DEPARTMENT OF TRANSPORTATION

Major Highway Projects, Trunk Highway Fund Expenditures and Efficiencies Report

December 2025

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Cover photo: MnDOT District 1 I-35 Mesaba Bridge project, taken from a drone, Duluth, Minnesota

DEPARTMENT OF TRANSPORTATION

395 John Ireland Boulevard
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Cover Letter

December 15, 2025

The Honorable Erin Koegel, Co-Chair
House Transportation Finance & Policy Committee
5th Floor, Centennial Office Building
Saint Paul, MN 55155

The Honorable Jon Koznick, Co-Chair
House Transportation Finance & Policy Committee
2nd Floor, Centennial Office Building
Saint Paul, MN 55155

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

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

RE: 2025 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. (MN)
Commissioner

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Legislative Request

This report was completed to comply with Minnesota Statute 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.

Subdivision 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.

Subdivision 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.

Subdivision 3. Department resources.

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

Subdivision 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 $115,800.

The costs reported for the 2025 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.

The 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 2025.

Environmental Mitigation and Compliance Costs

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

1. In the Metro District, Highway 36 in Ramsey County, highlights the types of mitigation that are commonly part of projects in Minnesota's largest metropolitan area.

2. For Greater Minnesota, the Highway 212 project in McLeod County, located in MnDOT's District, 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 2025, as appropriated. It also includes expenses for services that may have been rendered in fiscal year 2024, but due to processing time would have been paid in fiscal year 2025.

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 2025 budget values were based on previous fiscal products and services analysis.

Productivity Measures

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

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

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

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

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 2025 MnDOT identified an estimated $55.6 million in avoided cost from new and revised practices deployed across the organization. Including both fiscal year 2024 and 2025 savings, MnDOT achieved an estimated $119.2 million in avoided cost from these practices. Most of the efficiencies identified in FY 2025 came from construction program delivery and administration, maintenance, and operations. The identified avoided cost 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 490 projects that met the statutory cost threshold. The information provided in this report is current as of November 2025.

Table 1: Projects included in 2025 Major Highway Projects Report

MnDOT District	Number of projects completed, under construction or listed in the STIP	Projects in years 2025-2036	Total Projects
1	36	27	63
2	34	21	55
3	53	27	80
4	30	23	53
6	41	36	77
7	29	17	46
8	26	19	45
Metro	52	19	71
Total	**301**	**189**	**490**

Of the 490 projects reported this year, 71 are in the Twin Cities metro area and 419 are in Greater Minnesota.

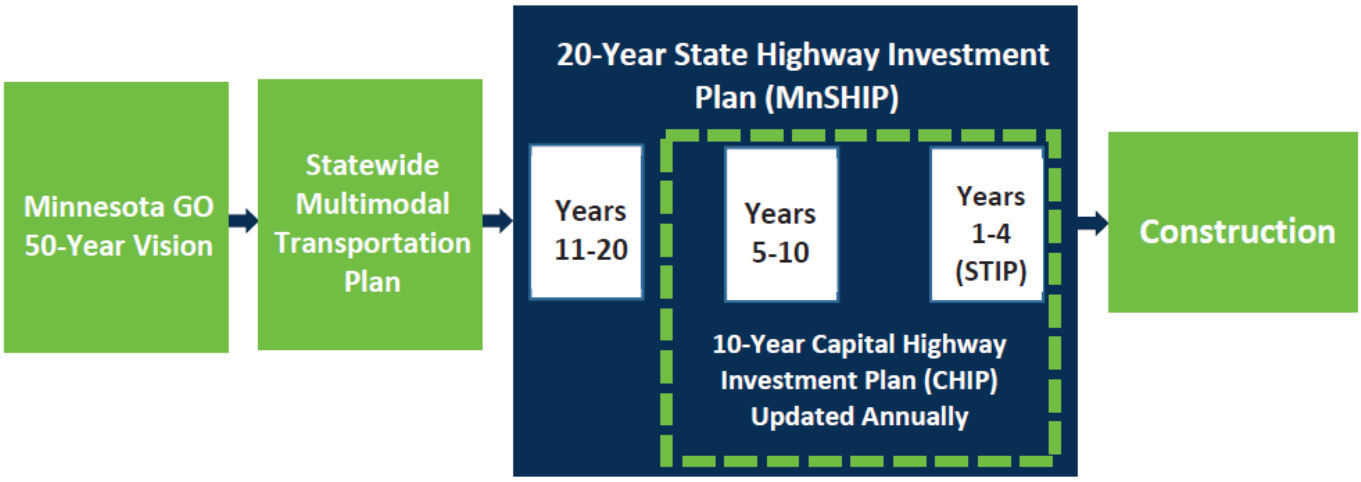
Projects vary in type and include pavement preservation, bridge replacement and rehabilitation and mobility projects based on the priorities established in MnDOT's 20-year State Highway Investment Plan, also known as MnSHIP.

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 2026-29) 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 2030-35) 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 2036-42); 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:

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 2025-28 STIP can be funded with current revenue projections and are high priority projects to local stakeholders, districts and Area Transportation Partnerships. Projects within the 2030-42 midrange

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 2024-2025.

The Highway 36 project is located in Ramsey County 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 212 project is located in McLeod County in MnDOT's District 8. This segment of Highway 212 is an example of the type of environmental mitigation in an urban area of Greater Minnesota.

Metro District Project: Highway 36 (Ramsey County)

This MnDOT Metro District project spanned approximately 6 miles along Highway 36 from the intersection of Interstate 35W (western terminus) to just east of the Edgerton Street Exit (eastern terminus). The project is located in the cities of Roseville, Little Canada, and Maplewood in Ramsey County. The work consisted of bituminous milling and surfacing, guardrail replacement, Americans with Disabilities (ADA) upgrades, drainage improvements, bus shoulder widening, and sign preservation work. Environmental mitigation and compliance measures used on the project included an assessment for regulated materials, contaminated property investigation and monitoring, erosion and sediment control, stormwater management, and site restoration and revegetation.

Environmental mitigation and compliance costs of $719,300 are detailed below and account for approximately 3.7 percent of project costs.

The total project cost (also detailed below) was $21.8 million. The construction cost of the project was $19.3 million, right of way costs were $6,000 and project engineering costs were $2.4 million.

Table 2: Environmental Mitigation Percentage for Highway 36 in Ramsey County

Environmental Mitigation & Compliance Costs Breakdown: Hwy 36	
Environmental Documents and Permitting: Costs NOT included in the mitigation cost total	
Categorical Exclusion Determination Document (Employee Costs to Write Document)	$93,100
TOTAL	**$93,100**
Preconstruction Engineering Costs	
Regulated Waste / Asbestos Assessment	$19,300
Contaminated Property Investigation	$83,700
Sub-Total	**$103,000**
Construction Engineering / Administration Costs	
Wetland Mitigation Credits[1]	<$100
Sub-Total	**$0**
Construction Costs	
Contaminated Property - Construction Monitoring	$75,800
Erosion Control and Stormwater Management (includes filtration basins/ditches)	$570,900
Restoration and Revegetation	$45,100
Sub-Total	**$691,800**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$794,800**

[1] 0.003 acre of wetland credits were required. The credits were originally purchased in the year 2000 for approximately $1,750 per acre. Adjusted for inflation, the cost of wetland credits required for this project is approximately $10.

*All numbers are rounded to nearest $100. Subtotals may need add up due to rounding.

Environmental Mitigation & Compliance Costs Breakdown: Hwy 36

Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,889,400
Construction Engineering / Administration	$548,200
Sub-Total	**$2,437,600**
Right of Way Costs (Land Only)	
Total Project Right of Way Costs	$6,000
Sub-Total	**$6,000**
Construction Costs	
Total Project Construction Costs	$18,994,500
Change Orders	$313,300
Sub-Total	**$19,307,800**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$2,437,600
Total Right of Way Costs	$6,000
Total Project Construction Costs	$19,307,800
TOTAL	**$21,751,400**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$794,800 Env Cost divided by $21,751,400 Total Cost =	**3.7%**

*All numbers are rounded to nearest $100. Subtotals may need add up due to rounding.

Greater Minnesota Project: Highway 212 (McLeod County)

This District 8 project at the intersection of State Highway 212 and County Highway 15 covered a total of 0.776 miles in the city of Glencoe in McLeod County. The work consisted of a new single lane roundabout, grading, concrete and bituminous surfacing, accessibility improvements and lighting.

Environmental mitigation measures used on the project included investigation of contaminated soils and groundwater during design and monitoring during construction, temporary erosion and sediment control measures to minimize impacts to local water quality.

Environmental mitigation and compliance costs of $193,300 are detailed below and account for approximately 2.6 percent of project costs.

The total project cost, detailed below, was $7.33 million. The construction cost of the project was $5.36 million, right of way costs were $0.0063 million and project engineering costs were $1.96 million.

Table 3: Environmental Mitigation Percentage for Highway 212 in McLeod County

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 212
Environmental Documents: Costs NOT included in the mitigation cost total	
Environmental document and permitting (Employee Costs to Write Document)	$10,100
TOTAL	**$10,100**
Preconstruction Engineering Costs	
Contaminated Property Investigation	$83,300
Sub-Total	**$83,300**
Construction Engineering / Administration Costs	
Wetland Mitigation Credits	$0
Sub-Total	**$0**
Construction Costs	
Contaminated Property – Construction Monitoring	$18,400
Erosion Control and Stormwater Management	$44,600
Restoration and Revegetation	$47,000
Sub-Total	**$110,000**
Total Environmental Mitigation and Compliance Costs	
TOTAL	**$193,300**

*All numbers are rounded to nearest $100.

Environmental Mitigation & Compliance Costs Breakdown:	Hwy 212
Project Delivery Costs (Engineering)	
Preconstruction Engineering	$1,654,600
Construction Engineering / Administration	$314,100
Sub-Total	**$1,968,700**
Right of Way Costs (Land Only)	
Total Project Right of Way Costs	$6,300
Sub-Total	**$6,300**
Construction Costs	
Total Project Construction Costs	$5,359,400
Change Orders	$6,300
Sub-Total	**$5,361,200**
Total Project Costs	
Total Project Delivery Costs (Engineering)	$1,968,700
Total Right of Way Costs	$6,300
Total Project Construction Costs	$5,361,200
TOTAL	**$7,336,200**

Percentage of Project Costs for Environmental Mitigation & Compliance	
Total Environmental Mitigation Costs divided by Total Project Costs	
$193,300 divided by $7,336,200 =	**2.6%**

*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	2025 Trunk Highway Fund Expenditures
1	Road Construction	1,173.4
2	Design and engineering	278.3
3	Labor	567.2
4	Acquisition of right of way	59.4
5	Litigation	7.2
6	Maintenance	168.6
7	Road operations	377.8
8	Planning	19.2
9	Environmental compliance	34.9
10	Administration	192.7
TOTAL		**2,878.7**

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 2025 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

2025 Products and Services Summary

2025 Products and Services Framework

Table 5: Products and Services Framework

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 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 FY 2018, Roadside Auxiliary Infrastructure and System Roadway Structures Maintenance were combined into Road and Roadside Maintenance.

Department Summary Chart

	2023-2024 Biennium					
Department Summary	**2023**	**Totals**	**2024**	**Totals**	**2025**	**Totals**
Products and Services	Budget	Spent	Budget	Spent	Budget	Spend
Airports	689,377,038	279,954,603	498,985,105	135,587,283	501,684,990	162,612,216
Aviation Safety Operation and Regulation	7,261,084	7,272,201	15,517,052	16,055,758	9,386,107	9,546,088
Bicycle and Pedestrian Planning and Grants	4,941,791	4,426,488	6,808,752	8,225,418	49,908,796	43,316,393
Bridges and Structures Inspection and Maintenance	11,885,378	13,468,486	11,990,274	13,264,412	14,608,409	18,143,297
Commercial Truck and Bus Safety	4,269,193	3,399,191	4,476,497	3,621,260	5,426,030	4,867,445
County State Aid Highway	1,205,799,826	955,554,849	1,257,653,215	1,075,838,117	1,395,495,731	1,156,234,478
Develop Highway Improvement Projects - PE	81,777,601	80,769,224	83,803,676	83,992,569	95,271,626	98,179,516
External Partner Support	83,425,594	56,333,897	113,736,225	92,006,445	152,350,567	147,863,386
Freight Rail Improvements	590,563	7,581,860	242,776	3,284,296	119,270	423,715
Freight System Planning	734,548	410,431	6,179,081	6,029,149	1,844,849	1,705,898
Highway Construction Management Oversight - CE	38,208,171	41,819,933	60,582,451	46,172,243	88,754,654	73,713,188
Intercity Passenger Rail Improvement	420,600	470,162	4,819,611	4,147,736	14,348,147	3,799,697
Municipal State Aid Highway	229,105,542	206,936,904	243,432,561	224,841,189	279,543,720	208,632,662
Plan Highway System	37,032,980	31,594,532	39,573,638	36,197,715	67,405,394	39,494,419
Port Improvements	90,440	87,647	105,378	90,294	89,880	93,872
Radio Towers and Communications	13,902,509	13,913,000	15,259,708	16,497,715	14,530,683	14,684,254
Rail Safety	5,507,249	6,640,388	8,318,316	8,663,151	8,797,705	8,891,092
Research and Development	20,590,203	17,559,053	21,825,837	17,026,204	25,688,558	23,149,081
Road and Roadside Maintenance	54,441,485	65,800,464	62,717,675	70,520,355	72,850,538	82,395,420
Snow and Ice	111,164,829	136,234,394	79,720,320	92,225,528	96,362,015	111,295,151
State Road Construction	1,001,485,476	1,374,231,844	1,103,383,473	1,050,695,861	1,187,557,058	1,042,613,049
Traffic Operations and Maintenance	53,844,494	59,727,672	46,039,930	57,814,039	69,674,873	68,665,555
Transit Planning and Grants	170,651,586	183,309,173	175,061,971	195,936,389	195,902,394	172,653,460
Trunk Highway Debt Service	289,364,000	251,998,113	272,636,000	4,300,000	295,394,000	252,929,121
Agency Overhead	441,511,031	467,158,736	475,359,900	461,764,774	602,968,922	582,970,697
Grand Total	**4,557,383,213**	**4,266,653,243**	**4,608,229,422**	**3,724,797,897**	**5,245,964,913**	**4,328,873,152**

Note: The Agency Overhead amounts above include items such as workers compensation, severance (medical portion), unemployment, and statewide indirect costs.

Division Summary

	Chief Counsel		Chief Financial Officer		Chief of Staff		Commissioners Office		Engineering Services		Operations		State Aid		Workforce & Agency Services		Sustainability, Planning & Program Mgmt.		Total	
Products and Services	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend
Airports	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	498,985,105	135,587,283	498,985,105	135,587,283
Aviation Safety Operation and Regulation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,517,052	16,055,758	15,517,052	16,055,758
Bicycle and Pedestrian Planning and Grants	0	0	0	0	0	0	0	0	0	0	0	0	14,556,139	2,676,275	0	0	7,747,386	5,549,143	6,808,752	8,225,418
Bridges and Structures Inspection and Maintenance	0	0	0	0	0	0	0	0	1,280,451	1,285,382	10,640,985	11,921,351	0	0	68,838	57,679	0	0	11,990,274	13,264,412
Commercial Truck and Bus Safety	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,476,497	3,621,260	4,476,497	3,621,260
County State Aid Highway	0	0	0	0	0	0	0	0	0	0	13,822,061	13,808,911	1,243,831,154	1,062,029,206	0	0	0	0	1,257,653,215	1,075,838,117
Develop Highway Improvement Projects - PE	0	0	0	0	4,138,812	3,894,827	0	0	26,279,476	27,987,879	47,204,400	46,182,405	0	634,064	1,245,721	1,117,378	4,935,266	4,176,015	83,803,676	83,992,569
External Partner Support	0	0	0	0	0	0	72,790	141,123	4,766,910	2,627,477	41,622,820	29,298,260	64,783,353	57,284,777	131,000	141,346	2,359,353	2,513,462	113,736,225	92,006,445
Freight Rail Improvements	0	0	0	0	0	0	0	0	0	0	0	54,512	0	0	0	0	242,776	3,229,784	242,776	3,284,296
Freight System Planning	0	0	0	0	0	0	0	0	0	0	5,000,000	5,000,000	0	0	0	0	1,179,081	1,029,149	6,179,081	6,029,149
Highway Construction Management Oversight - CE	0	144,000	0	0	1,095,665	1,095,107	0	0	7,613,132	8,384,952	41,885,619	27,064,857	0	0	796,375	714,386	9,191,660	8,768,941	60,582,451	46,172,243
Intercity Passenger Rail Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,819,611	4,147,736	4,819,611	4,147,736
Municipal State Aid Highway	0	0	0	0	0	0	0	0	0	0	0	0	243,432,561	224,841,189	0	0	0	0	243,432,561	224,841,189
Plan Highway System	0	0	317,123	2,637,811	586,024	549,314	0	0	2,212,700	2,074,701	8,312,607	6,687,585	0	3,489,223	8	15	28,145,175	20,759,067	39,573,638	36,197,715
Port Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,378	90,294	105,378	90,294
Radio Towers and Communications	0	0	0	0	0	0	0	0	0	0	0	0	15,259,708	16,497,715	0	0	0	0	15,259,708	16,497,715
Rail Safety	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,318,316	8,663,151	8,318,316	8,663,151
Research and Development	0	0	0	0	0	0	0	0	2,585,416	1,875,939	4,785,920	2,475,315	0	0	0	0	14,454,501	12,674,949	21,825,837	17,026,204
Road and Roadside Maintenance	0	0	0	0	0	0	0	0	763,189	828,304	61,884,054	69,649,864	0	0	7,960	6,666	62,471	35,521	62,717,675	70,520,355
Snow and Ice	0	0	0	0	0	0	0	0	0	0	79,399,124	91,958,836	0	25,520	0	0	321,195	241,172	79,720,320	92,225,528
State Road Construction	0	0	0	0	0	0	0	0	1,950,000	2,532,177	1,098,821,287	993,378,621	0	0	0	0	2,612,186	54,785,062	1,103,383,473	1,050,695,861
Traffic Operations and Maintenance	0	0	0	0	0	0	0	0	463,113	435,222	45,050,176	56,954,497	0	0	26,641	22,320	500,000	402,000	46,039,930	57,814,039
Transit Planning and Grants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175,061,971	195,936,389	175,061,971	195,936,389
Trunk Highway Debt Service	0	0	268,336,000	0	0	0	0	0	0	0	0	0	0	0	0	0	4,300,000	4,300,000	272,636,000	4,300,000
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**	**61,671,127**	**59,664,175**	**21,363,408**	**21,742,716**	**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**	**1,593,752,913**	**1,375,694,790**	**63,947,670**	**61,723,966**	**789,203,616**	**504,308,852**	**4,608,229,422**	**3,724,797,897**

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

Offices and Divisions

Chief Counsel Division	Chief Counsel		Total	
Products & Services	Sources	Uses	Budget	Spend
Agency Overhead	**6,933,950**	**6,881,874**	**6,933,950**	**6,881,874**
Grand Total	**6,933,950**	**6,881,874**	**6,933,950**	**6,881,874**

Chief Financial Officer Division	Financial Management		Corp. Accnts and Risk Reserve		Total	
Products & Services	Sources	Uses	Sources	Uses	Budget	Spend
Plan Highway System	3,070,030	2,857,131	-	-	3,070,030	2,857,131
Trunk Highway Debt Service	-	-	291,394,000	-	291,394,000	-
Other / Nondirect	-	-	1,377,316	-	1,377,316	-
Agency Overhead	**12,776,684**	**12,442,070**	**48,479,602**	**20,946,560**	**61,256,287**	**33,388,630**
Grand Total	**15,846,714**	**15,299,200**	**341,250,918**	**20,946,560**	**357,097,633**	**36,245,760**

Commissioner's Office Division	Audit		Commissioner's Staff		Government Affairs		Tribal Affairs		Total	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses	Budget	Spend
External Partner Support	-	-	-	-	38,004	38,004	5,031,987	1,593,343	5,069,991	1,631,347
Agency Overhead	**3,944,502**	**4,194,705**	**1,685,210**	**1,719,077**	**831,373**	**808,029**	**5,157,534**	**7,344,199**	**11,618,619**	**14,066,010**
Grand Total	**3,944,502**	**4,194,705**	**1,685,210**	**1,719,077**	**869,377**	**846,033**	**10,189,522**	**8,937,542**	**16,688,611**	**15,697,357**

Chief of Staff Division	Chief of Staff Admin		Civil Rights		Equity & Diversity		Organizational Plan & Mgmt		Communications & Public Engagement		Total	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses	Budget	Spend
Develop Highway Improvement Projects - PE	-	-	4,317,515	3,348,657	-	-	-	-	-	-	4,317,515	3,348,657
External Partner Support	-	-	2	-	-	-	-	-	-	-	2	0
Highway Construction Management Oversight - CE	-	-	1,341,332	1,303,850	-	-	-	-	-	-	1,341,332	1,303,850
Plan Highway System	-	-	391,278	288,269	-	-	-	-	-	-	391,278	288,269
Agency Overhead	**305,489**	**230,474**	**2,261,085**	**2,202,052**	**1,644,299**	**1,234,587**	**721,460**	**120,540**	**3,609,448**	**3,338,400**	**8,541,781**	**7,126,054**
Grand Total	**305,489**	**230,474**	**8,311,213**	**7,142,828**	**1,644,299**	**1,234,587**	**721,460**	**120,540**	**3,609,448**	**3,338,400**	**14,591,909**	**12,066,830**

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

Engineering Services Division	Bridges		Construction & Innovative Contracting		Engineering Services Admin		Environmental Stewardship	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses
Bridges and Structures Inspection and Maintenance	1,287,438	1,291,738	-	-	-	-	1,207	1,208
Develop Highway Improvement Projects - PE	6,230,381	6,533,268	528,424	551,448	97,459	103,973	2,937,862	3,043,346
External Partner Support	3,065,140	989,469	123,000	108,617	-	-	46,500	213,532
Highway Construction Management Oversight - CE	1,126,176	1,181,559	1,766,700	1,842,949	-	-	228,818	234,618
Plan Highway System	67,552	27,641	-	-	15,336	15,000	420,559	339,880
Research and Development	209,118	85,585	-	-	-	-	131,319	105,518
Road and Roadside Maintenance	676	704	-	-	-	3,246	235,137	621,973
Snow and Ice	-	-	-	-	-	68,191	-	-
State Road Construction	600,000	999,920	-	-	-	-	150,000	307,196
Traffic Operations and Maintenance	23,674	23,803	-	-	-	-	2,962	3,009
Other / Nondirect	1,513,000	-	-	-	-	-	1,000,000	-
Agency Overhead	**6,591,343**	**6,870,215**	**1,772,802**	**1,849,539**	**10,592,386**	**11,596,657**	**5,194,049**	**5,368,013**
Grand Total	**20,714,500**	**18,003,901**	**4,190,926**	**4,352,554**	**10,705,181**	**11,787,067**	**10,348,411**	**10,238,293**

Engineering Services Division (continued)	Land Management		Materials & Road Research		Project Mngmt & Tech Support		Consultant Services		Total	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses	Budget	Spend
Bridges and Structures Inspection and Maintenance	-	-	-	-	-	-	735,873	792,572	2,024,518	2,085,518
Develop Highway Improvement Projects - PE	7,745,867	7,640,498	3,124,677	3,194,171	3,229,083	3,302,967	4,780,067	4,635,398	28,673,819	29,005,070
External Partner Support	78,000	107,926	470,000	1,405,432	-	-	-	-	3,782,640	2,824,977
Highway Construction Management Oversight - CE	250,000	229,017	4,073,998	4,165,024	1,659,529	1,696,903	593,001	574,814	9,698,222	9,924,885
Plan Highway System	-	-	-	-	1,985	2,423	1,620,532	1,705,056	2,125,965	2,090,000
Research and Development	-	-	2,622,614	2,154,127	60,839	74,288	99,879	105,098	3,123,769	2,524,615
Road and Roadside Maintenance	547,760	503,520	-	-	-	-	213,413	229,880	996,986	1,359,323
Snow and Ice	-	-	-	-	-	-	-	-	-	68,191
State Road Construction	600,000	600,010	600,000	769,357	1,060,000	1,303,814	-	-	3,010,000	3,980,296
Traffic Operations and Maintenance	98,511	98,509	-	-	-	-	153,624	165,390	278,771	290,712
Other / Nondirect	-	-	-	-	-	-	-	-	2,513,000	-
Agency Overhead	**6,151,311**	**6,195,021**	**7,103,795**	**7,365,490**	**5,213,946**	**5,324,500**	**4,923,611**	**4,804,595**	**47,543,244**	**49,374,029**
Grand Total	**15,471,449**	**15,374,501**	**17,995,085**	**19,053,602**	**11,225,382**	**11,704,894**	**13,120,000**	**13,012,803**	**103,770,935**	**103,527,615**

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 & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses
Bridges and Structures Inspection and Maintenance	1,353,687	1,473,746	580,107	641,778	788,676	864,527	509,684	546,685
County State Aid Highway	50,000,000	1,697,616			0	18,390	0	597,079
Develop Highway Improvement Projects - PE	6,436,330	6,623,182	3,292,415	3,398,773	5,525,772	5,965,139	3,004,157	3,179,871
External Partner Support	1,907,571	11,219,967	82,386	269,537	487,570	750,464	2,075,567	1,031,998
Freight Rail Improvements								
Freight System Planning								
Highway Construction Management Oversight - CE	4,922,376	5,066,125	1,370,924	1,415,602	8,867,661	3,583,772	1,073,334	1,135,846
Plan Highway System	276,651	277,134	412,146	464,117	455,819	473,721	306,507	306,782
Research and Development	2,341	2,350	9,965	11,211	183	160		
Road and Roadside Maintenance	6,458,643	7,168,991	4,593,856	5,117,493	8,155,709	9,100,164	4,748,518	5,218,746
Snow and Ice	13,633,809	15,392,989	8,171,946	9,394,084	12,128,165	13,891,131	8,738,912	9,814,795
State Road Construction	59,872,803	107,340,445	42,402,312	62,578,993	82,970,514	157,567,937	50,312,822	64,231,278
Traffic Operations and Maintenance	18,613,301	2,357,251	809,453	973,449	2,860,313	4,437,823	1,972,146	3,118,149
Agency Overhead	**22,518,117**	**23,649,481**	**14,531,369**	**15,236,515**	**29,745,093**	**24,404,427**	**16,341,563**	**17,947,445**
Grand Total	**185,995,629**	**182,269,275**	**76,256,879**	**99,501,552**	**151,985,476**	**221,057,656**	**89,083,210**	**107,128,674**

Operations Division (continued)	District 6		District 7		District 8		Metro District	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses
Bridges and Structures Inspection and Maintenance	2,232,439	2,463,572	1,303,895	1,449,343	613,136	682,485	5,118,527	5,927,277
County State Aid Highway			0	1,104,687	0	769,374	0	10,463,214
Develop Highway Improvement Projects - PE	5,042,758	5,284,621	2,322,845	2,410,156	2,266,684	2,429,853	19,212,680	22,355,540
External Partner Support	0	539,193	63,019	378,978	3,172,182	394,587	14,023,920	10,945,428
Freight Rail Improvements							0	252,076
Freight System Planning							19,337	376,719
Highway Construction Management Oversight - CE	4,823,750	5,055,981	2,230,537	2,314,826	1,797,547	1,926,611	14,325,937	15,517,764
Plan Highway System	314,279	357,482	376,341	306,275	426,296	360,185	1,868,932	4,019,845
Research and Development							576,145	576,145
Road and Roadside Maintenance	9,049,073	10,125,317	7,442,835	8,320,638	4,044,184	4,565,106	21,303,824	25,067,538
Snow and Ice	9,894,462	11,238,514	8,371,790	9,432,008	5,808,046	6,747,978	27,871,432	33,386,735
State Road Construction	80,225,424	56,614,729	58,916,372	62,994,035	45,229,360	68,054,937	487,835,795	410,689,602
Traffic Operations and Maintenance	2,716,592	4,855,716	2,143,313	3,224,930	789,908	898,142	20,884,884	27,785,637
Agency Overhead	**24,710,497**	**27,411,568**	**19,051,380**	**20,462,876**	**20,247,055**	**21,101,166**	**78,251,935**	**84,591,259**
Grand Total	**139,009,273**	**123,946,694**	**102,222,325**	**112,398,753**	**84,394,398**	**107,930,426**	**691,293,348**	**651,954,781**

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

Operations Division (continued)	Maintenance		Traffic Engineering		Operations Division Admin		CAV-X		Electrical Services Section		Total	
Products & Services	**Sources**	**Uses**	**Sources**	**Uses**	**Sources**	**Uses**	**Sources**	**Uses**	**Sources**	**Uses**	**Budget**	**Spend**
Bridges and Structures Inspection and Maintenance	-	-	10,063	7,219	15,411	19,445	-	-	815	903	12,526,441	14,076,980
County State Aid Highway	-	-	-	-	-	-	-	-	-	-	50,000,000	14,650,360
Develop Highway Improvement Projects - PE			4,006,424	3,250,059	412,141	415,027	202,739	64,987	87,153	1,032,326	51,812,098	56,409,536
External Partner Support	4,391	4,391	60,000	43,440	48,237	43,237	-	-	-	37,173	21,924,842	25,658,395
Freight Rail Improvements	-	-	-	-	-	-	-	-	-	-	-	252,076
Freight System Planning	-	-	-	-	-	-	-	-	-	-	19,337	376,719
Highway Construction Management Oversight - CE	-	-	7,037	7,127	23,892	24,035	288,183	92,383	141,369	1,674,739	39,872,545	37,814,810
Plan Highway System	-	-	3,700,697	1,888,026			0	-200	-	-	8,137,668	8,453,367
Research and Development	-	-	59,429	70,466			4,943,243	4,513,331	-	-	5,591,307	5,173,662
Road and Roadside Maintenance	5,631,468	6,050,368	300,000	142,675	94,709	115,857	-	-	7,332	8,183	71,830,150	81,001,075
Snow and Ice	1,511,638	1,544,477	-	-	217,967	310,784	-	-	13,849	16,640	96,362,015	111,170,136
State Road Construction	-	-	60,000	82,723	1,910,323	2,925,710	-	-	-	-	909,735,725	993,080,389
Traffic Operations and Maintenance	10,758,522	11,305,927	1,688,462	1,531,411	9,853	12,461	-	-	5,392,888	7,389,470	68,639,637	67,890,367
Agency Overhead	**91,053,784**	**75,717,035**	**3,769,290**	**3,254,085**	**4,597,430**	**5,238,255**	**1,427,074**	**1,234,842**	**2,746,397**	**3,984,999**	**328,990,984**	**324,233,953**
Grand Total	**108,959,803**	**94,622,199**	**13,661,402**	**10,277,231**	**7,329,964**	**9,104,811**	**6,861,239**	**5,905,342**	**8,389,802**	**14,144,433**	**1,665,442,747**	**1,740,241,827**

State Aid Division	State Aid for Local Transp		Statewide Radio Communications		Total Sources	
Products & Services	**Sources**	**Uses**	**Sources**	**Uses**	**Budget**	**Spend**
Bicycle and Pedestrian Planning and Grants	2,544,861	3,520,567			2,544,861	3,520,567
Bridges and Structures Inspection and Maintenance			0	1,930,708	0	1,930,708
County State Aid Highway	1,344,295,731	1,141,584,118			1,344,295,731	1,141,584,118
Develop Highway Improvement Projects - PE	1,600,000	3,270,455			1,600,000	3,270,455
External Partner Support	115,215,954	108,852,906	3,289,583	3,322,978	118,505,537	112,175,884
Municipal State Aid Highway	279,343,720	208,432,662			279,343,720	208,432,662
Plan Highway System	15,560,000	4,269,875	0	160,000	15,560,000	4,429,875
Radio Towers and Communications			14,530,683	14,684,254	14,530,683	14,684,254
Road and Roadside Maintenance			0	14,628	0	14,628
Snow and Ice			0	56,823	0	56,823
State Road Construction	4,900,000	4,900,000			4,900,000	4,900,000
Traffic Operations and Maintenance			0	402	0	402
Agency Overhead	**6,366,880**	**12,288,530**	**4,650,963**	**5,184,256**	**11,017,844**	**17,472,786**
Grand Total	**1,769,827,146**	**1,487,119,113**	**22,471,229**	**25,354,050**	**1,792,298,375**	**1,512,473,163**

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

Sustainability, Planning & Program Mgmt.	Aeronautics		Freight & Commcl Veh Ops		Passenger Rail		Transit and Active Transportation	
Row Labels	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses
Airports	501,684,990	162,612,216						
Aviation Safety Operation and Regulation	9,386,107	9,546,088						
Bicycle and Pedestrian Planning and Grants							47,363,934	39,795,826
Commercial Truck and Bus Safety			5,426,030	4,867,445				
County State Aid Highway								
Develop Highway Improvement Projects - PE								
External Partner Support	22,531	22,531	2,500,000	682,017			213,023	4,175,390
Freight Rail Improvements			119,270	171,639				
Freight System Planning			1,825,512	1,329,179				
Highway Construction Management Oversight - CE								
Intercity Passenger Rail Improvement					14,348,147	3,799,697		
Municipal State Aid Highway							200,000	200,000
Plan Highway System							0	315,252
Port Improvements			89,880	93,872				
Rail Safety			8,797,705	8,891,092				
Research and Development								
State Road Construction								
Traffic Operations and Maintenance								
Transit Planning and Grants							195,902,394	172,653,460
Trunk Highway Debt Service			4,000,000	0				
Agency Overhead	**4,085,211**	**25,298,791**	**6,812,077**	**5,451,633**	**168,652**	**187,203**	**5,043,764**	**4,547,245**
Grand Total	**515,178,838**	**197,479,626**	**29,570,474**	**21,486,878**	**14,516,798**	**3,986,900**	**248,723,116**	**221,687,173**

Sustainability, Planning & Program Mgmt. (Continued)	Transportation System Management		Sustainability & Public Health		Research and Innovation		Asset Management		Total	
Products & Services	Sources	Uses	Sources	Uses	Sources	Uses	Sources	Uses	Budget	Spend
Airports									501,684,990	162,612,216
Aviation Safety Operation and Regulation									9,386,107	9,546,088
Bicycle and Pedestrian Planning and Grants									47,363,934	39,795,826
Commercial Truck and Bus Safety									5,426,030	4,867,445
County State Aid Highway	1,200,000	0							1,200,000	0
Develop Highway Improvement Projects - PE	2,488,805	1,094,202	1,862,932	1,591,137			2,941,614	1,963,700	7,293,352	4,649,040
External Partner Support					201,000	561,494			2,936,554	5,441,434
Freight Rail Improvements									119,270	171,639
Freight System Planning									1,825,512	1,329,179
Highway Construction Management Oversight - CE	36,681,528	23,569,759	340,000	318,789					37,021,528	23,888,547
Intercity Passenger Rail Improvement									14,348,147	3,799,697
Municipal State Aid Highway									200,000	200,000
Plan Highway System	36,590,792	20,068,397	37,644	37,644	1,480,100	944,223			38,108,536	21,365,516
Port Improvements									89,880	93,872
Rail Safety									8,797,705	8,891,092
Research and Development	813,416	586,512	142,622	133,844	14,140,494	13,842,904	1,660,000	411,243	16,756,532	14,974,503
State Road Construction	269,911,333	40,652,364							269,911,333	40,652,364
Traffic Operations and Maintenance	700,000	452,077							700,000	452,077
Transit Planning and Grants									195,902,394	172,653,460
Trunk Highway Debt Service	0	252,929,121							4,000,000	252,929,121
Agency Overhead	**2,623,364**	**4,983,392**	**31,403,216**	**4,535,903**	**915,685**	**970,731**	**2,867,441**	**3,226,132**	**53,919,410**	**49,201,030**
Grand Total	**351,009,239**	**344,335,824**	**33,786,415**	**6,617,317**	**16,737,279**	**16,319,352**	**7,469,055**	**5,601,076**	**1,216,991,214**	**817,514,146**

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

Workforce and Agency Services Division	Administration		Human Resources		Workforce and Agency Services Admin		Total	
Products & Services	**Sources**	**Uses**	**Sources**	**Uses**	**Sources**	**Uses**	**Budget**	**Spend**
Bridges and Structures Inspection and Maintenance			57,450	50,090			57,450	50,090
Develop Highway Improvement Projects - PE			1,574,841	1,496,758			1,574,841	1,496,758
External Partner Support	131,000	131,350					131,000	131,350
Highway Construction Management Oversight - CE	432	1,366	820,595	779,730			821,026	781,096
Plan Highway System			11,917	10,262			11,917	10,262
Research and Development	216,950	476,302					216,950	476,302
Road and Roadside Maintenance			23,402	20,393			23,402	20,393
Traffic Operations and Maintenance	21,505	1,531	34,960	30,467			56,465	31,998
Agency Overhead	**59,325,026**	**67,643,854**	**11,979,402**	**11,177,800**	**833,211**	**1,487,393**	**72,137,639**	**80,309,047**
Grand Total	**59,694,913**	**68,254,402**	**14,502,567**	**13,565,500**	**833,211**	**1,487,393**	**75,030,691**	**83,307,296**

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

Productivity Measures

Introduction

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

Background

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

The report includes the following measures:

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

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

Purpose and Scope

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

Costs are presented in inflation adjusted and unadjusted terms. The base year for inflation adjusted data is the year the most current data is available. In this report, that ranges from 2023 – 2024. Inflation factors were selected for each measure based upon the nature of the work performed and the expenses incurred. For measures where the bulk of costs are labor related, a 2.5 percent inflation factor is used for the analysis period up to 2021, with the factor increasing to 3.0 percent for 2022, to 3.25 percent for 2023 and 2024, and back to 3.0 percent in 2025. These are based on historic and current MnDOT labor inflation. For measures where the bulk of costs are maintenance related, a 3 percent inflation factor is used for the analysis period up to 2021, with the factor increasing to 3.25 percent for 2022 and to 3.5 percent from 2023 through 2025. These are based on historic and current inflation in MnDOT maintenance and operations commodity and labor inflation. Both of these inflation series follow long run averages rather than year-by-year movements.

