

PROJECT RISKS

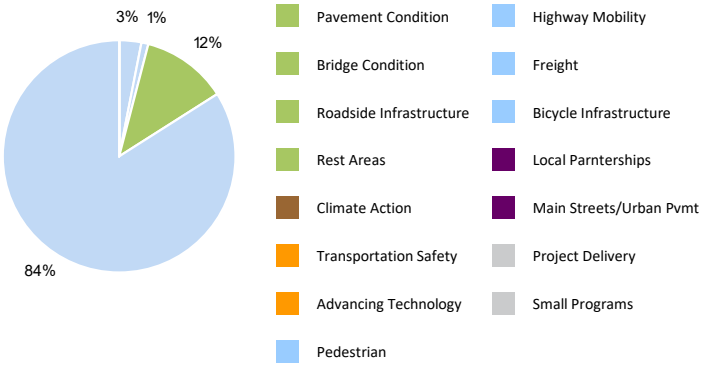
- Final design can lead to discovery of issues or design needs that can lead to scope creep, increasing overall project cost.
- Contaminated materials in the soil throughout the corridor can complicate construction and drive up costs.
- Right of way acquisition is on a very tight timeline with respect to starting construction in 2026.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Expected December 2024
Municipal Consent Approval Date:	Waived by City of Blaine
Geometric Layout Approval Date:	12/12/2023
Construction Limits Established Date:	9/20/2024
Original Letting Date:	3/4/2026
Current Letting Date:	3/4/2026
Construction Season:	2026-2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

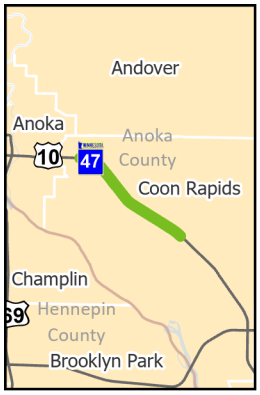
	Baseline Estimate	*Current Estimate*
Construction Letting:	173.9	167
Post Letting Construction Costs:	7	7
Other Construction Elements:	0	0
Preliminary Engineering:	20.9	10
Construction Engineering:	13.9	13
Right of Way:	0	30
Total:	***215.7***	***227***

Construction 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 developed using Monte Carlo analysis, which is based on a preliminary engineering estimate and preliminary engineering level risk register. Estimate assumes pavement type of asphalt, but accounts for concrete as a cost risk depending on the result of the LCCA (Life-Cycle Cost Analysis). Noise wall costs were also accounted for as a risk, as the voting process had not been completed and it was unknown which walls would be included in the project.

PROJECT SUMMARY



US 10

State Project Number 0215-87

Hwy 10: Add-a-Lane from Hanson Blvd. to Round Lake Blvd

Expand from two to three lanes, resurface pavement and install noise wall on Hwy 10 from CSAH 78/Hanson Blvd. to CSAH 9/ Round Lake Blvd. in Coon Rapids

RECENT CHANGES & UPDATES

Final design is completed. The project is being prepared for letting, which is currently programmed for January 29, 2025.

PROJECT HISTORY

A traffic study, led by Anoka County, was conducted for this section of US 10 to determine demand, feasibility, and design options for adding travel lanes. The study determined there was a need for additional capacity that could be added through construction of a 3rd lane in each direction. Anoka County led the design and MnDOT partnered in the effort. MnDOT will let the project and lead the construction administration.

PROJECT RISKS

This project is anticipated to be constructed spring 2025 through mid-summer 2026. There is the risk of running into issues in the field that pushes completion to end of the 2026 construction season. There is also the risk that contractor bids may come in higher than anticipated.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	10/21/2024
Municipal Consent Approval Date:	Waived by City
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	12/6/2024
Current Letting Date:	1/29/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	Summer 2026

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Rest Areas
- Climate Action
- Transportation Safety
- Advancing Technology
- Pedestrian
- Highway Mobility
- Freight
- Bicycle Infrastructure
- Local Parnterships
- Main Streets/Urban Pvmt
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

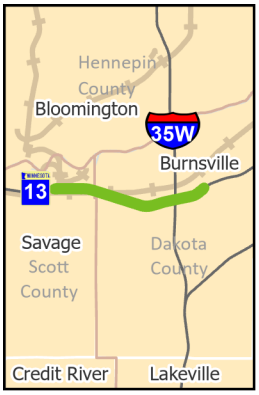
	Baseline Estimate	*Current Estimate*
Construction Letting:	40.5	42.5
Post Letting Construction Costs:	1.6	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	4.9	4.9
Construction Engineering:	3.2	3.2
Right of Way:	0	0
Total:	***50.2***	***52.2***

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 estimate is based on 100% design estimate.

PROJECT SUMMARY



MN 13

State Project Number 1901-203

Reconstruct, grade separate, signals, multiuse trail and new bridges at Hwy 13 from 0.27 miles west of Quentin Ave (Vernon Ave) in Savage to and 0.2 miles east Nicollet Ave (CR 121) in Burnsville

RECENT CHANGES & UPDATES

This project received Corridors of Commerce funding in 2023 along with funding grants acquired through local agencies. A design consultant was retained in August, 2024 and we are currently working on preliminary design and environmental documentation for the project.

PROJECT HISTORY

This project started with a corridor study on Hwy 13 from the Hwy 101/169 interchange in Shakopee to Nicollet Ave in Burnsville from 2019-2021.
The Purpose of the Highway 13 project: Savage to Burnsville Improvement Project is to improve vehicle mobility and safety for all users of the Highway, including freight, while also ensuring access to communities and businesses, and enhancing walkability and bikeability across the corridor.

Alternatives were identified for the intersections through the corridor and funding secured at the time allowed the first segment of the corridor, the Dakota Ave project, to be built in 2022-2024. Since then, funding has been secured for the remaining segments from Quentin Ave. (Savage) to Nicollet Ave. (Burnsville) to be designed and constructed. MnDOT along with local agency partners are in the preliminary design and engineering phase working towards a complete plans, spec and estimate package for construction letting in August, 2027.

PROJECT RISKS

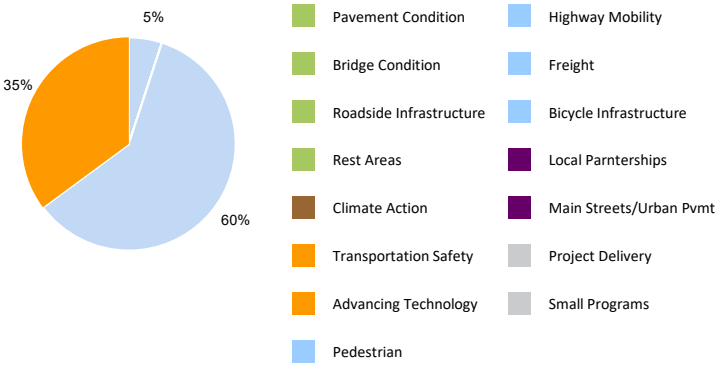
Project risks identified currently include railroad impacts and agreements needed, private utility relocations due to tight corridor and overhead transmission lines, along with environmental impacts such as contaminated materials, threatened & endangered species, and water resource impacts. Construction staging will also necessitate coordination with surrounding projects and agencies. These risks have been identified and are being taken into consideration as we evaluate alternatives for the corridor. Impacts and plans to mitigate or avoid will be better understood as we arrive at a preferred alternative.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	5/29/2026
Municipal Consent Approval Date:	10/12/2026
Geometric Layout Approval Date:	12/5/2025
Construction Limits Established Date:	12/12/2024
Original Letting Date:	8/4/2027
Current Letting Date:	8/4/2027
Construction Season:	2027-2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Freight



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	191.7	140.4
Post Letting Construction Costs:	7.7	4.0
Other Construction Elements:	0	14.8
Preliminary Engineering:	23	12
Construction Engineering:	15.3	3
Right of Way:	0	4.8
Total:	***237.7***	***179***

Construction 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 funded through the Corridors of Commerce program and the estimate used at the time was based on alternatives known from the previous Corridor Study, completed in 2021. The Current Estimate includes the Corridors of Commerce scope. However, MnDOT cannot predetermine the preferred alternatives for the project before the NEPA process is complete. Therefore, the scope and cost will be updated after the NEPA process is complete and a preferred alternative selected. Local agencies have applied for and secured additional funding to be included in the total project cost.

PROJECT SUMMARY

MN 62

State Project Number 1918-124

Resurface roadway and bridges, improve ADA, install cable median barrier, signals on TH 62 from 0.1 miles west TH 13 to 5th Ave S in Mendota Heights

RECENT CHANGES & UPDATES

A replacement of a signal system was added to the project scope.
We are also adding micro-mill and ultra thin bonded wearing course.

PROJECT HISTORY

This need is created because it was removed from SP 1918-119 (FY 2024). It was removed due to traffic conflicts it would have created for SP 2785-433 (FY 2024). The present ride quality index (RQI) of this section 2.9 (2022) placing this section in the fair category.

PROJECT RISKS

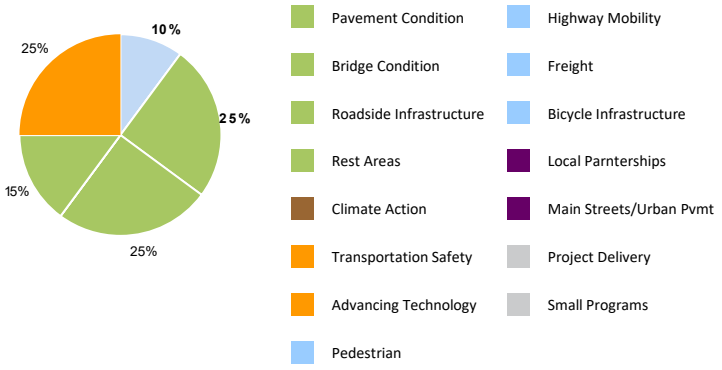
- Endangered Species
- Soil condition
- Traffic staging

SCHEDULE

Date in which project entered the STIP:	2025
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:	7/1/2027
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Bridge Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

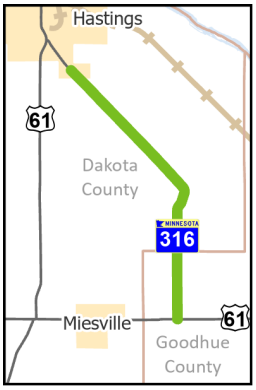
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.3	16.0
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***16.5***	***19.2***

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

COST ESTIMATE ASSUMPTIONS

Inflation

PROJECT SUMMARY



MN 316

State Project Number 1926-23

Resurface pavement on Hwy 316 (Red Wing Blvd) from south jct Hwy 61 to Tuttle in Hastings and construct turn lanes at various locations on Hwy 316 (Red Wing Blvd) in Ravenna Township

RECENT CHANGES & UPDATES

Project is on schedule for a December 6, 2024 letting date. The final cost estimate came in lower than the estimated $11.8 M and a STIP MOD was needed. Dakota County has a project on an intersecting county road that is being coordinated with this construction.