For the pavement measure, actual values are used from MnDOT's pavement surfacing index. The surfacing index has been volatile, increasing an average of 5 percent per year from 2012-2023, the analysis period for this measure. For

the program planning and delivery to construction expenditure ratio, two different inflation factors were applied. For the program planning and delivery side of the ratio, the labor inflation factor described above is applied since those expenditures are primarily labor. For the construction expenditure side of the ratio, actual MnDOT construction cost index values are used. This index has been volatile, increasing an average of 5 percent per year from 2014-2025, the analysis period for this measure.

Bridges: Inspection Cost per Square Foot of Deck Area

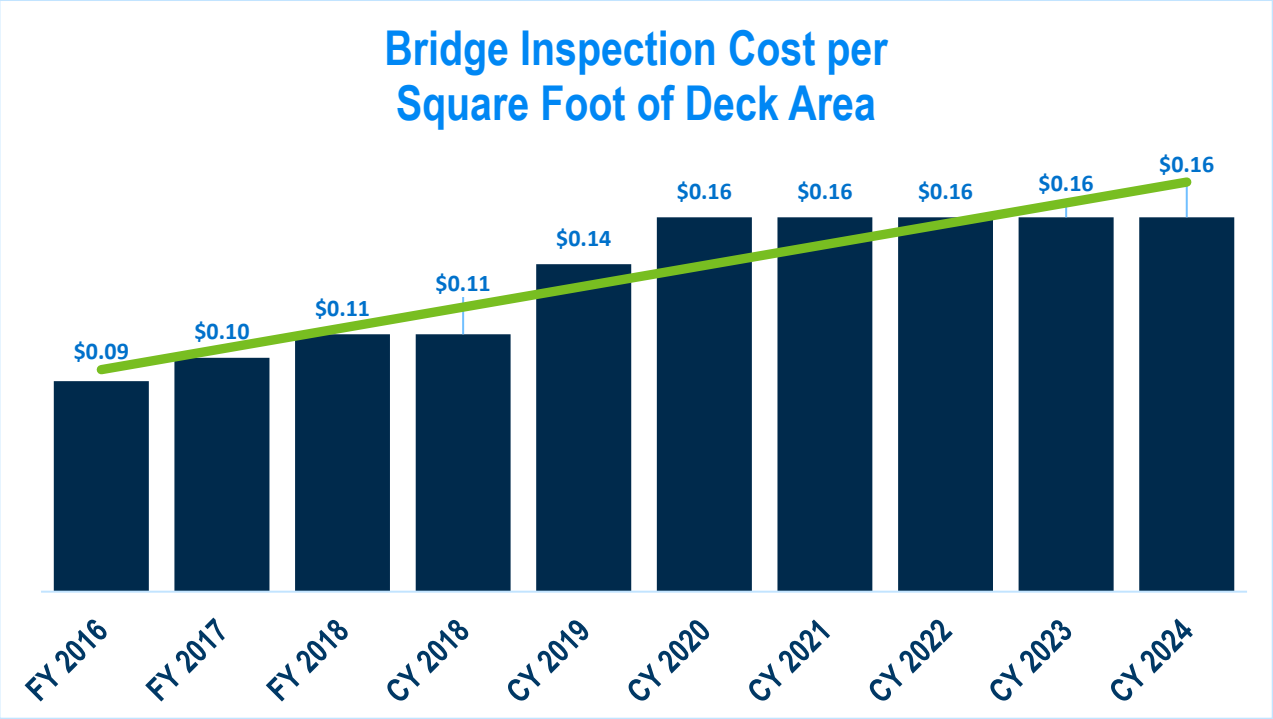
Bridge safety inspections play key roles in maintaining a safe transportation system, ensuring the structural integrity of bridges and keeping MnDOT in compliance with state and federal laws. Inspection types include routine, initial, pinned assembly, in depth, damage, complex, special, nonredundant 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 2016- Calendar Year 2024 Bridge Inspection Cost per Sq. Ft. of Deck Area



Note: Costs were adjusted to 2024 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 and 2024. 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 five years. MnDOT is always striving to improve inspection quality and efficiency. Recent efforts to leverage latest technology (like drones) aid in achieving better access during inspections. Bridge condition accuracy continues to be 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 2016	$2,799	30,107	$0.09
FY 2017	$2,980	29,182	$0.10
FY 2018	$3,273	30,862	$0.11
2018	$3,309	29,005	$0.11
2019	$4,136	29,252	$0.14
2020	$4,736	29,799	$0.16
2021	$4,719	29,301	$0.16
2022	$4,752	28,872	$0.16
2023	$4,639	28,826	$0.16
2024	$4,652	29,798	$0.16

Note: Costs were adjusted to 2024 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 and 2024. 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 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
2024	$4,652	29,798	$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.
- 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 modeling.

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

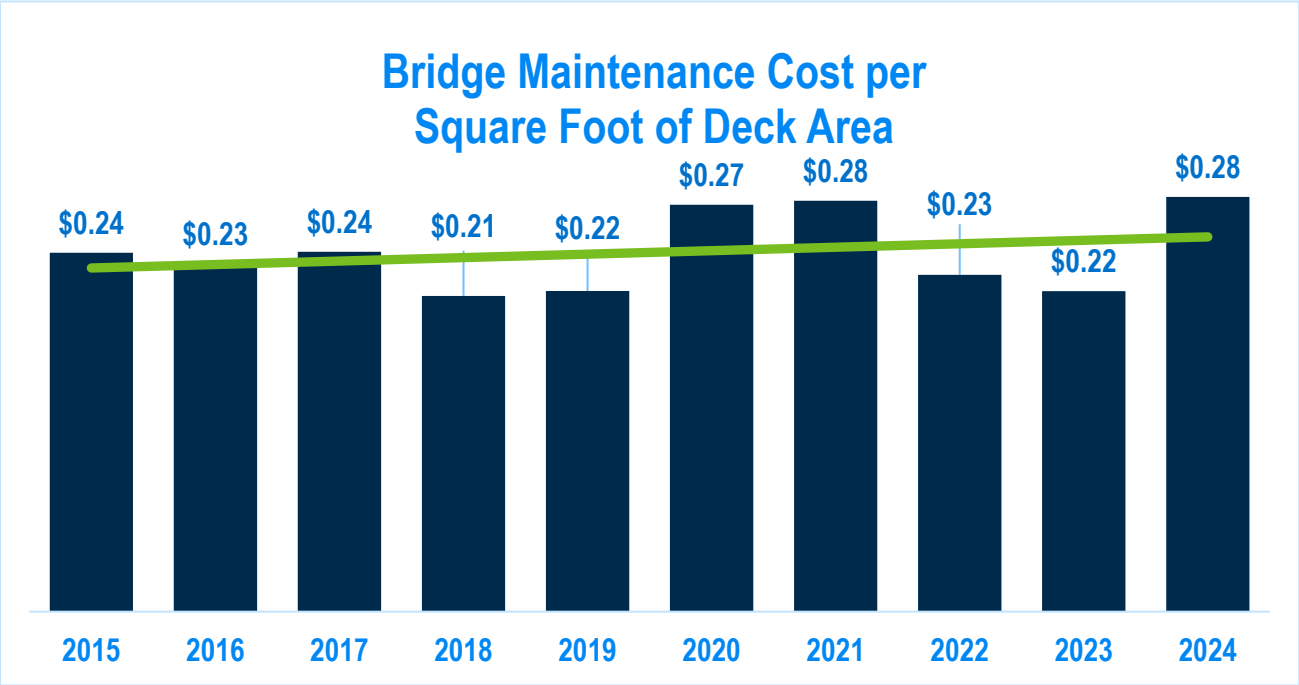
Bridges: Maintenance Cost per Square Foot of Deck Area

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 2015-2024 Bridge Maintenance Cost per Sq. Ft. of Deck Area



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 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

Over the last decade, between $0.21 and $0.28 per square foot of deck area was spent on average to perform preventive and reactive maintenance adjusting for inflation. The overall trend is slightly increasing 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 and 2024 are likely due to a several factors including, but not limited to:

- Increased material costs
- More equipment usage due to COVID-19 policies
- Better data coding practices
- Increased reactive maintenance in response to aging inventory and declining percentage of deck area in good condition, and projects requiring increased monitoring and Bridge Office support
- Greater costs to gain better access to bridges to perform higher quality maintenance
- Higher staffing levels, allowing more maintenance to be accomplished

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.
2015	$3,967	$7,647	$11,614	48,185	$0.24
2016	$3,952	$7,200	$11,151	47,792	$0.23
2017	$4,525	$7,086	$11,611	48,039	$0.24
2018	$4,296	$5,919	$10,214	48,173	$0.21
2019	$4,501	$5,987	$10,488	48,703	$0.22
2020	$6,311	$7,061	$13,372	48,940	$0.27
2021	$6,038	$7,434	$13,472	48,811	$0.28
2022	$5,312	$5,728	$11,040	48,814	$0.23
2023	$4,190	$6,338	$10,528	48,911	$0.22
2024	$5,488	$8,181	$13,669	49,076	$0.28

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 3.5 percent for 2023 and 2024. 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.
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
2024	$5,488	$8,181	$13,669	49,076	$0.28

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

Major influencing factors

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

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

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

Pavement: Cost per Roadway Mile-Year Added

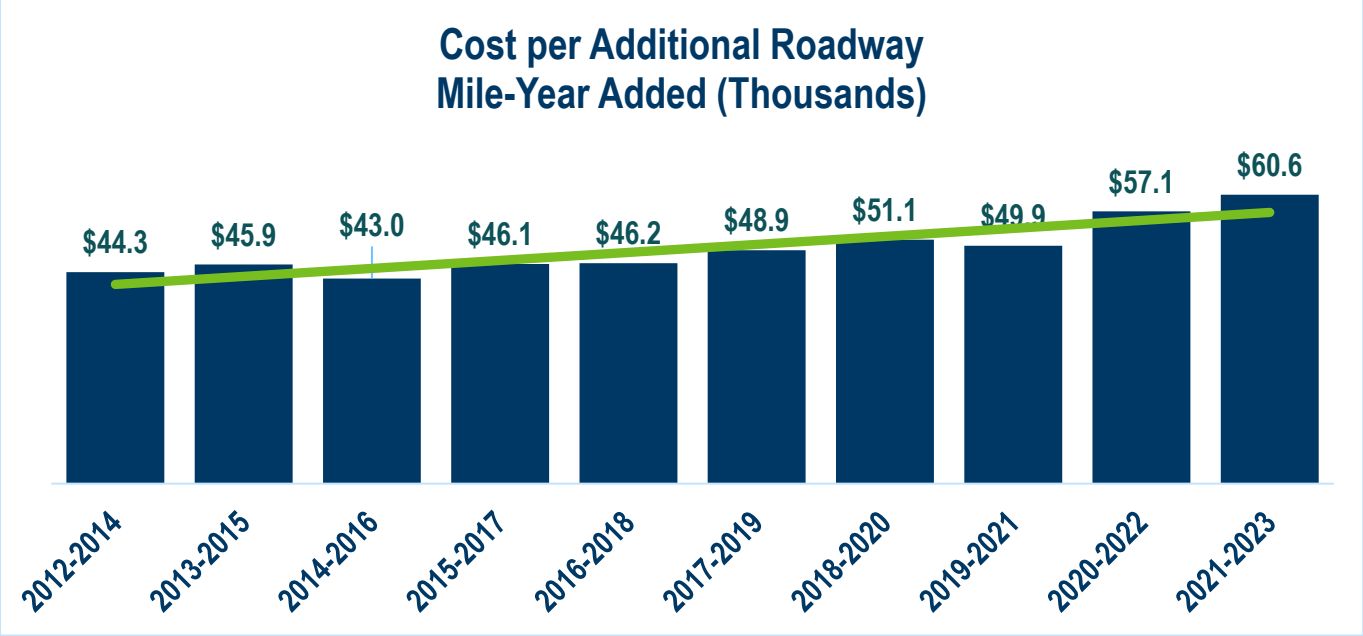
Preserving the functional and structural integrity of Minnesota's highways is a priority for MnDOT because timely repair and replacement reduces long-term costs and because highway smoothness greatly affects Minnesotans' satisfaction with overall state highway maintenance. To preserve the integrity of 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 2012-2023 of Cost per Roadway Mile-Year Added (Thousands)



Note: Costs were adjusted to 2023 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 percent per year between 2012 and 2023.

Results and analysis

The results through 2023 (the most recent year of data available) show the trend in cost per roadway mile-year added is increasing over time. The increasing trend might be related to more items being included in pavement projects than in previous decades such as culverts, Americans with Disabilities Act (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)
2012-2014	$711.3	16.0	$44.3
2013-2015	$636.7	13.9	$45.9
2014-2016	$524.4	12.2	$43.0
2015-2017	$534.3	11.6	$46.1
2016-2018	$546.8	11.8	$46.2
2017-2019	$585.5	12.0	$48.9
2018-2020	$593.8	11.6	$51.1
2019-2021	$569.4	11.4	$49.9
2020-2022	$598.6	10.5	$57.1
2021-2023	$590.7	9.7	$60.6

Note: Costs were adjusted to 2023 dollars using the actual annual Pavement Surfacing Index from the MnDOT Construction Cost Index. This index has been volatile but increased an average of 5 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)
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
2021-2023	$528.5	9.7	$54.2

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.

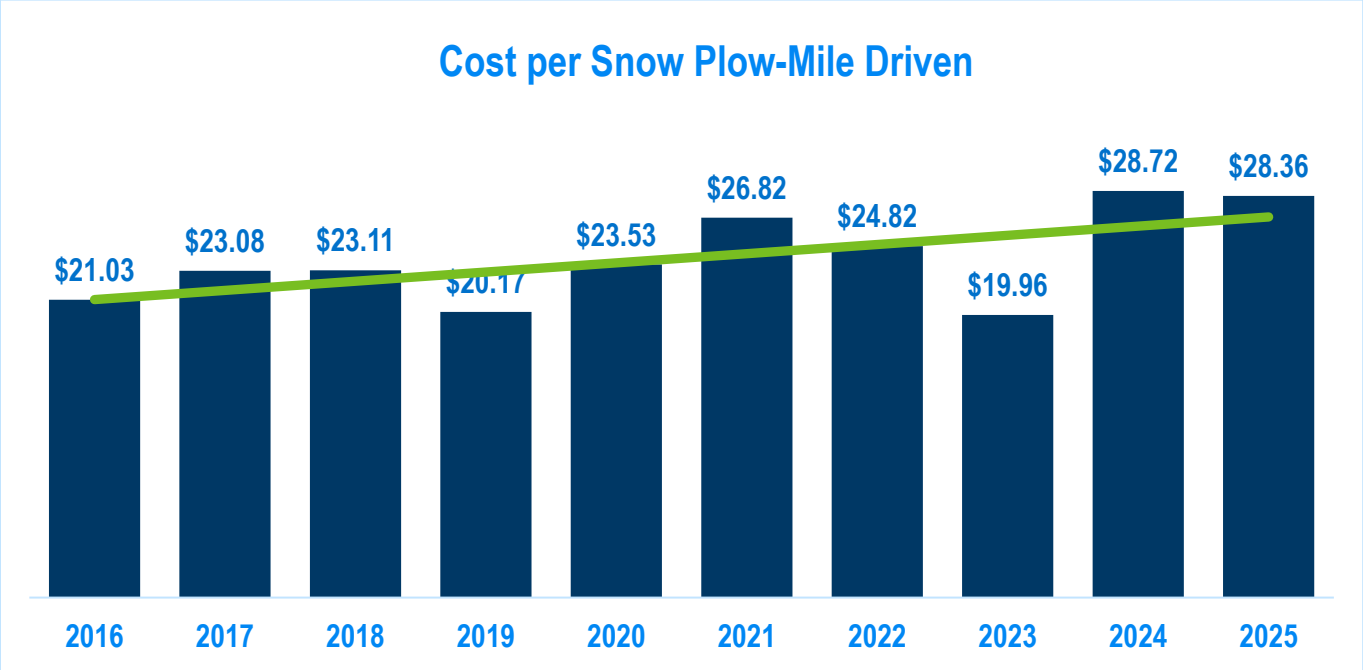
The two primary goals of MnDOT's snow and ice operations are to maintain mobility and to provide safe travel conditions for the public. Citizens expect to carry out normal activities through most weather events and to have transportation

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 2016-2025 Cost per Snowplow-Mile Driven



Note: Costs were adjusted to 2025 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, 2024, and 2025. These are based on historic and current MnDOT maintenance and operations commodity and labor inflation.

Results and analysis

Figure 5 (above) shows a slightly rising trend over the last 10 years for the cost per plow-mile driven. Lower costs such as in SFY2019, 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
2016	$125.0	5,943	$21.03
2017	$125.0	5,417	$23.08
2018	$155.0	6,705	$23.11
2019	$161.1	7,990	$20.17
2020	$149.8	6,366	$23.53
2021	$132.6	4,945	$26.82
2022	$163.9	6,603	$24.82
2023	$186.3	9,335	$19.96
2024	$96.3	3,352	$28.72
2025	$121.6	4,287	$28.36

Note: Costs were adjusted to 2025 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, 2024, and 2025. 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
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
2025	$121.6	4,284	$28.36

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 using 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 2015-2024 Cost per Mile Striped

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 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

Striping cost per mile trends upward over the reporting period, although it fluctuates from year-to-year due to the influencing factors listed below. In 2024 a larger number of wider, six-inch lines were painted and an increased number of requests for touch up work increased costs.

Table 14: Inflation-adjusted cost per mile striped

Calendar Year	Total Striping Costs ($1000s)	Miles Striped (1000s)	Cost per mile
2015	$8,583	14.7	$584
2016	$8,825	14.9	$592
2017	$8,297	15.7	$528
2018	$6,559	14.1	$465
2019	$7,797	14.3	$545
2020	$8,906	14.2	$627
2021	$6,942	13.1475	$528
2022	$6,549	12.6	$520
2023	$7,564	14	$540
2024	$9,866	13.1	$753

Note: Costs were adjusted to 2024 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 and 2024. 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
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
2024	$9,866	13.1	$753

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

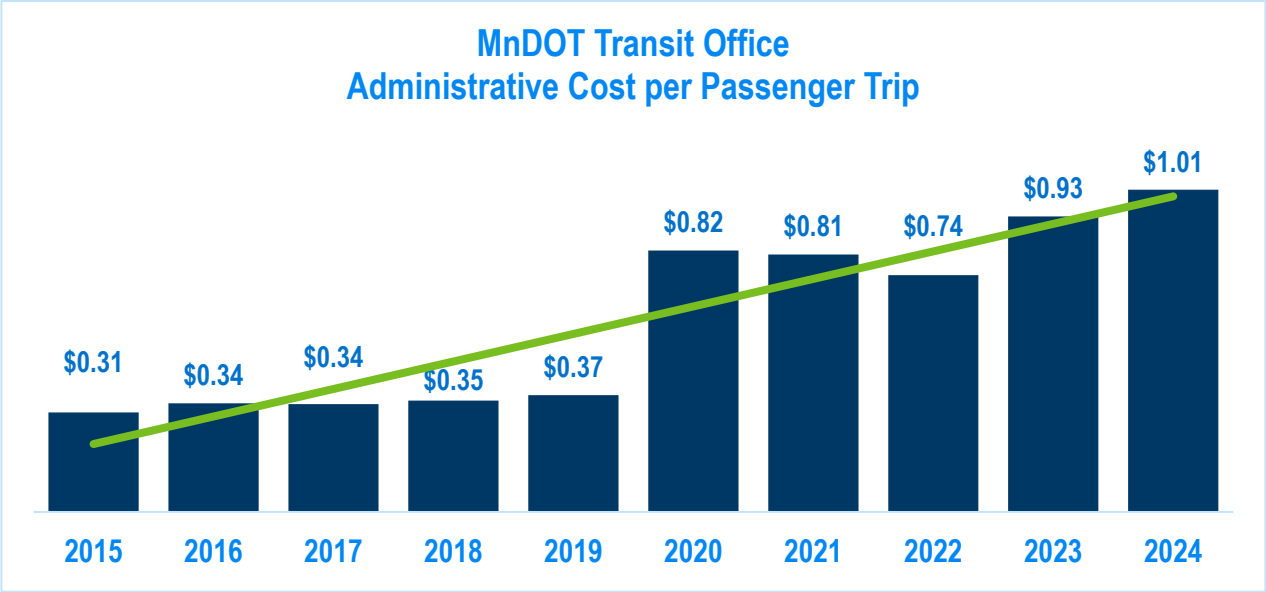
Public transit systems in Greater Minnesota connect people to jobs, family, schools, shopping, health care centers and sports and cultural events – all the destinations people desire. These systems improve mobility for the elderly, low-income and persons with disabilities in communities across the state 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 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 commuter rail service, Metro Transit – Transit Link, or for FTA Section 5310 providers as it did prior to 2018.

Figure 7: Calendar Year 2015-2024 MnDOT Administrative Cost per Public Transit Passenger Trip in Greater Minnesota



Note: Costs were adjusted to 2024 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 and 2024. These are based on historic and current MnDOT labor inflation. Starting in 2018, measure only includes administrative costs and associated trips for Greater Minnesota public transit providers.

Results and analysis

The MnDOT Office of Transit and Active Transportation administrative cost per public passenger trip had remained relatively flat over the period of analysis until transit ridership dropped by nearly half in 2020 due 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
2015	$4,628	13,566	$0.34
2016	$4,746	14,020	$0.34
2017	$4,148	11,862	$0.35
2018	$4,208	11,468	$0.37
2019	$5,115	6,230	$0.82
2020	$4,989	6,168	$0.81
2021	$5,262	7,074	$0.74
2022	$6,857	7,387	$0.93
2023	$7,616	7,527	$1.01
2024	$4,628	13,566	$0.34

Note: Costs were adjusted to 2024 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 and 2024. 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
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
2024	$4,628	13,566	$0.34

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

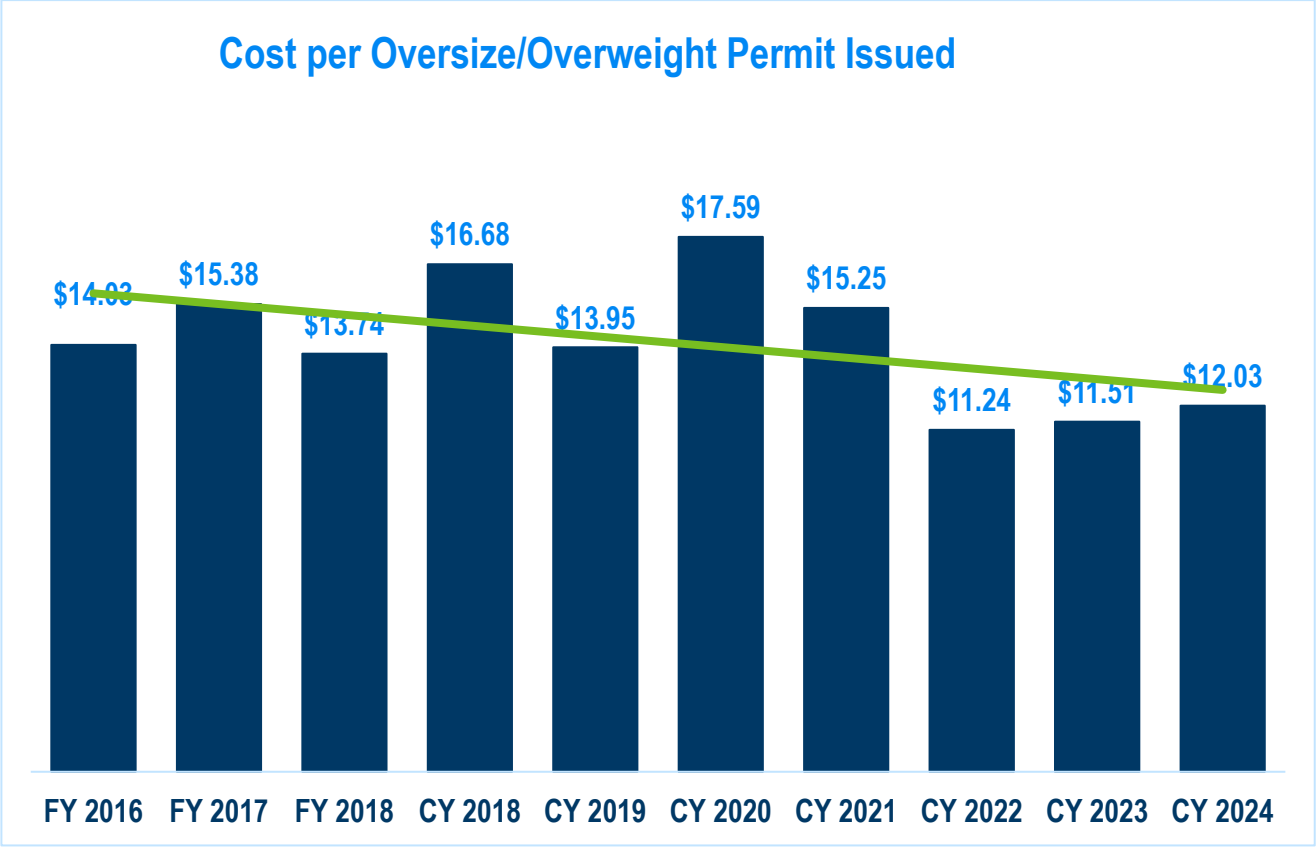
Oversize and overweight permits play a crucial role in safeguarding state transportation infrastructure by ensuring that large loads are directed along safe, suitable routes. This process not only minimizes damage to vulnerable areas but also benefits haulers by providing compliant routes, thereby reducing 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 2016-Calendar Year 2024 Inflation-adjusted MnDOT Administrative Cost per Oversize/Overweight Permit Issued



Note: Costs were adjusted to 2024 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 and 2024. 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 2016	$1,166	83,093	$14.03
FY 2017	$1,203	78,237	$15.38
FY 2018	$1,070	77,836	$13.74
2018	$1,309	78,443	$16.68
2019	$1,127	80,774	$13.95
2020	$1,381	78,525	$17.59
2021	$1,234	80,917	$15.25
2022	$936	83,248	$11.24
2023	$970	84,239	$11.51
2024	$1,007	83,681	$12.03

Note: Costs were adjusted to 2024 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 and 2024. 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 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
2024	$1,007	83,681	$12.03

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

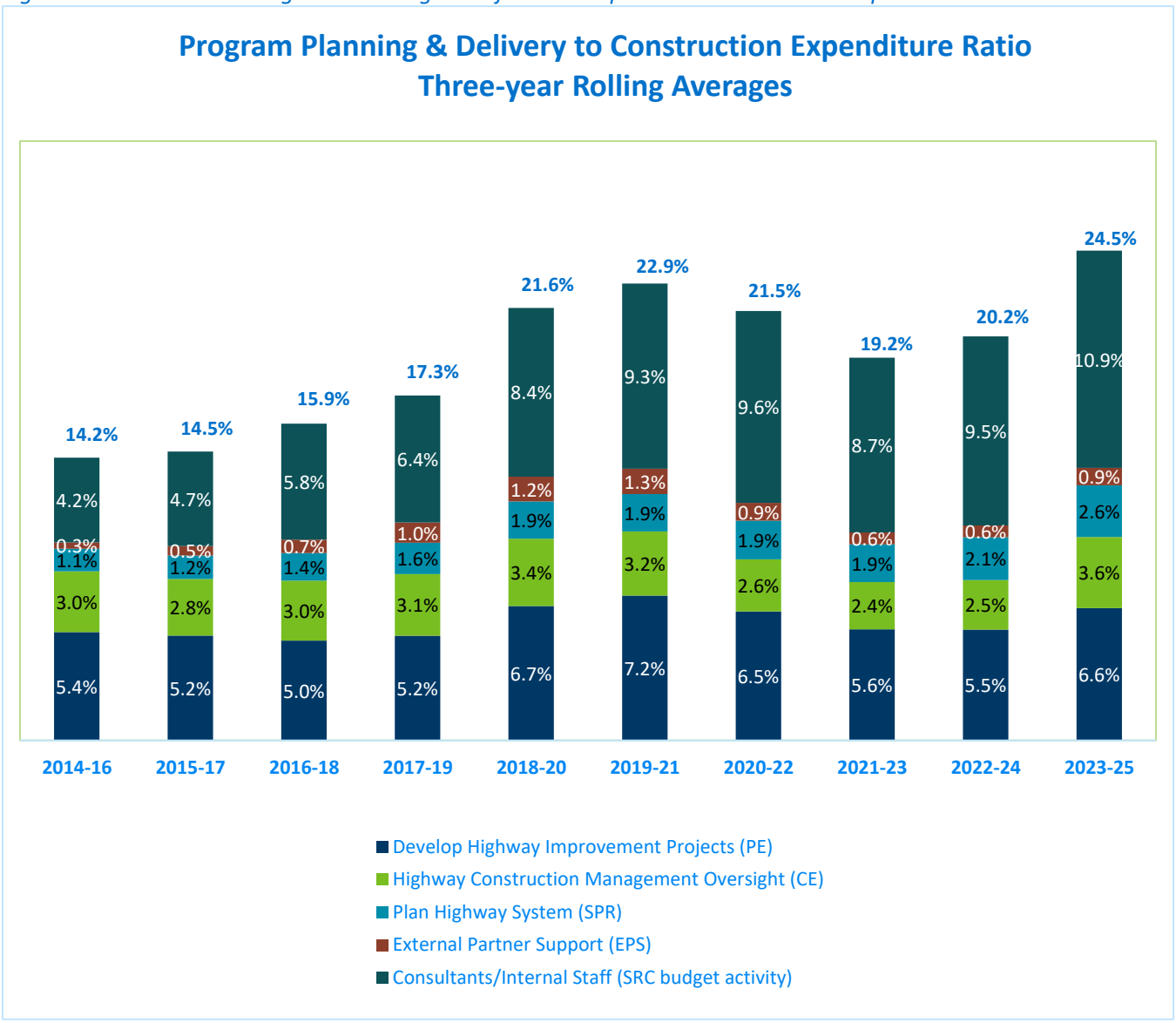
MnDOT manages and delivers the State Road Construction or SRC program. This includes planning at the state and district levels and developing and managing state highway projects from project initiation through completion of construction. MnDOT employees perform the majority of program planning and project 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 2014-2025 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, 2024, and 2025. These are based on historic and current MnDOT labor inflation. Construction expenditures were adjusted to 2025 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 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
2014-16	$102.3	$57.4	$21.2	$5.9	$80.1	$267.0	$1,886	14.2%
2015-17	$103.0	$55.7	$23.0	$9.2	$92.9	$283.8	$1,963	14.5%
2016-18	$90.6	$54.4	$25.0	$12.1	$105.2	$287.3	$1,812	15.9%
2017-19	$88.6	$52.2	$26.5	$17.1	$107.5	$291.8	$1,690	17.3%
2018-20	$97.8	$49.0	$27.1	$18.1	$122.7	$314.7	$1,454	21.6%
2019-21	$104.9	$46.5	$27.1	$18.4	$134.1	$331.1	$1,448	22.9%
2020-22	$98.6	$40.0	$29.5	$13.6	$146.7	$328.3	$1,528	21.5%
2021-23	$92.0	$39.2	$31.2	$9.9	$144.8	$317.1	$1,655	19.2%
2022-24	$88.2	$39.4	$34.1	$9.5	$150.5	$321.7	$1,590	20.2%
2023-25	$93.4	$50.2	$36.4	$12.3	$153.3	$345.6	$1,410	24.5%

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, 2024, and 2025. 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
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%
2023-25	$90.7	$49.0	$35.4	$12.0	$148.9	$336.0	$1,295	25.9%

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

Results and analysis

Figure 9 shows the program planning and project development to construction expenditures ratio in three-year averages from 2014-2025, broken out by products and services.

Adjusted for inflation, the three-year rolling average program planning and delivery to construction expenditure ratio is between 12.2 and 24.5 percent. In other words, to deliver the construction program, MnDOT spends between just over $0.12 and nearly $0.25 in program planning and project development direct expenditures for every dollar of construction expenditure.

There are a few significant factors driving the increase in the ratio over the past 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 2025). 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 FY 2020 at 29% and declined each subsequent year to 20% in FY 2023.
- In FY 2024-25 biennium, the average ratio increased to 30% due to the same fluctuation seen over the last five years. Since 2020, an additional $1.7 billion in bonds have been authorized for state road construction, Corridors of Commerce, and specific projects. Through FY 2025, only $690 million (40%) 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 has increased 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 2025 MnDOT identified an estimated $55.6 million in avoided cost. These came from new and revised practices deployed across the organization. Including both fiscal year 2024 and 2025 avoided cost, MnDOT achieved an estimated $119.2 million in avoided cost from these practices. Most of the efficiencies identified in FY 2025 came from construction program delivery and administration, maintenance, and operations. Efficiencies identified in the analysis led to program and project costs that were lower than if the efficient strategies were not implemented. These avoided cost resulted in lower program and project costs than would have occurred without the adoption of these strategies. By implementing these efficiencies, MnDOT was able to avoid costs and maximize the impact of available financial resources. Without these practices, fewer miles of pavement would have been rehabilitated, and less maintenance activities would have been completed on Minnesota's trunk highway system.

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.

Compared to other states, MnDOT is conservative in its efficiency measurement by only tracking avoided cost 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 effectiveness. 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 avoided cost are pursued if 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 avoided cost, 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 most recent fiscal years, 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 2025 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

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

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

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.

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 avoided cost by calculating the present value of the approach being taken inclusive of the upfront costs and ongoing avoided cost.

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 (ATC)

Administration, Maintenance, and Operation

- Agricultural Tractor Rental Program
- Connecting MnDOT Facilities by Fiber Optic Network
- Georilla Web Mapping Interface
- LED Ramp Meters
- LED Roadway Lighting
- Slurry Tanks
- Temporary Snow Control (Standing Corn Rows & Bales or Orange Fencing)
- Tunnel Washers

State Road Construction

Efficiencies identified in FY 2025 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 2025. Avoided cost 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 and stay within budget 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 avoided cost on major projects.