PROJECT HISTORY

This project was scoped in 2019. There was discussion of including a roundabout at the northern limits of the project with a private developer. There wasn't much movement on the development side, so the mill and overlay is continuing as planned. Drainage work, bypass lanes, and mill and overlay work are the key work tasks on this project. Detour plan was established in July 2023 with Dakota County and City of Hastings.

PROJECT RISKS

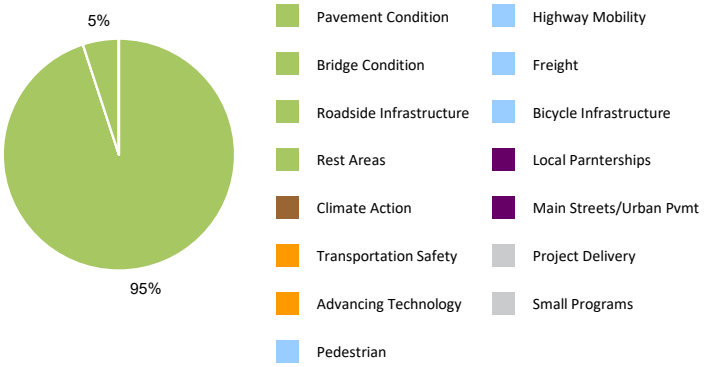
New development was a risk that has been mitigated by non-action of the development. Detour risk and coordination with the county work is being mitigated through ongoing coordination.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	July 2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Status Not Entered
Construction Limits Established Date:	Status Not Entered
Original Letting Date:	1/1/2025
Current Letting Date:	12/6/2024
Construction Season:	2025
Estimated Substantial Completion:	8/31/2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

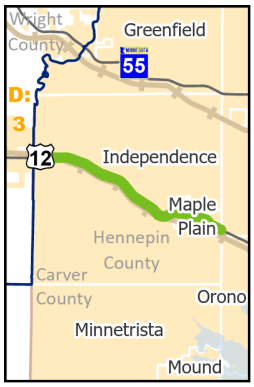
	Baseline Estimate	*Current Estimate*
Construction Letting:	11.8	9.45
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	1.4
Construction Engineering:	0.9	0.9
Right of Way:	0	0
Total:	***14.6***	***12.25***

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

COST ESTIMATE ASSUMPTIONS

Cost estimate based off the 100% plans. The 2024 Average bid prices were used in the cost estimate development.

PROJECT SUMMARY



US 12

State Project Number 2713-137

Resurface road, upgrade ADA, drainage on TH 12 from the Wright/Hennepin County line in Delano to CR 29 in Maple Plain and Construct roundabout at TH 12 and County Line Road in Delano

RECENT CHANGES & UPDATES

The pavement condition in this area is in need of rehabilitation.

PROJECT HISTORY

This project was scoped in 2023 and 2024. MnDOT completed a TH 12 Corridor Evaluation in 2022 that overlaps with part this pavement project.

PROJECT RISKS

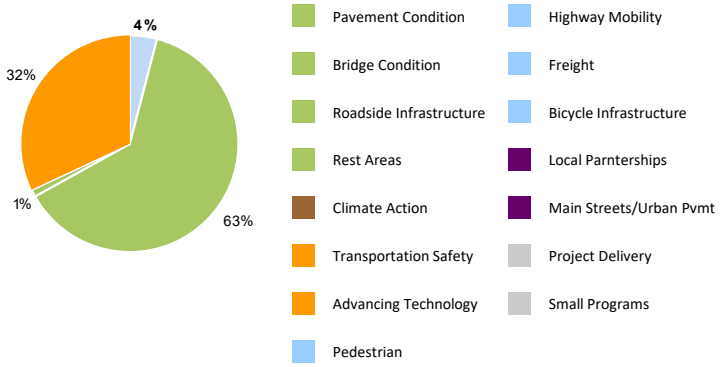
Coordination with desired additional corridor safety improvements outlined in TH 12 Corridor Evaluation.

SCHEDULE

Date in which project entered the STIP:	2025
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:	7/1/2027
Current Letting Date:	Spring 2028
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

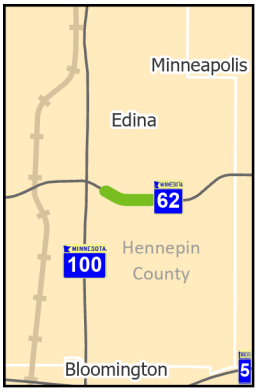
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12.9
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1	1
Right of Way:	0.1	0.1
Total:	***16.1***	***16.1***

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

COST ESTIMATE ASSUMPTIONS

The cost assumes rehabilitation of the existing two lane roadway and the construction of a new roundabout at County Line Road.

PROJECT SUMMARY



MN 62

State Project Number 2774-32

Construct an auxiliary lane on westbound TH 62 from the Valley View on-ramp to TH 100 north bound off ramp in Edina

RECENT CHANGES & UPDATES

This project is planned for 2027.

PROJECT HISTORY

This section of TH 62 experiences up to 6 hours of congestion during the day. This auxiliary lane has been recommended as a solution in CMSP and the I-494/TH 62 congestion relief study as a solution with an estimated return period of 2 to 5 years.

PROJECT RISKS

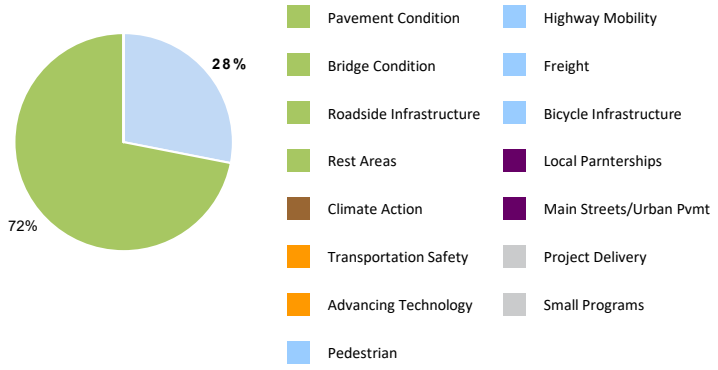
Noise wall, municipal consent, pedestrian bridge, local roadway reconstruction, ponding, signal

SCHEDULE

Date in which project entered the STIP:	2025
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:	7/1/2027
Current Letting Date:	8/27/2027
Construction Season:	2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Roadside Infrastructure



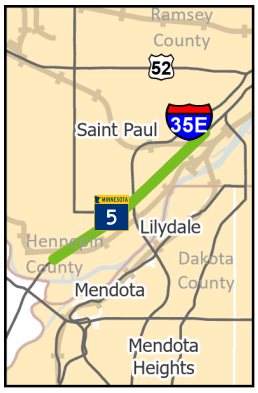
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	15.3	15.3
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:	***18.9***	***18.9***

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

COST ESTIMATE ASSUMPTIONS

PROJECT SUMMARY



MN 5

State Project Number 6201-91

Hwy 5/West 7th St.: St. Paul

Resurface road, improve ADA, lighting, traffic signal replacement, bridge repairs on TH 5 from Munster Ave to 0.02 miles east of St Clair Ave in St Paul

RECENT CHANGES & UPDATES

This project is anticipated to be completed over the course of two years. It will be conducted in two phases. Phase one (MN 5/W 7th St. between Munster Ave. and St. Clair Ave.) will be constructed in 2028, and phase two (MN 5/W 7th St. between St. Clair Ave. and Olive St.) will be constructed the following year in 2029.

PROJECT HISTORY

This original scope called for a mill and overlay only. Throughout the project design and development process within the last year, several items have been added to the scope of work. Field walks have revealed that over 90% of the sidewalks are non-ADA compliant and need to be replaced. 90% of the curb and gutter also need to be replaced. There are cobblestones and trolley rails just an inch or two underneath portions of the project. This has led to major cost increases.

The project now includes constructing a 10' wide shared use path on the north side of W 7th between St. Paul Ave and Montreal Ave. Curb and gutter replacement, sidewalk repairs and replacements.

PROJECT RISKS

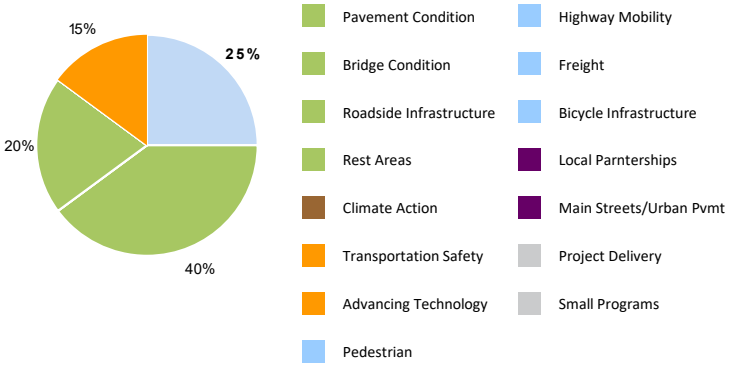
Many sections need all the sidewalks and curb and gutter replaced. Many underground utilities may also need to be replaced. These factors, along with the presence of cobblestones and rail underneath create a significant risk that many segments will need to be fully reconstructed.

SCHEDULE

Date in which project entered the STIP:	2025
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:	7/1/2023
Current Letting Date:	3/7/2027
Construction Season:	2028-2029
Estimated Substantial Completion:	Fall 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	14	23
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	3.5	3.5
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***19.2***	***26.2***

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

Assumed typical section of mill and overlay consists of:
MILL BITUMINOUS SURFACE (3.0")
3" TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)

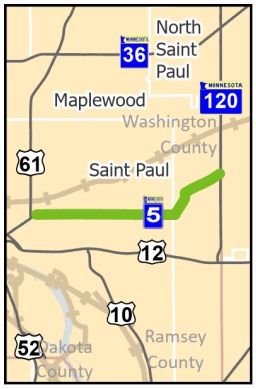
Assumed typical section for reconstruct consists of:
4" TYPE SP 9.5 WEARING COURSE MIXTURE (3,C)
2" TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B)
6" AGGREGATE BASE (CV) CLASS 6
18" SELECT GRANULAR EMBANKMENT (CV)

Assume 8" for all driveway pavement
Assume 24" excavation for all subgrade
Assume 24" fill for all new turf establishment

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



MN 5

State Project Number 6229-37

Hwy 5/Minnehaha Ave. and Stillwater Rd.: St. Paul & Maplewood

Replace traffic signals, ADA and various safety upgrades at Forest, Earl, Ruth and Johnson Parkway on Hwy 5, 0.3 miles east of Mendota St in St Paul to north jct Hwy 120 (Century Ave N) in Maplewood

RECENT CHANGES & UPDATES

Construction on Phase 1 (the Stillwater Rd. portion of Hwy 5, from Century Ave. to McKnight Rd.) began August 14, 2023 and was completed in October 2023.