Table 22. State Road Construction Efficiencies by Method for Fiscal Years 2022- 2025

SRC Efficiency Category	FY 2022	FY 2023	FY 2024	FY 2025
Performance-Based Practical Design	$12,325,000	$35,075,000	$14,870,000	**$10,225,000**
Innovative Construction Staging	$6,285,000	$5,950,000	$5,500,00	**$10,775,000**
Value Engineering	$23,225,000	$25,450,000	$18,725,000	**$26,800,000**
Alternative Technical Concepts*	$10,700,000	$12,150,000	$8,250,000	****
Total	**$52,535,000**	**$78,625,000**	**$41,845,000**	**$47,800,000**

* There were no projects let in FY 2025 that implemented ATC.

Identified estimated avoided cost reflect costs that were lower than if the efficient strategies were not implemented. The estimated avoided cost identified for projects let in FY 2025 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. While that is being developed and tested, MnDOT will continue to track avoided cost as a result of efficient strategies. Additionally, actions were evaluated once a project was selected for construction. Decisions being made before a project was selected to be built were deemed to be too abstract to determine causal relationships between actions and more efficient outcomes.

Table 23. Total Estimated Efficiencies for the State Road Construction program for FY 2025

Project		Total Estimated Avoided Cost
SP 0117-21 - US 169 Roundabout at TH 200 in Hill City (0.25 Miles) District 1		$350,000
Innovative Construction Staging	$150,000	
Value Engineering	$200,000	
SP 6918-103 - US 53 Pavement Reconstruction and Bridge Replacement (2.5 Miles) District 1		$1,900,000
Performance-based Practical Design	$150,000	
Innovative Construction Staging	$1,250,000	
Value Engineering	$500,000	
SP 6930-41 - MN 73 Pavement Resurfacing (18 Miles) District 1		$750,000
Performance-based Practical Design	$750,000	

SP 6804-29 - MN 11 Bridge Replacement in Warroad (0.1 Miles) District 2		$400,000
Performance-based Practical Design	$150,000	
Innovative Construction Staging	$250,000	
SP 1118-22 - US 169 - MN 371 Reconstruction in Hackensack (1 Mile), District 2		$725,000
Performance-based Practical Design	$600,000	
Innovative Construction Staging	$125,000	
SP 4913-26 - MN 238 Pavement Resurfacing from Upsala to MN 27 (19 Miles) District 3		$800,000
Value Engineering	$800,000	
SP 8601-62 - US 12 Pavement Resurfacing from Howard Lake to Montrose (9 Miles) District 3		$700,000
Performance-based Practical Design	$425,000	
Value Engineering	$275,000	
SP 8606-63 - MN 55 Reconstruction in Annandale (1.8 Miles) District 3		$450,000
Performance-based Practical Design	$450,000	
SP 8003-37 - US 71 Pavement Rehabilitation and ADA in Wadena (2.5 Miles) District 3		$1,675,000
Performance-based Practical Design	$250,000	
Innovative Construction Staging	$750,000	
Value Engineering	$675,000	
SP 1805-81 - MN 210 Pavement Rehabilitation (5 Miles) District 3		$550,000
Value Engineering	$550,000	
SP 5604-09 - MN 210 Pavement Resurfacing (10 Miles) District 4		$500,000
Performance-based Practical Design	$500,000	
SP 5680-147 - I-94 Unbonded Overlay from Rothsay to Fergus Falls (14 Miles) District 4		$450,000
Performance-based Practical Design	$450,000	

SP 8001-44 - US 10 Two Lane to 4 Lane Conversion in Wadena (6 Miles) District 3		$13,750,000
Performance-based Practical Design	$500,000	
Innovative Construction Staging	$2,500,000	
Value Engineering	$10,750,000	
SP 5080-179 - I-90 Pavement Resurfacing Austin to Dexter (13 Miles) District 6		$800,000
Performance-based Practical Design	$800,000	
SP 5205-113 - MN 22 Pavement Resurfacing Near St. Peter (12 Miles) District 7		$700,000
Performance-based Practical Design	$600,000	
Value Engineering	$100,000	
SP 0708-47 - MN 60 Reconstruction in Lake Crystal (2 Miles) District 7		$750,000
Performance-based Practical Design	$250,000	
Innovative Construction Staging	$500,000	
SP 4204-40 - MN 19 Reconstruction in Marshall (4 Miles) District 8		$1,075,000
Performance-based Practical Design	$350,000	
Value Engineering	$725,000	
SP 6221-107 - US 61 Reconstruction St. Paul to Maplewood (6.5 Miles) Metro District		$1,300,000
Performance-based Practical Design	$475,000	
Value Engineering	$825,000	
SP 8201-21 - MN 97 Reconstruction in Forest Lake (2 Miles) Metro District		$150,000
Performance-based Practical Design	$150,000	
SP 0215-87 - US 10 Pavement Rehabilitation and Expansion to 3-lanes (3 Miles) Metro District		$625,000
Performance-based Practical Design	$375,000	

Innovative Construction Staging	$250,000	
SP 2789-174 - I-394 Pavement Rehabilitation (4 Miles) Metro District		$3,750,000
Innovative Construction Staging	$500,000	
Value Engineering	$3,250,000	
SP 1981-140 - I-35W Pavement Resurfacing and Bridge Replacement (4 Miles) Metro		$8,300,000
Performance-based Practical Design	$500,000	
Innovative Construction Staging	$4,500,000	
Value Engineering	$3,300,000	
SP 2789-171 - I-394 Pavement Auxiliary Lane and Bridge Rehab (1 Mile) Metro District		$350,000
Value Engineering	$350,000	
SP 7008-112 - US 169 Interchange Construction in Jordan (2 Miles) Metro District		$7,000,000
Performance-based Practical Design	$2,500,000	
Value Engineering	$4,500,000	

Note: Twelve other projects were reviewed but no quantifiable efficiencies were identified. These consisted primarily of smaller pavement preservation 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 2025 saved an estimated $10.2 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 2025 saved an estimated $10.8 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 2025 saved an estimated $26.8 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. There we no design-build projects let in FY 2025 to evaluate.

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 Efficiencies for the Administration, Maintenance and Operations

Program	Total Estimated Avoided Cost FY 2024	Total Estimated Avoided Cost FY 2025
Agricultural Tractor Rental Program	$640,000	$770,00
Fiber Optic Connectivity*	$320,000	$400,000
Georilla Web Mapping Interface	$320,000	$430,000
LED Ramp Meters*	$93,000	$120,000
LED Roadway Lighting*	$3,600,000	$4,700,000
Slurry Tanks for Snow and Ice Control*	$140,000	$150,000
Temporary Snow Control	$900,000	$1,100,000
Tunnel Washing	$150,000	$170,000
Grand Total	**$6,163,000**	**$7,070,000**

*Growth due to inflation and/or rounding.

Efficiencies identified in FY 2025 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 2024 to 2025 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 2025 MnDOT rented over 100 tractors using this program and realized savings of approximately $770,000.

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 $400,000 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 $430,000 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 $120,000 annually using LEDs on ramp meters.

LED Roadway Lighting

The statewide LED lighting conversion project involved 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 $4.7 million annually using LED Roadway Lighting.

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 $150,000 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 $1.1 million annually over the next 10 years.

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 2025 with no changes. Using these tunnel washing machines MnDOT expects to see a savings of $170,000 annually from the metro district washer.

Appendix A: Products and Services Summary List and Descriptions

2025 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.[61]

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

[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.

strategies laid out in the Statewide Multimodal Transportation Plan to improvements on the state highway system.

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

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

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

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

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

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

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

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

Statewide Performance Program: The statewide planning process establishes a cooperative,

continuous and comprehensive framework for making transportation investment decisions throughout the state. Oversight of the process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

Performance-Based Planning

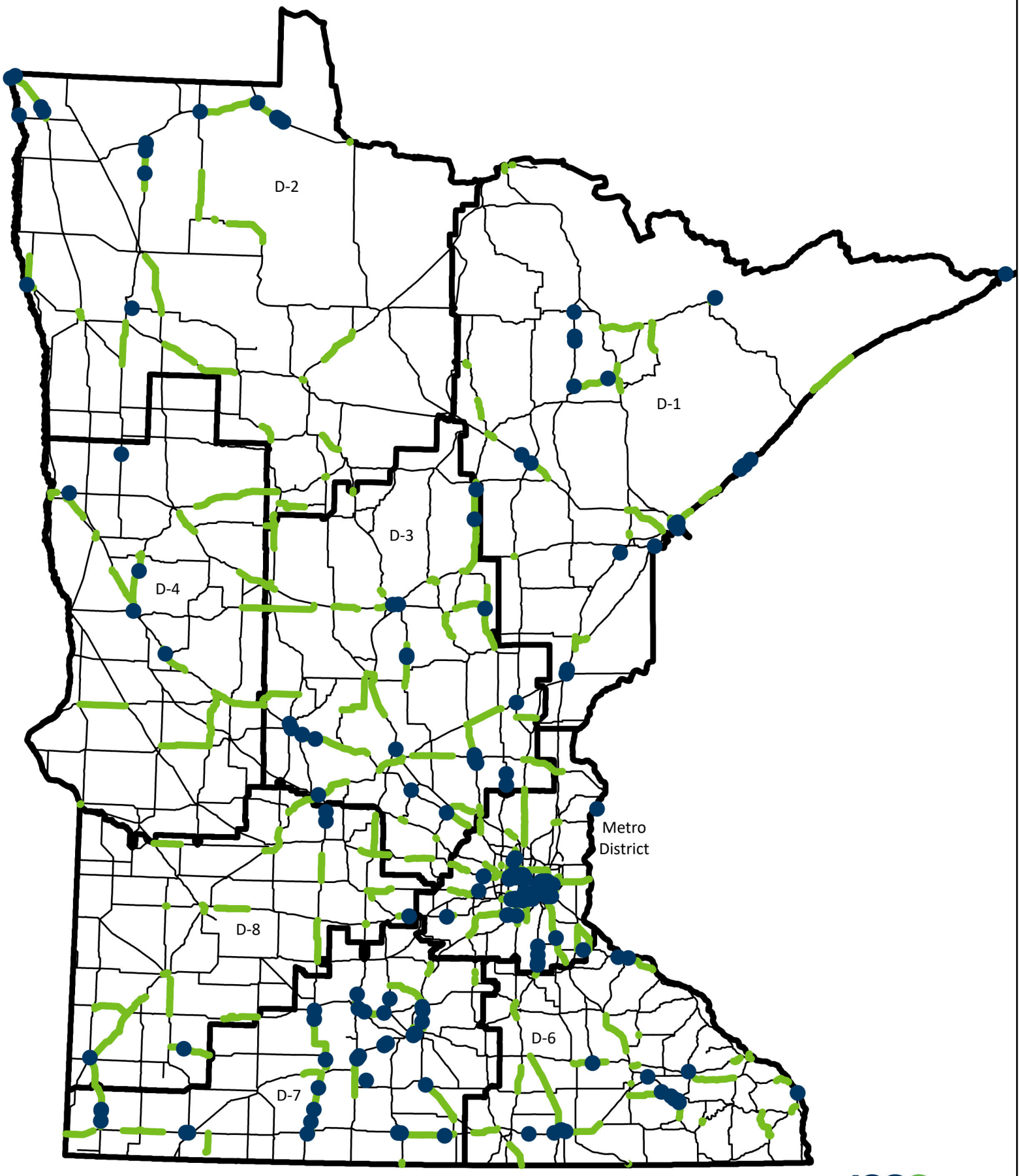
- The statewide planning process will establish and use a performance-based approach to transportation decision-making to support the national goals (MAP-21 23 USC §150; MAP-21 Fact Sheet on Performance Management, National performance goals; and FAST Act Fact Sheet on Performance Management).
- Each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

Supplemental Agreement (Change Order): According to the Minnesota Department of Transportation *Standard Specifications for Construction, 2025 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. (Minnesota Department of Transportation Standard Specifications for Construction, 2025 Edition; p. 6, 12.)

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.

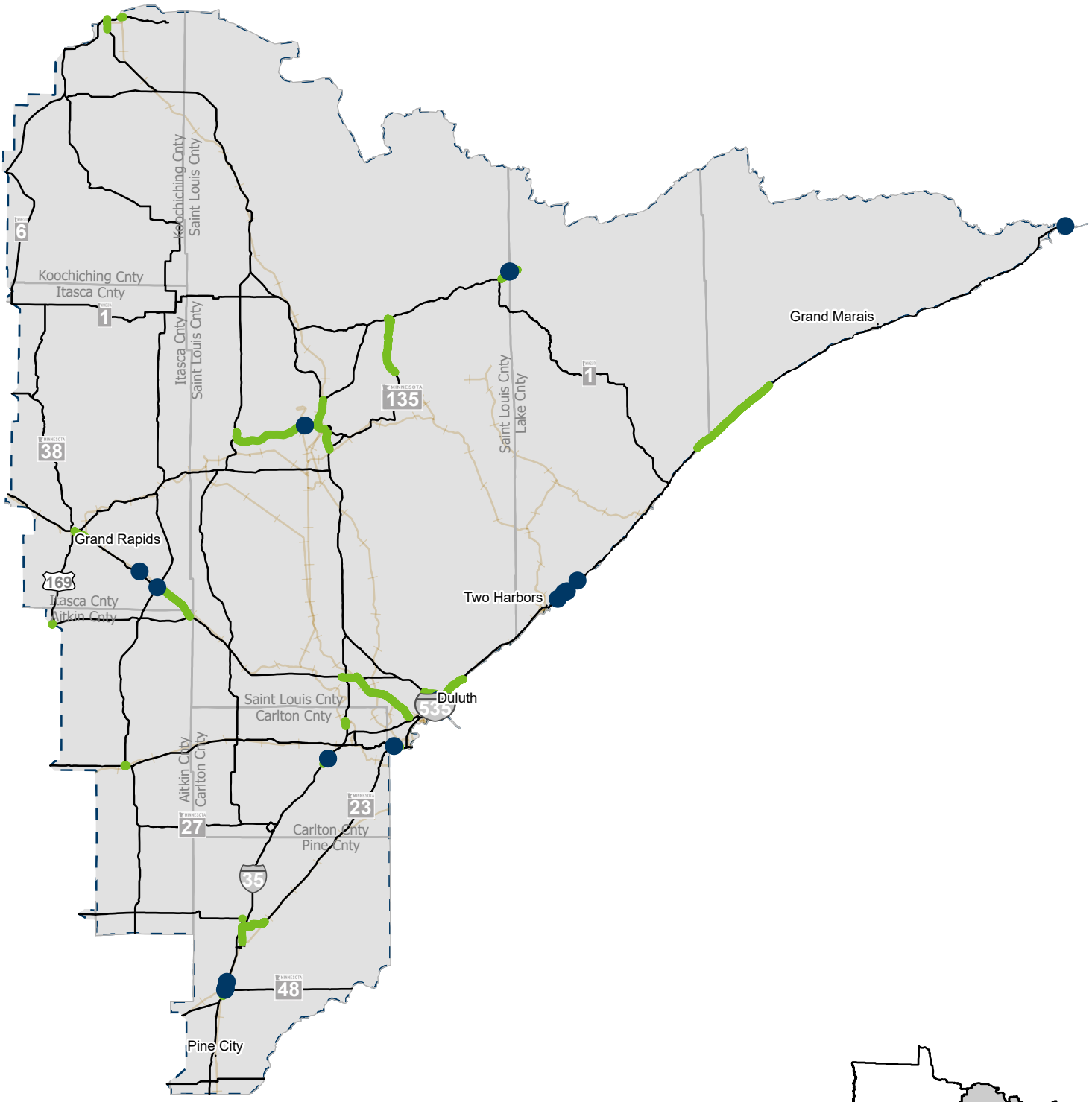
Appendix C: Major Highway Project Summary Page

Major Highway Projects 2025



DEPARTMENT OF TRANSPORTATION

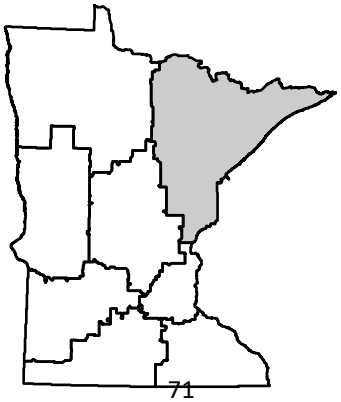
D1- DULUTH



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION



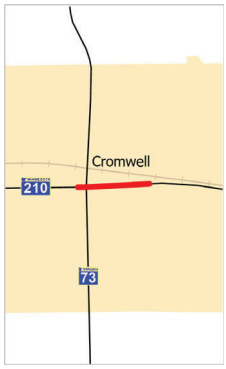
District 1 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 210	0915-32	Resurface and reconstruct Hwy 210/Hwy 73 and drainage improvements in Cromwell in Carlton County	✓	2nd	A1	75
I-35	0980-156	I-35 at Carlton CR 61, repair/paint bridge, chip seal both north and southbound bridges and pavement rehabilitation	✓	1st	A2	76
MN 61	1601-66	On MN 61, resurface pavement from north of CR 6 to North Leveaux Ridge Road			A3	77
US 53	6915-139	Resurface US 53/Trinity Rd. from just north of Piedmont Ave. to MN 194/Central Entrance in Duluth.			A4	78
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	✓	2nd	A5	79
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	✓	2nd	A6	80
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.	✓	1st	A7	81
MN 73	6930-42	Resurface MN 73 from just north of US 169 to 13th St. NW/McNiven Rd. in Chisholm.			A8	82
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.	✓	2nd	A9	83
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.			A10	84
US 169	6935-101	State Highway 169 and County Rd 67 (4th Ave SE) in Chisholm, constructing a roundabout			A11	85
MN 61	3804-62	On MN 61, reconstruct from CSAH 61 to Park Rd. through Two Harbors			A12	86
MN 61	3805-79	On MN 61, Realign and replace the Silver Creek bridge (38017) in Lake County	✓	2nd	A13	87
MN 61	3805-99	On MN 61, reconstruct the Steward River bridge (3589) in Lake County	✓	2nd	A14	88
MN 61	3805-106	On MN 61, install safety improvements and LED lighting at the Silver Creek Cliff and Lafayette Bluff tunnels			A15	89
MN 23	5809-16	Resurface MN 23 from Sandstone to Askov, repair bridge (9791) over I-35 and install intersection lighting.	✓	2nd	A16	90
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	91

US 169	0117-21	Construct a roundabout at the intersection of US 169 and MN 200 in Hill City.	✓	1st	A18	92
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	✓	2nd	A19	93
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.			A20	94
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.	✓	1st	A21	95
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.			A22	96
MN 73	SP 6930-44	State Highway 73 bridge replacement over Sturgeon River, 1-mile North Goodell Rd. & Little Fork River, 0.3 miles south State Highway 1 and rehabilitate bridge over Sturgeon River 2.5 miles north of County Rd 65			A23	97
US 2	6908-68	Resurface US 2 from MN 194 to Midway Rd/CSAH 13 in St. Louis County.			A24	98
MN 169	3809-09	Resurface MN 169 from Hidden Valley Rd. to CR 18/Power Dam Rd. in St. Louis County.			A25	99
MN 135	6913-38	Resurface MN 135 from just north of Embarrass River to US 1.			A26	100
MN 38	3108-86	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			A27	101
MN 1	6902-28	Resurface Hwy 1 from Hwy 56 to Hwy 169			A28	102
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	✓	2nd	A29	103
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.			A30	104
MN 61	6926-56	Resurface NB Hwy 61 from CR 33 (McQuade Rd) to CR 42 (Homestead Rd) and south bound Hwy 61 from CR 33 to the Knife River			A31	105
MN 61	1605-03	Repair MN 61bridge (5923) over Pigeon River.	✓	2nd	A32	106
MN 23	6910-103, 6910-102	Culvert improvements at Gogebic and Steel Creeks in Duluth.	✓	2nd	A33	107

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.	✓	1st	A34	108
I-35	6982-348	On I-35 in repair bridges (69818A, 69818B, 69818N, 69818S, 69870A, 69870C) and ramps over Mesaba Ave. in Duluth.	✓	1st	A35	109
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.			A36	110

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

Investment Category Type	%
Pavement Condition	60%
Pedestrian Infrastructure	26%
Roadside Infrastructure Condition	13%
Bridge Condition	1%

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began in 2023 and was completed in July 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	85%
Pavement Condition	10%
Roadside Infrastructure Condition	5%

PROJECT HISTORY

The Atkinson Bridge on I-35 over Carlton County 61 was re-decked with this project. A mill and overlay on approximately 1.4 miles of pavement in the area of the bridge was also completed. Temporary median crossovers were constructed to enable traffic switching from one side of the interstate to the other and and were removed after the work was completed. The anti-icing system on the bridge was 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. The bridge re-deck, mill and overlay and crossover removal were completed in 2024. A chip seal was completed on the bridge deck in July 2025.

PROJECT RISKS

Construction is complete and no risks remain.

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.

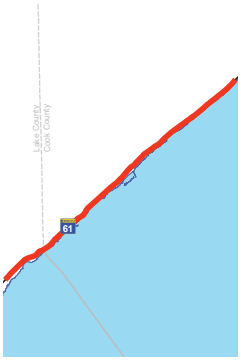
COST ESTIMATE ASSUMPTIONS

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.

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:	2023-2025
Estimated Substantial Completion:	7/25/25

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.

SP 1601-66 involves pavement rehabilitation along a 17.7-mile segment of Trunk Highway 61, beginning 2.6 miles north of CSAH 6 and ending 0.2 miles north of Leveaux Ridge Road. The corridor runs through rural areas of Lake and Cook Counties, including the communities of Schroeder and Tofte.

RECENT CHANGES & UPDATES

The project is scheduled for construction in 2027. A separate corridor study project (S.P. 1601-76) is underway to evaluate and identify other corridor priorities that were not able to be incorporated under this project including improvements to the Temperance River wayside, Highway 61 horizontal and vertical alignment revisions, and other needs. Study outcomes and recommendations will inform future projects targeted in 2035. The primary work includes thin bituminous overlays and cold in-place recycling (CIR) across five segments, with associated milling and paving. Additional improvements include guardrail replacement, ADA sidewalk and driveway upgrades, mailbox replacements, and culvert repairs.

PROJECT HISTORY

Project was delayed and entered the District 1 program in 2023. It is being scoped to improve roadway quality, hydraulics and safety.

PROJECT RISKS

The primary project risks identified are right-of-way acquisition and construction staging and sequencing. Right-of-way risks are being mitigated by the current project scope which minimizes such needs. Construction staging and sequencing risks are being mitigated through coordination with other District Highway 61 construction projects (i.e. Two Harbors and London Road) also scheduled for construction in 2027.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	March 2026
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Dec. 2025
Original Letting Date:	1/1/2023
Current Letting Date:	2/24/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	69%
Climate Resilience	18%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	2%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

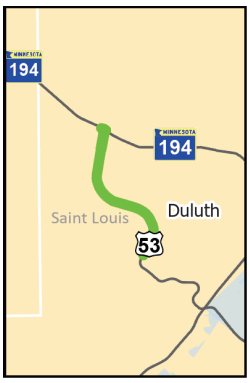
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	10.7
Post Letting Construction Costs:	1.1	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.9	1.0
Right of Way:	0	0
Total:	***13.2***	***14.0***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in November 2022. The current estimate was completed in May 2025, both estimates include pavement resurfacing, hydraulics, and roadside safety features. The price of the project has risen due to additional sidewalk and pedestrian improvements being added to the scope.

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.

S.P. 6915-139 on US 53 in Duluth involves a 2.6-mile pavement mill and overlay from Piedmont Avenue to just south of Mall Drive, with a letting date in 2027 and construction scheduled for 2028. The project includes ADA improvements, signal refurbishments at five intersections, and a new sidewalk on the west side of TH 53 between Mall Drive and Central Entrance.

RECENT CHANGES & UPDATES

The project is in final design stage, construction is planned for 2028. The project was originally scoped to extend north to Central Entrance (TH 194), but it was determined that a recent paving project completed about seven years ago had already addressed that segment. Pavement conditions north of Mall Drive did not warrant additional rehabilitation, so the paving limits were adjusted to end just south of Mall Drive.

PROJECT HISTORY

This resurfacing/rehabilitation project consists of bituminous mill and overlay on TH 53 from Piedmont Ave. to Mall Drive to address deteriorating pavement and provide improved ride and extend the useful life of the roadway. This project will also include traffic signal refurbishment, 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:	December 2026
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Jan. 2026
Original Letting Date:	1/1/2028
Current Letting Date:	05/26/2027
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pedestrian Infrastructure	45%
Pavement Condition	38%
Roadside Infrastructure Condition	16%
Advancing Technology	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

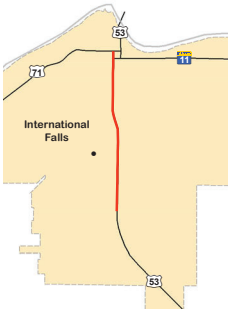
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	4.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***5.6***	***6.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in November 2024. The current estimate was completed in May 2025. Both estimates include bituminous resurfacing, hydraulics, and other road improvements. The project costs have increased due to additional pedestrian improvements being included into the scope of the project (i.e., replacing signals).

PROJECT SUMMARY



US 53
State Project Number 3608-48, 3608-57

Hwy 53 Rehabilitation: Street-scape 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 completed in 2023.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pedestrian Infrastructure	55%
Pavement Condition	23%
Roadside Infrastructure Condition	22%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	17.0
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***	***22.6***

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

PROJECT RISKS

Project is complete, so all risks have been retired.

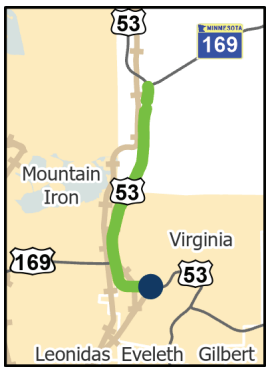
COST ESTIMATE ASSUMPTIONS

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.

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

PROJECT SUMMARY



US 53

State Project Number 6918-102

Hwy 53: Virginia in St. Louis County

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction began on July 8, 2024 and was completed in fall 2024. An Intersection Control Evaluation (ICE) safety study was conducted at the Hwy 53 intersections with Hwy 102 and 18th Street North 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. It will also include new approach panels and bridge end-posts at Bridges 69009 and 69010. Various hydraulic and guard rail repairs will occur along the corridor.

Scoping was completed in fall 2023. Final design started in August of 2023 and continued throughout fiscal year. There has been continued coordination with local agencies. A public meeting was held on February 28, 2023.

PROJECT RISKS

Project is complete, all risks have been retired.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	2/8/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	1/1/2024
Original Letting Date:	1/1/2027
Current Letting Date:	4/26/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2024

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	4%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

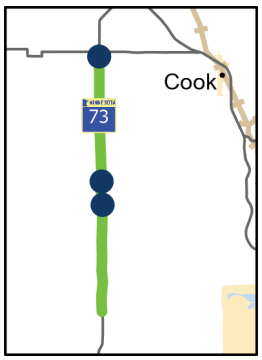
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	4.4
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.6	0.5
Right of Way:	0	0
Total:	***8.5***	***6.3***

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 current estimate is the actual bid letting amount. Both estimates include bituminous resurfacing and bridge approach panel replacement costs. The project cost decreased because after scoping it was determined that less of a bituminous repair was needed.

PROJECT SUMMARY



MN 73

State Project Number 6930-41

Hwy 73: Reclaim and Overlay Project in St. Louis

Replace bridges over the Sturgeon River and Little Fork River.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction was completed in summer of 2025.

In addition to the resurfacing, this project included centerline and shoulder rumble strips, sign replacement, repaired & replaced the culverts along the corridor, updated the lighting system at CSAH 22 with LED luminaries, and replaced all guardrails within the project limits.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure	10%
Traveler Safety	2%

PROJECT HISTORY

This segment of Highway 73 was constructed in 1949 and has received numerous overlays since that time. The pavement had a remaining service life of less than 3 years in 2023. There are several bridges & culverts included in this segment of Highway 73. The project scope and budget were approved Oct. 2022. Letting began in 2024, construction was completed in 2025. 18.3 miles of Hwy 73 was resurfaced, with 2.5 miles of full reconstruction. Traffic was detoured for 2.5 miles but remained accessible for all residents.

PROJECT RISKS

Construction is complete, no risks remain.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.6	9.7
Post Letting Construction Costs:	1.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.3
Construction Engineering:	1.5	0.9
Right of Way:	0	0
Total:	***23.9***	***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

The baseline estimate was completed in April of 2023, it includes bituminous replacement cost, and the cost for repairing one bridge and replacing 2 bridges. The current estimate is the actual construction letting cost. The cost has decreased because bridge replacements were were removed from this project; also lower-than-expected bituminous cost was received in bid letting.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	10/02/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/1/2026
Current Letting Date:	02/26/2025
Construction Season:	2025
Estimated Substantial Completion:	2025

PROJECT SUMMARY

MN 73

State Project Number 6930-42

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

Resurface Hwy 73 from just north of Hwy 169 to 4th Ave. NW/McNiven Rd. in Chisholm.

RECENT CHANGES & UPDATES

This project is currently planned for the 2027 construction season.

The project limits have been shortened. The segment from just north of hwy 169 to 4th Ave. has been removed from the project and moved out to the CHIP. A corridor study is being completed on this segment to determine a capacity based layout for the future project.
The project fix is to mill and overlay the pavement surface, upgrade sidewalks and pedestrian curb ramps to ADA standards, remove the signal system at 3rd Avenue and replace with a 4 way stop, and construct a new lighting system from 1st st. to 13th st.
The city passed a resolution supporting the removal of the signal system and constructing a 4 way stop at 3rd Ave.

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.

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 2024.

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:	Pending Approval
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

Investment Category Type	%
Pedestrian Infrastructure	47%
Pavement Condition	30%
Roadside Infrastructure Condition	23%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	4.0
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.7	0.6
Construction Engineering:	0.5	0.3
Right of Way:	0	0.1
Total:	***7.2***	***5.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March of 2023. The current estimate was completed in June 2025. Both estimates includes bituminous paving, concrete repair and pedestrian improvements. The cost has changed due to the removal of a signal system, and milling of bituminous rather than a reconstruct; limits were also reduced with the remaining portion added to the CHIP.

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 Avenue 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 repairs will occur along with some clear zone maintenance.

Scoping was completed in spring of 2021. Final design started in August of 2022 and was completed in September 2023. Letting was planned for October 2023 and construction started in Spring 2024. MnDOT will continue to coordinate with local agencies.

PROJECT RISKS

Project is complete, all risks have been retired.

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

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	4%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

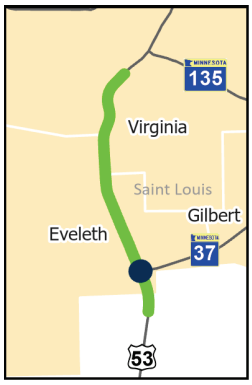
	Baseline Estimate	*Current Estimate*
Construction Letting:	17	13.5
Post Letting Construction Costs:	1.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2.2
Construction Engineering:	1.3	0.3
Right of Way:	0	0
Total:	***20.6***	***16.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline 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



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

Construction on main portion of project began in 2025, with estimated completion date at the end of October. The prep work was completed in fall of 2024 under state project number 6918-100.

PROJECT HISTORY

Project was initiated by construction of a 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 and 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 and 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. The St. Louis County 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:	December 2025

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	50%
Bridge Condition	25%
Traveler Safety	20%
Roadside Infrastructure Condition	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	23.3
Post Letting Construction Costs:	0.6	1.1
Other Construction Elements:	0	0.3
Preliminary Engineering:	2.2	3.7
Construction Engineering:	1	2.5
Right of Way:	0	0.3
Total:	***12.1***	***31.2***

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 created in March 2021. The current estimate is the construction letting amount. 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. The total project cost includes both projects.

PROJECT SUMMARY

US 169

State Project Number 6935-101

State Highway 169 and County Rd 67

A roundabout will be constructed in Chisholm at 4th Ave southeast.

RECENT CHANGES & UPDATES

Scoping will be completed in fall of 2025. The geometric layout and preliminary engineering will begin in fall of 2025 and continue into early 2026. Project letting will be in October 2027.

PROJECT HISTORY

A study was conducted in 2022-2023 to develop intersection control alternatives at the intersections along Highway 169 in Chisholm. The study recommendation for this intersection was a single lane roundabout to improve safety. Numerous meetings have been held since 2022 with agency officials, business/stakeholder groups, and the general public. This is a joint project with St. Louis County. This project is planned for construction in 2028.

PROJECT RISKS

The section of Highway 169 through Chisholm is known to have underground mines beneath it. Further analysis and impacts to design and construction will need to be done to mitigate this risk. Further analysis will be required to determine the presence of contaminated material. Construction detours have not yet been determined and will need to be analyzed as the project development continues.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	1/1/2028
Current Letting Date:	10/27/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	0.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	25.0%	Small Programs	0.0%
Tranportation Safety	75.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.7	5.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.5	0.5
Right of Way:	0.2	0.2
Total:	***7.5***	***7.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the current estimate and it was completed in August of 2025, before a final scope was set for the project. The cost includes a roundabout, bituminous pavement replacement, pedestrian and roadside safety improvements. The project will have a final scope by spring of 2026, and the cost is expected to change as the scope develops.

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

Design started in early 2024 and as of September 2025 is nearing 90% completion. Public engagement regarding detours and impacts to access during construction is currently underway. Coordination of utility relocations and replacements is ongoing and is complex due to limited space within the right of way. Space for stormwater detention and treatment is currently being finalized as the final design is underway. One property owner has been relocated due to acquisition of property needed for the south leg of the roundabout at 11th Street. The structures on the parcel are scheduled to be demolished in late 2025.

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 was originally going to be phased due to lack of funding, however the project received a legislative earmark in 2023 to cover the gap in funding and the project is planned to be completed in one phase over two construction seasons. This project includes reconstruction of Hwy 61 through Two Harbors, replacing two existing signalized intersections with roundabouts, intersection geometric changes, a shared use path, 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 September 2025, the design is almost 90% complete, and any design changes will have an impact on the project's schedule and budget. Public engagement regarding detours and road closures during construction is continuing.

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:	10/28/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	38%
Pavement Condition	34%
Traveler Safety	26%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

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, which is why the cost increased. Additionally, the cost includes city and county letting costs.

PROJECT SUMMARY

MN 61

Bridge 38017

State Project Number 3805-79

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete, no updates.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	84%
Pavement Condition	11%
Roadside Infrastructure Condition	4%

PROJECT HISTORY

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 RISKS

No outstanding risks remain.

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.

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

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

No updates, the project is complete.

PROJECT HISTORY

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 bridge approaches were near completion in summer 2023 with final work in 2024.

PROJECT RISKS

No outstanding risks remain.

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

Investment Category Type	%
Bridge Condition	38%
Pavement Condition	28%
Traveler Safety	17%
Bicycle Infrastructure	10%
Roadside Infrastructure Condition	7%

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 sidewalk on the historic bridge and exten sive 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

Construction is currently underway but the project has seen delays due to design and material procurement errors. Both of the tunnel systems are planned to be operational in fall 2025.

The entire emergency circuit will be replaced in 2026.

The emergency generators were going to be propane but will be switched to diesel due to procurement issues. Generators are planned to be installed in winter 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.

The project received special funding in fiscal year 2024. Final design was completed in fall 2023.

PROJECT RISKS

Traffic impacts remain during construction, and will continue in 2026 during emergency circuit replacement. Doing construction work in cold weather, into snow and ice season, and under traffic, running the new system with no emergency backup generators and procurement of the diesel generators is a risk.

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:	2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	50%
Traveler Safety	50%

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 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 Hwy 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.

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

PROJECT RISKS

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

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	11%
Pedestrian Infrastructure	4%
Traveler Safety	2%
Bicycle Infrastructure	1%

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 southbound bridges and roadways is currently underway and is expected to be complete by the end of November 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	50%
Pavement Condition	50%

PROJECT HISTORY

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.