Phase 2 (Hwy 5/Minnehaha Ave., between N Mendota St. and White Bear Ave.) began in April this year and was completed by October 26, 2024.

Phase 3 (White Bear Ave. to McKnight Rd.) will be constructed next spring (2025), and additional tree planting work will also start in 2025.

PROJECT HISTORY

Summary of Work: MnDOT is resurfacing and making other improvements to Hwy 5/ Minnehaha Ave. in St. Paul. The additional improvements will include sidewalk repairs, updating sidewalk curb ramps, adding curb extensions or "bump-outs," replacing traffic signals and adding pedestrian lighting, trail and driveway updates, and bus stop improvements. This project will be constructed over three years from 2023-2025:

- 2023: From August through October 2023, construction on Hwy 5/Stillwater Rd. (between McKnight Rd. and Century Ave.) was completed.
- 2024: From April through October 2024, construction on Hwy 5/Minnehaha Ave. (between N Mendota St. and White Bear Ave.) was completed.
- 2025: Construction on Hwy 5/Minnehaha Ave. (between White Bear Ave. and McKnight Rd.) will occur from spring to early summer 2025.

Trees: In 2023, 246 trees were removed before construction because they were diseased, in poor health or would otherwise not survive construction. Starting in 2025, 390 trees will be replanted along this corridor; these trees will be better selected for the area and will include native and salt and drought-tolerant species that will be the right size for the boulevards and nearby power poles.

PROJECT RISKS

No significant risks at this time.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	1/27/2022
Municipal Consent Approval Date:	N/A
Geometric Layout Approval Date:	2/3/2021
Construction Limits Established Date:	March 2022
Original Letting Date:	2/26/2021
Current Letting Date:	6/23/2023
Construction Season:	2023-2025
Estimated Substantial Completion:	Summer 2025

PRIMARY INVESTMENT CATEGORY

Pavement Condition

- Pavement Condition
- Bridge Condition
- Roadside Infrastructure
- Rest Areas
- Climate Action
- Transportation Safety
- Advancing Technology
- Pedestrian
- Highway Mobility
- Freight
- Bicycle Infrastructure
- Local Parnterships
- Main Streets/Urban Pvmt
- Project Delivery
- Small Programs

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	13.6
Post Letting Construction Costs:	0	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.7
Construction Engineering:	0	0.9
Right of Way:	0	0.2
Total:	***0***	***16.8***

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

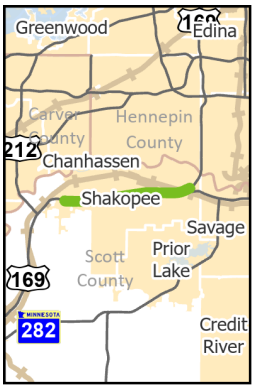
COST ESTIMATE ASSUMPTIONS

The current estimate reflects the cost at the time of letting.

DEPARTMENT OF TRANSPORTATION

MAJOR HIGHWAY PROJECT SUMMARY PAGES

PROJECT SUMMARY



US 169

State Project Number 7005-129

Resurface TH 169 from CR15 to NE end of bridge 27624A in Shakopee

RECENT CHANGES & UPDATES

The proposed fix has been changed to unbonded concrete overlay because of critical condition of the underlying pavement.

PROJECT HISTORY

This initial proposed fix was medium concrete pavement rehabilitation (CPR) and diamond grinding.

PROJECT RISKS

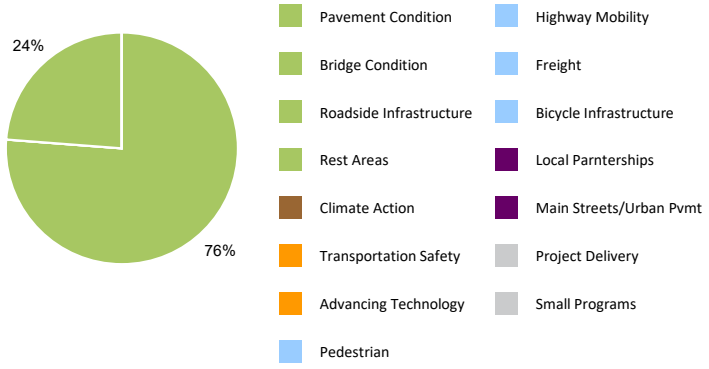
Some project risks include right of way acquisition, drainage impacts, contaminated materials, and potential signal replacement work.

SCHEDULE

Date in which project entered the STIP:	2025
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:	3/22/2028
Current Letting Date:	3/22/2028
Construction Season:	2029
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Pavement Condition



TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	49.6	49.6
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:	***61.6***	***61.6***

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 unbonded overlay has not been finalized; the baseline estimate under total project cost estimate on this page is for initial proposed fix.

Appendix D: Future Major Highway Projects (planned 2024-2035)

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 0.4 miles east of Pine/Carlton County line to St. Louis River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
1	MN 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	2029	Carlton	Resurface NB and SB I-35 from the north end of the Hwy 210 bridge to the north end of the St. Louis River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11	13.6
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	16.5	20.5
1	CSAH 26	0980-169	Not assigned	2029	Carlton	Replace Moorhead Rd Bridge over I-35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
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 and resurface bridges over Flute Reed River and Brule River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	23.1	29.2
1	US 2	3103-71	Not assigned	2031	Itasca	Resurface Hwy 2 from just west of 19th Ave NW to Hwy 169 and intersection improvements at Hwy 2 and 7th Ave SE/8th Ave NE in Grand Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
1	MN 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	13.3	16.5
1	US 169	3115-129	Not assigned	2030	Itasca	Resurface Hwy 169 from CR 64 (Harristown Rd) to 13th St SW in Grand Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.9	6.1
1	US 169	3116-155	Not assigned	2032	Itasca	Resurface Hwy 169 from east Jct Hwy 2 in Grand Rapids to just west of Elizabeth Ave in Coleraine	Not Needed	Not Needed	Not Needed	Not Needed	11.3	14
1	MN 11	3605-43	Not assigned	2028	Koochiching	Resurface Hwy 11 from just west of CR 332 to 6th Ave W in International Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.1	8.8
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 1.2 miles north of the Gooseberry River to 0.85 miles south of the Split Rock River and 1.3 miles 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	10.6	13.2
1	MN 23	6910-109, 6910-107, 6910-116, 6910-114, 6910-106, 6910-115	Costley, Randy	2021-2026	St. Louis	Hwy 23 in Duluth, Reconstruct Roadway from west of Hwy 210 to east of 130th Ave W, in the Fond du Lac neighborhood of Duluth. Construct a new bridge over Mission Creek.	Pending Approval	Pending Approval	Approved	Approved	12.4	24.4
1	US 53	6916-116	Not assigned	2033	St. Louis	Resurface NB Hwy 53 from CR 13 to 1.6 miles north of Hwy 33	Need Unknown	Need Unknown	Need Unknown	Need Unknown	24.1	29.9
1	US 53	6917-149	Olson, Josie	2028	St. Louis	Replace the NB Hwy 53 bridge over St. Louis River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
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 73	6930-43	Costley, Randy	2033	St. Louis	In Chisholm reconstruct State Highway 73 from Jct US169 to 4th Ave NW	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.3	11.5
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-535	6980-63	Not assigned	2029	St. Louis	Reconstruct Interstate 535 between Twin Ports Interchange and Garfield Interchange in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.5
1	I-35	6982-359	Not assigned	2030	St. Louis	Reconstruct I-35 from .5 miles south of Boundary Ave to bridge over Hwy 23 and replace four bridges	Need Unknown	Need Unknown	Need Unknown	Need Unknown	52.2	64.8

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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
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	5.8	7.2
2	US 71	0410-54	Mason, Jonathon	2034	Beltrami	Resurface Hwy 71 from Movil Lake Road to CR 23/CR 21 in Turtle River	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.2	9
2	MN 72	0412-29	Mason, Jonathon	2032	Beltrami	Resurface Hwy 72 between Blackduck and Hwy 1	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
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	14	17.4
2	US 2	1102-73	Mason, Jonathon	2034	Cass	Resurface Hwy 2 in Cass Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
2	MN 371	1119-42	Mason, Jonathon	2030	Cass	Reconstruct Hwy 371 in Walker	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19	23.6
2	MN 92	1507-68	Mason, Jonathon	2029	Clearwater	Resurface Hwy 92 between Gonvick and Bagley	Pending Approval	Pending Approval	Pending Approval	Pending Approval	15.2	18.8
2	MN 34	2902-46	Mason, Jonathon	2031	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	2031	Hubbard	Reconstruct 1-mile of Hwy 71 in Park Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.5	10.5
2	MN 46	3109-47, 3602-27	Mason, Jonathon	2028-2029	Itasca	Resurface Hwy 46 from just north of CR 13 to Northome	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16.1
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	13.5	16.7
2	MN 1	4509-05	Mason, Jonathon	2030	Marshall	Refurbish Hwy 1 bridge over the Red River in Oslo	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18	22.3
2	US 75	5406-20	Mason, Jonathon	2031	Norman	Resurface Hwy 75 between Hendrum and Perley	Pending Approval	Not Needed	Not Needed	Pending Approval	11.2	13.8
2	US 59	5705-66	Mason, Jonathon	2030	Pennington	Resurface 2 miles of Hwy 59 in Thief River Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
2	US 2B	6001-74	Mason, Jonathon	2029	Polk	Resurface and Sidewalk improvements on Hwy 2B between Demers Ave and Hwy 2 in East Grand Forks	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.5	9.3
2	US 2	6002-83	Mason, Jonathon	2029	Polk	Resurface Hwy 2 between Hwy 75 and Groveland Ave in Crookston	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
2	US 2	6005-69	Hopkins, Patrick	2028	Clearwater, Polk	Resurface eastbound lanes of Hwy 2 between Fosston and Bagley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5	6.2
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	4.2	5.2
2	US 2	6005-80	Mason, Jonathon	2033	Clearwater, Polk	Resurface westbound lanes of Hwy 2 between Fosston and Bagley	Pending Approval	Not Needed	Not Needed	Pending Approval	12	14.9
2	MN 32	6006-24	Mason, Jonathon	2030	Polk	Reconstruction Hwy 32 in Fertile	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
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	5.3	6.5
2	US 75	6012-56	Mason, Jonathon	2029	Polk	Replace 4 culverts on Hwy 75 between Eldred and Girard	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
2	US 2	6019-30	Mason, Jonathon	2030	Polk	Replace Hwy 2 bridge over River Rd NW in East Grand Forks	Pending Approval	Pending Approval	Need Unknown	Pending Approval	6	7.4
2	MN 89	6806-32	Mason, Jonathon	2034	Roseau	Resurface Hwy 89 between Wannaska and Roseau	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.3	7.9
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 210	0118-23	Wehseler, Luke	2032	Aitkin	Reconstruct Hwy 210 from 0.8 miles west of Hwy 169 to the Ripple River Bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.7	19.5
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	8	9.9
3	MN 210	1807-33	Nixon, Thomas	2029	Crow Wing	Reconstruct MN 210 from 0.25 Mi E of 3rd Ave E in Crosby to 0.4 Mi E Jct MN 6 in Deerwood + ADA work in Deerwood	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.5	9.3
3	MN 371	1810-118	Not assigned	2032	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	20.9	25.9