Construction began in August 2023 to construct median crossovers in advance of the bridge and pavement work. Construction on the northbound roadways and bridges over the Grindstone River and BNSF Railroad were completed in November 2024. Due to contractor delays, all southbound work, including bridges and roadways, had to be pushed back to the 2025 construction season. Work on Hwy 48 interchange ramps requires a detour of ramp traffic to CR 61 that is expected to last 30 days. The alternative route for northbound I-35 traffic headed to Hinckley or points east will be signed on CR 14 and 15.

PROJECT RISKS

Traffic impacts are ongoing, reducing I-35 to one lane in each direction. Risks related to traffic will remain until the project is substantially complete.

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:	November 2025

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 State Project 5880-200, a project that was created prior to the main 5880-199 project. This project installs traffic cross overs. The price has increased due to additional vehicle safety features added to the project.

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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete. Construction started on June 2, 2025 and was finished on October 14, 2025. A roundabout was constructed at the intersection of Hwy 169 and Hwy 200 in Hill City.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	100%

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 began in June 2025.

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.

PROJECT RISKS

The project is complete and all risks are retired.

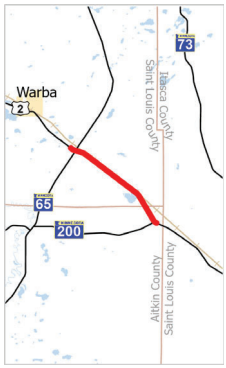
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2021. The current estimates is the actual letting cost. Both estimates include constructing a Roundabout. The cost increase is due to additional length needed for the roundabout legs. Hydraulic issues encountered during design increased the amount of pipe replacements. Contaminated soil was also found to be present during design. A larger-than-planed bypass was also included to minimize traffic impacts during construction.

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:	October 2025

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 mill 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	60%
Traveler Safety	40%

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 in May of 2023. Public meetings were held in 2022 and on April 29, 2024.

PROJECT RISKS

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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.2	10.7
Post Letting Construction Costs:	0.8	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.4
Construction Engineering:	1.3	0.8
Right of Way:	0	0.1
Total:	***11.2***	***14.7***

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

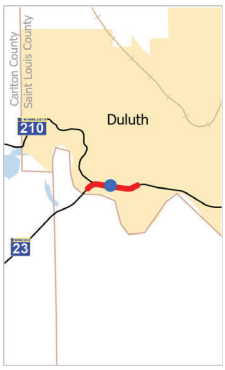
SCHEDULE

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

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. Additionally, during construction a change to the shape of the roundabout was needed for large vehicles to safely travel, this added about 1.5 million dollars to the total project cost.

PROJECT SUMMARY



MN 23

Bridge 5757

State Project Number 6910-109 (6910-107, 6910-114, 6910-106, 6910-115)

Hwy 23 in Duluth: Reconstruction and Mission Creek Bridge Replacement

On Hwy 23 in Duluth, reconstruct the roadway from St Louis River to West 5th Street, 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 bridge design selected will be constructed within the footprint of the existing bridge. Confining our construction to the existing bridge footprint means the new construction will take place in an area that was excavated and filled with off-site soil, and it reduces the total amount of excavation to a little more than half of the standard bridge design. Both methods greatly reduce the risk of post-letting cultural resources discovery.

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 become blocked by 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 in July 2022 and in April 2024. The design consultant submitted a 90% plan to the district last year, final revisions are being made to the Categorical Exclusion (CATEX) environmental assessment. Continued coordination with stakeholders is ongoing.

PROJECT RISKS

Risks include flooding until the bridge is replaced, cultural resources discoveries during construciton, 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:	Pending Apptoval
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2024
Current Letting Date:	08/22/2028
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	44%
Bridge Condition	38%
Pedestrian Infrastructure	11%
Roadside Infrastructure Condition	5%
Bicycle Infrastructure	1%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	6.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	6.8	3.8
Preliminary Engineering:	1.6	1.6
Construction Engineering:	0.7	0.5
Right of Way:	0.4	0.8
Total:	***16.8***	***14.0***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in August 2020. The current estimate was completed in September 2025. Both estimates include costs for new bituminous roadway, ADA access and one new bridge. The project estimate has decreased because the cost estimated for tribal monitoring of excavation soils was less-than-expected.

PROJECT SUMMARY

US 2

State Project Number 3104-61

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project construction was completed fall of 2025.

PROJECT HISTORY

The project scope was finalized during the summer of 2023 and pre-design work began. Approximately 2.8 miles of Hwy 2 were resurfaced. Other work included ADA improvements, lighting, revise signal system, and constructing a pedestrian crosswalk flasher system.

PROJECT RISKS

Project construction is complete, no risks remain.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	10/5/2023
Municipal Consent Approval Date:	8/12/2024
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/1/2024
Current Letting Date:	5/21/2025
Construction Season:	2025
Estimated Substantial Completion:	Fall 2025

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	4%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	1.9	3.2
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***	***6.1***

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 June 2020. The current estimate is the actual letting cost. Both estimates include cost for bituminous replacement, hydraulic improvements. The cost increase is due to additional safety features included in the project, including new alignment of an intersection.

PROJECT SUMMARY

US 2

Bridge 31028

State Project Number 3104-63

Hwy 2: Resurfacing and bridge repair in Warba, MN

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's geometric layout has been approved. Final design has started wit the 30% plan due in October 2025. The request for municipal consent has been sent and public hearing has been held. The vote on the resolution is pending.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	57%
Bridge Condition	18%
Pedestrian Infrastructure	12%
Bicycle Infrastructure	8%
Roadside Infrastructure Condition	5%

PROJECT HISTORY

The project is planned for the 2027 construction season. The project scoping document is complete and signed. The project delivery schedule had been approved. The project consists of approximately 1 mile of mill and overlay with ADA improvements, storm sewer, and bridge deck replacement on bridge 31028.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.2
Total:	***5.9***	***6.4***

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

PROJECT RISKS

The extent of contaminated materials has not been determined yet.

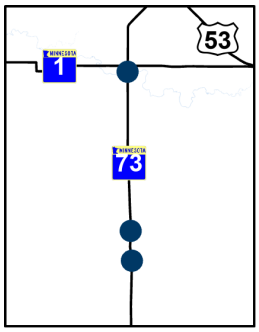
COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March of 2024. The current estimate was completed September of 2025 in. Both estimates include costs for bituminous replacement, pedestrian improvements, and bridge repair. Also included are costs for contaminated material that is expected to be encountered during construction. The total cost estimate has increased because additional traffic safety features were added.

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:	1/1/2027
Current Letting Date:	12/2/2026
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PROJECT SUMMARY



MN 73

Bridge 6503, 6528, 6554

State Project Number 6930-44

State Highway 73 Bridge replacement over Sturgeon River, 1 mile North Goodell Rd. & Little Fork River, 0.3 miles South State Highway 1 and rehab bridge over Sturgeon River 2.5 miles North of County Rd 65.

RECENT CHANGES & UPDATES

The project is planned for the 2028 construction season, the scoping document is complete and signed. The project delivery schedule has been developed, schedule buy-in has been received, and the schedule has been activated.

PROJECT HISTORY

The bridges in this project were originally included in State Project 6930-41, but were removed and are now being delivered as a separate project. The bridges will be constructed under detour.

PROJECT RISKS

Total stream impacts and environmental restrictions are not known at this time.

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:	9/22/27
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	57.2%	Freight	0.0%
Roadside Infrastructure	1.3%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	41.5%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

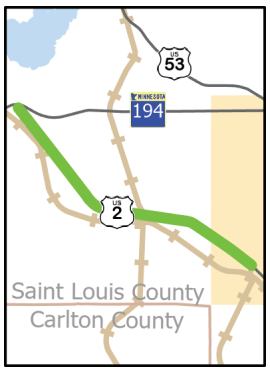
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***8.5***	***8.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the current estimate it was completed in February of 2025. The cost includes replacing Bridge 6503, 6528, and 6554 with bituminous pavement replacement, hydraulic and roadside safety improvements.

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 Midway Rd (CSAH13) in St. Louis County.

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, several new turn lanes, and grade lowering under BR# 9233.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	84%
Roadside Infrastructure Condition	9%
Traveler Safety	7%

PROJECT HISTORY

The project scope was finalized in 2024 and design 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.

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.

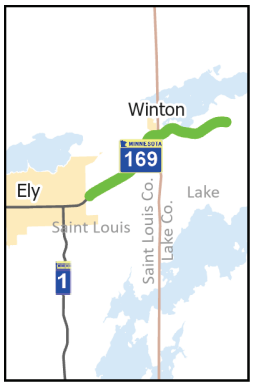
SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	1/1/2024
Original Letting Date:	1/1/2026
Current Letting Date:	1/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

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, causing the cost to decrease. The scope for this project is still being completed and should be finalized in early 2025.

PROJECT SUMMARY



MN 169

State Project Number 3809-09

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

RECENT CHANGES & UPDATES

The project development has been accelerated for an earlier letting to enable balancing projects within our program. The project scope was finalized during the summer of 2023 and pre-design work began late 2023. MnDOT is currently developing the 60% design. The project letting is planned for April of 2026 with construction during the summer of 2026.

PROJECT HISTORY

The project consists of a full-depth reclamation of approximately 3.7 miles of pavement. Installation of subsurface drainage will be completed where required. The project will repair existing culverts and the remove 1 culvert that is no longer needed. A new lighting system will be installed at Main Street. Riprap will be placed around 2 box culverts for stabilization. Signs will be replaced and guardrail will be updated to current standards. The striping will be repainted and the mailbox supports will be replaced. MnDOT is coordinating with St Louis County and Lake County for tying in our resurfacing work with their current surface at intersections.

PROJECT RISKS

Risk impacts due to the box culvert work.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	January 2026
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	6/30/2025
Original Letting Date:	2/28/2020
Current Letting Date:	4/22/2026
Construction Season:	2026
Estimated Substantial Completion:	Fall 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	11%
Traveler Safety	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	3.7
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***	**5.0**

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in March 2023. The current estimate was completed in September 2025. 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 currently planned for 2028 construction season. The project will include a medium mill and overlay for 11 miles with shoulder widening to 2 feet of paved surface. Trees will be cleared for sight distances and to prevent shading and ice build up in the winter months. Culverts will be repaired and mailbox supports will be replaced. Rumble strips will be installed with new pavement markings and signs.

PRIMARY INVESTMENT CATEGORY

Category	Percentage
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Transportation Safety	2%

PROJECT HISTORY

The project scope was finalized early 2025 and pre-design work has begun. The project is planned for a letting date of November 17, 2027 for construction during the summer of 2028. MnDOT is coordinating with St. Louis County and the Mesabi Trail/Regional Rail Authority for work near their roads and trail.

PROJECT RISKS

Project risks include possible contaminated materials at two locations along the corridor.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0.3	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.6***	***9.0***

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

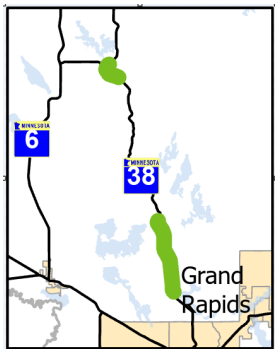
SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending
Original Letting Date:	1/1/2028
Current Letting Date:	11/17/2027
Construction Season:	2028
Estimated Substantial Completion:	October 2028

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in May 2023. The current estimate was completed in March 2025. Both estimates include bituminous resurfacing, hydraulic repair, and safety improvements.

PROJECT SUMMARY



MN 38

State Project Number 3108-86

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

RECENT CHANGES & UPDATES

The project is planned for construction during the summer of 2029 and a letting date is planned for February 2029. The project scope is in the process of being finalized. Pre-design has started developing the layout.

PROJECT HISTORY

This project is planned for 2029 and will include resurfacing approximately 6.4 miles across two locations of Hwy 38. The first location will include a mill and overlay of the mainline pavement with a fog seal of the shoulders. The second is through the township of Marcell and will include a 2-4 inch mill and overlay with sidewalk, curb, and gutter improvements. There are three locations with dips in the pavement that will be addressed with subsurface treatments. The project includes rumble striping, lighting updates, culvert repairs, replacing mailbox supports, tree clearing, and access management.

PROJECT RISKS

Pavement condition shows large transverse cracks, but the pavement fix will address the depth of the cracks at the current mill depth. The increase in cost for the ADA sidewalk repairs is a risk to the budget.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	November 2028
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending
Original Letting Date:	1/1/2025
Current Letting Date:	2/28/2029
Construction Season:	2029
Estimated Substantial Completion:	Fall 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	82.1%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	11.9%	Bicycle	0.5%
Rest Areas	0.0%	Pedestrian	3.7%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	1.8%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

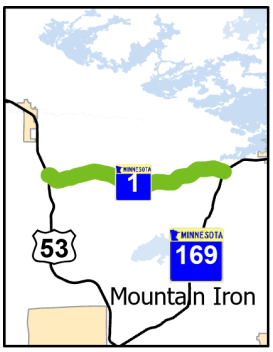
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.5***	***8.5***

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

COST ESTIMATE ASSUMPTIONS

This baseline estimate is the current estimate it was completed in August 2025. The estimate include bituminous resurfacing, hydraulics, pedestrian and roadside safety features. The project cost will be updated as the scope of the project is refined.

PROJECT SUMMARY



MN 1

State Project Number 6902-28

Reclaim Hwy 1 from Hwy 53 to Hwy 169: widen shoulders, culvert repairs, rumble strips, sign placements and access management.

RECENT CHANGES & UPDATES

This project is planned for construction the summer of 2029 with a letting date in November of 2028. The project scope is in progress. MnDOT is coordinating with St. Louis County, business owners, and residents for tying in our resurfacing work to their current surface at intersections.

PROJECT HISTORY

This project is planned for 2029 and will include a cold in-place recycle of the pavement for approximately 14.5 miles of Hwy 1. The two bridges within the corridor will have a 2 inch deck resurfacing over the Rice River and Pike River. The culverts will be repaired and one will be replaced. The shoulders will be widened to 2 feet and rumble strips will be added to the corridor. The project includes guardrail replacements, mailbox replacements, sign replacements, tree clearing, and access management.

PROJECT RISKS

Culvert conditions could worsen prior to construction creating an increased cost. Tree removal could change the slope stabilization of the roadbed. The bridge work will require a detour onto gravel county roads for construction and cure time.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	August 2028
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Pending
Original Letting Date:	1/1/2028
Current Letting Date:	11/15/2028
Construction Season:	2029
Estimated Substantial Completion:	Fall 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	82.1%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	11.9%	Bicycle	0.5%
Rest Areas	0.0%	Pedestrian	3.7%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	1.8%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

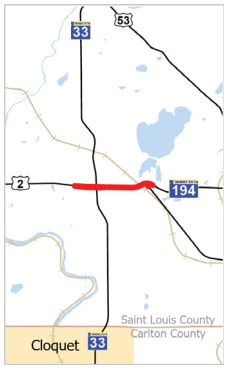
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	10.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0.1	0.1
Total:	***13.5***	***13.5***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is the current estimate. It was completed in May of 2024, the cost includes bituminous pavement replacement, hydraulic and roadside safety improvements. The project scope should be completed in fall of 2025. The total project cost estimate will be revised after the scope is completed.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	51%
Traveler Safety	34%
Roadside Infrastructure Condition	20%

PROJECT HISTORY

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 RISKS

No outstanding risks.

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	0.2
Total:	***7.5***	***7.1***

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

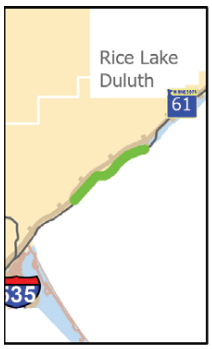
SCHEDULE

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

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



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

Public meeting held for landscaping and detours. Final design plans have been completed. On schedule and on budget for letting in December 2025.

PROJECT HISTORY

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.

PROJECT RISKS

Risks include right of way acquisition.

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:	12/03/2025
Construction Season:	2026-2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	36%
Pedestrian Infrastructure	24%
Roadside Infrastructure Condition	20%
Pavement Condition	11%
Climate Resilience	5%
Bicycle Infrastructure	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

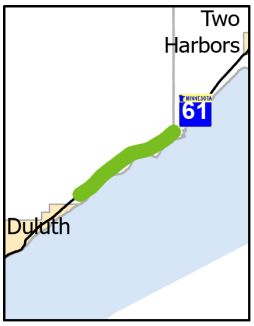
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.3	22.3
Post Letting Construction Costs:	0.8	2.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	6
Construction Engineering:	0.6	2.1
Right of Way:	0.2	10
Total:	***10.3***	***42.5***

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 estimate was completed in July 2025. 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, additional pedestrian safety features, and right-of-way costs.

PROJECT SUMMARY



MN 61

State Project Number 6926-56

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

RECENT CHANGES & UPDATES

Project entered District 1 program in 2025 and is scheduled for construction in 2029. Project scoping has recently started with pavement deterioration as the primary need.

PROJECT HISTORY

New project.

PROJECT RISKS

As this project is new, risks are not yet known.

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:	1/1/2029
Current Letting Date:	1/1/2029
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	82.1%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	11.9%	Bicycle	0.5%
Rest Areas	0.0%	Pedestrian	3.7%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	1.8%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	8.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10.8***	***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 is the current estimate it was completed in May of 2023, the cost includes bituminous pavement replacement, hydraulic and roadside safety improvements. The project scope should be completed in spring of 2026. The total project cost estimate is expected to change after final scoping.

PROJECT SUMMARY

MN 61

Bridge 5923

State Project Number 1605-03

Hwy 61: Pigeon River Bridge Redeck in Cook County

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete.

This bridge re-decking project (S.P. 1605-03) was completed in 2023 and included.

SP 1605-04 (March 2025 letting) consists of pier repairs on the Pigeon River Bridge. There are five piers to be repaired. Repair work on Piers 4 and 5 (toward the Canadian side) were substantially completed in 2025. Contract completion in 2026 is contingent on obtaining an in-water work extension to allow cofferdam installation either in late 2025 or in April/ May 2026, depending on river flows.

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.

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:	2025 - 2027
Estimated Substantial Completion:	2026 - 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	92%
Bicycle Infrastructure	4%
Pedestrian Infrastructure	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

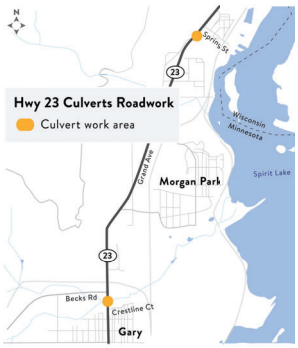
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	6.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.5	0.4
Right of Way:	0	0
Total:	***8.4***	***8.6***

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 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	100%

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

All risks have been retired.

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.

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was completed in June 2017. The current estimate is the actual letting amount for both projects, 6910-102 and 6910-103. 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

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.

SUBSTANTIALLY COMPLETE

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 will be substantially complete and open to traffic in October 2025. Misc. work and final clean up under the bridges and on city streets adjacent to the bridge will occur in the spring and early summer of 2026.

WP 4: The I-535/Garfield Avenue interchange will be substantially complete and fully open to traffic in October 2025. Final completion will occur in November 2025.

PROJECT HISTORY

In 2024: Work Packages (WP} 1 & 2: 1-35 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 1-535/Garfield interchange has been demolished, and all bridges have been reconstructed. Due to a cultural discovery in this area, a small portion of 1-535 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 RISKS

All major risks have been retired.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	30%
Traveler Safety	25%
Freight	22%
Project Delivery	12%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	230	435.9
Post Letting Construction Costs:	16.5	10.6
Other Construction Elements:	10.1	21.5
Preliminary Engineering:	32.5	46.6
Construction Engineering:	9.6	43.5
Right of Way:	0.3	4.8
Total:	***299***	***562.9***

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

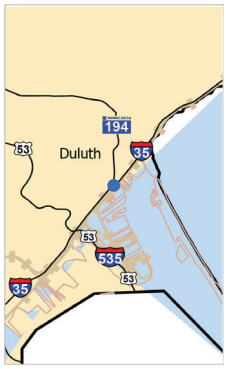
SCHEDULE

	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	2022-2026
Estimated Substantial Completion:	Nov. 2023	Fall 2025	Fall 2025

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 (WP3) 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. The cost increase is related to costs incurred due to cultural discoveries and the associated schedule impacts.

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.

SUBSTANTIALLY COMPLETE

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

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. The project construction was completed in 2025.

PROJECT RISKS

Traffic impacts and construction staging.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	8.8
Post Letting Construction Costs:	0.3	0
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.8	0.6
Right of Way:	0	0
Total:	***9.1***	***9.7***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was 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 bridge needs increase throughout design.

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

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

Preliminary design and environmental assessment re-evaluation are completed. Project management plan and initial financial plan have been approved. Minnesota right-of-way acquisition is complete; Wisconsin right-of-way acquisition & relocations are on schedule. Draft and final Request for Qualifications (RFQ) has been released. Draft Request for Proposals (RFP) ws released for industry comment. Final RFP on schedule for November 2025 release. Eleven of fourteen project permits have been acquired. The project remains on schedule.

PROJECT HISTORY

In 2024: 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 million (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 RISKS

Lack of a clear path and timeline for cultural resource discoveries, private utility relocations delaying construction, environmental permitting modifications post letting, 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:	3/5/2024
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:	6/23/2026
Construction Season:	2026-2032
Estimated Substantial Completion:	2031

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	73%
Traveler Safety	11%
Project Delivery	8%
Bicycle Infrastructure	4%
Pedestrian Infrastructure	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

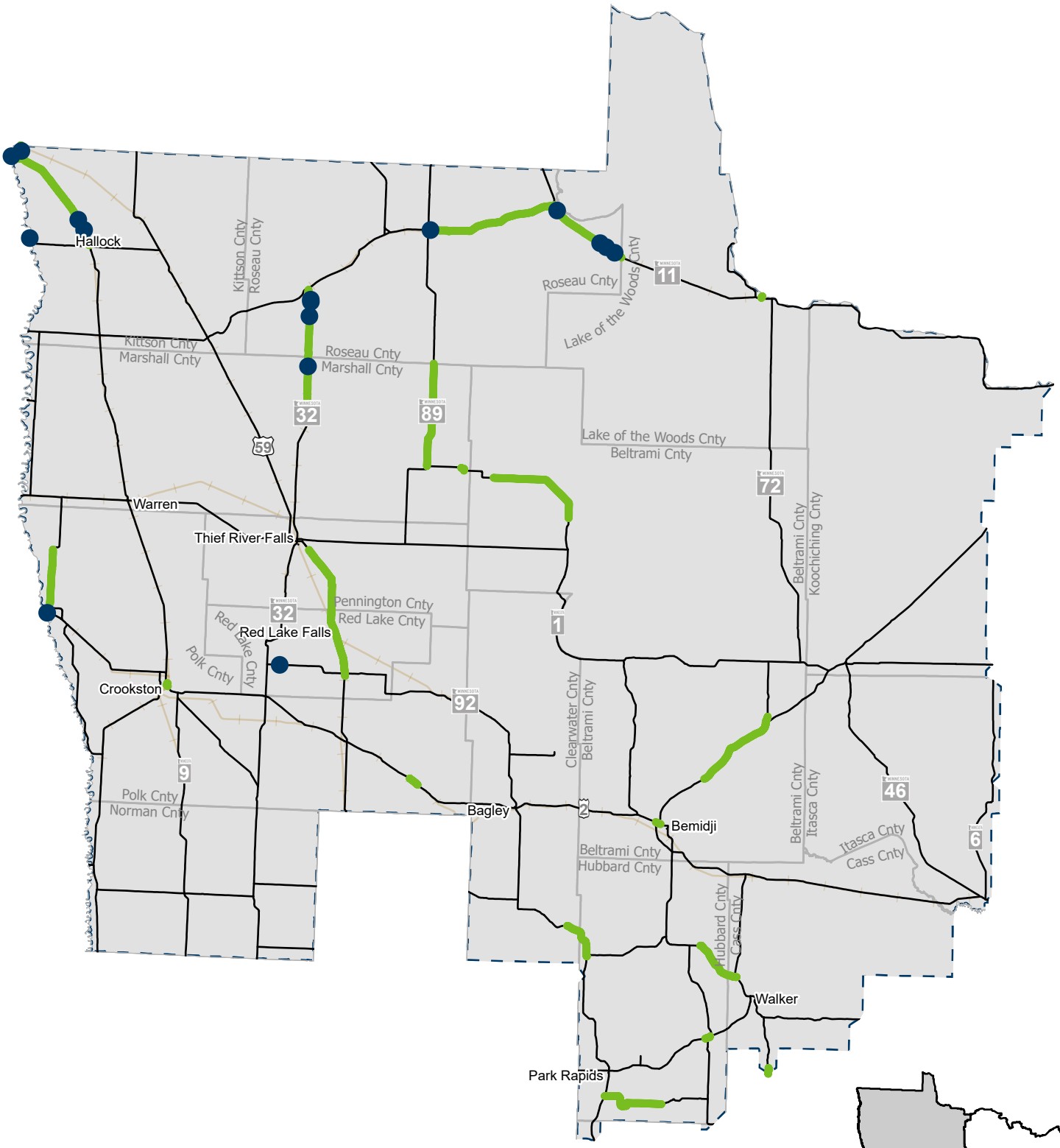
	Baseline Estimate	*Current Estimate*
Construction Letting:	215.6	1,322
Post Letting Construction Costs:	8.6	257.3
Other Construction Elements:	0	8.9
Preliminary Engineering:	25.9	63.4
Construction Engineering:	17.2	89.1
Right of Way:	0	74.5
Total:	***267.3***	***1,815.2***

Construction cost estimates are adjusted in year-of-expenditure (YOE) dollars.

COST ESTIMATE ASSUMPTIONS

The Total Project Cost (TPC) is approximately $1.815 billion (B) estimated in year-of-expenditure dollars, it includes 25% total-project contingency and previous incurred costs. The TPC update is based on the 09/30/2025 annual financial plan update for FHWA Major Projects Federal-aid compliance and just ahead of the Request for Proposals (RFP) release in November 2025. The baseline estimate was made prior to the development, scoping, and Minnesota/Wisconsin receiving a federal INFRA grant to help cover the costs to do a full bridge replacement.

D2- BEMIDJI



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

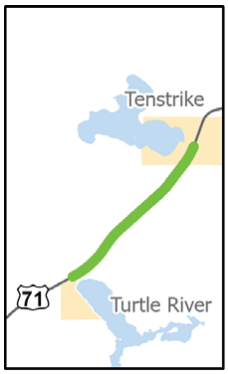
DEPARTMENT OF TRANSPORTATION

District 2 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
US 71	0410-51	Resurface US 71 between Beltrami CR 23/CR 21 and Tenstrike			B1	114
MN 89	0415-17, 4508-34	Resurface MN 89 between Beltrami CR 705 and 6 miles west of MN 1	✓	2nd	B2	115
MN 197	0416-55	Resurface MN 197 between Hanna Ave. and Gillett Dr. in Bemidji, Beltrami County			B3	116
MN 371	1118-22	Reconstruct one mile of MN 371 in Hackensack, Cass County	✓	1st	B4	117
MN 200	1505-25	On MN 200 from US 71 to CSAH 2/north entrance to Itasca State 4508-34	✓	1st	B5	118
MN 34	2902-44	Reconstruct MN 34 in Akeley, Hubbard County	✓	2nd	B6	119
MN 200	2908-31	Resurface MN 200 from CR 39 to MN 371 in Hubbard and Cass Counties			B7	120
MN 87	2909-17	Reconstruct MN 87 between CR 6 and CR 13 in Hubbard County	✓	2nd	B8	121
MN 87	2909-20	Reconstruct MN 87 between US 71 and CR 6/Lake St. in Hubbard	✓	1st	B9	122
MN 171	3507-17	Refurbish the MN 171 bridge (35007) over Red River of the North in St. Vincent, Kittson County			B10	123
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	✓	2nd	B11	124
MN 72	3905-10	Resurface MN 72 between Baudette and the Canadian border	✓	2nd	B12	125
MN 32	4504-19	Resurface MN 32 between Middle River and Greenbush; replace four box culverts (6086, 6087, 6088, 6089) near Strathcona	✓	2nd	B13	126
MN 89	4508-35	Resurface MN 89 between MN 219 and Roseau County line	✓	1st	B14	127
MN 1	4509-05	Refurbish MN 1 bridge (9100) over the Red River in Oslo			B16	128
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	✓	2nd	B17	129
US 2	6002-76	Improve pedestrian safety along US 2 in Crookston County			B18	130
US 2	6005-74	Resurfacing and sidewalk improvements along US 2 in Fosston			B19	131
MN 220	6017-45	Reconstruct MN 220 between East Grand Forks and Polk CR 22	✓	2nd	B20	132

US 2	6019-30	Replace the US 2 bridge (60001) over River Rd. NW in East Grand Forks, Polk County			B21	133
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	✓	1st	B22	134
MN 11	6803-43	Reconstruct MN 11 between Roseau and Warroad			B23	135
MN 11	6803-46	Reconstruct Hwy 11 between Roseau and Warroad.	✓	1st	B24	136
MN 11	6804-29	Replace MN 11 bridge (9059) in Warroad, Roseau County			B25	137
US 71	0410-53	Resurface Hwy 71 from Tenstrike to Blackduck and resurface one mile of Hwy 72 north of Blackduck			B26	138
MN 92	6304-15	Replace MN 92 culvert (6829) over Badger Creek			B27	139
MN 11	6804-28	Resurface MN 11 between Roosevelt and replace three box culverts (8825, 8826, 8827)			B28	140
MN 89	6806-33	Reconstruct MN 89 between 7th St. and MN 11 in Roseau County			B29	141
US 2	6001-74	Resurface and sidewalk improvements on Hwy 28 between Demers Ave and Hwy 2 in East Grand Forks			B30	142
US 2	6002-83	Resurface Hwy 2 between Hwy 75 and Groveland Ave in Crookston			B31	143
US 2	6005-69	Resurface eastbound lanes of Hwy 2 between Fosston and Bagley			B32	144
US 2	6005-79	Resurface westbound lanes of Hwy between Hwy 59 and Fosston			B33	145
MN 32	6007-15	Resurface Hwy 32 between Co Rd 1 and Hwy 2			B34	146

PROJECT SUMMARY



US 71

State Project Number 0410-51

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

RECENT CHANGES & UPDATES

This project is nearing the turn-in phase and the project development is continuing as planned.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Roadside Infrastructure Condition	35%
Traveler Safety	2%

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.

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.

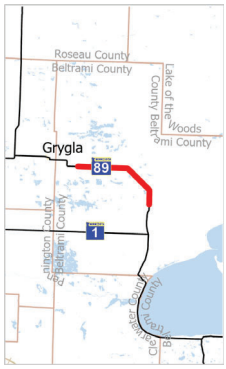
COST ESTIMATE ASSUMPTIONS

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.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	12/4/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
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

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Roadside Infrastructure Condition	30%
Traveler Safety	7%

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.

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.

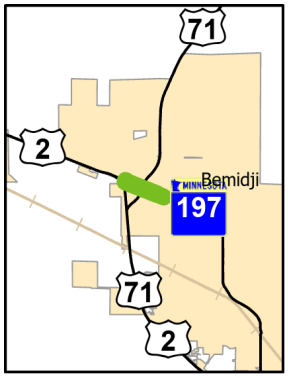
COST ESTIMATE ASSUMPTIONS

2018 average bid prices were used in the development of the baseline estimate. 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.

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

PROJECT SUMMARY



MN 197

State Project Number 0416-55

Resurface Hwy 197 between Hannah Ave and Gillett Drive in Bemidji

RECENT CHANGES & UPDATES

The City of Bemidji has begun construction on its component of the project, which will now take place in 2025 and 2026. The work on MN 197 in 2026 will focus on the segment west of US 71 to avoid conflicts with the city work. In 2027, MnDOT plans to complete the work east of the US 71 intersection. MnDOT is preparing to have a signed grant agreement and authorization this winter.

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 USDOT, 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. Receiving federal authorization on grant funds is a risk.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	8/19/2024
Municipal Consent Approval Date:	12/2/2024
Geometric Layout Approval Date:	2/23/2024
Construction Limits Established Date:	8/31/2023
Original Letting Date:	10/24/2025
Current Letting Date:	1/28/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	48%
Pavement Condition	43%
Pedestrian Infrastructure	9%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

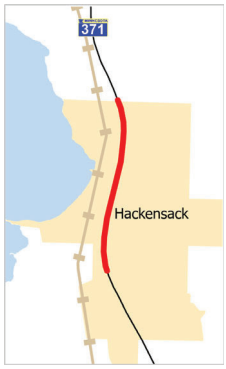
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.8	18.8
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	2
Construction Engineering:	1.4	1.5
Right of Way:	1.3	1.3
Total:	***22.3***	***23.8***

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 midpoint of 2026 construction. The baseline estimate did not include City of Bemidji's funding participation with grant funds, which is why the cost increased.

PROJECT SUMMARY



MN 371

State Project Number 1118-22

Hwy 371 Corridor Study: Hackensack

Reconstruct 1 mile of Hwy 371 in Hackensack

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began in May and is expected to be complete mid-October 2025

PROJECT HISTORY

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

Hwy 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 motorists speeds, improving non-motorized facilities, and improving underground utilities and drainage.

PROJECT RISKS

There are no more risks as this project is completed.

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 2025

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	45%
Roadside Infrastructure Condition	43%
Pedestrian Infrastructure	12%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

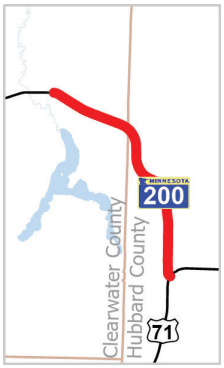
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	8
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.4
Construction Engineering:	0.4	1.5
Right of Way:	0	0.8
Total:	***7***	***12.1***

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

The inflation factor assumes mid point of 2025 construction for the baseline estimate. The current estimate reflects th e actual bid letting amount. 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 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began on July 8 and was completed August 21, 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Roadside Infrastructure Condition	37%

PROJECT HISTORY

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 Dept. of Natural Resources is taking place. The pavement resurfacing termini have been modified to include the Itasca Park north entrance intersection to address deteriorating pavement.

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.

PROJECT RISKS

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

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.

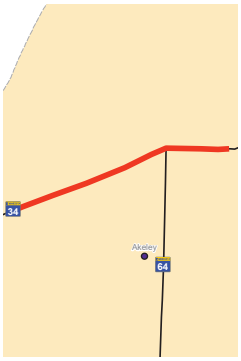
COST ESTIMATE ASSUMPTIONS

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. The current estimate reflects the actual bid and construction amount.

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

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	45%
Pavement Condition	38%
Pedestrian Infrastructure	17%

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 feet 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 TH 64 and TH 34 was chosen over a roundabout. The subsurface utility engineering contract is nearing completion to map the utilities in Akeley.

PROJECT RISKS

Project complete; no risks at this time.

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.

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

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

Additional sidewalk infrastructure is being added to the construction plans and municipal consent will be requested in October 2025.

PROJECT HISTORY

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.

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

PROJECT RISKS

A Hubbard County bridge in Benedict has been load posted and is needed as a detour route for this project. Hubbard County has expressed it needs bridge bond funds to replace this bridge, which is needed prior to this project. Municipal consent will be required. The road is adjacent to the Paul Bunyan Trail which is a 4F property and will require additional coordination. There is peat (vegetation) 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

Investment Category Type	%
Pavement Condition	56%
Roadside Infrastructure Condition	27%
Traveler Safety	15%
Pedestrian Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

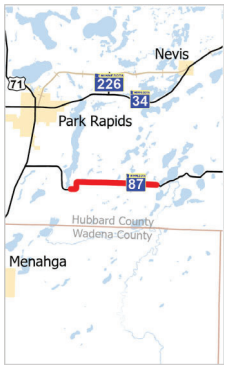
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.9	12.7
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.6
Construction Engineering:	0.9	1.1
Right of Way:	0.1	0.1
Total:	***13.8***	***16.2***

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 midpoint of 2027 construction. The baseline estimate may not have accounted for funding from ATP-3 and the Highway Safety Improvement Program (HSIP) funding added to this project to widen and pave shoulders.