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3	MN 65	3307-44	Not assigned	2031	Kanabec	Reconstruction MN 65, thru Mora	Not Needed	Not Needed	Not Needed	Not Needed	24.9	30.9
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	8.3	10.3
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	26.4	32.8
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	16.8	20.8
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	15.5	19.2
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	12.2	15.2
3	US 10	7702-55	Not assigned	2029	Todd	Resurface US 10 from West Staples to East Staples	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
4	US 10	0302-89	Oyster, Kalob	2025	Becker	Mill and overlay 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	Safgren, Mary	2034	Clay	Resurface and bridge replacement from Dilworth to Glyndon	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.9	19.7
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	2103-43	Oyster, Kalob	2031	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	11.6	15.5
4	MN 27	7803-13	Pace, Thomas	2028	Grant, Traverse	Resurface from Wheaton to Herman	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.2	11.8
4	US 75	8406-24	Pace, Thomas	2029	Traverse	Resurface from Breckenridge to Doran	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.6	12
4	MN 9	8409-26	Harris, Dan	2028	Wilkin	Resurface from Hwy 210 to 6th Street in Barnesville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	17.3	22.6
6	MN 30	2003-15	Not assigned	2025	Dodge	Repair Highway 30 from Highway 218 in Blooming Prairie to Highway 56 in Hayfield	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.7	7.1
6	MN 56	2005-30	Not assigned	2030	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	MN 16	2301-15	Hanson, Chad	2024	Fillmore	Reconstruct Highway 16 from Tracey Road to Griswald Street in Spring Valley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
6	MN 13	2401-43	Zager, Paul	2024	Freeborn	Resurface Highway 13 from Highway 69 to Highway 30	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9
6	US 65	2404-44	Hager, John	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	I-90	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	I-90	2482-87	Not assigned	2028	Freeborn	Replace I90 bridge over railroad and County Hwy 46 in Freeborn County	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
6	US 52	2506-90	Not assigned	2032	Dakota, Goodhue	Resurface Hwy 52 southbound from Hwy 60 to north of Goodhue CR 7 and Hwy 19 to Dakota County and Goodhue County border	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	US 61	2514-130	Not assigned	2031	Goodhue	Resurface Hwy 61 from CPKC railroad bridge to Hwy 19	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.4	9.2
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	Austin, Thomas	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	MN 76	2807-29	Austin, Thomas	2027	Houston	Resurface Highway 76 from Caledonia to Houston	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
6	US 218	5008-36	Not assigned	2024	Mower	Resurface Highway 218 from Iowa border to east of I-90	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.4	8

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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	5080-183	Not assigned	2028	Mower	Replace Bridge over I-90 and improve interchange in Mower County	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.3	7.9
6	US 14	5501-48	Not assigned	2031	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	5580-101	Hager, John	2027	Olmsted	Resurface I-90 from Highway 63 to east of Olmsted County Road 19	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.9	10.2
6	I-90	5580-103	Gasper, Jacob	2030	Olmsted	Resurface I-90 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	15.8	20.4
6	MN 3	6612-105	Hanson, Chad	2030	Rice	Replace Bridge over Cannon River on MN 3 in Northfield	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
6	MN 3	6612-107	Not assigned	2030	Rice	Replace Bridge on MN 3 over Railroad	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
6	I-35	6680-122	Not assigned	2029	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
6	I-35	6680-124	Not assigned	2030	Rice	Resurface I 35, NB from CR 9 to Heath Creek Rest Area	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.3	14.1
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	2030	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	2033	Winona	Resurface Highway 43 from Jct I 90 to Highway 61	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
6	US 61	8504-77	Gasper, Jacob	2033	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	8505-44	Not assigned	2032	Winona	Resurface Hwy 61 from Homer to Winona	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.1	8.9
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	Olmsted, 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	2029	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 0.7 miles west of Hwy 76 to 0.6 miles west of CR 12 at Nodine	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
7	US 14	0702-128	Thibert, Mathew	2034	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	2033	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	2025-2027	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	2032	Cottonwood	Reconstruct in Windom	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16	19.6
7	MN 22	2203-115	Thibert, Mathew	2033	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	2029	Faribault	Resurface from west Jct of CR 16 to Wells	Not Needed	Not Needed	Not Needed	Not Needed	6.5	8.1
7	MN 60	3204-70	Hasty, Forrest	2033	Jackson, Nobles	Rehab bridges and repair WB lanes from Worthington to Windom, 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 North Hwy in Jackson	Not Needed	Not Needed	Not Needed	Not Needed	9.5	11.8
7	MN 13	4001-48	Dieken, Mary	2031	Le Sueur	Resurface from Waterville to Montgomery	Not Needed	Not Needed	Not Needed	Not Needed	15	29.4
7	MN 19	4004-126	Hasty, Forrest	2032	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

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7	MN 99	4009-114	Schreiber, Barbara	2029	Le Sueur	Reconstruct in Le Center	Not Needed	Not Needed	Not Needed	Not Needed	7.8	9.6
7	US 169	4013-66	Hasty, Forrest	2032	Le Sueur, Sibley	Rehabilitate bridges and repair pavement from north Jct Hwy 93 to rest area at Le Sueur	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	4.8
7	MN 22	5205-115	Dieken, Mary	2030	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	2034	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	Engelmeyer, Peter	2027	Nobles	Resurface EB lanes Rock County to Adrian and 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	2033	Rock	Resurface from Iowa border to Luverne	Not Needed	Not Needed	Not Needed	Not Needed	8.8	11
7	MN 19	7205-118	Loeffler, Mary	2028	Sibley	Resurface from Winthrop to Gaylord	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.8	11
7	MN 19	7206-117	Hasty, Forrest	2030	Sibley	Resurface from Gaylord to Henderson	Not Needed	Not Needed	Not Needed	Not Needed	19.2	24
7	MN 13	8102-30	Hasty, Forrest	2033	Le Sueur, Waseca	Resurface from Waseca to Waterville	Not Needed	Not Needed	Not Needed	Not Needed	5.7	7.1
8	MN 40	1210-93	DeSchepper, Phillip	2029	Chippewa	Resurface Hwy 40 from CR 4 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.2	16.2
8	MN 7	3402-25	Pfau, Tony	2032	Kandiyohi, Meeker	Resurface Hwy 7 from Hwy 71 to Hwy 4.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16.1
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 71	3412-77	Kalthoff, Lance	2028	Kandiyohi	Reconstruct northbound Hwy 71 from the N Busness 71 split to north jct of Hwy 23 (Belgrade/Spicer split).	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9
8	US 75	3703-30	Nienaber, Christopher	2028	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	Weniger, Alexander	2031	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	Mages, Jacob	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	MN 22	4308-36	Mages, Jacob	2027	Mcleod	Replace culverts on Hwy 7/22, near CR 115 west of Hutchinson.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.7	4.6
8	MN 4	4701-33	DeSchepper, Phillip	2029	Meeker	Replace bridge on Hwy 4, 2.6 miles north of Renville/Meeker County line.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.9	4.8
8	MN 30	5904-27	Rasmussen, John	2030	Pipestone	Surface Hwy 30 from Hwy 75 in Pipestone to 60th Avenue in Lake Wilson.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.7	8.3
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 14	6401-41	Pfau, Tony	2029	Redwood	Resurface Hwy 14 from Revere to Hwy 71.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.3	9.1
8	MN 19	6404-100	Nilan, Dave	2032	Redwood	Resurface (concrete) Hwy 19 from Redwood Falls to Morton; resurface (concrete) Hwy 71 from Hwy 19 to CR 15.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
8	US 71	6405-72	Dols, Steven	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	Dols, Steven	2031	Redwood	Resurface Hwy 71 from Hwy 68 to CR 101 in Redwood Falls.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.4
8	MN 23	8701-40	Nilan, Dave	2031	Yellow Medicine	Replace culvert on Hwy 23 south of Granite Falls.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.5
8	MN 68	8709-29	Nienaber, Christopher	2032	Yellow Medicine	Resurface Hwy 68 from Canby to Minneota; upgrade sidewalks to meet ADA standards in Porter, Taunton and Minneota; replace box culverts and bridges along project area.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16.1

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environmental Document Status	Municipal Consent Status	Geometric Layout Approval Status	Construction Limits Status	Construction Letting Cost Estimate (In Millions)	Total Project Cost Estimate (In Millions)
M	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 in Excelsior	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 in North Branch	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.1	17.5
M	I-35	1980-99	Rabban, Shaker	2029	Dakota	Repair road surface, I 35 from County Rd 70 to 35E/35W split and from County Road 50 to the 35E/35W split. Replace I-35 bridges over CSAH 50 & 205th St and repair I-35 bridges over Lake Marion in Burnsville and Lakeville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	55.2	68.4
M	I-35E	1982-207	Alam, Tahsina	2029	Dakota	Repair road from I-35W/I-35E split to Lone Oak Rd in Burnsville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	98.5	121.9
M	MN 5	2701-55	Dunlap, Sara	2033	Carver	Repair road on Hwy 5 (W 78th St) from MN 41 (Hazeltine Blvd) to Eden Prairie Rd in Chanhassen	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.6	20.6
M	MN 55	8607-66	Rabban, Shaker	2027	Hennepin	Resurface MN 55 from the Wright-Hennepin County line to Fernbrook in Plymouth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	21.9	27.1

Appendix E: Efficiency Pages

MN 61 Bridge Repair over Pigeon River

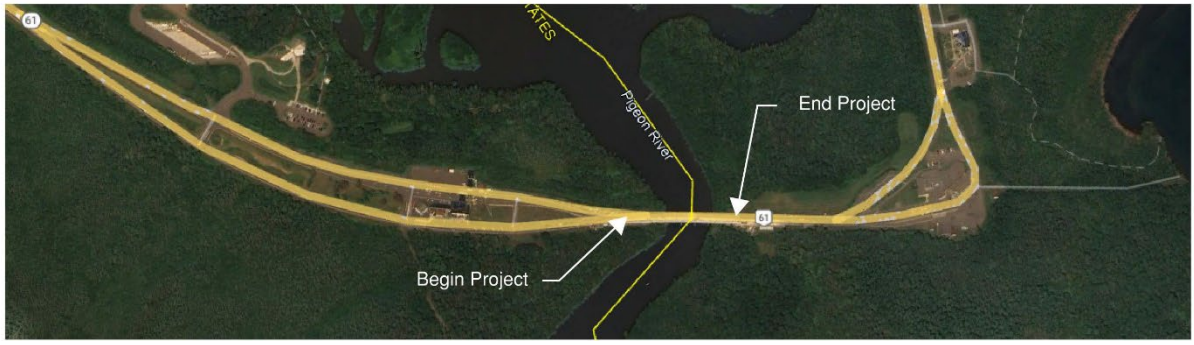
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 61	1605-03	1	0.06 Miles	Cook County	$10M	Doug Kerfeld	January 27, 2024

Project Description:

This project performs bridge deck and pier repair on Bridge No. 5923 over the Pigeon River at the Minnesota-Canadian Border.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$250,000
Innovative Construction Staging	**$250,000**
With this project partially within Ontario, MnDOT worked closely with the Ontario Ministry of Transportation to develop plans for the Ontario work to be coordinated with the MnDOT plans resulting in more efficient construction and traffic control.	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 23 Pavement Resurfacing from Sandstone to Askov

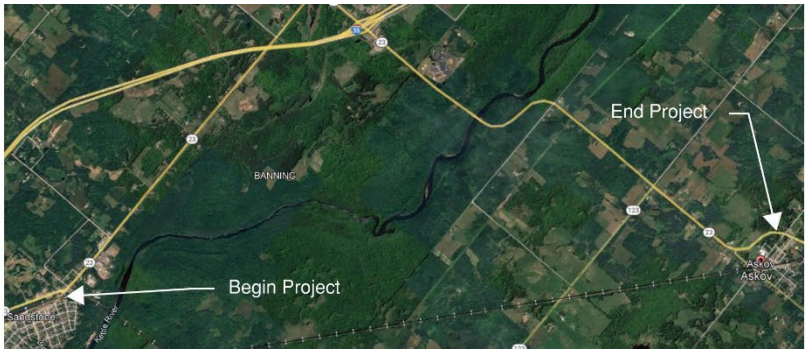
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 23	5809-16	1	7.4 Miles	Pine County	$5M	Josie Olson	December 1, 2023

Project Description:

Pavement Rehabilitation (Cold in-place recycle and bituminous mill & overlay) on MN 23 from Sandstone to Askov and Bridge #9791 approach panels.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$450,000
Performance Based Practical Design	**$250,000**
The existing shoulders on the southern portion MN 23 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.	$250,000
Value Engineering	**$200,000**
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.	$200,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-35 Concrete Unbonded Overlay in Hinckley

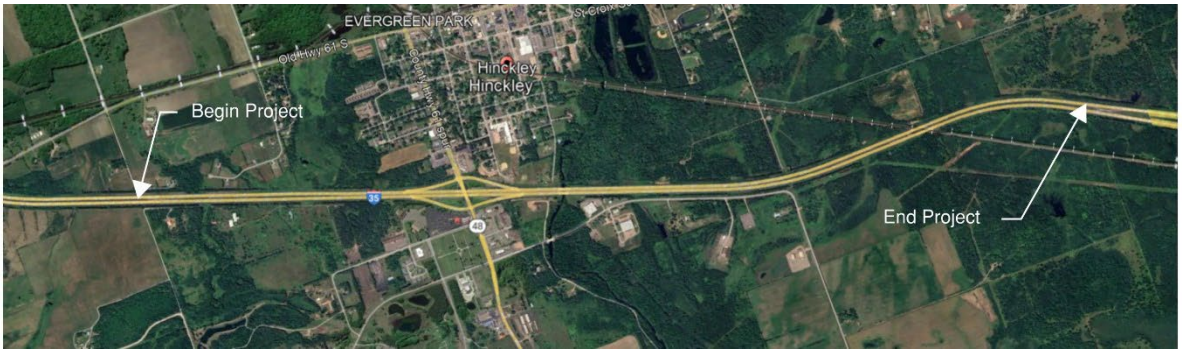
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-35	5880-199	1	3 Miles	Pine County	$27M	Josie Olson	October 27, 2023

Project Description:

Concrete pavement unbonded overlay on I-35 through the town of Hinckley. The project also included high tension cable guardrail, lighting, traffic management systems and bridge repairs.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,120,000
Performance Based Practical Design	**$895,000**
The existing inside shoulder is 4' wide paved with an additional 1.5' wide aggregate section. To minimize the additional grading needed for the unbonded overlay and the high-tension cable barrier, the paved portion of the shoulder was reduced to 3' while maintaining the overall 5.5' usable shoulder width requirement. This reduced overall concrete and grading quantities. The roadway inslopes were steepened to 1:4 to account for the overlay without major grading impacts outside the road core.	$895,000
Value Engineering	**$225,000**
The existing topsoil that needed to be temporarily removed to complete the unbonded overlay and inslope work was utilized as temporary stabilization berms which served as the perimeter control for the project. This approach eliminated the need for silt fence and sediment control logs.	$225,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 53 Pavement Resurfacing

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 53	6918-102	1	7 Miles	St. Louis	$5M	Alex P	May 17, 2024

Project Description:

Resurface US 53 from 2nd Ave NW to just north of the wayside rest in Virginia and resurface seven ramps at the US 169/ MN 53 intersections. to poor surface ride quality. The project also included guardrail repairs and new bridge approach panels.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$825,000
Performance Based Practical Design	**$650,000**
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.	$650,000
Value Engineering	**$175,000**
The existing ramp shoulder pavement was evaluated and determined to be adequate as is and only needing a fog seal. Only the driving lanes of the ramps were rehabilitated, saving the cost of the shoulder work.	$175,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169 Pavement Resurfacing

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	6935-94	1	15 Miles	St. Louis	$16M	Alex Peritz	10/27/23

Project Description:

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, rehabilitation of two bridges and ADA improvements in Mt Iron.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$525,000
Performance Based Practical Design	**$225,000**
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.	$225,000
Value Engineering	**$300,000**
The installation of an offset right turn lane at Pennsylvania Ave in Buhl will address an existing safety issue at the intersection. This design approach efficiently addresses the safety issue without major roadway reconstruction or other costly solutions.	$300,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-35 Bridge Repair

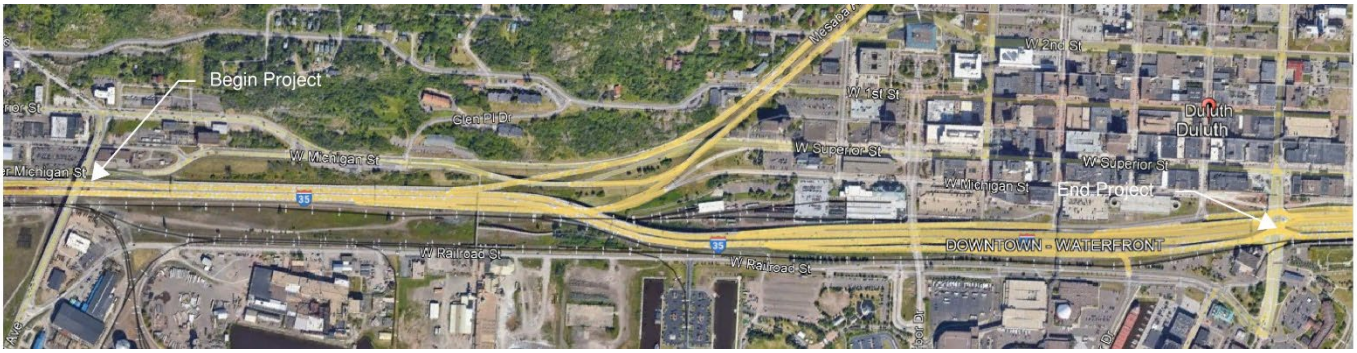
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-35	6982-348	1	1.4 Miles	St. Louis County	$8M	Austyn Dagen	December 1, 2023

Project Description:

Bridge resurfacing on bridges 69818N, 69818S, 69818A, 69818B, 69970A & 69870C on I-35 over Mesaba Ave in Duluth.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$525,000
Value Engineering	**$425,000**
A detailed bridge assessment was completed to determine the most efficient approach to improve the bridge condition rating up to a minimum standard without full bridge replacement. This effort resulted in significant cost savings over total replacement and optimized the final solution.	$425,000
Innovative Construction Staging	**$100,000**
The Project Team developed traffic control and staging plans that optimized the use of existing crossovers and infrastructure from previous projects in the vicinity.	$100,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 87 Pavement Reconstruction in Hubbard County

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 87	2909-17	2	6 Miles	Hubbard County	$9M	Stephen Frisco	January 26, 2024

Project Description:

Pavement reconstruction on MN 87 from Hubbard CR 6 and CR 13. The project also included replacement of culverts in poor condition and the correction of drainage deficiencies along the corridor.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$725,000
Performance Based Practical Design	**$450,000**
The existing roadway has a 26' paved surface with no shoulders, well below the current standards for this classification of roadway. During design the engineers evaluated the safety benefits of bringing this roadway up to current standards vs the costs and potential right of way impacts. The final configuration added 2' paved shoulders with an addition 3' aggregate usable surface, 1' less than the typical. This resulted in significant grading and right of way costs.	$450,000
Value Engineering	**$275,000**
To correct the drainage issues in the corridor, ditches were added along the corridor. To minimize the right of way impacts, the design team optimized the new profile to provide positive drainage while staying within the new prescribed right of way corridor.	$275,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 220 Pavement Reconstruction North of East Grand Forks

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 220	6017-45	2	8.5 Miles	Polk County	$18M	Brandy Pemberton	10/27/23

Project Description:

Concrete pavement reconstruction from East Grand Forks to Polk County Road 22.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$950,000
Value Engineering	**$950,000**
The materials engineers evaluated the existing pavement drains and determined them to be in good working order. They developed a pavement replacement plan that allowed these to stay in place saving the added cost of removal and installation.	$950,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 11 Reconstruction in Warroad

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 11	6803-40	2	2 Miles	Roseau County	$14M	Darren Laesch	February 2, 2024

Project Description:

Pavement reconstruction, ADA improvements and roundabout construction at the intersection TH 11 and TH 313.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Performance Based Practical Design	**$250,000**
The roadway sections through the urban section of Warroad were reduced in width to allow for the construction of ADA compliant sidewalks with boulevards. This approach minimized the amount of right of way impacts without reducing the function of the roadway.	$250,000
Value Engineering	**$100,000**
The location of the roundabout at the TH 11 and TH 313 intersection was optimized to minimize right of way impacts. The approach alignments of TH 11 were shifted north away from developed property.	$100,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169 Pavement Rehabilitation North of Princeton

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	4811-76	3	8.8 Miles	Mille Lacs County	$7M	Terri Odegaard	April 26, 2024

Project Description:

Due to deteriorating pavement condition, this project completes a mill and overlay on US 169 from the north side of Princeton to 1.75 miles north of the town of Pease.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$700,000
Performance Based Practical Design	**$700,000**
The existing inside shoulder is only 3' wide for a portion of 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	$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.	$450,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 10 Pavement Rehabilitation – Little Falls

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 10	4902-63	3	7.5 Miles	Morrison County	$7M	Terri Odegaard	February 23, 2024

Project Description:

Due to deteriorating pavement condition, this project completes a mill and overlay on US 10 from CR 76 to CR 52 in Little Falls.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$850,000
Performance Based Practical Design	**$850,000**
The existing inside shoulder is only 3' wide throughout 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	$325,000
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.	$525,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-94 Gap Project Monticello to Albertville

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-94	8680-189	3	7.8 Miles	Wright County	$105M	Darren Nelson	May 10, 2024

Project Description:

This project converted the existing 4-lane freeway to a 6-lane freeway from Monticello to Albertville. The project also included bridge construction, high tension cable barrier and ADA improvements.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$3,750,000
Value Engineering	**$3,750,000**
The entrance ramp from CSAH 18 to EB I-94 was modified during final design to eliminate the need to reconstruct the I-94 mainline bridge over the railroad tracks.	$1,250,000
This project goes through the MnROAD testing facility where there are currently two separate alignments for WB I-94 that are switched at times to conduct testing. With the conversion to a six-lane freeway, it complicated the construction in this area. The design team developed a plan that would allow the MnROAD to effectively function but limit the work to an unbonded overlay on the mainline section instead of full reconstruction.	$2,500,000
Best Practices Summary	
Extensive coordination was needed with the City of Albertville on how to configure the existing project to accommodate a future direct ramp connection at CR 19. This resulted in additional costs for the current project but will yield significant savings in a future project.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 10 BNSF Railroad Grade Separation in Moorhead

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US-10	1401-177	4	0.5 Miles	Clay County	$120M	Justin Knopf	January 18, 2024

Project Description:

This project reconstructs US-10 in downtown Moorhead to provide grade separation between the highway and two separate BNSF mainline tracks significantly reducing travel times in Moorhead and proving more expedient public safety response times.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$23,400,000
Performance Based Practical Design	**$4,750,000**
The underpass at the Hillsboro subdivision had been scoped for a 16'-6" vertical clearance similar to the KO subdivision. The trunk highway only passes under the KO subdivision and a County Road passes under the Hillsboro subdivision. Through negotiations with BNSF the clearance was reduced to 14'-6" which meets the State-Aid standards. This reduced the height of retaining walls resulting in project savings.	$1,500,000
The cost of the bridges was heavily driven by the span lengths of the bridges. During design the right turn lanes under the bridges were eliminated to reduce the span lengths. The resulted in a reduction of bridge depth by 11 inches resulting in reduced bridge and retaining wall costs.	$2,500,000
Main Ave was re-aligned to minimize impacts to a historic property. With this re-alignment, one cast in place retaining wall was eliminated	$750,0000
Value Engineering	**$6,750,000**
A large portion of the excavation for the underpass contained severely contaminated soil that needed to be disposed of in a landfill. The CMGC Contractor and the design engineer worked with MnDOT's Office of Environmental Services to develop a disposal plan that minimizes the haul distances and performed additional investigation on the soils to better classify the contamination. This allowed better definition of the contamination levels and the ability to determine which landfills could take the material. This process significantly reduces the haul	$5,000,000
A significant cost on the project was the large lift station that pumps water from the underpass to the Red River 2,000' feet away. Multiple routes for the force main were evaluated to determine the most efficient routing, pump/pipe sizing and right of way impacts.	$1,750,000
Alternative Technical Concepts	**$8,250,000**

Total Project Efficiencies Savings	$23,400,000
The CMGC Contractor worked with the design engineer to efficiently develop a strategic approach to each of the retaining walls on the project that combined sound engineering practices and well thought out construction methods. Due to the poor soils in the area, the temporary shoring needed to construct the permanent walls was a significant cost driver. The final solution reduced the amount of temporary shoring needed and eliminated three cast-in-place walls.	$7,500,000
A two-tier retaining wall system was developed under the bridges to minimize the overall height of any one retaining wall. With the poor soils in the area, increasing the height of the wall significantly increase the cost.	$750,000
Innovative Construction Staging	**$3,650,000**
MnDOT worked with the City of Moorhead to accelerate a local city street project which allowed for the underpass project to use this street as a detour route. This simplified the underpass staging and increased the efficiency of the construction by eliminating multiple traffic switches.	$2,500,000
Due to the economic importance of the two BNSF railways, the tracks were not allowed to be shut down for any duration during the project. The designers developed a shoofly plan that required minimal temporary shoring and allowed train traffic to be interrupted.	$1,150,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-94 Concrete Unbonded Overlay near Alexandria

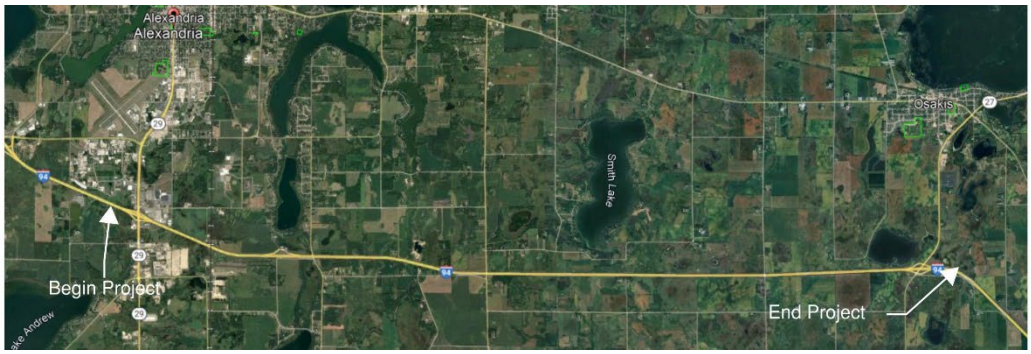
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-94	2180-125	4	13 Miles	Douglas County	$30M	Lori Vanderhider	February 23, 2024

Project Description:

Perform some concrete unbonded overlay on I-94 from Alexandria to the Douglas/Todd County Line. The project also included high tension cable guardrail, drainage improvements, a road and weather information system, and bridge redecking.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$800,000
Performance Based Practical Design	**$800,000**
The existing inside shoulder is only 3' wide throughout 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.	$800,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-94 Pelican Creek Bridge Replacement

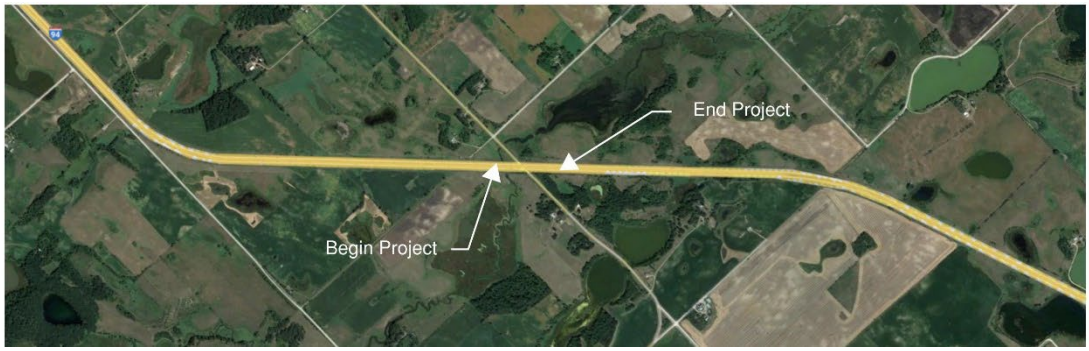
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-94	2680-50	4	371’	Grant County	$5M	Jeremy Peterson	April 26, 2024

Project Description:

Bridge replacement over Pelican Creek near Ashby.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$325,000
Value Engineering	**$325,000**
The design team conducted an alternatives analysis on the possible bridge types for the replacement of the obsolete bridges. This analysis resulted in choosing single span bridges in lieu of box culverts. This reduced overall cost and minimized environmental impacts.	$325,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 59 & MN 108 Reconstruction in Pelican Rapids

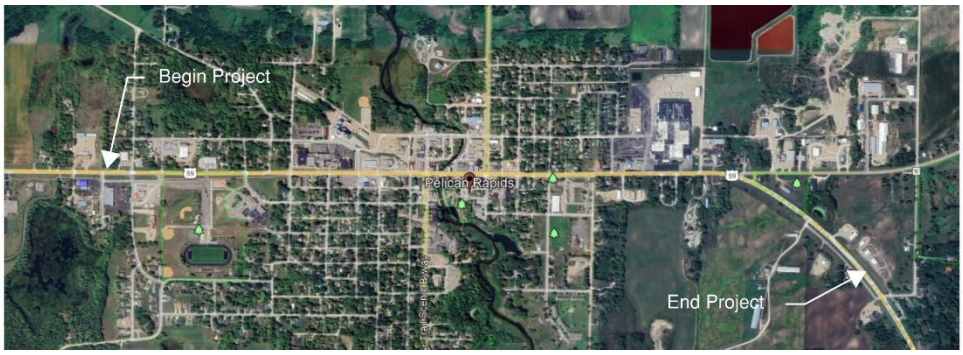
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 59 & MN 108	5618-117	4	2.7 Miles	Otter Tail County	$25M	Tom Pace	January 26, 2024

Project Description:

This project reconstructs US 59 and MN 108 in Pelican Rapids. 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, roundabouts and pedestrian flashing beacon systems.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,550,000
Performance Based Practical Design	**$1,100,000**
The existing urban section of urban section of both US 59 and MN 108 had varying widths of lanes and parking all of which were excessively wide. To facilitate the construction of a shared use path with a boulevard, the roadway was narrowed throughout the corridor. Parking was maintained where needed and turn lanes were preserved in areas only where dictated by traffic demand. This approach reduced the overall pavement cost and allowed the permanent construction to stay within the existing right of way limits.	$1,100,000
Value Engineering	**$450,000**
Mini-roundabouts replaced the two existing signals in the downtown area. This approach eliminated the cost of the news signals and eliminated the need for turn-lanes at these intersections.	$450,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 14 Pavement Resurfacing