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

Investment Category Type	%
Pavement Condition	89%
Roadside Infrastructure Condition	8%
Traveler Safety	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

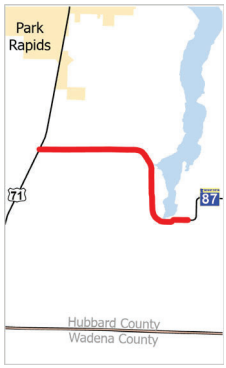
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	6.2
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0	0.7
Preliminary Engineering:	1.1	10.8
Construction Engineering:	0.8	0.5
Right of Way:	0	2.4
Total:	***12.3***	***20.8***

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

COST ESTIMATE ASSUMPTIONS

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.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction began in May and is anticipated to be complete by the end of October 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	41%
Pavement Condition	37%
Traveler Safety	22%

PROJECT HISTORY

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

PROJECT RISKS

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

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.

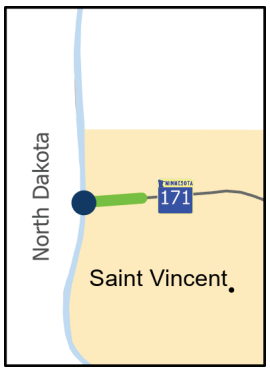
COST ESTIMATE ASSUMPTIONS

2020 average bid prices were used in the development of the total cost and inflation factor assumes a midpoint 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 and construction 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

PROJECT SUMMARY



MN 171

Bridge 35007

State Project Number 3507-17

Refurbish Hwy 171, Hwy 175, and Hwy 2B bridge over Red River of the North in St. Vincent, Kittson County.

RECENT CHANGES & UPDATES

The Hwy 175 bridge over the Red River, west of Hallock, and the Hwy 2B bridge over the Red River in East Grand Forks were added to this project and it was delayed from 2025 to 2026 construction.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

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.

The concrete end post on the SE and NE corners were reconstructed in 2012. Guardrail was also installed in 2012 as part of state project (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. The St. Vincent bridge will require a 2-week detour, open for emergency vehicles, but may cause increased travel distances for residential and commercial traffic. Construction should be completed prior to Labor Day to avoid conflicts with school traffic and the sugar beet harvest.

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:	3/14/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

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

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

Investment Category Type	%
Pavement Condition	66%
Roadside Infrastructure Condition	17%
Bridge Condition	14%
Pedestrian Infrastructure	3%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

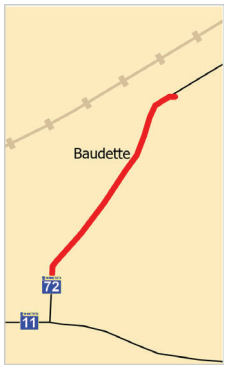
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	9.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.6
Construction Engineering:	0.6	0
Right of Way:	0	0.1
Total:	***11.5***	***10.5***

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 reflects the actual bid and construction costs to complete the project, which was less than the baseline estimate.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	5%
Bicycle Infrastructure	3%

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.

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.

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.

COST ESTIMATE ASSUMPTIONS

2020 average bid prices were used in the development of the total cost and inflation assumes a midpoint of 2023 construction. Local costs for utilities were added to the project and are higher than originally estimated, which is why the cost increased.
The current estimate reflects the actual let amount and post-letting construction costs to complete the project.

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

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 Encumbrance (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

Investment Category Type	%
Pavement Condition	63%
Bridge Condition	17%
Roadside Infrastructure Condition	7%
Traveler Safety	5%
Pedestrian Infrastructure	4%
Bicycle Infrastructure	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

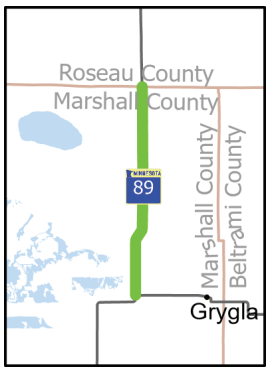
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	12
Post Letting Construction Costs:	0.8	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	0.7
Construction Engineering:	0.8	0.4
Right of Way:	0	0.1
Total:	***15.8***	***15.1***

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, which caused inflated total cost compared to actual, final cost. The current estimate reflects the actual bid and construction cost to complete the project.

PROJECT SUMMARY



MN 89

State Project Number 4508-35

Resurface Hwy 89 between Hwy 219 and Roseau County line

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project began in early July and was completed in late-August.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	14%

PROJECT HISTORY

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

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

All risks retired.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	5.2
Post Letting Construction Costs:	0.3	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.3
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***7.4***	***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

This project was let in August 2024 and the current estimate reflects the actual let amount and construction costs which was less than the baseline estimate, likely due to inflation.

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

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 2031 to allow additional preliminary engineering. The Northern Red River Flood Study is underway and findings are estimated to be completed January 2027.

PROJECT HISTORY

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.
This project was 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 rehabilitation project was programmed for 2014 construction but the project was not awarded due to the 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 involved in the decision making and approval process, and the Steel High Truss bridge is designated historic in North Dakota.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	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

Investment Category Type	%
Bridge Condition	100%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

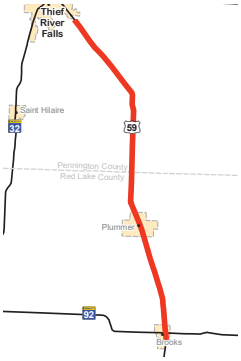
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	18
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	2.2
Construction Engineering:	1.2	1.4
Right of Way:	0	0
Total:	***18.6***	***22.3***

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. Inflationary adjustments have been added to the current estimate with the delay of this project, which is why the cost increased.

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 2024.

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

Investment Category Type	%
Pavement Condition	55%
Traveler Safety	21%
Roadside Infrastructure Condition	12%
Bicycle Infrastructure	6%
Pedestrian Infrastructure	6%

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. A consultant was brought on to assist with the design and right of way was needed, which wasn't accounted for in the baseline estimate, causing the cost to increase. The current estimate reflects the actual bid amount and project costs.

PROJECT SUMMARY

US 2

State Project Number 6002-76

Hwy 2 Corridor Study: Crookston

Improve pedestrian safety in Crookston County.

RECENT CHANGES & UPDATES

During the fiscal year 2026-2027 State Legislative Session, this project was identified to receive an estimated $2.7 million in Trunk Highway Appropriations. MnDOT is working to identify state road construction budget eligible project components as it relates to the cost participation policy.

PROJECT HISTORY

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. This project is intended to address pedestrian facilities that are not in compliance with the Americans with Disabilities Act (ADA) of 1990. The concrete pavement in this section of roadway is not currently scheduled for rehabilitation as it still has remaining service life. A corridor study was conducted in cooperation with the city and public to further understand existing conditions and recommend a corridor concept for the state and city to implement. The project will consist of reducing the width of the roadway and number of one-way travel lanes from three to two. The reallocated space will allow for ADA compliant sidewalks and a bicycle facility.

PROJECT RISKS

Project risks include evaluating a small pedestrian access route with steep sidewalk cross slopes; it may result in corridor concepts that recommend a revised cross-section for the corridor. This could result in the City and State addressing utilities and infrastructure beyond the sidewalk facilities. 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:	10/23/2024
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

Investment Category Type	%
Pedestrian Infrastructure	65%
Roadside Infrastructure Condition	35%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

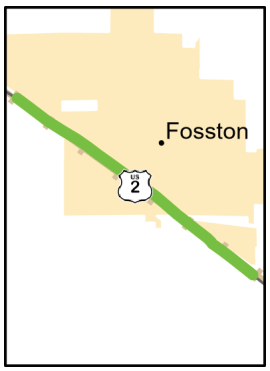
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.4	10.3
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	1.2	0.9
Right of Way:	0	0.3
Total:	***8.8***	***12.9***

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. The baseline estimate did not include concrete pavement repair on the roadway or local costs associated with the project, which is why the cost increased.

PROJECT SUMMARY



US 2

State Project Number 6005-74

Resurface and sidewalk improvements on Hwy 2 in Fosston

RECENT CHANGES & UPDATES

The traffic signal at Johnson Avenue is due for replacement soon and is being evaluated for removal because the traffic volume does not meet the minimum standards to justify the need for a signal.

PROJECT HISTORY

There are no recent changes to this reporting as this project was carried into fiscal year 2027 of the 2025-2028 STIP last year.

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. Locally, there is concern with the potential removal of the traffic signal.

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

Investment Category Type	%
Pavement Condition	50%
Roadside Infrastructure Condition	25%
Pedestrian Infrastructure	15%
Bicycle Infrastructure	5%
Traveler Safety	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

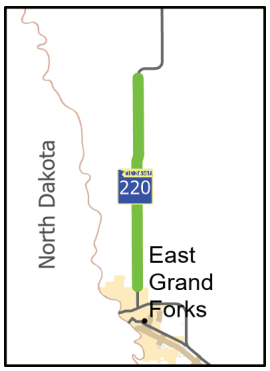
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.8
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.6
Construction Engineering:	0.6	0.7
Right of Way:	0.3	0.3
Total:	***9.2***	***10.8***

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. Additional engineering to investigate the traffic signal warrants, other design elements, and bid prices for estimated quantities are the reasons the current estimate is higher than the baseline estimate.

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 2024 and concluded at the end of August. The detour was removed the weekend of August 31, 2024.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	20%

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.

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.

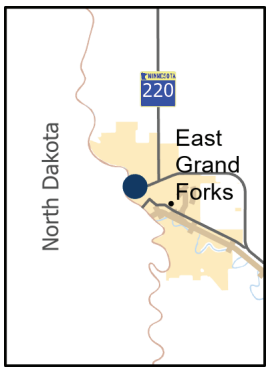
COST ESTIMATE ASSUMPTIONS

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, which were both lower than the programmed amount and anticipated amount.

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

PROJECT SUMMARY



US 2

Bridge 60001

State Project Number 6019-30

Replace Hwy 2 bridge over River Rd NW in East Grand Forks, Polk County.

RECENT CHANGES & UPDATES

The scope of work for this bridge replacement is nearly complete and will include the realignment of the westbound on-ramp to improve safety.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

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.

Bridge had concrete resurfacing and rehabilitation in 2000. In 2017, the ramps were graded and paved with conrete. In 2006 there was a concrete rehab project from the Red River to TH 220. This project was identified for the 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 the Dept. of Natural Resources land. The east side of the bridge is built on the Army Corps of Engineers' levee. Construction should be completed prior to Labor Day to avoid conflicts with school traffic and the sugar beet harvest.

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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

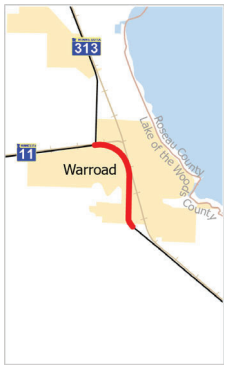
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.4***	***7.4***

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 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is complete with the construction of the roundabout and remaining resurfacing. The adjacent bridge project is expected to be complete in 2026.

PROJECT HISTORY

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. In fall 2025, the roundabout was finished. The bridge will remain open during the winter months.

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.

Some improvements to Hwy 11 were removed from the scope as was Bridge 9059, both of which were made into separate projects.

PROJECT RISKS

Risks include the landscaping/aesthetic pieces of this project; that contract will let in 2027 due to the 2-year maintenance period after installation.

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

Investment Category Type	%
Pavement Condition	66%
Roadside Infrastructure Condition	26%
Pedestrian Infrastructure	8%

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, which increased the cost considerably. The current estimate reflects the let amount and the post-letting construction costs up to this point (end of 2025).

PROJECT SUMMARY

MN 11

State Project Number 6803-43

Hwy 11: Roseau to Warroad

Reconstruct Hwy 11 between Roseau and Warroad

RECENT CHANGES & UPDATES

This project was let on 9/24/2025. Construction is planned in 2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	81%
Roadside Infrastructure Condition	18%
Traveler Safety	1%

PROJECT HISTORY

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

PROJECT RISKS

1. Bituminous and grading inflationary cost.
2. Right of way issues tied to airport.
3. If any unknown contamination is found in the grading areas (none known currently).
4. There may be city utility conflicts.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	20.3	18.9
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***	***25.1***

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

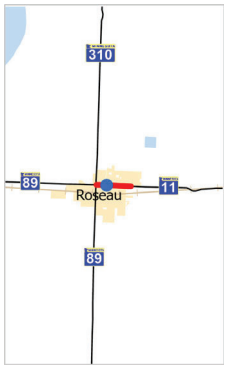
COST ESTIMATE ASSUMPTIONS

The current estimate reflects the low bid amount from letting.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	6/13/2024
Municipal Consent Approval Date:	Not Needed
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

PROJECT SUMMARY



MN 11

Bridge 5814

State Project Number 6803-46

Resurface one mile of Hwy 11 in Roseau; rehab bridge 5814 over the Roseau River.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Construction took place in 2025 and is expected to be complete prior to winter.

PROJECT HISTORY

This project has been awarded and construction taking place during the 2025 season.

The full pavement replacement includes an area which was not identified in the scoping estimate. This provides for a sustainable long-term fix. This project remains on schedule.

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.

PROJECT RISKS

The project will require municipal consent, staff workload, and there might be city utility conflicts. The traffic signal at Hwy 11 and Main St. will be removed with this project, as it does not meet traffic warrants.

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

Investment Category Type	%
Pedestrian Infrastructure	37%
Roadside Infrastructure Condition	29%
Pavement Condition	20%
Bridge Condition	14%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

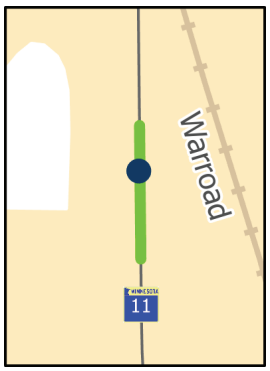
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	7.5
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1
Construction Engineering:	0.3	0.6
Right of Way:	0	0.4
Total:	***5.9***	***9.8***

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the actual let amount with the low bid coming in approximately 32% higher or 1.8 million higher than the programmed estimate.

PROJECT SUMMARY



MN 11

Bridge 9059

State Project Number 6804-29

Highways 11 & 313: Warroad

Replace bridge in Warroad.

RECENT CHANGES & UPDATES

This bridge work began in June with a temporary stop light and one lane of traffic. The first half of bridge construction will be completed this year and the other half will be completed next year. The bridge will remain open during the winter months.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

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 fiscal year 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. The bridge will remain open during the winter months.

Bridge improvements were originally included with state project (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.

PROJECT RISKS

Risks include earthwork in order to keep 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, temporary easement being acquired as part of 6803-40's ROW package. The temporary easement necessary to construct the bridge is being acquired through 12-1-2028. Should the project extend beyond 2028, we would need extend temporary easement.

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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

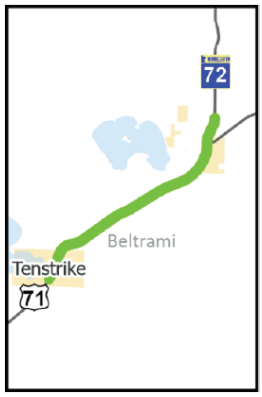
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	8.0
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.5	0.6
Right of Way:	0	0.1
Total:	***7.4***	***9.9***

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

COST ESTIMATE ASSUMPTIONS

The current estimate reflects the actual construction costs up to this point, the cost increased due to inflation and cost of materials.

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

Roadway lighting in Blackduck will be replaced with this project and a pedestrian crossing improvement is being added to the construction plans.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	67%
Roadside Infrastructure Condition	32%
Pedestrian Infrastructure	1%

PROJECT HISTORY

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

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. Annually, the average daily traffic on this roadway is approximately 3,000 vehicles. 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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.6	7.6
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.0
Construction Engineering:	0.8	0.7
Right of Way:	0	0.1
Total:	***12***	***9.8***

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

PROJECT RISKS

A detour is anticipated during the duration of this project. Beltrami County has adjacent roadway work in 2028 that will need to be coordinated.

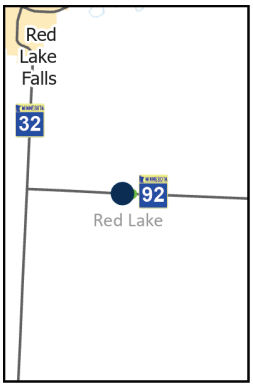
COST ESTIMATE ASSUMPTIONS

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. The current estimate is lower than the baseline estimate because the District was able to avoid a 2" grade raise by designing a cross slope correction instead.

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:	8/25/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PROJECT SUMMARY



MN 92

Bridge 682

State Project Number 6304-15

Replace Culvert on Hwy 92 over Badger Creek

RECENT CHANGES & UPDATES

The plan development process is progressing with digital delivery.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

This project was entered into the 2024-2027 STIP with an estimated construction letting estimate of $1.3 million. After further scoping and preliminary bridge design, the construction letting estimate was increased to $3.9 million. 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.

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 in-slopes are fairly steep.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.9	3.7
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.5
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***4.5***	***4.7***

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

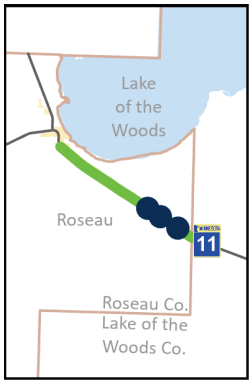
COST ESTIMATE ASSUMPTIONS

The baseline estimate 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.

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:	1/7/2025
Original Letting Date:	1/1/2026
Current Letting Date:	3/25/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

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 project is progressing forward with seven new turn lane locations, realigning three skewed intersections, removing guardrail, improving drainage, and wider paved shoulders.

PROJECT HISTORY

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

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. Annually, the average daily traffic on this roadway is approximately 4,300 vehicles 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 surface 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

Investment Category Type	%
Pavement Condition	71%
Bridge Condition	13%
Roadside Infrastructure Condition	12%
Traveler Safety	2%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

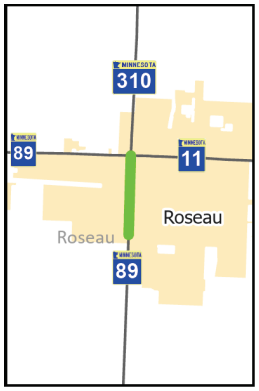
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	16.2
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.3
Right of Way:	0.1	0.1
Total:	***20.5***	***20.5***

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 County

RECENT CHANGES & UPDATES

This project was advanced from 2028 to 2027 in the 2026-2029 State Transportation Improvement Program (STIP). Landscaping will not be included with this project, but will occur the following season. The County intends to apply for Highway Safety Improvement Program (HSIP) funding for the roundabout at Center St.

PROJECT HISTORY

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

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

The City was awarded Local Road Improvement Program funds that have an expiration, which means this project should not be delayed. Corridor lighting is being added to the plans at 95% design. The City began constructing storm sewer modifications and plans to have it completed prior to this project, which is necessary.

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:	7/11/2024
Original Letting Date:	1/1/2028
Current Letting Date:	8/26/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	50%
Roadside Infrastructure Condition	25%
Pedestrian Infrastructure	15%
Traveler Safety	5%
Bicycle Infrastructure	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

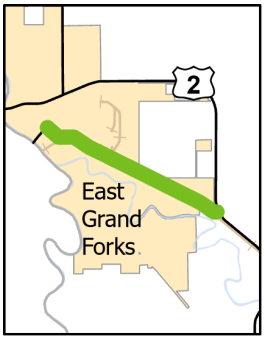
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0.4	0.4
Preliminary Engineering:	1.1	1.2
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.5***	***9.5***

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 $1.4 million local funds to complete the project.

PROJECT SUMMARY



US 2

State Project Number 6001-74

Resurface and Sidewalk improvements on Hwy 2B between Demers Ave and Hwy 2 in East Grand Forks

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2029 of the 2026-2029 State Transportation Improvement Program. A new non-motorized facility may be added between the school and 2nd Ave. NE, which could require road narrowing through the elimination of on-street parking near the school.

PROJECT HISTORY

The pavement ride quality index is projected to be in poor condition by year of construction. Annually, the average daily traffic varies between approximately 6,000 vehicles in the western portion and 3,000 in the eastern portion. The project will consist of urban reconstruct between Demers Ave and 5th Ave and 3" bituminous mill and overlay from 5th Avenue and US Hwy 2.

PROJECT RISKS

An existing traffic signal at US Hwy 2B and 2nd St. NW is nearing the end of its useful life and may need to be addressed with this project, prior to the planned project on that segment in 2035. Construction should be completed prior to Labor Day to avoid conflicts with school traffic and the sugar beet harvest.

SCHEDULE

Date in which project entered the STIP:	2026
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:	9/27/2028
Current Letting Date:	9/27/2028
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	25.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	23.0%	Bicycle	2.0%
Rest Areas	0.0%	Pedestrian	12.0%
Climate Resilience	4.0%	Small Programs	0.0%
Tranportation Safety	5.0%	Project Delivery	0.0%
Highway Mobility	2.0%	Main Streets and Urban Pavement	27.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

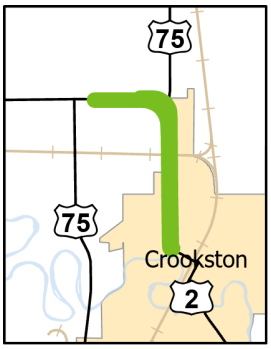
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	7.7
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.1
Construction Engineering:	0.7	0.7
Right of Way:	0.2	0.2
Total:	***10.1***	***10.1***

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

COST ESTIMATE ASSUMPTIONS

This estimate was developed using 2021 average bid prices inflated to mid-point 2029 construction.

PROJECT SUMMARY



US 2

State Project Number 6002-83

Resurface Hwy 2 between Hwy 75 and Groveland Ave in Crookston

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2029 of the 2026-2029 State Transportation Improvement Program.

PROJECT HISTORY

The pavement ride quality index is projected to be in fair condition by year of construction. Annually, the daily traffic is approximately 6,200 vehicles in both directions. This project will consist of a 2" bituminous mill and overlay, replacing roadside infrastructure in poor condition, traffic signal replacement, and turn lane realignment.

PROJECT RISKS

MnDOT's implementation of J-turns and median closures for at-grade intersections on divided, multi-lane, high-speed trunk highways may impact the current scope of western portion of this project.

SCHEDULE

Date in which project entered the STIP:	2026
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:	1/31/2029
Current Letting Date:	1/31/2029
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	43.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	54.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	3.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

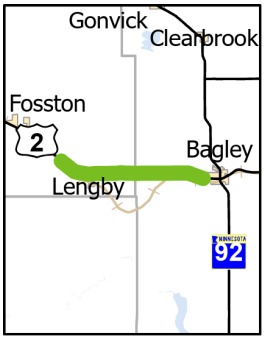
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	6.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0.2	0.2
Total:	***8.5***	***8.5***

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

COST ESTIMATE ASSUMPTIONS

This estimate was developed using 2022 average bid prices inflated to mid-point 2029 construction.

PROJECT SUMMARY



US 2

State Project Number 6005-69

Resurface eastbound lanes of Hwy 2 between Fosston and Bagley

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2028 of the 2026-2029 STIP. It is identified as an Early Let, Late Encumbrance (ELLE), which is 2027 construction.

PROJECT HISTORY

The pavement ride quality index is identified in good condition, but that is most likely because of maintenance patching. The last rehab on this section was a thick mill and overlay in 1999. Annually, the average daily traffic in the eastbound direction is approximately 3,500 vehicles. The project will consist of a 3" bituminous mill and overlay.

PROJECT RISKS

The goal of this project is to address the pavement condition and follow-up with a westbound project that will address roadside infrastructure and implementation of J-turns and median closures for at-grade intersections on divided, multi-lane, high-speed trunk highways.

SCHEDULE

Date in which project entered the STIP:	2026
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:	12/2/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition	93.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	7.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

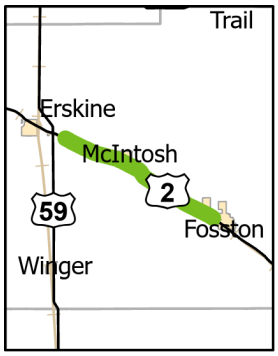
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***5.6***

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

COST ESTIMATE ASSUMPTIONS

This estimate was developed using 2023 average bid prices inflated to midpoint 2027 construction.

PROJECT SUMMARY



US 2

State Project Number 6005-79

Resurface westbound lanes of Hwy 2 between Hwy 59 and Fosston

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2029 of the 2026-2029 State Transportation Improvement Plan. It is identified as an Early Let, Late Encumbrance (ELLE), which is 2028 construction.

PROJECT HISTORY

The pavement ride quality index is currently in fair condition and will be approaching poor condition by year of construction. Annually, the average daily traffic in the westbound direction is approximately 2,000 vehicles. This project will consist of a 2" bituminous mill and overlay, replacement of roadside infrastructure in poor condition, and turn lane additions and extensions.

PROJECT RISKS

MnDOT's implementation of J-turns and median closures for at-grade intersections on divided, multi-lane, high-speed trunk highways may impact the current scope of this project.

SCHEDULE

Date in which project entered the STIP:	2026
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:	1/1/2029
Current Letting Date:	7/28/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	76.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	21.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	3.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

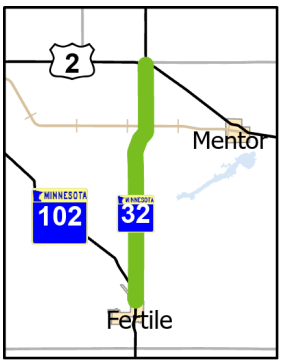
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	3.9
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0.1	0.1
Total:	***5.4***	***5.1***

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

COST ESTIMATE ASSUMPTIONS

This estimate was developed using 2022 average bid prices inflated to midpoint 2028 construction.

PROJECT SUMMARY



MN 32

State Project Number 6007-15

Resurface Hwy 32 between Co Rd 1 and Hwy 2

RECENT CHANGES & UPDATES

This is a new project added to fiscal year 2029 of the 2026-2029 State Transportation Improvement Program. It is identified as a FLEX project into 2027 construction, if funding becomes available. It is also identified as an Early Let, Late Encumbrance (ELLE).

PROJECT HISTORY

The pavement ride quality index (RQI) is currently in fair condition and will be approaching poor condition by year of construction. Annually, the average daily traffic is approximately 900 vehicles. This project will consist of a 3" bituminous mill and overlay and replacing roadside infrastructure in poor condition.

PROJECT RISKS

A portion of the project will need to be detoured for frost heave fixes and centerline culvert replacements. Rare plant species are present within the corridor and will need to be avoided during construction.

SCHEDULE

Date in which project entered the STIP:	2026
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:	1/1/2029
Current Letting Date:	11/18/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition	80.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	20.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

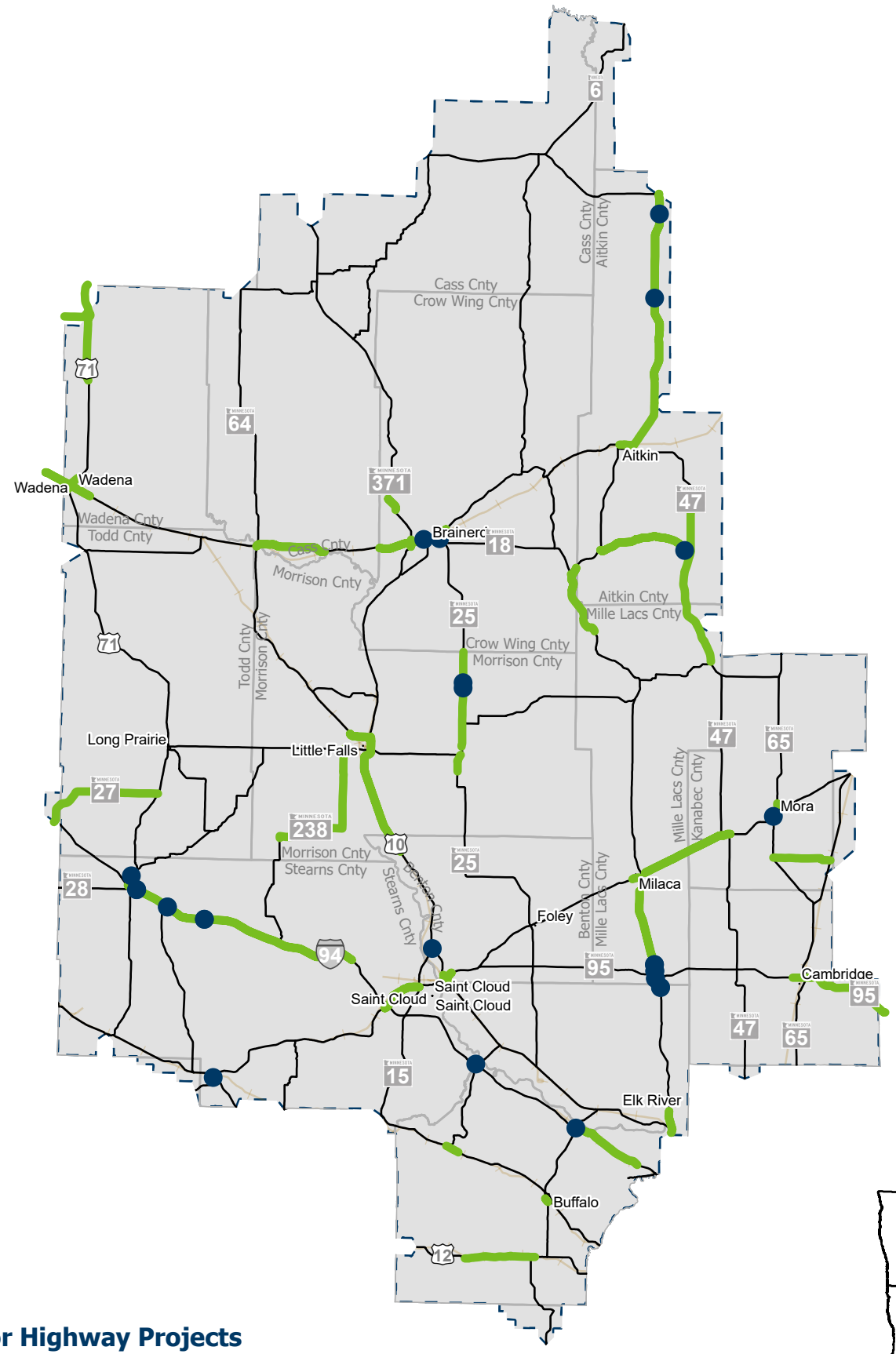
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.3	5.4
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.7
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.6***	***6.9***

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

This estimate was developed using 2021 average bid prices inflated to mid-point 2027 construction.

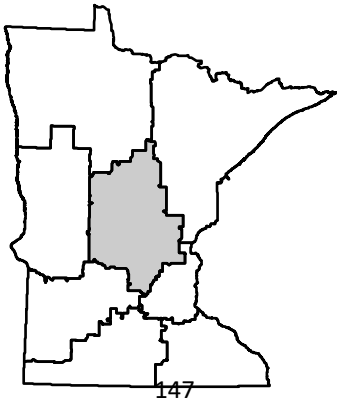
D3- BRAINERD



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION

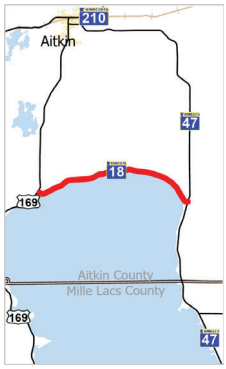


ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 18	0102-28	Resurface MN 18 from US 169 to MN 47 in Aitkin County	✓	2nd	C1	151
MN 18	0102-29	Replace MN 18 bridge (729) spanning Marmon Creek near Mille Lacs Lake			C2	152
MN 47	0108-29	Resurface MN 47 from north of MN 27 in Isle to US 169 in Aitkin	✓	2nd	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)	✓	2nd	C6	156
MN 6	1103-27	Resurface MN 6 from the bridge (11005) over Roosevelt Lake in Outing to MN 200 in Remer			C7	157
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	✓	2nd	C8	158
US 169	1804-90	Resurface US 169 from CSAH 26 to Pike Ave. in Crow Wing County			C9	159
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			C10	160
MN 210	1805-81	Resurface MN 210 from west of Timberwood Dr. to Baxter Dr. in Crow Wing County			C11	161
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	✓	2nd	C12	162
MN 25	1811-35	Replace MN 25 bridge (9099, now 18010) over BNSF railroad in Brainerd, Crow Wing County	✓	2nd	C13	163
MN 65	3004-65	Recondition MN 65 from Cambridge to north of MN 107			C14	164
MN 95	3006-39	Reconstruct MN 95 from Fern St. to Fillmore St in Cambridge			C15	165
MN 65	3307-43	Replace MN 65 bridge (6778, now 33012) over Snake River	✓	2nd	C16	166
MN 23	4801-26	Reconstruct MN 23 from the Rum River bridge to Mille Lacs CR 2/105th Ave. in Milaca			C17	167

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)	✓	2nd	C18	168
US 169	4811-76	Resurface US 169 from south of Long Siding to north of Pease	✓	2nd	C19	169
US 169	4811-77	Resurface eight US 169 bridges (48009, 48010, 48011, 48012, 48015, 48016, 71007, 71008)			C20	170
US 169	4814-56	Resurface US 169 from north of Ojibwe Dr. to south of Crow Wing CSAH 26	✓	2nd	C21	171
US 10	4901-82	Recondition US 10 from Gregory to CR 40, adding a J-turn at CR 40			C22	172
US 10	4902-63	Resurface US 10 at Little Falls bypass from Morrison CR 52 to CR 35	✓	2nd	C23	173
MN 25	4911-15	Resurface MN 25 from Pierz to Morrison/Crow Wing County line	✓	1st	C24	174
MN 238	4913-26	Resurface MN 238 from Upsala to MN 27, and bridge (88490) over Hay Creek			C25	175
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			C26	176
MN 55	7314-41	On MN 55, replace bridge (5545) over N Fork Crow River west of Paynesville			C27	177
I-94	7380-260	On I-94 between Sauk Centre and Melrose, replace bridges (73805, 73809) and overlay bridges (6896, 6897)			C28	178
I-94	7380-271	Replace/repair bridges (73811, 6870) on I-94 in Sauk River and east of Melrose			C29	179
I-94	7380-274	Resurface I-94 from MN 28 near Sauk Centre to CR 159 near Collegeville	✓	2nd	C30	180
MN 27	7703-16	Resurface and shoulder widening on MN 27 from Douglas CSAH 82 in Osakis to US 71	✓	2nd	C31	181
US 10	8001-44	Reconstruct US 10 from 620th Ave. to east of Wadena at Oink Joint Rd./140th St. in Wadena County			C32	182
US 71	8003-37	Resurface US 71 in Wadena			C33	183
US 12	8601-62	Resurface US 12 from 13th Ave. in Howard Lake to east of Zephyr Ave. in Montrose	✓	1st	C34	184
MN 25	8604-37	Reconstruct MN 25 from north of Settlers Pkwy. To 1st St. S in Buffalo	✓	2nd	C35	185
MN 25	8605-54	Resurface MN 25 from north of Buffalo to Monticello in Wright County			C36	186
MN 25	8605-58	Redeck MN 25 bridge (86803) over I-94 in Monticello			C37	187
MN 55	8606-63	Reconstruct/resurface MN 55 from Brown Ave. N to Annandale Blvd. in Wright County			C38	188
MN 24	8611-29	Replace MN 24 bridge (86807) over I-94 in Clearwater			C39	189

I-94	8680-189	Reconstruct I-94 from west of Monticello to Albertville			C40	190
MN 15	0509-37	Replace MN 15 bridge (05003) over US 10 in Sauk Rapids			C41	191
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			C42	192
MN 95	3007-37	Resurface MN 95 east of CR 2 E in Cambridge to east of Isanti Tr.			C43	193
MN 70	3306-16	Resurface MN 70 from MN 65 in Brunswick to MN 107 in Grasston			C44	194
MN 23	7305-131	Resurface MN 23 from east of 93rd Ave. to MN 15 in Waite Park			C45	195
US 71	7319-42	On US 71 from I-94 to north Sauk Centre, with the bridge (5428) over Sauk River			C46	196
US 71 & MN 87	8005-22	Recondition MN 87 from Becker/Wadena County line to Fir Ave. NW and resurface MN 87 from Fir Ave NW to Jct. US 71			C47	197
MN 95	0505-27	Resurface MN 95 from Junction MN 23 east of St. Cloud to Benton/Mille Lacs County line			C48	198
MN 210	1807-33	Reconstruct MN 210 from 0.25 miles east of 3rd Ave E in Crosby to 0.4 miles E Jct. MN 6 in Deerwood; and ADA work in Deerwood			C49	199
MN 47	3001-29	Construct roundabouts at MN 47 at Isanti CSAH 8 and CSAH 5			C50	200
US 10	7102-148	Reconstruct US 10 from 0.3 miles west of MN 25 east of Eagle Lake Rd in Big Lake including ADA work			C51	201
MN 23	7306-98	MN 23, Resurface from MN 15 to railroad bridge near US 10; and ADA work in St. Cloud, eastbound & westbound			C52	202
MN 210	7701-41	Resurface MN 210 from Jct. US 71 in Hewitt to US 10 in Staples			C53	203

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	100%

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 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.

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.

PROJECT RISKS

Project is complete; all risks have been retired.

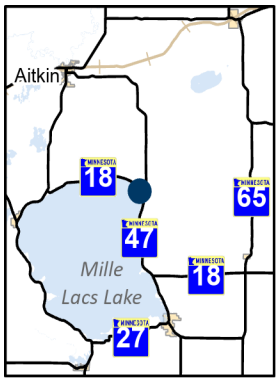
COST ESTIMATE ASSUMPTIONS

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

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

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.Design is complete and ready for letting. Monitoring plans are in place for continued tribal coordination during the construction phase.

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 Federal Highway Administration, State Historic Preservation Office, Tribal Nations, Office of State Archeology and Minnesota Indian Affairs Council.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Nov. 2024
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

Investment Category Type	%
Bridge Condition	100%

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	100%

PROJECT HISTORY

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

PROJECT RISKS

Project risks 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.

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.

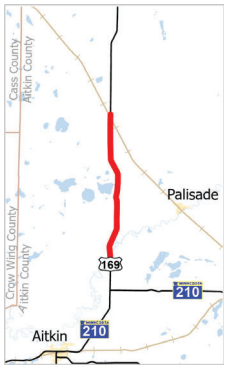
COST ESTIMATE ASSUMPTIONS

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

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

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 up-scoped 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 and staging risks.

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

Investment Category Type	%
Pavement Condition	82%
Bridge Condition	7%
Roadside Infrastructure Condition	5%
Traveler Safety	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

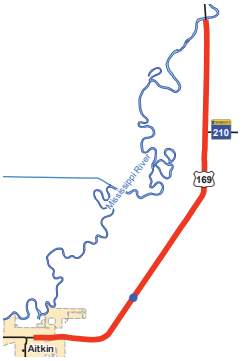
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	43
Post Letting Construction Costs:	0.2	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	5.2
Construction Engineering:	0.4	3.4
Right of Way:	0	0
Total:	***6***	***53.3***

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 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, final work took place in 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 million.

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

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	11%
Traveler Safety	2%
Bicycle Infrastructure	1%

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 was added (see project history).

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	50%
Bridge Condition	50%

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.

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.

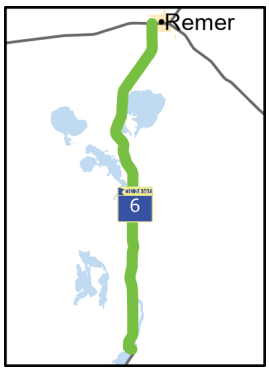
COST ESTIMATE ASSUMPTIONS

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. The project received a favorable construction bid cost of $43.7 million. The funds that were saved due to the favorable bid were transferred back into the District's overall construction budget and applied to other projects, which is why the total cost decreased.

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

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. This is an Early Let, Late Encumbrance (ELLE) so construction will start after July 1, 2026.

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 minor drainage improvements.

PROJECT RISKS

Detour: Three pipes need to be replaced that may not be able to be replaced half at a time. Detour route is fairly long; will be in place for one week to address the three pipes that were identified to fix.

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

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	3%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

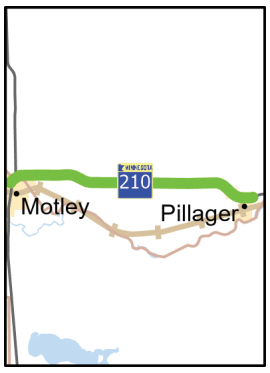
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.7***	***9***

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. Completed 30% plans. Currently working to complete 60% plans for August 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

Risks 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:	July 2024
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

Investment Category Type	%
Pavement Condition	61%
Traveler Safety	13%
Roadside Infrastructure Condition	12%
Bridge Condition	10%
Pedestrian Infrastructure	3%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

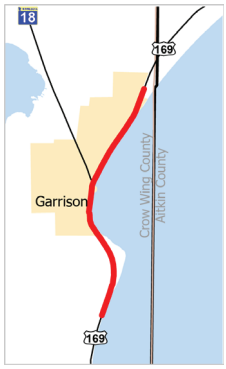
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.6	8.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***9.4***	***10.7***

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. The total cost increased slightly from the baseline due to inflationary rates and the bids for the contract that were received.

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).

Environmental commitments are reflected in plans and provisions and design is complete and ready for letting.

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:	July 2025
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

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

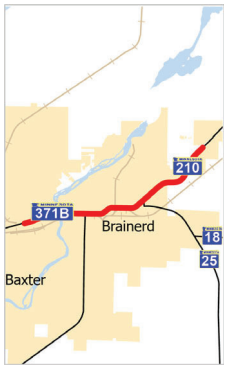
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	15.1
Post Letting Construction Costs:	0.2	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	1.9
Construction Engineering:	0.4	1.3
Right of Way:	0	0.3
Total:	***6.2***	***19.2***

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

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 is completing final design and right of way acquisition process is in condemnation for remaining parcels.

PROJECT RISKS

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

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:	1/28/2026
Construction Season:	2026-2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	70%
Bridge Condition	14%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	6%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18.3	51.3
Post Letting Construction Costs:	0.7	1.0
Other Construction Elements:	0	0
Preliminary Engineering:	2.2	3.0
Construction Engineering:	1.5	2.2
Right of Way:	0	0.5
Total:	***22.7***	**58.0**

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

This is the 90% cost estimate based on itemized quantities. The cost increase was due to increased signal costs, increased storm sewer structures to meet spread requirements with narrow shoulder, additional bridge fixes, added aesthetics, added water main/utility work, and higher unit prices.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project was let 11/22/2024 is substantially complete and expected to be completed 11/25.

PROJECT HISTORY

Due to declining pavement condition, 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. A non-signalized continuous green-T and lane drop to channel 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.
In 2023, the City of Baxter added a south leg and signal at Inglewood Dr., and removed the south leg and signal at Knollwood Dr. for better access spacing.

PROJECT RISKS

Project is substantially complete.

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

Investment Category Type	%
Pavement Condition	60%
Roadside Infrastructure Condition	20%
Traveler Safety	12%
Pedestrian Infrastructure	6%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

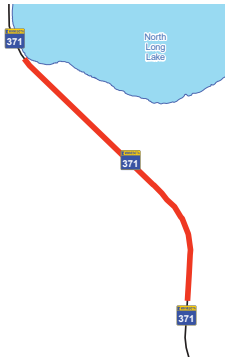
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***6.2***

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

The cost change is due to the increase in quantities and unit prices which were updated in 2022.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	100%

PROJECT HISTORY

This project started out as two isolated HSIP projects installing a reduced conflict intersection, but it is now a one mile long 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.

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.

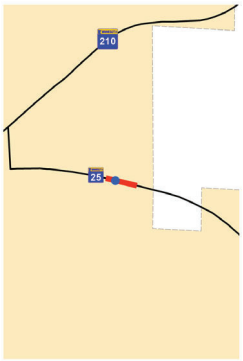
COST ESTIMATE ASSUMPTIONS

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.

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

PROJECT SUMMARY



MN 25
State Project Number 1811-35

Bridge 9099 (old) Bridge 18010 (new)
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

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

Investment Category Type	%
Bridge Condition	94%
Bicycle Infrastructure	3%
Pedestrian Infrastructure	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

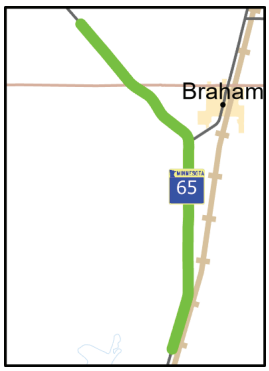
	Baseline Estimate	*Current Estimate*
Construction Letting:	4	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.4	1
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***4.9***	***8.7***

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 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 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	87%
Roadside Infrastructure Condition	12%
Traveler Safety	1%

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

We need to determine how a detour will work with other detours in the area in 2026.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	10.8	13.3
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.3
Construction Engineering:	0.9	0.9
Right of Way:	0	0.2
Total:	***13.4***	***16.2***

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

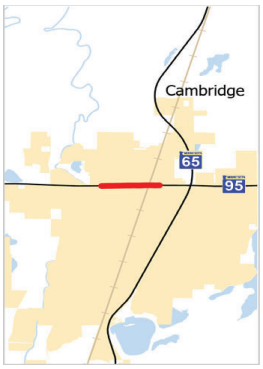
SCHEDULE

Date in which project entered the STIP:	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:	12/03/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

COST ESTIMATE ASSUMPTIONS

The estimate is based on estimated quantities and average bid prices for similar projects. The cost increased due to additional pipe replacements. All pipes had added environmental requirements which increased pipe size and other treatments. Also, higher unit prices increased the costs.

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 railroad. The City has completed a staff approved layout and the Environmental Assessment Worksheet (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

We will work with BNSF railroad to get the railroad work needed done in coordination with the TH 95 construction.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	4/10/2025
Municipal Consent Approval Date:	10/21/2024
Geometric Layout Approval Date:	6/16/2023
Construction Limits Established Date:	06/01/2023
Original Letting Date:	2/23/2024
Current Letting Date:	11/19/2025
Construction Season:	2026 and 2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	79%
Roadside Infrastructure Condition	15%
Pedestrian Infrastructure	5%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

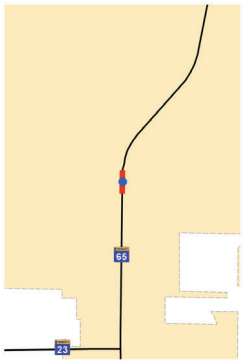
	Baseline Estimate	*Current Estimate*
Construction Letting:	9	19.3
Post Letting Construction Costs:	0.4	0.7
Other Construction Elements:	0	2.5
Preliminary Engineering:	1.1	2.1
Construction Engineering:	0.7	1.4
Right of Way:	0	3
Total:	***11.2***	***29.0***

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

COST ESTIMATE ASSUMPTIONS

The Baseline Estimate is based on estimated quantities and average bid prices for similar projects. The Current Estimate is a scoping level estimate, given inflation, cost of materials, and project scope development, the overall cost increased.

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

Investment Category Type	%
Bridge Condition	100%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	5.8
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. The current estimate was updated to reflect the awarded construction cost after letting.

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 access during construction. Another risk is attempting to complete the 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

Investment Category Type	%
Pavement Condition	59%
Main Streets/Urban Pavements	14%
Pedestrian Infrastructure	13%
Roadside Infrastructure Condition	11%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

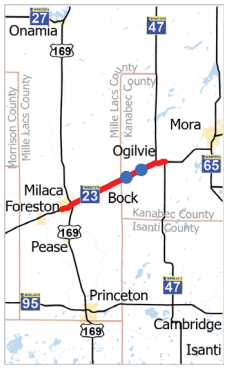
	Baseline Estimate	*Current Estimate*
Construction Letting:	19.8	19.5
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.4	2.3
Construction Engineering:	1.6	1.6
Right of Way:	0	0
Total:	***24.6***	***24.2***

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

Investment Category Type	%
Pavement Condition	71%
Bridge Condition	14%
Roadside Infrastructure Condition	11%
Traveler Safety	2%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

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. The cost increased due to inflationary adjustment and cost of materials increasing.

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 change 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 US 169 and CSAH 8. The Integrated Construction Environmental 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 standalone 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

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	12%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

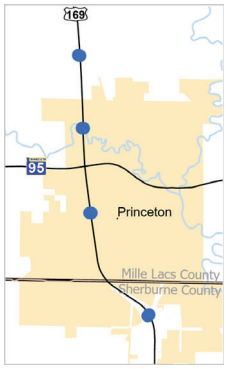
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.1	6.4
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.8
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.5***	***8***

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. The change in cost 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. Construction is ongoing.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

In December 2020, state 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.

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.

PROJECT RISKS

No significant risks associated with this project

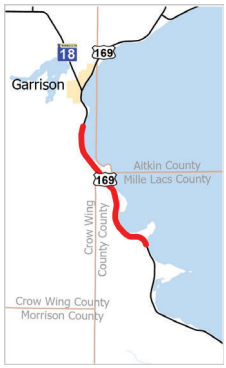
COST ESTIMATE ASSUMPTIONS

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.

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

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 are near 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:	Sept. 2023
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

Investment Category Type	%
Pavement Condition	84%
Roadside Infrastructure Condition	12%
Traveler Safety	2%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

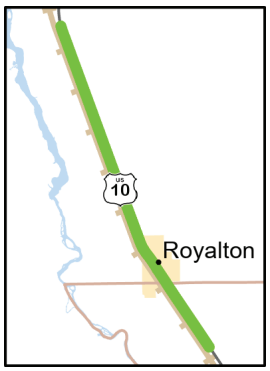
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.6
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.6***	***5.8***

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 upcoming, the City will receive a maintenance mill and overlay. 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

Investment Category Type	%
Pavement Condition	78%
Roadside Infrastructure Condition	11%
Traveler Safety	10%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

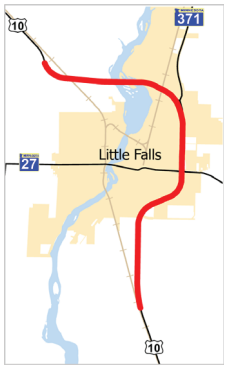
	Baseline Estimate	*Current Estimate*
Construction Letting:	22.9	22.9
Post Letting Construction Costs:	0.9	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	2.7
Construction Engineering:	1.8	1.8
Right of Way:	0	0
Total:	***28.3***	***28.3***

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

The cost assumptions include the cost of a J-Turn at CR 40, cost of cross-overs and the new hydraulic system 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure Condition	12%

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.

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.

PROJECT RISKS

This project is complete; all risks retired.

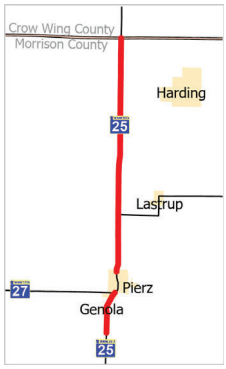
COST ESTIMATE ASSUMPTIONS

The cost decreased due to favorable bids received.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	3/28/2023
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/1/2021
Original Letting Date:	4/26/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	November 2025

PROJECT SUMMARY



MN 25

Bridge 6321, 88062

State Project Number 4911-15

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)

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was let in 2024 and construction was completed in fall of 2025.

PROJECT HISTORY

This project was let on 6/7/2024 and construction took place in 2025. The project included resurfacing the road and shoulders, replaced three bridges (box culverts), updated the guardrail, and installed road markings and rumble strips.

There were many culverts within the project that reached the end of their design life and were in need of repair or replacement based on the deteriorated condition ratings identified by culvert inspections. Project was initial scoped to be a Cold In-Place Recycle (CIR) and was solved by a thick mill and overlay instead. Bridge 88081 was added to project.

PROJECT RISKS

Project is complete, all risks retired.

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

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	11%
Traveler Safety	2%
Pedestrian Infrastructure	1%
Bridge Condition	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

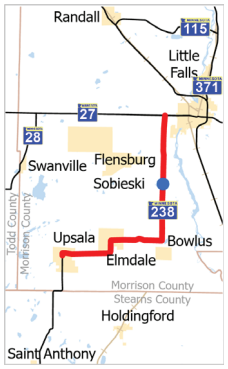
	Baseline Estimate	*Current Estimate*
Construction Letting:	7	7.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.9
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***8.4***	***9.1***

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

This project is planned for 2025. Pavement fix was down-scoped from FDR (full depth reclaim) to CIR (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

Investment Category Type	%
Pavement Condition	81%
Roadside Infrastructure Condition	10%
Traveler Safety	4%
Pedestrian Infrastructure	3%
Bridge Condition	1%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

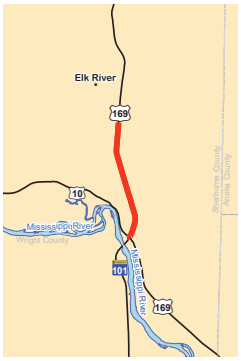
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	7.7
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.9
Construction Engineering:	0.5	0.6
Right of Way:	0	0
Total:	***8.2***	***9.5***

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. Given the addition of realigning the intersection at TH 238 and CR 228, the cost increased.

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.

SUBSTANTIALLY COMPLETE

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

Investment Category Type	%
Pavement Condition	35%
Regional & Community Investment Priorities	31%
Bridge Condition	19%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	2%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

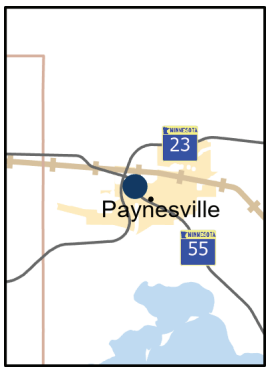
	Baseline Estimate	*Current Estimate*
Construction Letting:	127.5	123.1
Post Letting Construction Costs:	0	4.9
Other Construction Elements:	0	0
Preliminary Engineering:	15.5	14.8
Construction Engineering:	3.5	9.9
Right of Way:	12	0
Total:	***158.5***	***152.7***

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 State Road Construction (SRC) funds. Cost increases occurred at the time of letting due to inflation related to delivery and availability of materials during the COVID-19 pandemic. This caused the baseline estimate projected costs to be greater than the current estimate (actual cost) by the time the project was completed.

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 Fall 2026 construction and completion by July 1st, 2027. The bridge was originally in the 2028 program, but was accelerated to the 2026 STIP to utilize IIJA Bridge Formula special funding.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

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 New Building Installation (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.

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.

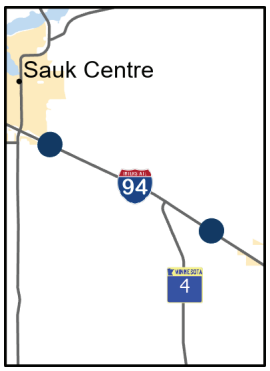
COST ESTIMATE ASSUMPTIONS

Bridge removal and construction estimate items came from preliminary bridge. The construction letting amount is $4,956,000 prelim bridge estimate + $1,090,000. 90% roadway plans estimate + $700k in winter conditions and winter concrete (waiting on final bridge estimate that will include winter conditions estimated cost).

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	4/10/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	4/10/2025
Original Letting Date:	2/27/2026
Current Letting Date:	2/27/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

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. In October 2025, the Central Office requested that letting be pushed to December 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

Originally Bridges #73809 and #73805 were scoped as a re-deck but they were up-scoped 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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.7	10
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.3
Construction Engineering:	0.8	0.9
Right of Way:	0	0
Total:	***12.1***	***12.6***

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

PROJECT RISKS

Lead paint found on the two bridges that are being replaced. Potential concrete project on I-94 in the same area could change the scope/date of project. Head to head traffic costs and crossovers could inflate project cost.

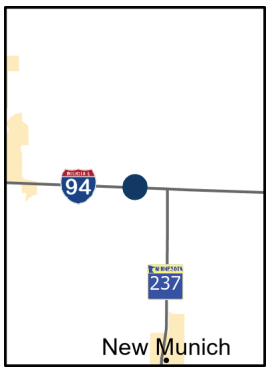
COST ESTIMATE ASSUMPTIONS

The cost change is due to inflationary rates and the cost of construction materials increasing.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	1/13/2025
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:	12/03/2025
Construction Season:	2026 &2027
Estimated Substantial Completion:	November 2028

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

Project letting date has been moved to 05/26/2027, and this project is now a FY 28 Eearly Let, Late Encumbrance.LE.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

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

PROJECT RISKS

Risks include unique materials needed to conduct work in environmentally vulnerable places (endangered bat species present).

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.

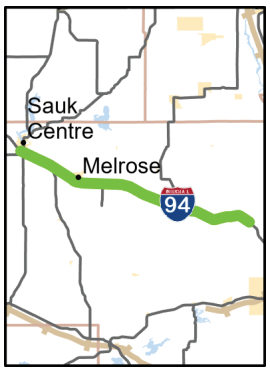
COST ESTIMATE ASSUMPTIONS

The cost increase is due to inflationary rates and increased cost of construction materials.

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:	1/16/2025
Construction Limits Established Date:	Not Needed
Original Letting Date:	3/26/2027
Current Letting Date:	6/26/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	100%

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.

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

This was a simple mill and overlay project that was reactive in nature because the bituminous surface was failing. We performed a quick length, width, and depth cost estimate and got the project let and constructed. Prices were based on these estimated quantities and average bid prices for high production bituminous milling and paving.

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

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 various bridges.

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 also 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.

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

Investment Category Type	%
Pavement Condition	73%
Bridge Condition	20%
Bicylce Infrastructure	7%

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.

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

Multiple public meetings and open houses were held in 2022 and 2023 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. Under first year of construction in 2025.

PROJECT HISTORY

US Highway 10 from Moorhead to Hastings is comprised of mostly four-lane expressway with isolated segments of controlled freeway. There is an existing 6 mile gap segment containing the City of Wadena that remains two-lane highway. The urban Highway 10 segment of Wadena was recently reconstructed in 2020 under S.P. 8001-40 with a width sufficient for the reconfiguration of the additional through lanes in preparation for the four-lane expansion of the rural two-lane segments. The rural two-lane sections east and west of town are in an area of mixed uses, both commercial and agricultural. MnDOT will reconstruct and expand this segment of roadway to 4-lanes and eliminate the gap of Highway 10 in Otter Tail and Wadena counties in 2025.

PROJECT RISKS

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

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

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	9%
Traveler Safety	5%
Bicylce Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	35	52.1
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***	***73.2***

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

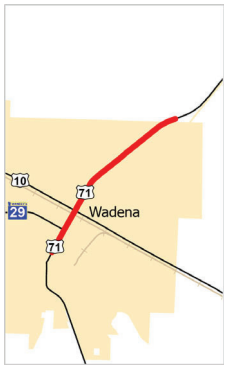
COST ESTIMATE ASSUMPTIONS

The $35 million (M) of legislatively directed spending that was originally allocated for this project was not based on a thoroughly studied alternative. The project was assumed to have a funding gap during early study. When a geometrically designed preferred alternative had been identified, MnDOT produced a risk-based Monte Carlo-style estimate which quantified a $16.7M funding gap which was brought to MPLT on April 13, 2023, where a $47.1M construction let budget was established. With other efficiencies captured during final design, the Highway 10 expansion work let at $44.4M, significantly under the established budget of $47.1M.

During project development, it was decided to tie SP 8003-37 (TH 71 and TH 29) to SP 8001-44 (TH 10) to better coordinate construction and traffic operations between the two projects. SP 8003-37 let for $7.7M.

The combined construction cost at letting was $44.4M for SP 8001-44 (TH 10) and $7.7M for SP 8003-37 (TH 71 and TH 29) for a total of $52.1M.

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

Final plans are complete and are being reviewed for bidding. Project has been tied to state project 8001-44, for a total of 52 million dollars, for bidding and construction. Construction is 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, inaccessible 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

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	9%
Pedestrian Infrastructure	5%
Bicylce Infrastructure	1%

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. The cost increased due to inflationary rates and the increased cost of construction materials. Updated costs are based on final design quantities estimated for bidding, this project was tied and let under State Project 8001-44.

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.

SUBSTANTIALLY COMPLETE

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. Construction is ongoing.

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

Investment Category Type	%
Pavement Condition	62%
Pedestrian Infrastructure	20%
Roadside Infrastructure Condition	16%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

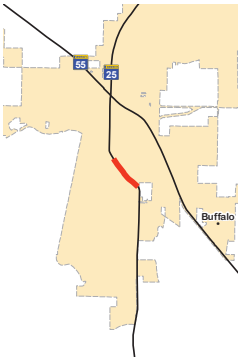
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.7	9.6
Post Letting Construction Costs:	0.8	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1.2
Construction Engineering:	0.6	0.8
Right of Way:	0.1	0
Total:	***10.1***	***12***

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 from 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 include 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 Street to north of Settlers Parkway, installing a continuous center left turn lane to improve access, replacing underground 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

Investment Category Type	%
Pavement Condition	60%
Traveler Safety	40%

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, $5.7 million (M) 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:	6/62025
Municipal Consent Approval Date:	11/4/2024
Geometric Layout Approval Date:	4/13/2023
Construction Limits Established Date:	05/10/2024
Original Letting Date:	1/23/2026
Current Letting Date:	1/28/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	69%
Roadside Infrastructure Condition	10%
Traveler Safety	10%
Pedestrian Infrastructure	10%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

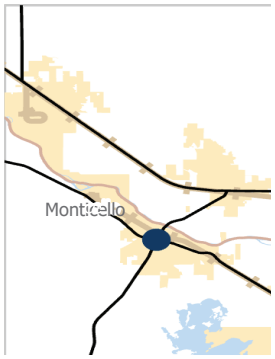
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	13.4
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	1.7
Construction Engineering:	1.1	1.1
Right of Way:	0	0.2
Total:	***17.3***	***16.9***

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

COST ESTIMATE ASSUMPTIONS

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

Project letting date has been moved to 05/26/2026, and this project is now a FY 28 Early Let, Late Encumbrance. Fiber installation will no longer be a part of this project. We will connect the signal systems north and south of the bridge via radio until the larger fiber project the following year.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	92%
Pedestrian Infrastructure	8%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	6
Post Letting Construction Costs:	0.2	0.3
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***	***7.3***

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

PROJECT RISKS

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

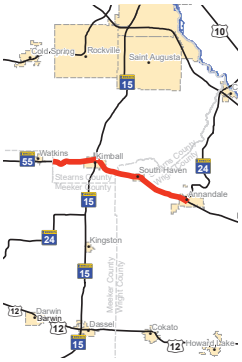
COST ESTIMATE ASSUMPTIONS

The cost increased due to inflationary rates and the cost of construction materials.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	Sept. 2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Oct. 2024
Construction Limits Established Date:	March 2025
Original Letting Date:	1/30/2026
Current Letting Date:	5/23/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

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.

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

Investment Category Type	%
Pavement Condition	77%
Roadside Infrastructure Condition	13%
Pedestrian Infrastructure	10%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

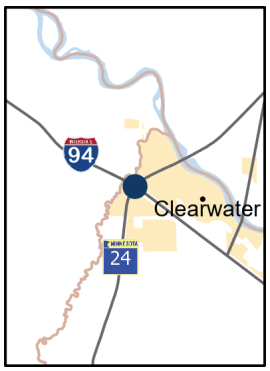
	Baseline Estimate	*Current Estimate*
Construction Letting:	8	10.3
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.2
Construction Engineering:	0.6	0.8
Right of Way:	0	0
Total:	***9.9***	***12.7***

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 includes sidewalk extension and ADA improvements. Due to the widening there will now be muck excavation leading to a higher project estimate.

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 (2024) and a final design concept was recommended. A public meeting was held in Clearwater on Tuesday, Oct. 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:	Pending
Municipal Consent Approval Date:	Oct. 2024
Geometric Layout Approval Date:	Jan. 2025
Construction Limits Established Date:	Need Unknown
Original Letting Date:	4/24/2026
Current Letting Date:	4/24/2026
Construction Season:	2026/2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	65%
Freight	20%
Pedestrian Infrastructure	14%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	10.7	19.8
Post Letting Construction Costs:	0.4	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	2.4
Construction Engineering:	0.9	1.7
Right of Way:	0	0
Total:	***13.3***	***24.6***

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

COST ESTIMATE ASSUMPTIONS

This inflated scoping estimate is based on estimated quantities and average bid prices for similar projects. The cost increase included two roundabouts at the I-94 ramp heads and a teardrop roundabout at TH 24 and CR 145.

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 $130 million given the broad scope. As final plans were developed and risks were mitigated, the construction cost estimate was able to be reduced to $105.3 million.

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

Funding risks: Underfunded for full expansion. How much is secured will result in how much we can build and when. Construction staging at the pinch points: CSAH 19 Bridge in Albertville and CSAH 75 Overpass Bridges in Monticello. Final environmental analysis documentation results, and more specifically, potential noise walls and their locations. Additional grading may be required to mitigate soil conditions. On-hand bridge beams being able to be reused for construction of Bridge 86825. Storm water treatment and management within area.

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

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure Condition	12%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

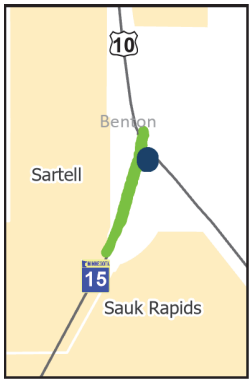
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	71.5
Post Letting Construction Costs:	0.3	3.0
Other Construction Elements:	0	1.4
Preliminary Engineering:	0.8	4.5
Construction Engineering:	0.5	7.0
Right of Way:	0	0.04
Total:	***8.4***	***87.44***

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

COST ESTIMATE ASSUMPTIONS

$6.85 million (M) of District 3 state road construction (SRC) funds were programmed in FY 2024 for westbound Concrete Pavement Rehabilitation only. In 2021, Legislature approved an additional $27 million 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, $78M was awarded through Corridors of Commerce Program. The project received a very favorable construction bid of $71.5 M. The funds that were saved due to the bid price were transferred back into the Corridors of Commerce Program funds.

PROJECT SUMMARY



MN 15

Bridge 05003

State Project Number 0509-37

Replace Bridge 05003 eastbound over US 10 in Sauk Rapids

RECENT CHANGES & UPDATES

Added crossovers on US 10 to facilitate traffic when eastbound TH 10 is closed for bridge work. October 2024, the letting date was changed from August 2025 to April 2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

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.

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:	***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.

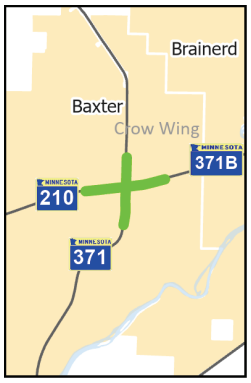
COST ESTIMATE ASSUMPTIONS

Bridge, approach panels, guardrails, catch basins will be replaced. Crossovers on US 10 and on CSAH 29 need to be constructed to facilitate traffic.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	May 2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	April 2024
Construction Limits Established Date:	May 2025
Original Letting Date:	4/25/2025
Current Letting Date:	4/22/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PROJECT SUMMARY



MN 371 & MN 210

State Project Number 1809-98

Hwy 371 & Hwy 210: Baxter Intersection Improvement Project

Construct new interchange at the intersection of Highway 371 and Highway 210, and BNSF Railroad in the City of Baxter

RECENT CHANGES & UPDATES

Alternatives analysis, public engagement, and environmental study resulted in identification of a preferred alternative which was presented for municipal consent in September 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	44%
Bridge Condition	44%
Pedestrian Infrastructure	10%
Bicycle Infrastructure	2%

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

The top risks for the project are identified across several categories from higher to lower risk exposure starting with bridge work, mobilization, drainage, dewatering, traffic control, BNSF temperature railroad crossing, temporary earth retention system and Mechanically Stabilized Earth (MSE) walls. These risks were identified and incorporated into the latest budget established for the project in September 2025.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	45	85
Post Letting Construction Costs:	1.8	3.4
Other Construction Elements:	0	0
Preliminary Engineering:	5.4	4
Construction Engineering:	3.6	3.4
Right of Way:	0	6
Total:	***12.6***	***101.8***

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

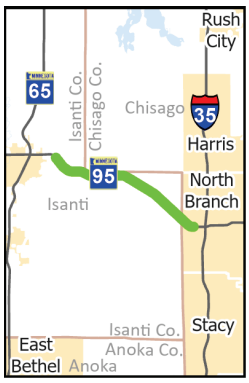
SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	2/25/2028
Current Letting Date:	11/17/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2029

COST ESTIMATE ASSUMPTIONS

The construction let budget was initially approved at MPLT in December 2023 for $45 million. This estimate is based on the Monte Carlo risk-based estimate and base concepts provided by the Corridors of Commerce 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 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 Isanti/Chisago county line.

RECENT CHANGES & UPDATES

Project is planned for a 2027 letting.

PROJECT HISTORY

This is a relatively new project with 2027 letting planned; resurface MN 95 east of Cambridge to the Isanti/Chisago county line.

PROJECT RISKS

None at this time.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/16/2025
Original Letting Date:	3/26/2027
Current Letting Date:	3/24/2027
Construction Season:	2027
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	10%
Traveler Safety	10%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

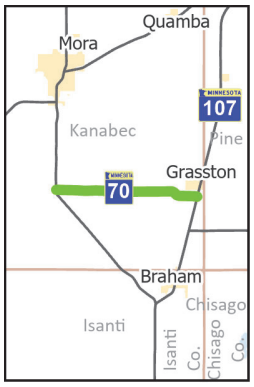
	Baseline Estimate	*Current Estimate*
Construction Letting:	7.1	7.1
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***8.9***	***8.9***

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 current estimate reflects the most recent cost estimate. The estimate will be updated in 2027.

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 and the project is planned for 2028.

PROJECT RISKS

None at this time.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	1/24/2028
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	84%
Roadside Infrastructure Condition	11%
Pedestrian Infrastructure	5%

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:	***4.8***	***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 current and will be updated in 2028.

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, 30% plans are due in November 2025.

PROJECT HISTORY

This project will resurface MN 23 from 93rd Avenue to MN 15 in Waite Park.

PROJECT RISKS

None at this time.

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:	10/13/2025
Original Letting Date:	11/19/2027
Current Letting Date:	11/19/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	72%
Roadside Infrastructure Condition	21%
Pedestrian Infrastructure	6%
Bicycle Infrastructure	1%

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:	***21.1***	***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 baseline estimate is based on estimated quantities and average bid prices. The estimate will be udpated in 2027.

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 and 2029 construction seasons.Project will be an mill and overlay from the I-94 bridge through CR 186 intersection. CR 186 intersection will be constructed with the Interchange project in 2034.

PROJECT HISTORY

This project is a full reconstruct in the city of Sauk Centre. The City of Sauk Centre will be replacing their sanitary sewer and water main with MnDOT's project.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	11%
Pedestrian Infrastructure	7%
Bridge Condition	6%
Bicycle Infrastructure	1%

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:	***32.8***	***32.8***

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

PROJECT RISKS

Downtown Sauk Centre is considered historic, additional time and costs associated with State Hisotric Preservation Office. 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.

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.

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 2029

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Freight	90%
Rest Areas	10%

PROJECT HISTORY

This project will replace and expand a parking lot at the Big Spunk Rest Area.

PROJECT RISKS

None at this time.

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:	***4.8***	***4.8***

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

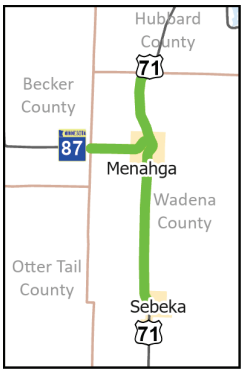
COST ESTIMATE ASSUMPTIONS

The cost estimate is based on average estimates; it will be updated again prior to construction.