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 14	2002-36 & 2002-37	6	12.5 Miles	Dodge & Olmstead Counties	$15M	Tom Austin	January 26, 2024

Project Description:

This project resurfaces US 14 from Dodge County Road 9 to Olmstead County Road 6 in addition to a reduced conflict intersection at Dodge County 9. The project also included high tension cable barrier, ADA improvements and bridge approach panel replacement.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$625,000
Performance Based Practical Design	**$550,000**
The installation of a reduced conflict intersection (RCI) will address the safety at the intersection with Dodge County 9. The implementation of RCI's is an efficient approach to enhancing safety without major roadway reconstruction.	$550,000
Innovative Construction Staging	**$75,000**
Three projects were combined into one letting reducing pre-letting costs, construction admin costs and increased the likelihood of more competitive bidding.	$75,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-90 Pavement Resurfacing from Alden to Highway 13

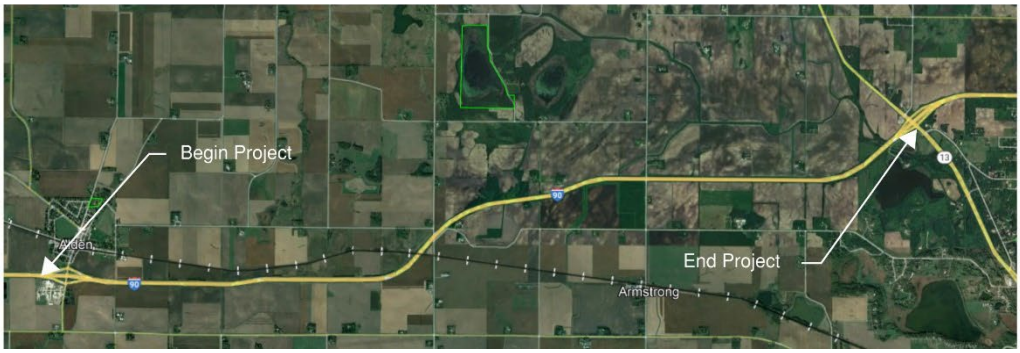
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-90	2481-61	6	9 Miles	Freeborn County	$20M	Tom Austin	November 17, 2023

Project Description:

This project resurfaces westbound I-90 from Alden to MN 13 with a concrete unbonded overlay. It also includes structural snow fence, lighting, and bridge approach panels.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$450,000
Performance Based Practical Design	**$450,000**
The overall pavement width remained unchanged from the existing width. The pavement design was specifically developed to utilize the existing width minimizing the impacts to the existing inslopes and ditches while still allowing the installation of new pavement drains.	$450,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 56 Pavement Reconstruction in LeRoy

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 56	5005-68	6	1.2	Mower	$12M	Jacob Gasper	October 27, 2023

Project Description:

This project reconstructions MN 56 in the town of LeRoy. 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 Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$400,000
Performance Based Practical Design	**$150,000**
The existing urban section of MN 56 was narrowed in select locations through town. This approach reduced the overall pavement cost and allowed the permanent construction to stay within the existing right of way limits.	$150,000
Value Engineering	**$250,000**
The existing sidewalks were originally constructed near the edge of MnDOT right of way with a wide boulevard through town. The design team developed a design that moved the sidewalks closer to the roadway while still providing an adequate boulevard. This significantly reduced the off right of way impacts.	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-90 Bridge Replacement in Austin

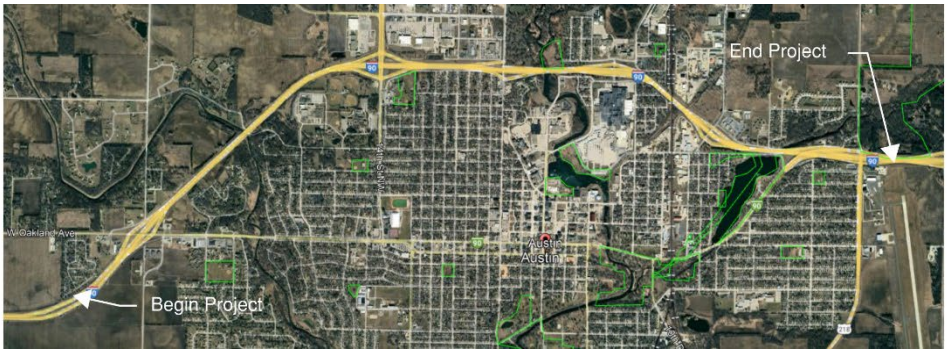
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-90	5080-170	6	4 Miles	Mower	$53M	Jai Kalsy	December 1, 2023

Project Description:

This project replaces seven bridges along I90 (over Cedar River and at Mower County Road 45, Hwy 105 and Hwy 218) and repair two I90 bridges over 6th St in Austin.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$500,000
Innovative Construction Staging	**$500,000**
By combining multiple bridge replacements into one contract, efficiencies in letting cost, construction administration costs and increased competitive bidding were realized. Traffic control was also more efficient with multiple bridges being completed under each stage.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-90/US 52 Interchange Reconstruction

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-90	5580-99	6	1.5 Miles	Olmstead County	$40M	Chad Hanson	April 26, 2024

Project Description:

The purpose of the I-90/US 52 Interchange Project is to enhance safety conditions and traffic operations for freight and passenger vehicles throughout the I-90 and US 52 interchange area. Project work will include replacing I90 EB and WB bridges over US 52 and reconstruction the exiting ramps.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$2,000,000
Performance Based Practical Design	**$500,000**
The design speed of the flyover ramp has a large impact on the costs to construct the roadway and bridge. The design team evaluated safety performance of similar flyover ramps and weighed that against potential construction costs of different design speeds. The chosen design speed provided a solid balance between safety performance and construction cost.	$500,000
Value Engineering	**$1,500,000**
The predominant traffic movements of the interchange are southbound US 52 to eastbound I-90 and westbound I-90 to NB US 52. An alternatives analysis was completed to optimize the interchange to accommodate these high truck volume movements while reducing the number of conflict points that was causing the safety issues of the existing interchange. The chosen design provided a flyover ramp for the SB to EB movement while leaving the other movements in the current location.	$1,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 22 Reconstruction from Mankato to St. Peter

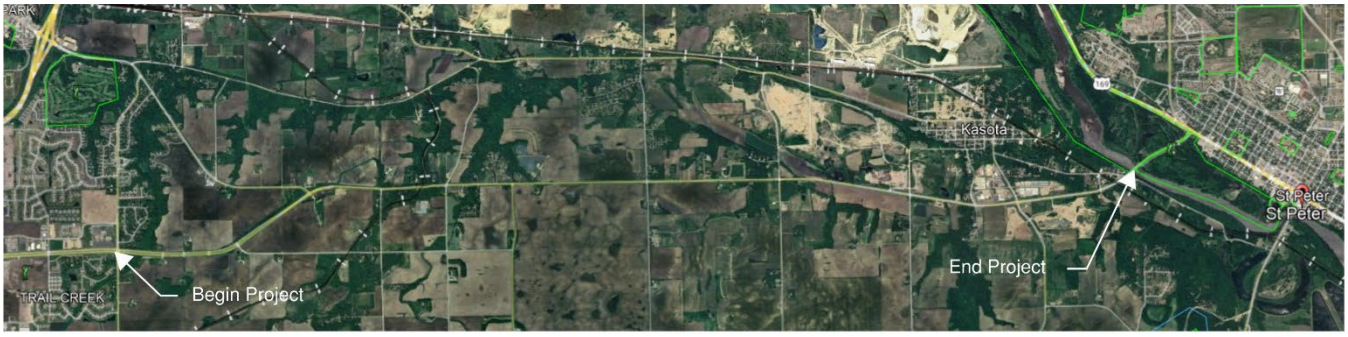
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 22	0714-35	7	8.5 Miles	Blue Earth and LeSueur Counties	$40m	Forrest Hasty	May 17, 2024

Project Description:

This project resurfaces Hwy 22 from Mankato to St. Peter including replacing one bridge and the repair of three 3 bridges. It also includes the construction of a roundabout at Le Sueur County 21, snow fence, retaining walls and lighting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,650,000
Performance Based Practical Design	**$750,000**
The PBPD savings builds upon the Value Engineering savings described below. In these challenging locations, performance based practical design principals were implemented to achieve the efficiency savings reported.	$750,000
Value Engineering	**$900,000**
The TH 22 corridor travels through challenging terrain as is progresses from Mankato into St. Peter and the Minnesota River valley. The existing roadway experienced a high crash rate due to this challenging terrain and outdated design that did not handle turning traffic effectively. Correcting these deficiencies broadly had the potential to come with significant cost. The Project Team drilled down to each location and provided a solution that balanced the need against the potential impacts. This approach provided significant savings over painting a broad brush across the corridor.	$900,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 4 Pavement Resurfacing in Martin County

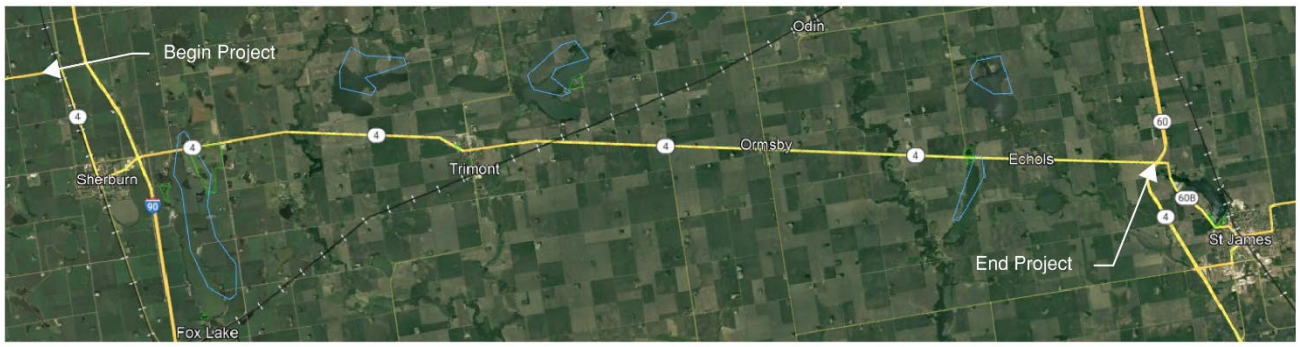
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 4	4602-27	7	23 Miles	Martin and Watonwan Counties	$18m	Glen Coudron	August 25, 2023