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:	12/4/2026
Current Letting Date:	12/4/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

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. Currently working to finalize the layout for Menahga. Held an open house with a business and public meeting on October 23, 2025. Final Layout planned for December 2025, followed with 30% plans November 2026.

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:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	December 2025
Original Letting Date:	1/28/2028
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	74%
Roadside Infrastructure Condition	12%
Traveler Safety	10%
Pedestrian Infrastructure	4%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

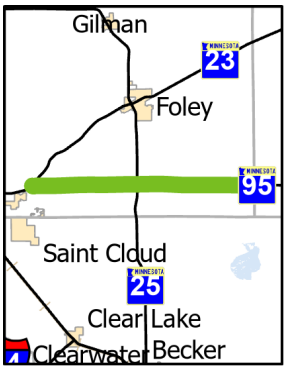
	Baseline Estimate	*Current Estimate*
Construction Letting:	15.2	15.2
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.8
Construction Engineering:	1.2	1.2
Right of Way:	0	0
Total:	***18.8***	***18.8***

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.

PROJECT SUMMARY



MN95

State Project Number 0505-27

Resurface MN 95 from Junction MN 23 East of St. Cloud to Benton/Mille Lacs County line

RECENT CHANGES & UPDATES

A new project that is estimated to be completed in late 2029.

PROJECT HISTORY

This project will resurface MN 95 from St. Cloud to Benton/Mille Lacs County line. This project was brought into the program due to failing pavement and bridge needs.

PROJECT RISKS

Intersection safety improvements are a concern. As the project progress, risks will be assessed.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	Not Needed
Original Letting Date:	1/31/2029
Current Letting Date:	1/31/2029
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	70.0%	Local Partnership	0.0%
Bridge Condition	16.0%	Freight	0.0%
Roadside Infrastructure	14.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	4.2%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

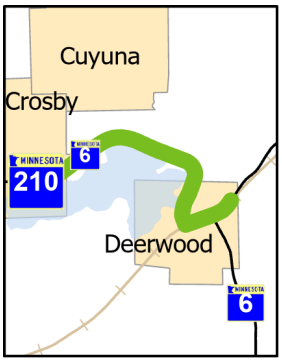
	Baseline Estimate	*Current Estimate*
Construction Letting:	0.3	0.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.9***	***9.9***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate values are based on estimated quantities of average bid prices. Project costs may increase as risks are evaluated.

PROJECT SUMMARY



MN210

State Project Number 1807-33

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

RECENT CHANGES & UPDATES

A new project that is estimated to be completed in late 2029. The layout is near finalization. A public meeting will be held Oct. 29, 2025.

PROJECT HISTORY

This project will reconstruct MN 210 east of Third Avenue in Crosby to MN 6 in Deerwood. Americans with Disabilities Act (ADA) work will be performed to bring into compliance. Due to failing pavement, this project was brought into the district's program.

PROJECT RISKS

Full risks will be evaluated as the project progresses. Current concerns include intersection safety improvements.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	11/15/2028
Current Letting Date:	11/15/2028
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	20.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	12.0%	Bicycle	1.0%
Rest Areas	0.0%	Pedestrian	11.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	6.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	50.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

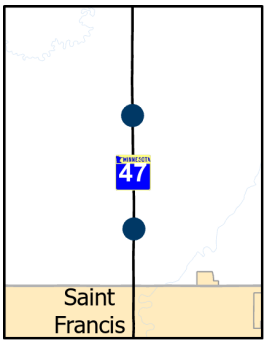
	Baseline Estimate	*Current Estimate*
Construction Letting:	0.3	0.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.9
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***9.3***	***9.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate and current estimate values are based on estimated quantities of average bid prices. Project costs may increase as risks are evaluated.

PROJECT SUMMARY



MN47

State Project Number 3001-29

Construct Round-a-bouts at MN 47 at Isanti CSAH 8 & CSAH 5

RECENT CHANGES & UPDATES

This is a new project to the fiscal year 2029 program.

PROJECT HISTORY

The proposed safety improvement that has been studied to address the safety needs identified at these intersections is construction of a single-lane roundabout. A roundabout is expected to significantly reduce the frequency and severity of crashes by controlling vehicle speeds, eliminating the potential for right-angle and head-on collisions, and improving overall intersection operations. This solution aligns with proven safety strategies and offers a long-term remedy to the ongoing crash history. The project has received both State and local funding for 2029.

PROJECT RISKS

Significant poor materials in project site will need to be removed or mitigated in widening areas.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	Pending
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	Pending
Construction Limits Established Date:	Pending
Original Letting Date:	4/28/2028
Current Letting Date:	11/15/2028
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	5.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	0.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	95.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

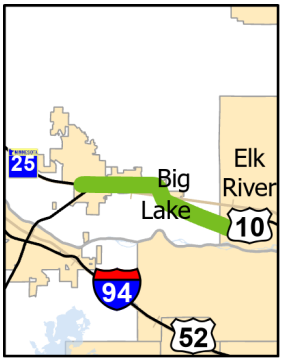
	Baseline Estimate	*Current Estimate*
Construction Letting:	0.5	0.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0.5	0.5
Total:	***2.2***	***2.2***

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

COST ESTIMATE ASSUMPTIONS

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

PROJECT SUMMARY



US10

State Project Number 7102-148

Reconstruct US 10 from 0.3 M West of MN 25 to 0.2 M East of Eagle Lake Rd in Big Lake including ADA

RECENT CHANGES & UPDATES

7-16-2025 ENM was sent out to the functional groups. August 2025, the Environmental Notification Memo was submitted to MnDOT functional groups for review and comments.

PROJECT HISTORY

This project is a reconstruction project in the city of Big Lake. MnDOT will be replacing a signal system and adding additional pedestrian facilities along the project corridor.

PROJECT RISKS

Coordination with the City of Buffalo will be paramount as well as working with BNSF railroad.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/31/2029
Current Letting Date:	1/31/2029
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	62.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	20.0%	Bicycle	3.0%
Rest Areas	0.0%	Pedestrian	15.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

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

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

COST ESTIMATE ASSUMPTIONS

Reconstruction of US 10, replacement of signal, lighting, storm sewer as well as extending pedestrian facilities along the project corridor.

PROJECT SUMMARY

MN23

State Project Number 7306-98

MN 23, Resurface from MN 15 to RR Br near US 10 + ADA in St. Cloud, EB & WB

RECENT CHANGES & UPDATES

Consultant selection for design is in process.

PROJECT HISTORY

This project will resurface MN 15 in St. Cloud, it has been scoped and requests for proposals for a consultant design contract has begun.

PROJECT RISKS

Traffic control during construction is a concern, more risks will be evaluated as the project progresses.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	9/27/2028
Current Letting Date:	9/27/2028
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	22.0%	Local Partnership	0.0%
Bridge Condition	39.0%	Freight	0.0%
Roadside Infrastructure	20.0%	Bicycle	1.0%
Rest Areas	0.0%	Pedestrian	18.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	22.7%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

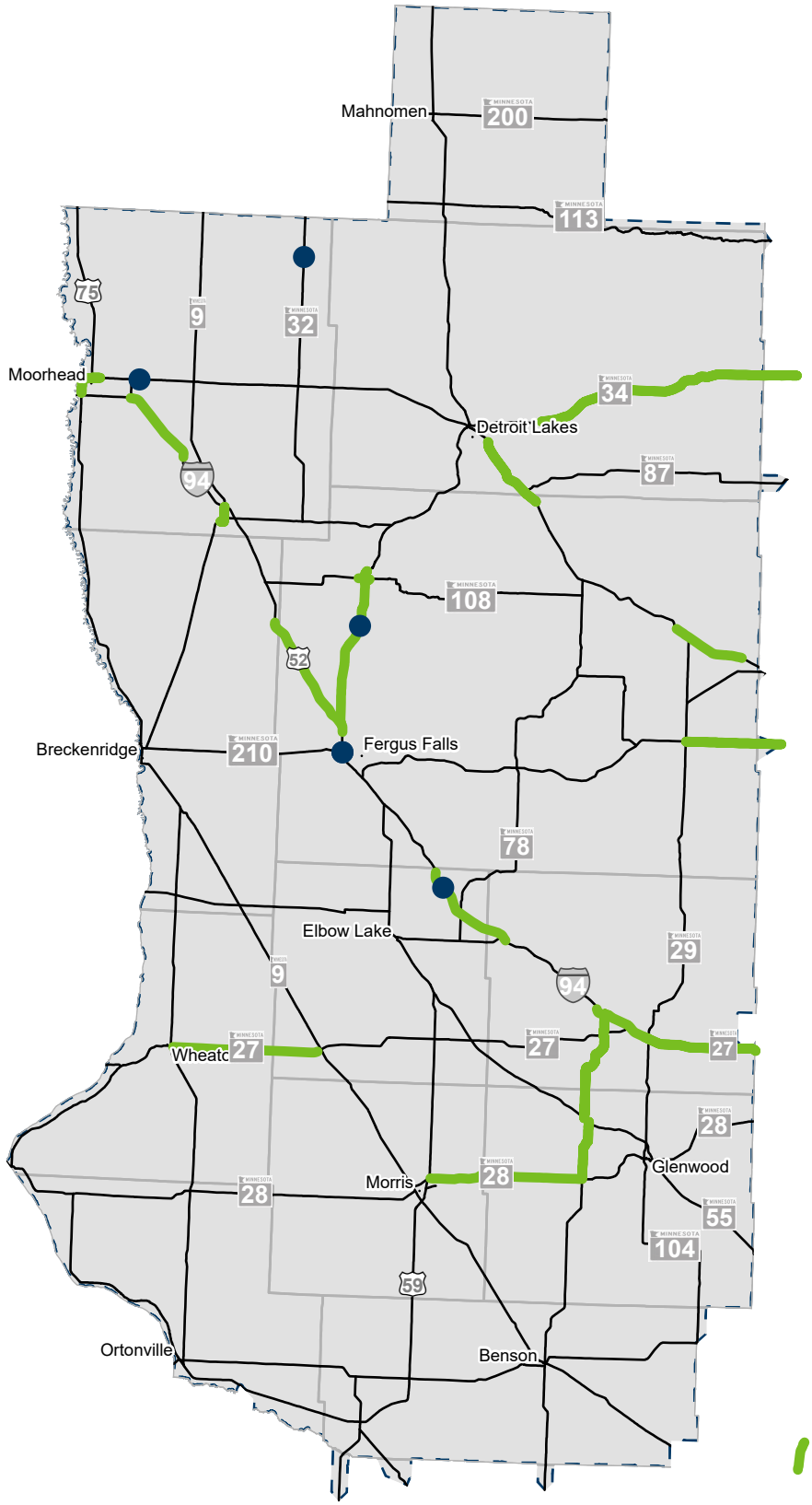
	Baseline Estimate	*Current Estimate*
Construction Letting:	0.7	0.7
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.3
Right of Way:	0	0
Total:	***4.7***	***4.7***

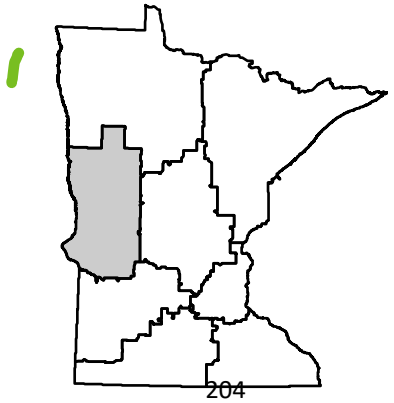
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

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

D4- DETROIT LAKES





Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION

District 4 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
I-94	2180-118	Resurface concrete on westbound I-94 from west of MN 114 to MN 29 in Douglas County	✓	2nd	D1	207
I-94	2180-125	Resurface concrete on westbound I-94 from west of Alexandria to the Douglas/Todd County line and rehabilitate/replace bridges	✓	1st	D2	208
I-94	2680-44	Rehabilitate concrete on westbound I-94 from the Grant/Otter Tail County line to MN 79			D3	209
I-94	2680-50	Replace the I-94 bridge (26X01) over Pelican Creek near Ashby	✓	1st	D4	210
I-94	5680-147	Resurface concrete on eastbound I-94 from west of CR 11 to US 59	✓	1st	D5	211
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	✓	2nd	D6	212
MN 34	0303-68	Resurface MN 34 from Becker CR 29 to west of Osage, CR 26/47	✓	2nd	D7	213
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			D8	214
MN 9	1409-25	Reconstruct and resurface MN 9 from Barnesville to I-94	✓	2nd	D9	215
MN 114	2110-10	Construct roundabout at Hwy 114/Hwy 27 intersection; replace and repair culverts from Hwy 55 near Lowry to I-94	✓	1st	D10	216
US 10	5605-23	Resurface eastbound US 10 from New York Mills to Bluffton			D11	217
MN 29	2102-69	Resurface MN 29 from north of 18th Ave. to 8th Ave. in Alexandria			D12	218
MN 114	2110-11	Resurface MN 114 from MN 55 to I-94 in Pope and Douglas Counties			D13	219
US 10	1401-177	Construct a railroad underpass on US 10/US75/11th St. in Moorhead, Clay County			D14	220
US 10	1401-179	Bridge 5854, replace bridge at Buffalo River			D15	221
MN 32	1403-27	Bridge 6502; bridge replacement north of Ulen			D16	222
MN 7	0609-33	Resurface and improve drainage on MN 7 near Ortonville			D17	223

I-94	2180-130	Resurface I-94 from Lake Lakota Bridge to MN 29			D18	224
US 59	5617-31	Resurface US 59 from I-94 to south of 5th Ave. in Pelican Rapids and replace bridge (4199)			D19	225
MN 28	6102-25	Resurface MN 28 from Pomme de Terre Bridge near Morris to Starbuck in Stevens and Pope Counties			D20	226
US 75	7806-32	Resurface US 75 from Mustinka River Bridge to the railroad crossing north of MN 55 in Traverse and Wilkin Counties			D21	227
I-94	1480-187	Resurface I-94 bridges (9066, 9067) over Red River in Moorhead			D22	228
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	✓	2nd	D23	229
MN 114	6111-26	Resurface MN 114 from Starbuck to Lowry	✓	2nd	D24	230
MN 210	5601-35	Reconstruct and replace bridges (56001, 9697) on MN 210			D25	231
MN 210	5604-09	Resurface MN 210 from MN 29 to west of US 71 near Hewitt			D26	232
US 59, MN 108	5618-117	Complete streets reconstruction in Pelican Rapids	✓	1st	D27	233
MN 108	5623-38	Resurface MN 108 from east of Pelican Rapids to CR 41			D28	234
I-94	1480-195 1480-195AC	Resurface interstate 94 from Hwy 336 to west of County Road 10			D29	235
MN 27	7803-13	Resurface from Wheaton to Herman			D30	236

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 $7.4 million. Construction began July 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

Investment Category Type	%
Pavement Condition	94%
Roadside Infrastructure Condition	4%
Traveler Safety	2%

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 orginal estimate dated 01/08/2021. The increase in costs includes an 8 percent inflation rate to the 2021 to adjust to for 2023. The increase also includes four joint repairs that were added per the Material Design Recommendation and amount of concrete pavement quantity doubled between the estimates. The current estimate is the letting 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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

A Federal Bridge Improvement Grant was applied for to fund potential bridge replacements; it was not received. 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 2024, and bridge work from April-August 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	65%
Bridge Condition	23%
Roadside Infrastructure Condition	11%

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.

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	0.4
Preliminary Engineering:	2.5	1.8
Construction Engineering:	1.6	2.6
Right of Way:	0	0
Total:	***27.5***	***39.4***

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

PROJECT RISKS

The snow fence risk was retired and will be done under a separate project.

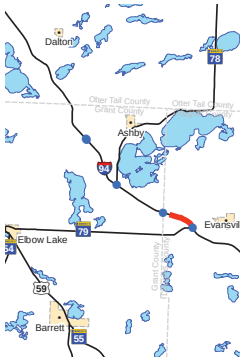
COST ESTIMATE ASSUMPTIONS

The scoping estimate, dated 09/09/2021. The increase is cost includes a 14 percent inflation rate that applied to the original estimate to adjust for the 2024 construction year.

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

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

Letting date is January 2026. As we approach the completion of the estimates, quantities have increased. The 90% plans are complete. Quantities have increased due to getting closer to estimates being done.

PROJECT HISTORY

Project was originally in FY 2022 and then moved out of the state plan based on the surface rating. Project moved to FY 2026.

PROJECT RISKS

There have not been and risks identified with this project.

SCHEDULE

Date in which project entered the STIP:	2018
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	Need Unknown
Original Letting Date:	3/27/2020
Current Letting Date:	01/28/2026
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	67%
Roadside Infrastructure Condition	20%
Project Delivery	7%
Bridge Condition	6%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	12	16.7
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	2	0.8
Construction Engineering:	1.3	1.1
Right of Way:	0	0
Total:	***15.9***	***20***

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

COST ESTIMATE ASSUMPTIONS

The original estimate was completed in FY 2018. The increase in costs is due to an inflation rate of 15 percent applied in FY 21. The cost estimate will need to be updated at the beginning of 2026.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Crews began constructing the eastbound bridge in June 2024 and finished in November 2024. Construction on the westbound bridge will be completed in fall 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

Several options were considered from lining to replacing with reinforced concrete 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 will be constructed in 2024. The second bridge and the culvert removal would take place in 2025. US Fish and Wildlife Service will begin drawing down water levels in the fall of 2024 to minimize flow during culvert removal. Their assessment is that under the right circumstances, there could be little-to-no-flow late summer/fall 2025. Preliminary bridge plans are complete.

PROJECT RISKS

None at this time.

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.

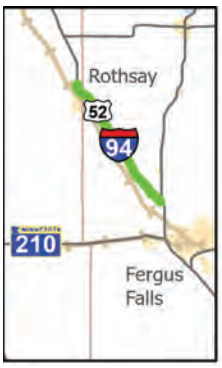
COST ESTIMATE ASSUMPTIONS

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 construction.

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

PROJECT SUMMARY



I-94

State Project Number 5680-147

Concrete resurface of eastbound lanes from west of CR 11 to Hwy 59

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Project is currently under construction, and will be completed October 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	87%
Roadside Infrastructure Condition	12%
Traveler Safety	1%

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.

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.

PROJECT RISKS

Side slope correction may be needed due to a grade raise , culvert extensions may be needed for side slope correction and elimination of hazard for guardrail. There may be wetland impacts.

COST ESTIMATE ASSUMPTIONS

Bituminous cost will be similar to recently constructed projects. Aggregate sources are readily available. The project cost increased due to a 19% inflation rate being applied. Most recent cost estimate was done 6/28/2024.

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:	01/29/2025
Construction Season:	2025
Estimated Substantial Completion:	October 2025

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 rumble strips, ditch work, seeding, sign installation, and pavement markings in September 2024. The detour was removed September 6, 2024.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	73%
Roadside Infrastructure Condition	19%
Traveler Safety	5%
Pedestrian Infrastructure	2%
Bicycle Infrastructure	1%

PROJECT HISTORY

Previous estimate, 1/24/22, showed an inflated construction letting cost of $9,038,451. The increase in cost was due to the District 4 and District 2 snow fence risk. Staff from both districts installed a snow fence in Osage and the contractor supplied the materials.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	8.3
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	1	0
Preliminary Engineering:	0	1.0
Construction Engineering:	0.7	0.6
Right of Way:	0	0
Total:	***10.5***	***10.4***

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

PROJECT RISKS

Developing snow fence needs.

COST ESTIMATE ASSUMPTIONS

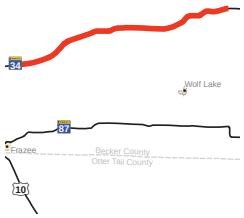
The estimate, dated 1/24/2022, applied a rate of 7% to the 2022 estimate to adjust to the 2024 construction year. The current estimate is the let amount.

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

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. Trees were removed during construction to create a clear zone (an unobstructed area beyond the roadway). A 2023-2024 study was completed by the University of Minnesota 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. MnDOT partnered with the Dept. of Natural Resources for tree removal and logging prior to the construction project. Current 8' x 6' box culvert at the Shell River were replaced with a single 20' box culvert (Bridge 03X06). Intersection at project termini was added to include center left turn lanes. Selective logging occurred for a 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 poses some project risks.

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

Investment Category Type	%
Pavement Condition	82%
Regional & Community Improvement Priorities	12%
Traveler Safety	3%
Pedestrian Infrastructure	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

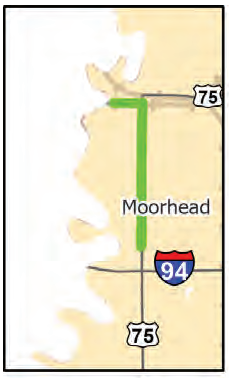
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.8	15.8
Post Letting Construction Costs:	0	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0	1.8
Construction Engineering:	0	1.2
Right of Way:	0	0.1
Total:	***8.8***	***19.5***

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

$8.8 million comes from a January 2022 cost estimate. The bitumen price per ton was $45. The district's design estimate, May 2022, had the bitumen price per ton at $54 and increased other unit prices. The district design estimate was $11.4 million. The $14 million comes from the Central Office engineering cost estimate, from August 2022. The cost increased because inflation increased; this occurred with other projects in the state during this timeframe.

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, this project will take place in Fiscal Year (FY) 2027. The Main Avenue corridor is still being examined to determine if a 3-lane or 5-lane section should be constructed. Since the last report, it has been determined that the city has no utility needs, thus the project was reduced in scope.

PROJECT HISTORY

A planning study was completed for this corridor in 2019. The project was originally scoped to be constructed in FY 2025 but as the funding was received for the 11th Street underpass early, plus the desire to construct in FY 2024, the project back to FY 2026. 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 Avenue (Highway 10). Curb extensions, or bump outs, at the intersection crossings for pedestrian visibility are part of the demonstration project. 60% plans are complete.

PROJECT RISKS

Risks include 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

Investment Category Type	%
Pedestrian Infrastructure	29%
Pavement Condition	25%
Regional & Community Improvement Priorities	24%
Roadside Infrastructure Condition	18%
Traveler Safety	4%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	14.8	5.5
Post Letting Construction Costs:	1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	0.8
Construction Engineering:	1.1	.3
Right of Way:	0.1	0
Total:	***18.6***	***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

Since the last report, it has been determined that the city has no utility needs, thus the project was reduced in scope, and in construction costs.

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 Transporation Alternatives 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 project will reconstruct the shoulders to a standard width which allows the path to be constructed without acquiring additional right of way or wetland impacts. Turn lanes from the north and south will be constructed to County Road 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 a construction survey performed by consultant, tree removal for ADA work, traffic control for unofficial detours during city utility replacement, contaminated materials in the right of way, cultural resource requirement for historical structures, coordination with railroad to update new crossing, and the 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

Investment Category Type	%
Pavement Condition	60%
Traveler Safety	15%
Roadside Infrastructure Condition	14%
Pedestrian Infrastructure	6%
Bridge Condition	3%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

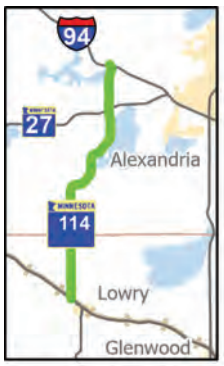
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	7.6
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0	0.5
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0.2
Total:	***6***	***11.3***

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 2021 estimate applied an 8% inflation rate to the cost estimate to adjust for the 2023 construction year. There are several items from the baselines estimate that have increased significantly in price causing the current estimate to also increase.

PROJECT SUMMARY



MN 114

State Project Number 2110-10

Construct roundabout at Hwy 114/Hwy 27 intersection; replace and repair culverts from Hwy 55 near Lowry to I-94

SUBSTANTIALLY COMPLETE

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. The project was split into two sections, causing a decrease in fiscal year (FY) 2025 costs. The second year of this project is associated with state project #2110-11. The project was let February 26, 2025, construction began summer of 2025 and is expected to be completed October 2025.

PROJECT HISTORY

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

PROJECT RISKS

The addition of guardrail was the only identified risk for this project as it needed needed analysis for repair, replacement, Potentially increasing costs.

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

Investment Category Type	%
Pavement Condition	49%
Traveler Safety	42%
Roadside Infrastructure Condition	9%

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

TThe cost increase is due to a 19% inflation rate, to the 2021 cost estimate to adjust for the 2025 construction year.

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 (CIR), and project limits will shift slightly to the west to tie into a recent reconstruction project to the east. Since then, the project has been changed back to a mill and overlay. The flex letting date of 3/28/2025 has been dropped and the current letting date is 08/26/2026.

PROJECT HISTORY

Scope change from mill & overlay to CIR. Current letting date is 08/26/2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Traveler Safety	17%
Project Delivery	10%
Roadside Infrastructure Condition	6%
Bridge Condition	4%

PROJECT RISKS

Bridge approach panel and end post risk realized based on the Bridge Office recommendation. Asbestos and other materials testing being conducted on bridge 56018.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	6
Post Letting Construction Costs:	0.2	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***5.3***	***8***

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

SCHEDULE

Date in which project entered the STIP:	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

COST ESTIMATE ASSUMPTIONS

The cost increase is due to a change in scope from a mill and overlay to a cold in-place recycle. Since then, the project has been down-scoped back to a mill and overlay and new estimates will be calculated at the begining of 2026.

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:	9/24/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	38%
Pavement Condition	24%
Main Streets/Urban Pavement	23%
Project Delivery	10%
Advancing Technology	3%
Traveler Safety	1%
Climate Resilience	1%

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:	***9.6***	***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

The most recent estimate reflects the actual letting cost of $10,523,427 which is why the cost overall increased.

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. This project was originally part of state projects: 2110-10.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	83%
Project Delivery	9%
Roadside Infrastructure Condition	8%

PROJECT HISTORY

This is this project's second year in the Major Highway Projects Report. This project was originally part of SP: 211-10, however it was split into two separate projects over two years.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.3	3.5
Post Letting Construction Costs:	0.4	0.2
Other Construction Elements:	0.3	0
Preliminary Engineering:	0.3	0.4
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.3***	***4.4***

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

PROJECT RISKS

No risks at this time.

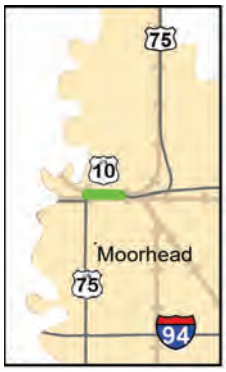
COST ESTIMATE ASSUMPTIONS

Costs reflects finalizing of project costs and project length, as it was split, the cost decreased.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Need not known
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Need unkown
Construction Limits Established Date:	1/23/2026
Original Letting Date:	1/23/2026
Current Letting Date:	2026
Construction Season:	Fall 2026
Estimated Substantial Completion:	

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 Avenue (between 10th Street and 12th St.) and 11th Street (between Main Ave. & 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 rail lines have been changed over to temporary lines while work on both bridges has started. The storm water outfall and associated piping has been constructed from the Red River up to 10th Street on 1st Avenue. A retaining wall has been constructed on 1st Ave. near the fire hall. The project staging originally planned to close Center Avenue in April 2025, but the contractor closed Main Ave. instead to provide greater room to work safely near the railroad lines.

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. Current designs are complete and the environmental clearance is complete. The team is still working with the railroad 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 attend and ask questions. This projects will be completed in stages starting March 2024 and going through November 2026.

PROJECT RISKS

Top risks include: BNSF agreement, contaminated materials, contaminated groundwater, geotechnical engineering of permanent structures, obtaining right of way, and 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

Investment Category Type	%
Highway Mobility	80%
Pedestrian Infrastructure	10%
Bicycle Infrastructure	10%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

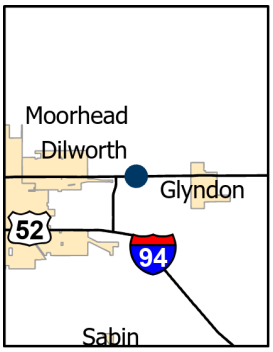
	Baseline Estimate	*Current Estimate*
Construction Letting:	81	114.7
Post Letting Construction Costs:	4	6.3
Other Construction Elements:	0	13.1
Preliminary Engineering:	9.4	14
Construction Engineering:	6.5	3.7
Right of Way:	12.7	19.8
Total:	***114.6***	***171.6***

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

The baseline estimates is from the 60% plan estimates. The baseline estimate did not take into account the changes made in scope over the project. The current estimate is derived from actual cost from construction letting. Other construction elements were larger than expected, likely due to inflation.

PROJECT SUMMARY



US10

Bridge 5854

State Project Number 1401-179

Replace bridge over the Buffalo River

RECENT CHANGES & UPDATES

New bridge number has been assigned.

PROJECT HISTORY

Bridge 5854 was identified by the district and MnDOT's Central Bridge Office for replacement.

PROJECT RISKS

Project risks have not been identified.

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:	6/1/2029
Current Letting Date:	2027
Construction Season:	10/20/2027
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	91.0%	Freight	0.0%
Roadside Infrastructure	1.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	1.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	7.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

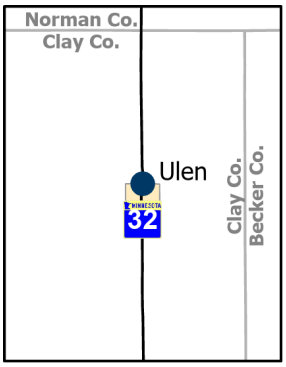
	Baseline Estimate	*Current Estimate*
Construction Letting:	5	5
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.2	0.7
Construction Engineering:	0	0.5
Right of Way:	0	0
Total:	***5.3***	***6.7***

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

Both costs estimates were based on similar project costs and materials. The cost increased in the current estimate because post-letting construction costs were higher than anticipated when the baseline was created in 2020.

PROJECT SUMMARY



MN32

Bridge 6502

State Project Number 1403-27

Bridge replacement north of Ulen, MN.

RECENT CHANGES & UPDATES

Bridge 6502 was identified by the district and the MnDOT Central Office's Bridge Office for replacement.

PROJECT HISTORY

This is the first year of the project being in the STIP.

PROJECT RISKS

No risks have been realized for this project yet.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	6/1/2029
Current Letting Date:	10/25/2028
Construction Season:	2029
Estimated Substantial Completion:	2029 - 2030

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	87.0%	Freight	0.0%
Roadside Infrastructure	5.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	1.0%
Climate Resilience	1.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	6.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.2	5.2
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***6.5***	***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

The baseline estimate and the current are the same. As the project progresses towards construction season, the current will be estimated.

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 fiscal year 2030 as an Early Let, Late Encumbrance (ELLE) to be constructed in 2029. District to conduct a planning-level feasibility study on turning back this section of TH 7 to Big Stone County.

PROJECT HISTORY

Transverse cracking is present every 20 feet 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 Mile Posts 17.824 to 24.165. The project limits extend to Mile Post 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

Investment Category Type	%
Pavement Condition	81%
Roadside Infrastructure	12%
Traveler Safety	2%
Bicycle Infrastructure	1%

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. Decrease in project costs is due to post-let costs and construction engineering coming in lower than anticipated.

PROJECT SUMMARY

I-94

State Project Number 2180-130

Resurface I-94 from Lake Latoka Bridge to Highway 29

RECENT CHANGES & UPDATES

Final plans will be completed by summer of 2026 for letting of 08/26/26 (fiscal year 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. Balancing the State Transportation Improvement Program funds shifted the project back to FY 2027 (original letting date the consultant contract was created with).

PROJECT RISKS

A portion of the road in the shadow-treatment area could have experience a collapse below the surface after a directional bore performed by the city. Partial road failure and void was found. Before going forward with the planned project, the area needs to be analyzed again to see if more repairs are needed. There may also be a need to regrade the area, check for bridge clearances, fix or repair drains, and check for ditch work north of the TH 27 intersection.

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:	6/1/2029
Current Letting Date:	08/26/2028
Construction Season:	2027
Estimated Substantial Completion:	10/11/2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	81%
Roadside Infrastructure	12%
Project Delivery	5%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	7.5
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.4	0.3
Right of Way:	0	0
Total:	***6.8***	***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

Project cost being based off currently estimated materials and labor needs.The project cost increased due to extending the acceleration lane and building a retaining wall as there is more anticipated development in the area as Alexandria is growing and as we are designing for a longer-term pavement fix.

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 Ride Quality Index 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 westbound 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. City of Pelican Rapids to consider adding trail fixes to project depending on funding.

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:	11/17/2027
Construction Season:	2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	58%
Roadside Infrastructure Condition	13%
Bridge Condition	12%
Project Delivery	7%
Pedestrian Infrastructure	5%
Traveler Safety	3%
Climate Resilience	2%

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 that wasn't included in the original baseline costs, leading to an increase in overall costs. 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

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. 90% plans have been completed.

PROJECT HISTORY

This section of TH 28 currently has a Ride Quality Indes 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:	02/27/25
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Pending Approval
Construction Limits Established Date:	11/09/2021
Original Letting Date:	12/15/2023
Current Letting Date:	9/24/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	92%
Roadside Infrastructure Condition	8%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

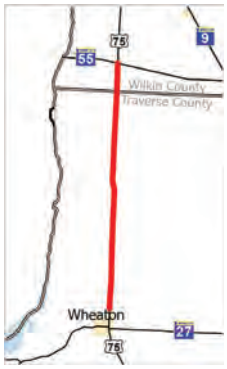
	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	14
Post Letting Construction Costs:	0.4	1.1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.7
Construction Engineering:	0.8	1.3
Right of Way:	0	0
Total:	***11.8***	***17.1***

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

COST ESTIMATE ASSUMPTIONS

Bituminous cost will be similar to recently constructed projects. Aggregate sources are readily available. Cost estimate dated 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 million, but has been updated to reflect the July 2024 estimate of $14 million letting.

PROJECT SUMMARY



US 75

State Project Number 7806-32

Resurface 75 from Mustinka River Bridge to railroad crossing south of MN 55.

RECENT CHANGES & UPDATES

The project is currently at 30% plans and the 60% plans have not been started. Letting has been moved to 02/24/2027

PROJECT HISTORY

The project was moved from a 2024 to 2027 letting and 60% plans have not been started.

PROJECT RISKS

Rural intersection conflict warning system impacts. Snow fence risk retired, outside of project limits. Project includes replacing 20 entrance pipes and lining 3 centerline pipes.

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

Investment Category Type	%
Pavement Condition	83%
Roadside Infrastructure Condition	9%
Project Delivery	7%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

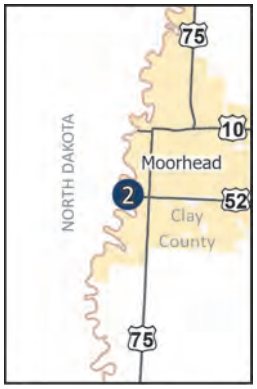
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.8	5.6
Post Letting Construction Costs:	0.4	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.8
Construction Engineering:	0.4	0.5
Right of Way:	0	0
Total:	***6.1***	***7.4***

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

The originally scoping estimate4 dated 01/08/2021. A 19% inflation rate was applied to it to reflect 2025 costs.

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 North Dakota Department of Transportation (NDDOT) and MnDOT, with North Dakota letting the project.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

This is a North Dakota let project. MnDOT District 4 and Central Office's Bridge Office were included in plan reviews. Construction Engineering and other agreements have been signed by both NDDOT & MnDOT.

PROJECT RISKS

No risks at this time.

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:	***2.6***	***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 total project cost was estimated to be 11.4 million dollars, with Minnesota's cost participation share being 5.76 million dollars (including construction engineering). The 60% estimate is from district/North Dakota, only showing MN portion.

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:	6/1/2027
Current Letting Date:	12/13/2024
Construction Season:	2025
Estimated Substantial Completion:	TBD

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Rest Areas	100%

PROJECT HISTORY

MnDOT Safety Rest Area staff managed the consultant contract.
Plans were reviewed and approved by District 4 staff.

PROJECT RISKS

This project is complete. No risks remain.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	1.7	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:	***1.7***	***5.3***

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

COST ESTIMATE ASSUMPTIONS

Baseline costs and current estimates are provided by the rest area office. The increased project costs reflects current bid costs and additional work completed in design and engineering.