Project Description:

This project resurfaces Hwy 4 from the town of Sherburn to St. James. from Mankato to St. Peter including replacing one bridge and the repair of three 3 bridges. It also includes the construction of a roundabout at Le Sueur County 21, snow fence, retaining walls and lighting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,375,000
Performance Based Practical Design	**$175,000**
The existing urban sections in the cities of Sherburn and Trimont were narrowed in select locations. This approach reduced the overall pavement cost and allowed the permanent construction to stay within the existing right of way limits.	$175,000
Value Engineering	**$1,200,000**
A stabilized cold-in-place recycle with a three inch overlay was utilized to maximize the life cycle of the pavement rehabilitation without the need for full reconstruction for the entire 23 mile corridor	$1,200,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 212 Roundabout Construction in Glencoe

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 212	4310-95	8	0.5 Miles	McCleod County	$5m	Dave Nilan	October 27, 2024

Project Description:

This project constructs a roundabout at the intersection of US 212 and CSAH 15 in Glencoe. The project also includes ADA improvements and lighting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$600,000
Value Engineering	**$600,000**
The design team utilized an elliptically shaped roundabout due to the skew of the approaching roadways and the limited right of way available. This allowed the intersection to be reconstructed with no permanent right of way impacts.	$600,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 23 Mill and Overlay

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 23	5902-25	8	29 Miles	Lincoln, Lyon and Pipestone Counties	$11M	Lance Kalthoff	January 26, 2024

Project Description:

The project performs a bituminous mill and overlay on MN 23 from the cities of Pipestone to Russell.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$750,000
Performance Based Practical Design	**$750,000**
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.	$750,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 67 Reconstruction in the City of Clarkfield

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 57	8706-89	8	0.5 Miles	Yellow Medicine County	$5m	Lowell Flaten	January 26, 2024

Project Description:

This project reconstructs MN 67 in the city of Clarkfield including ADA improvements and lighting.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$375,000
Performance Based Practical Design	**$375,000**
The existing urban section was narrowed throughout the downtown corridor to allow for ADA improvements. This approach reduced the overall pavement cost and allowed the permanent construction to stay within the existing right of way limits.	$375,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169 Pavement Resurfacing

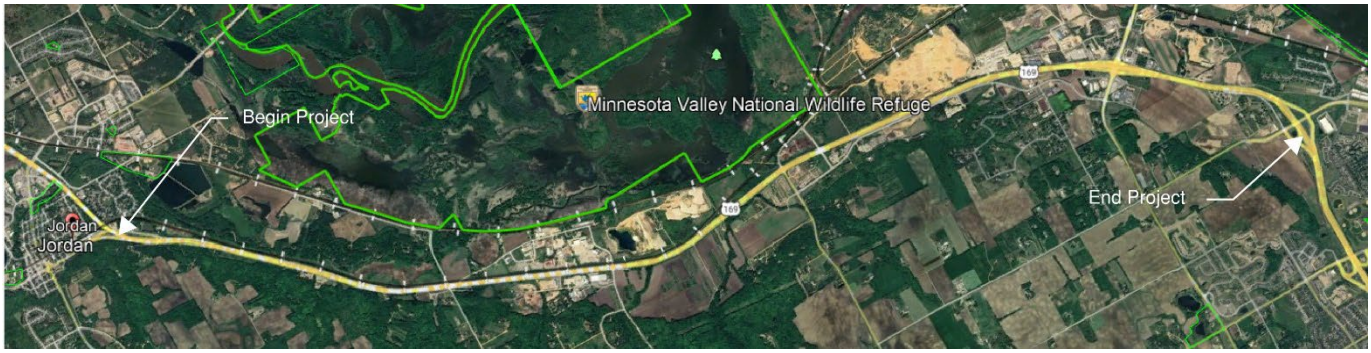
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	7009-85	Metro	8 Miles	Scott County	$11M	Heather Gardner	August 25, 2023

Project Description:

This project resurfaces US 169 and performs concrete pavement repair between the cities of Jordan and Shakopee. The project also includes ADA improvements and high-tension cable barrier.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$175,000
Innovative Construction Staging	**$175,000**
The project utilized dynamic construction zone speed limits along with longer duration lane closures to allow more efficient production rates for the contractor. Traffic on the existing 4-lane roadway was pushed to the outside lanes while construction was completed in the median. Once median work was completed, traffic was switched to the inside lanes.	$175,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 36 Pavement Resurfacing

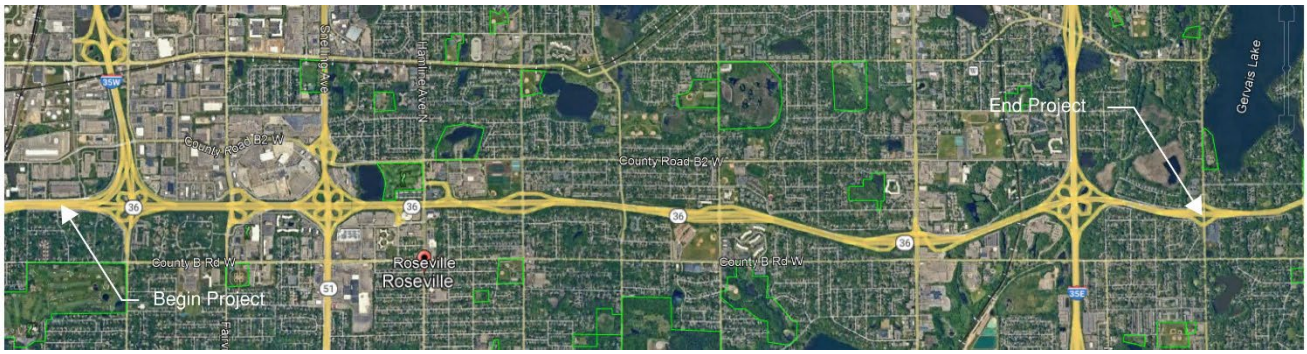
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 36	6212-192	Metro	6 Miles	Ramsey County	$14M	Heather Gardner	April 26, 2024

Project Description:

Resurface pavement on Hwy 36 from Jct I-35W in Roseville to just east Edgerton in Maplewood/Little Canada and extend auxiliary lane, guardrail replacement, ADA improvements, traffic management system and reconstruct ramp at I-35W SB/Cleveland Ave to Hwy 3

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$250,000
Performance Based Practical Design	**$250,000**
The existing superelevation throughout the corridor was evaluated for compliance with standards. The deficient locations were evaluated against crash history. Locations that did not have a history of crashes were left as is and the locations that exhibited a higher crash rate were improved as part of this mill and overlay project.	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 55 Pavement Resurfacing

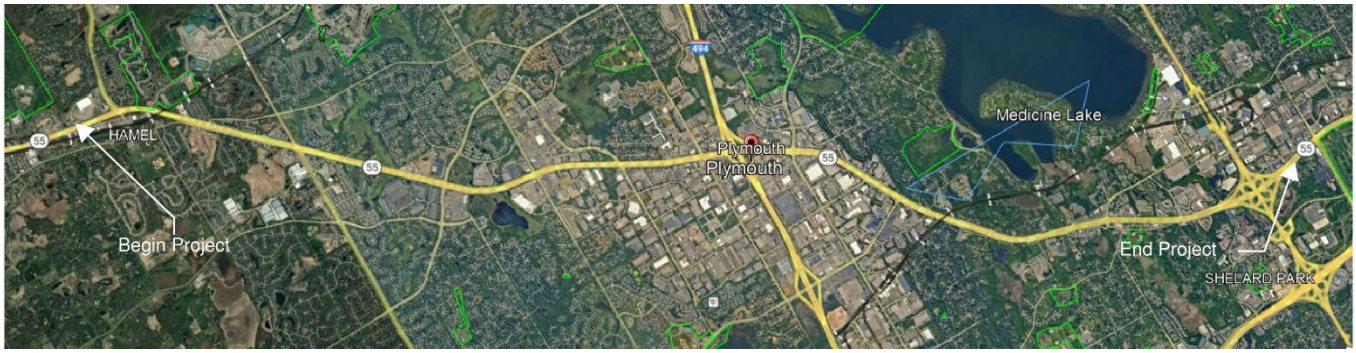
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 55	2723-144	Metro	7 Miles	Hennepin County	$19M	Alan Rindels	February 23, 2024

Project Description:

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 General Mills Blvd in Golden Valley

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Value Engineering	**$350,000**
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.	$350,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 65 Pavement Resurfacing

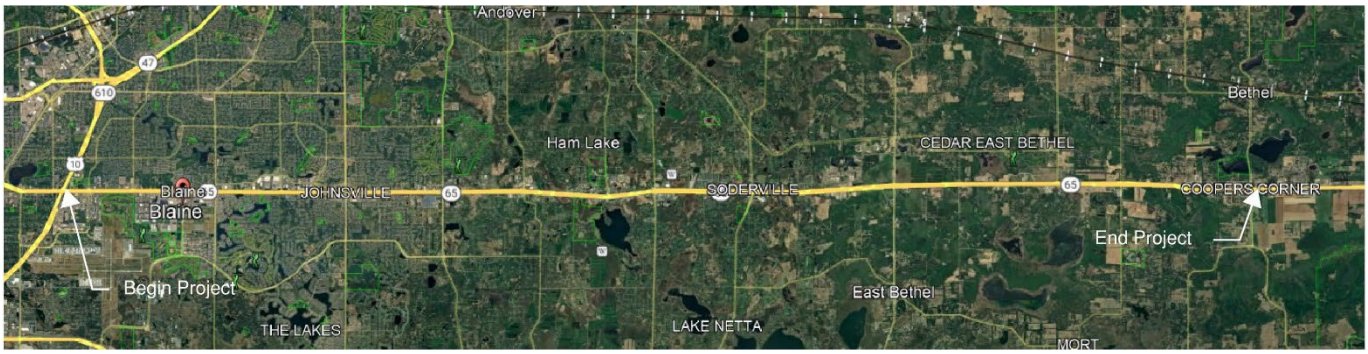
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 65	0208-165	Metro	19 Miles	Anoka County	$42M	Michael Kronzer	February 23, 2024

Project Description:

Repair pavement and replace bridges 6817 (new bridge # 02X06) and 9417 (new bridge #02X07) over Coon Creek, replace box culvert bridge 9465 (new bridge #02X08) and rehab bridge #02051 and ADA, signal replacement on Hwy 65 (Central Ave) from Spring Lake Park to East Bethel

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$750,000
Innovative Construction Staging	**$750,000**
Due to the risk of a compressed construction season, pre-work was completed for the traffic control and staging the season prior to the primary project. This mitigated construction schedule risk and allowed for more efficient construction.	$750,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	