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 Entered
Original Letting Date:	1/19/2024
Current Letting Date:	2/23/2024
Construction Season:	2024
Estimated Substantial Completion:	Fall 2025

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 (state project 6111-29) occurred in spring 2025 to replace trees which were removed. 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 non-compliant 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:	11/12/2019
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	3/24/2023
Current Letting Date:	3/22/2024
Construction Season:	2024
Estimated Substantial Completion:	October 2024

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	20%
Traveler Safety	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.1	5.8
Post Letting Construction Costs:	0.1	0.4
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.8
Construction Engineering:	0.3	0.5
Right of Way:	0	0
Total:	***3.9***	***7.6***

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

COST ESTIMATE ASSUMPTIONS

The previous estimates provided between the 60% and 90% design plans. The project was updated to include a snowfence. Due to these reasons, there was an increase in project 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

The road and bridge plans are completed and the project is ready to be advertised and let.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	12%
Traveler Safety	3%

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. All road plans are 100% complete.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.3	17.2
Post Letting Construction Costs:	1.5	1.2
Other Construction Elements:	0.1	0.4
Preliminary Engineering:	2.5	2.3
Construction Engineering:	1.7	1.5
Right of Way:	0	0.1
Total:	***25.1***	***22.7***

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

PROJECT RISKS

The roundabout risk has been realized. Additionally, risks regarding contimated ground water and utility relocations have been identified.

COST ESTIMATE ASSUMPTIONS

Current estimate is from 8/22/2024. Cost decrease is due to a previous error when estimating bridge components of the project.

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:	11/19/2025
Construction Season:	2026
Estimated Substantial Completion:	Fall 2026

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	12%
Traveler Safety	2%

PROJECT HISTORY

Project plans were completed and the project has been let. Project is currently under construction.

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.

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.

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 lane paint, 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.

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

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

SUBSTANTIALLY COMPLETE

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 focused on Hwy 59 and Hwy 108 east, while the work in 2025 will be on the rest of Hwy 108.
Project is currently estimated to be substantially complete in October 2025, however there have been some delays due to heavy rains during the construction season.

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. Intersection Control Evaluation (ICE) report, 95% plans and draft Catergorical Exclusion report has been 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

Project is complete, no risks remain.

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

Investment Category Type	%
Pavement Condition	50%
Roadside Infrastructure Condition	20%
Traveler Safety	20%
Bridge Condition	10%

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% 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 estimate from 4/14/20 has a letting cost of $18.4 million, 30% plan cost estimate, 9-9-22, has an inflated cost of $25.18 million. Increase of city utility cost from $5.2 to $8.3 million. Increases are due to the inclusion of the 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 cost adjustments come from higher unit prices for most items in plan.

PROJECT SUMMARY

MN 108

State Project Number 5623-38

Resurface from east of Pelican Rapids to CR 41 mill and overlay

RECENT CHANGES & UPDATES

This project will be split in half, with state project (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 impacts, and tree removal.

SCHEDULE

Date in which project entered the STIP:	2027
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:	09/25/2030
Construction Season:	2031
Estimated Substantial Completion:	2031

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	3%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

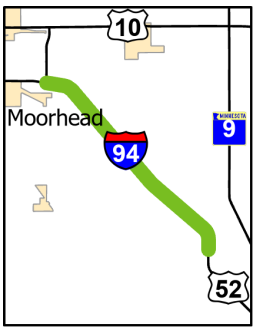
	Baseline Estimate	*Current Estimate*
Construction Letting:	11	11
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1.2	1.2
Construction Engineering:	0.8	0.8
Right of Way:	0	0
Total:	***13.3***	***13.3***

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 $10.66 million. Project estimates will be updated once the project is re-scoped.

PROJECT SUMMARY



I-94

State Project Number 1480-195, 1480-195AC

Resurface interstate 94 from highway 336 to west of County Road 10

RECENT CHANGES & UPDATES

The project's letting date was moved to 10/25/2028.

PROJECT HISTORY

Project moved from the CHIP to the STIP and was identified as a priority given the pavement needs of the segment.

PROJECT RISKS

There are no risks identified with the project as of yet. As we near letting, another risk assessment will be performed.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	Not Needed
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	8/8/2025
Original Letting Date:	6/1/2030
Current Letting Date:	10/25/2028
Construction Season:	2028
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	85.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	12.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	1.0%	Small Programs	0.0%
Tranportation Safety	2.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

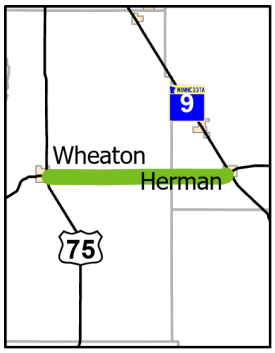
	Baseline Estimate	*Current Estimate*
Construction Letting:	31	31
Post Letting Construction Costs:	2.6	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	0.8
Construction Engineering:	1	1
Right of Way:	0	0
Total:	***35.4***	***35.4***

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 estimates are the same; they are based on similar projects of scale and the average cost of materials. As the letting date approaches, a new estimate will be run.

PROJECT SUMMARY



MN27

State Project Number 7803-13

Resurface the pavement from Wheaton to Herman.

RECENT CHANGES & UPDATES

Project is now a fiscal year 2029 as an early let, late encumbrance (ELLE) to be let on 2/23/2028.

PROJECT HISTORY

Project was scoped in 2023, but is currently being re-scoped to a resurfacing (mill & overlay) .

PROJECT RISKS

There are not identified project risks at this time.

SCHEDULE

Date in which project entered the STIP:	2026
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:	6/1/2027
Current Letting Date:	2/23/2028
Construction Season:	2028
Estimated Substantial Completion:	2028-2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	82.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	12.0%	Bicycle	1.0%
Rest Areas	0.0%	Pedestrian	3.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	2.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

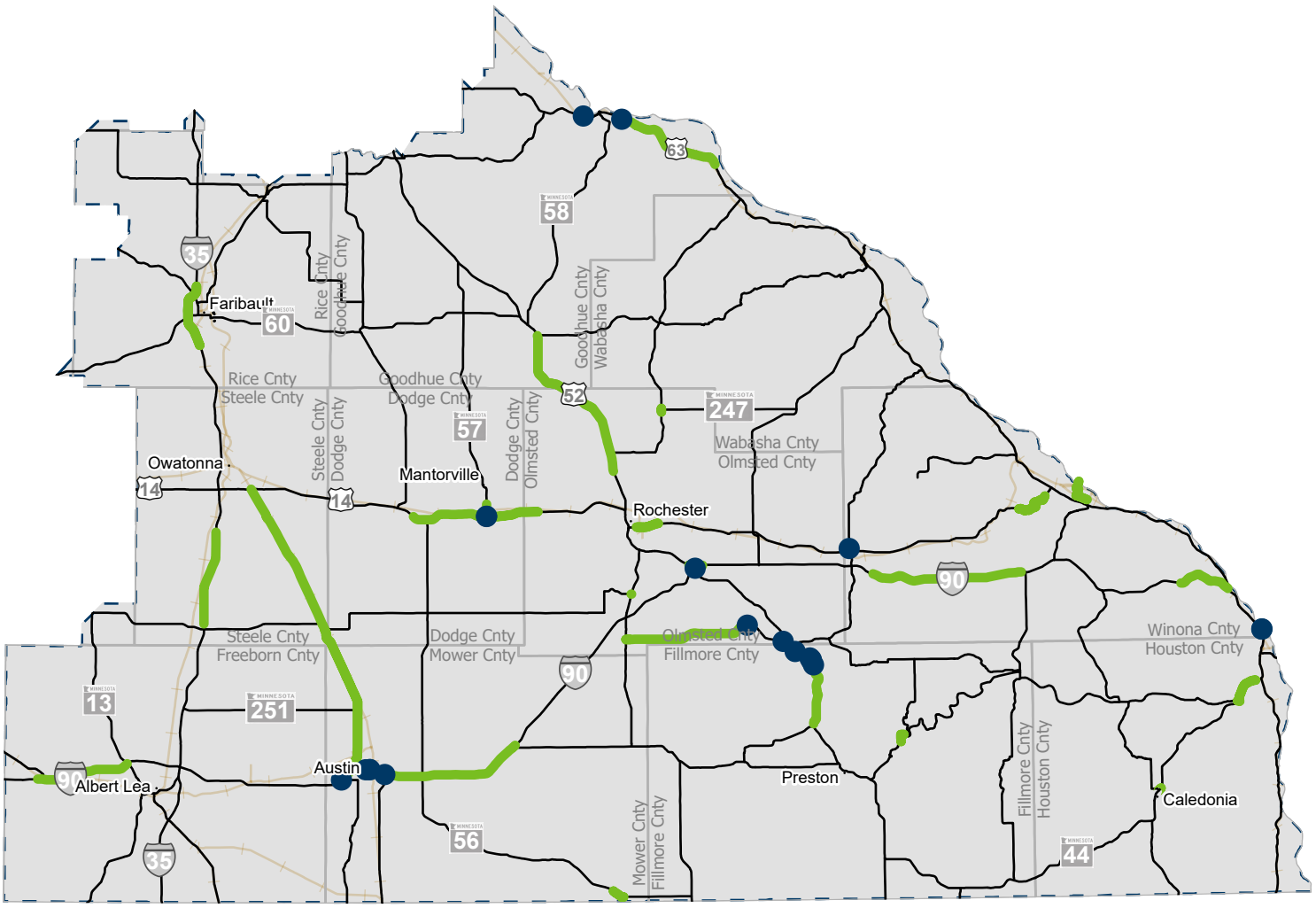
	Baseline Estimate	*Current Estimate*
Construction Letting:	10.8	0.6
Post Letting Construction Costs:	0.4	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.3	1.2
Construction Engineering:	0.9	0.8
Right of Way:	0	0
Total:	***13.4***	***11.8***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate was done in 2020 for a reconditioning project. Since then, the project has been down-scoped to a mill and overlay, leading to a decrease in construction letting costs.

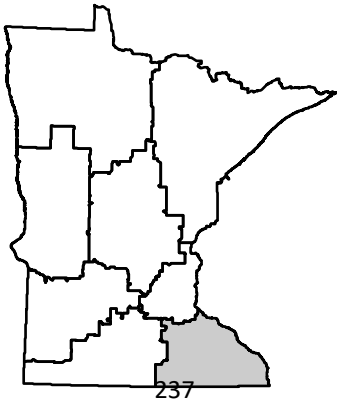
D6- ROCHESTER



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION

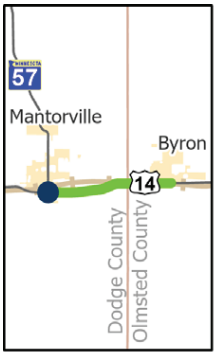


District 6 Project List

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	✓	2nd	E1	240
MN 57	2007-43	Reconstruct MN 57 in Kasson from Dodge CR 34 to 11th St. NE	✓	2nd	E2	241
US 52	2311-33	Resurface US 52 from Filmore CR 5 to MN 80 in Fountain			E3	242
MN 250	2319-21	Reconstruct MN 250 in Lanesboro from the bridge over Root River to MN 16			E4	243
I-90	2481-61	Resurface westbound I-90 from Alden to MN 13 in Albert Lea	✓	2nd	E5	244
US 52	2506-83	Reconstruct southbound US 52 from Cannon Falls to Zumbrota	✓	2nd	E6	245
US 61	2513-97	Resurface US 61 from north of Lake City to Red Wing	✓	2nd	E7	246
US 61	2513-98	Replace US 61 bridge (6776) over the railroad east of Red Wing			E8	247
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	✓	2nd	E9	248
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			E10	249
MN 56	5005-68	Reconstruct MN 56 from the eastern part of the city to north of 770th Ave. in LeRoy, Mower County	✓	1st	E11	250
US 218	5009-35	Resurface US 218 from I-90 to south of MN 30 in Blooming Prairie			E12	251
I-90	5080-170	Replace bridges (6868, 6869, 9178, 9180, 9183, 9201) at six locations along I-90 in Austin			E13	252
I-90	5080-179	Resurface westbound I-90 from Mower CR 46 to MN 16			E14	253
US 14	5502-106	Resurface US 14 from US 52 to Olmsted CR 36 in Rochester	✓	1st	E15	254
US 14	5502-109	Reconstruct intersection of US 14 and Broadway Ave. in Rochester			E16	255
MN 30	5505-27	Replace MN 30 bridges (9008, 9009) over Mill Creek in Chatfield and North Branch Root River west of Chatfield	✓	2nd	E17	256
MN 30	5505-30	Resurface MN 30 from just east of US 63 in Stewartville to just west of US 52 in Chatfield	✓	2nd	E18	257
US 52	5508-130	Repave concrete on US 52 from Olmsted CR 12 to MN 60			E19	258
I-90	5580-99, 5580-99(EP)	Replace I-90 bridges (55823, 55824, 55826, 55X28, 55X29) over US 52 and construct interchange ramps			E20	259
I-90	5580-101	Resurface I-90 from US 63 to east of Olmsted CR 19			E21	260
I-35	6680-117	Resurface I-35 from Rice CR 48 to MN 21 in Rice County	✓	2nd	E22	261

US 218	7408-50	Resurface US 218 from MN 30 in Blooming Prairie to US 14 in Owatonna	✓	2nd	E23	262
US 218	7408-54	Reconstruct US 218 in Blooming Prairie from 3rd St. NE to MN 30			E24	263
I-35	7480-133	Resurface southbound I-35 from north of MN 30 to south of Steele CR 31	✓	2nd	E25	264
US 61	8504-77	Replace US 61 bridges (9062, 9063) over Cedar Creek			E26	265
I-90	8580-175	Resurface I-90 from Winona CR 12 to US 61 near Dakota			E27	266
I-90	8580-178	Resurface westbound I-90 from MN 74 to MN 43			E28	267
MN 44, MN 76	2804-40	Construct a roundabout at the intersection of MN 44 and MN 76 in Caledonia			E29	268
I-90	5080-180	Resurface eastbound I-90 from Mower CR 46 to MN 16			E30	269
MN 30	5505-32	On MN 30, from 5th Ave. to US 63, mill and overlay, grading, ADA and traffic signal in Stewartville			E31	270
US 63, MN 247	5510-88	Construct a roundabout at US 63, MN 247, and CSAH 12 in Olmsted County			E32	271
US 63	5515-03	Construct a roundabout at US 63 and CR 112	✓	1st	E33	272
I-90	5580-97	Replace Olmsted CR 35 bridge (9859) over I-90 northwest of Stewartville	✓	2nd	E34	273
US 14	8501-74	Improving drainage and slope stabilization on US 14 near Stockton			E35	274
MN 43	8503-54	Resurface MN 43 from Mankato Ave. to the end of the Mississippi River bridge on Latsch Island			E36	275
MN 74	8508-39	Replace MN 74 bridge (85026) over the South Fork Whitewater River in St. Charles			E37	276
I-90	8581-01	I-90 bridge (85801, 85802) over the Mississippi River			E38	277
US 65	2404-44	Resurface Hwy 65 from Iowa state line to 0.5 miles south of I-35			E39	278
I-90	2482-87	Bridge 9728; replace I-90 bridge over railroad and County Hwy in Freeborn County			E40	279
MN 76	2807-29	Resurface Hwy 76 from Caledonia to Houston			E41	280

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).

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	12%
Bridge Condition	4%
Traveler Safety	4%

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.

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 total cost increase is due to actual cost of materials, availability and inflation.

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

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	8%

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.

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.

PROJECT RISKS

Risks have been retired.

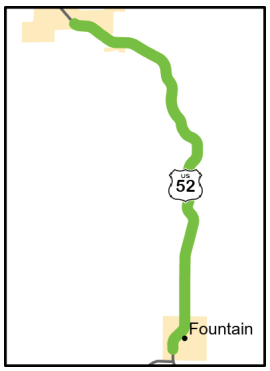
COST ESTIMATE ASSUMPTIONS

Current estimate includes additional safety funds for implementing roundabouts as part of the project and reflects let cost.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	6/29/2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	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

PROJECT SUMMARY



US 52

Bridge 6119, 6120, 6121, 6122, 6123, 95580A

State Project Number 2311-33

Hwy 52 Resurfacing & Box Culvert Replacement: 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 endposts at one span bridge over the Root River. Intersection safety improvements will also be constructed at 3 intersections. Four foot 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 in-slope corrections also being discussed. Steep in-slopes, especially on the 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.

Right-of-way, environmental issues and construction limits could cause schedule and cost impacts as project develops. Environmental deisignation around the Root River area is a known as an area of environmental biodiversity with possible trout streams in the area. Mussels might also be present, and the area is a good habitat for turtles and snakes. The likehood 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:	Pending Approval
Municipal Consent Approval Date:	8/7/2025
Geometric Layout Approval Date:	8/8/2025
Construction Limits Established Date:	8/21/2025
Original Letting Date:	1/1/2025
Current Letting Date:	12/2/2026
Construction Season:	2027/2028
Estimated Substantial Completion:	October 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	55%
Bridge Condition	25%
Roadside Infrastructure Condition	15%
Pedestrian Infrastructure	2%
Bicycle Infrastructure	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

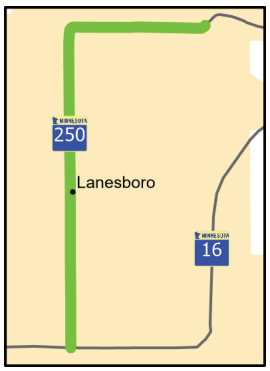
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.9	14.7
Post Letting Construction Costs:	0.8	0.7
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.8	1.9
Construction Engineering:	1.2	1.3
Right of Way:	0.1	0.3
Total:	***17.8***	***19***

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

Baseline estimate reflects initial scope. Current estimate reflects changes in inflation with the new letting date.

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 Dept. of Natural Resources (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 through 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:	Pending Approval
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:	2/24/2027
Construction Season:	2027
Estimated Substantial Completion:	

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	10%
Traveler Safety	2%
Bicycle Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

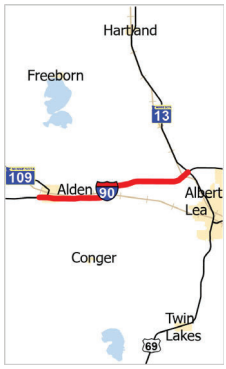
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.4	10.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0.1	0.2
Preliminary Engineering:	1.5	0.7
Construction Engineering:	0.8	0.9
Right of Way:	0.1	0.2
Total:	***12.8***	***13.1***

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



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:	4/13/2023
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

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	16%
Traveler Safety	5%
Bridge Condition	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.3	18.2
Post Letting Construction Costs:	1.3	1.0
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	0.6
Construction Engineering:	1.1	0.8
Right of Way:	0	0.1
Total:	***20.4***	***20.7***

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

COST ESTIMATE ASSUMPTIONS

Baseline 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:	9/4/2020
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

Investment Category Type	%
Pavement Condition	60%
Bridge Condition	16%
Traveler Safety	13%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	1%

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***	***96***

Construction cost 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, the project grew in scope causing the cost to increase. This project began in FY2017 as a mill and overlay project of US 52 southbound lanes from 1.2 miles north of CSAH 7 to 2.2 miles south of MN 19, with an estimated let cost of $4.2M. In FY2019, the project was up-scoped significantly using Chapter 3 Bond funding, changing from a mill and overlay to reconstruction of the same lanes in concrete. Six bridge replacements were also included in this up-scope. Then in FY2021 a new interchange and noise wall were added, and the project was converted to a “design-build” delivery bringing the let cost estimate of $63.6M.

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. Guardrails 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

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

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	4%
Traveler Safety	1%
Bicycle Infrastructure	1%

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. Baseline estimate reflected initial mill & overlay. The project was updated to add passing lanes. Current estimate reflects the let cost and expended cost to date.

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

Investment Category Type	%
Bridge Condition	57%
Pavement Condition	27%
Roadside Infrastructure	10%
Bicycle Infrastructure	3%
Pedestrian Infrastructure	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.2	10.2
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0.3
Preliminary Engineering:	0.8	1.9
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0.3
Total:	***9.2***	***13.8***

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

COST ESTIMATE ASSUMPTIONS

The current estimate is based on the letting cost and reflects all construction and right of way costs expected as of December 2024. Baseline cost reflects initial budget when the project entered the CHIP.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	69%
Pedestrian Infrastructure	21%
Bicycle Infrastructure	10%

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.

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.

PROJECT RISKS

This project is complete; all risks have been retired.

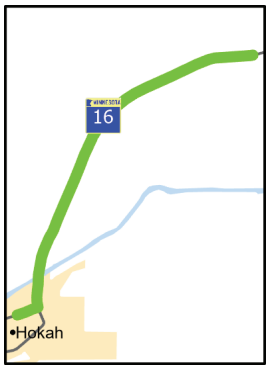
COST ESTIMATE ASSUMPTIONS

Baseline estimate is from the 2013 scoping report with FY 2018 letting, inflationary rates, cost and availability of materials likely resulted in increased total cost. Current estimate reflects let cost.

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

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:	Pending Approval
Municipal Consent Approval Date:	Not Required
Geometric Layout Approval Date:	Not Required
Construction Limits Established Date:	Pending Approval
Original Letting Date:	1/1/2025
Current Letting Date:	10/28/2026
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	70%
Roadside Infrastructure Condition	19%
Pedestrian Infrastructure	7%
Bicycle Infrastructure	3%
Traveler Safety	1%

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.

SUBSTANTIALLY COMPLETE

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	100%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	10.0
Post Letting Construction Costs:	0	0.1
Other Construction Elements:	2.1	0.05
Preliminary Engineering:	0.7	1.0
Construction Engineering:	0.5	0.7
Right of Way:	0	0.3
Total:	***8.2***	***12.15***

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

PROJECT RISKS

Project has been let; previous risks retired

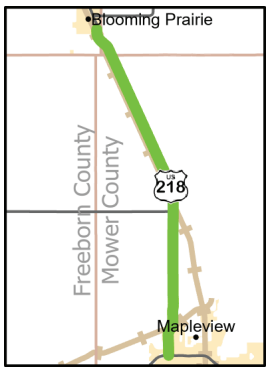
COST ESTIMATE ASSUMPTIONS

Baseline estimate is based on an approved scoping report. Current estimate reflects current cost expenditures as the project is mostly completed. The total cost increased as the baseline estimate planned for a mill and overlay and the project was up-scoped to a full reconstruction.

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

PROJECT SUMMARY



US 218

State Project Number 5009-35

Hwy 218 Resurfacing: Austin to Blooming Prairie

Resurface Highway 218 from I-90 to south of Highway 30

RECENT CHANGES & UPDATES

At the end of the 2025 Legislative Session, funding was not made available to the City of Blooming Prairie for reconstruction (State Project #7408-54). As a result, this project which was previously planned for 2025, is now being designed for the summer 2027.

PROJECT HISTORY

*The box culverts were removed from this project and are now a new project (State Project #5009-36).
*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 County Road 27 was reviewed, and comments were due Sept. 1, 2023.
*On May 22nd, 2025 an Open House was held in Lansing Township.

PROJECT RISKS

* Could have opposition to removal of the free-right turn lane.
* Opposition to access changes at US 218 and Mower County 1.
* Lack of local government funding (both Mower County and the City of Blooming Prairie.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Not required
Geometric Layout Approval Date:	9/9/2025
Construction Limits Established Date:	9/4/2025
Original Letting Date:	1/1/2026
Current Letting Date:	1/27/2027
Construction Season:	2027
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	72%
Roadside Infrastructure Condition	25%
Traveler Safety	1%
Pedestrian Infrastructure	1%
Bicycle Infrastructure	1%

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 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

Investment Category Type	%
Bridge Condition	93%
Pedestrian Infrastructure	4%
Bicycle Infrastructure	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

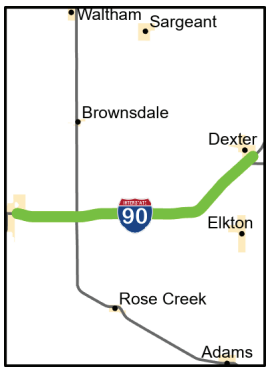
	Baseline Estimate	*Current Estimate*
Construction Letting:	30.4	49.9
Post Letting Construction Costs:	0	1.5
Other Construction Elements:	2.4	1.8
Preliminary Engineering:	2.2	6.9
Construction Engineering:	2.2	3.3
Right of Way:	0.1	0.2
Total:	***37.3***	***63.6***

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

I-90 Resurfacing: Austin to Dexter

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	72%
Roadside Infrastructure Condition	25%
Traveler Safety	3%

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).

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.8	7.8
Post Letting Construction Costs:	0.3	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	0.5
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***9.6***	***9.6***

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

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

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

SUBSTANTIALLY COMPLETE

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).

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	59%
Pedestrian Infrastructure	27%
Roadside Infrastructure Condition	10%
Bicycle Infrastructure	4%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.0
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0.0
Preliminary Engineering:	0.6	0.8
Construction Engineering:	0.4	0.3
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.

PROJECT RISKS

The project has let. Construction was completed thru spring/ summer 2025. No risks remain.

COST ESTIMATE ASSUMPTIONS

Current estimate reflects the total costs to be submitted for project turn-in.

SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	7/24/2024
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:	2/26/2025
Construction Season:	2025
Estimated Substantial Completion:	2026

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:	10/14/2025
Municipal Consent Approval Date:	5/23/2025
Geometric Layout Approval Date:	2/21/2025
Construction Limits Established Date:	5/16/2025
Original Letting Date:	10/23/2026
Current Letting Date:	10/28/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	50%
Roadside Infrastructure Condition	20%
Pedestrian Infrastructure	10%
Traveler Safety	10%
Bicycle Infrastructure	10%

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***

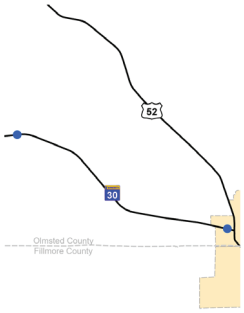
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	92%
Pedestrian Infrastructure	4%
Bicycle Infrastructure	4%

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 Dept. of Natural Resources.

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.

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.

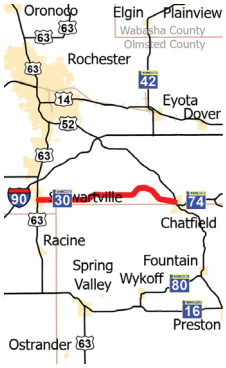
COST ESTIMATE ASSUMPTIONS

Baseline estimate from 2016 scoping report with FY20 letting that involved replacement of Br. 9008 and re-decking Br. 9009. Current estimate reflects up-scope to replacement of both bridges and a FY21 letting which is the cost increased.

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

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:	Not required
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

Investment Category Type	%
Pavement Condition	67%
Roadside Infrastructure Condition	21%
Pedestrian Infrastructure	7%
Bridge Condition	3%
Traveler Safety	1%
Bicycle Infrastructure	1%

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, the total cost decreased likely due to favorably market rates for materials and lower than expected bids.

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. A Value Engineering (VE) study was completed mid-July 2025. The results and any design recommendations are currently being reviewed.

PROJECT RISKS

Funding has not yet been secured for snow fences.

Noise wall study is needed. Proposal of large data service center on the east side of US 52, between 480th St and 500th St, north of Pine Island is under development. This may impact design, due to future traffic projections, as well as present impacts to traffic staging during construction.

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

Investment Category Type	%
Pavement Condition	77%
Roadside Infrastructure Condition	14%
Bridge Condition	5%
Traveler Safety	2%
Climate Resilience	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	18	36.2
Post Letting Construction Costs:	1.3	1.5
Other Construction Elements:	0	0.1
Preliminary Engineering:	2.2	4.6
Construction Engineering:	1.5	3.1
Right of Way:	0	1.5
Total:	***23***	***46.9***

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

COST ESTIMATE ASSUMPTIONS

The project began as a mill and overlay and was up-scoped to an unbonded concrete overlay. The current estimate reflects noise walls and current scope, ultimately the up-scoping increased the total cost.

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

Investment Category Type	%
Bridge Condition	55%
Freight	25%
Pavement Condition	20%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

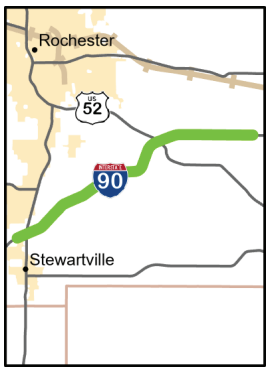
	Baseline Estimate	*Current Estimate*
Construction Letting:	22	27.4
Post Letting Construction Costs:	1.9	1.9
Other Construction Elements:	0	0.9
Preliminary Engineering:	2.6	4.0
Construction Engineering:	1.6	2.0
Right of Way:	0.1	0.2
Total:	***28.2***	***36.4***

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

Baseline estimate did not include cost for reconstructing TH 52 through the interchange which is why the total cost increased. Current cost estimate reflects let cost.

PROJECT SUMMARY



I-90

State Project Number 5580-101

I-90 Resurfacing: Stewartville to Eyota

Resurface I-90 from Highway 63 to east of Olmsted County Road 19

RECENT CHANGES & UPDATES

This project has been moved from 2027 to 2033.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	70%
Roadside Infrastructure Condition	20%
Bridge Condition	8%
Traveler Safety	2%

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 2033 construction date and will continue to be scoped to further refine project needs and details.

ADA improvements to the Marion Rest area have been removed from this project and transfered into SP 8826-278 (TH 999) for FY26 construction.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.9	7.9
Post Letting Construction Costs:	0.6	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***10.2***	***9.9***

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

PROJECT RISKS

No risks identified at this time.

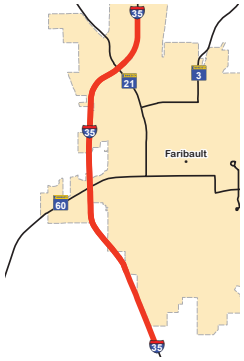
COST ESTIMATE ASSUMPTIONS

The baseline and current estimates both reflect a scoping level estimate.

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:	11/1/2032
Construction Season:	2033
Estimated Substantial Completion:	2033

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

SUBSTANTIALLY COMPLETE

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 concluded 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 took 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 was completed in 2023. The remaining work was completed in 2024.

PROJECT RISKS

Project is complete, no risks remain.

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

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Traveler Safety	6%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

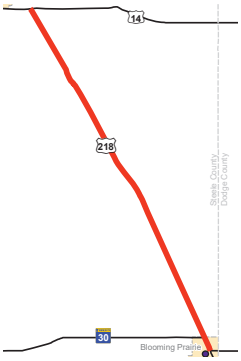
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	29.1
Post Letting Construction Costs:	0.6	0.9
Other Construction Elements:	0	0.1
Preliminary Engineering:	1.5	0.9
Construction Engineering:	1	1.2
Right of Way:	0	0
Total:	***16***	***32.2***

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. The baseline estimate was for an unbonded concrete overlay when it entered the CHIP. Due to the number of existing bridges and their proximity to each other the standard unbonded overlay could not be constructed in these areas and was instead turned into full concrete reconstruction. Additionally, bridge deck work was added. The complex nature of the project resulted in higher costs.

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 2023.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Traveler Safety	6%

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.

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.

PROJECT RISKS

Project is complete; all risks retired.

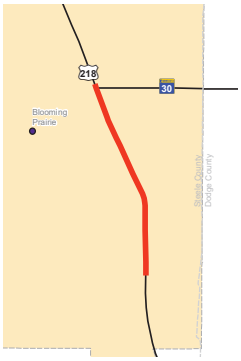
COST ESTIMATE ASSUMPTIONS

The baseline estimates is based on a scoping report finalized in 2020. The current estimate reflects the actual cost expenditure of the project. The project came in under budget due to favorable bid prices.

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

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:	11/18/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	66%
Roadside Infrastructure Condition	16%
Pedestrian Infrastructure	12%
Traveler Safety	4%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

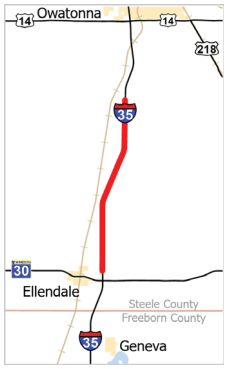
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	14.9
Post Letting Construction Costs:	1.8	1.0
Other Construction Elements:	1.3	0.1
Preliminary Engineering:	0.9	3.0
Construction Engineering:	0.7	0.9
Right of Way:	0.2	1.2
Total:	***10.9***	***21.10***

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

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. Due to significant environmental cleanup costs and the time it took to secure local funding, the letting was pushed back multiple years. The shift also accounts for increased inflation over that period.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	83%
Roadside Infrastructure Condition	14%
Traveler Safety	3%

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 Road Weather Information System sensors will be included along with guardrail replacement as required.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	4	4.2
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.3
Construction Engineering:	0.3	0.2
Right of Way:	0	0
Total:	***5***	***4.9***

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

PROJECT RISKS

Project is complete; all risks have been retired.

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.

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

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	55%
Pavement Condition	40%
Roadside Infrastructure Condition	5%

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.

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.

PROJECT RISKS

Project scope has not been fully determined. Currently programmed for FY 2031.

COST ESTIMATE ASSUMPTIONS

Current/Baseline estimate is based on an high level planning estimate from 10/2/2023.

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:	12/1/2030
Construction Season:	2031
Estimated Substantial Completion:	October 2031

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	57%
Roadside Infrastructure Condition	34%
Traveler Safety	9%

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:	4/22/2025
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:	11/19/2025
Construction Season:	2026
Estimated Substantial Completion:	October 2027

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	5.1	16.0
Post Letting Construction Costs:	0.2	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	1.4
Construction Engineering:	0.3	1.1
Right of Way:	0	0
Total:	***6.1***	***19.1***

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

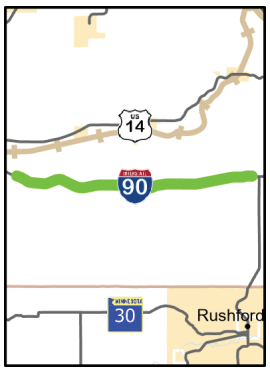
COST ESTIMATE ASSUMPTIONS

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 Early Let, Late Encumbrance (ELLE) with construction beginning in 2026.

PROJECT HISTORY

This project was originally assumed to be an early let, late encumbrance with Jan. 2025 letting, with rural mill and overlay. Scoping review was held on 5/11/20222, with limits on westbound 1-90 from east of TH 74 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

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:	11/19/2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	9/13/2024
Original Letting Date:	1/1/2025
Current Letting Date:	12/3/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	72%
Roadside Infrastructure Condition	25%
Traveler Safety	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.9	9.3
Post Letting Construction Costs:	0.4	0
Other Construction Elements:	0	0.5
Preliminary Engineering:	1	0.5
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. The base estimate reflects the initial budget at scoping. The current estimate reflects 90% plan design and today's costs.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	100%

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 roundabout and also applied for and was awarded HSIP Funding.

PROJECT RISKS

Challenging grades at TH 44 and TH 76; public acceptance of roundabout.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	4.7
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***	***6.8***

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

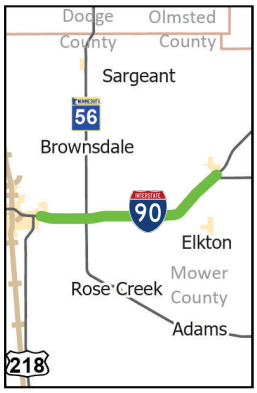
COST ESTIMATE ASSUMPTIONS

The baseline estimate reflects the initial scope amount. The current estimate now includes funding for the local portion of the project, as well as inflationary changes, which is why the total cost increased.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	In progress
Construction Limits Established Date:	In progress
Original Letting Date:	1/1/2025
Current Letting Date:	12/1/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PROJECT SUMMARY



I-90

State Project Number 5080-180

I-90 Eastbound Resurfacing: Austin to Dexter

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	83%
Roadside Infrastructure Condition	15%
Traveler Safety	2%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	36.8	36.8
Post Letting Construction Costs:	1.2	1.2
Other Construction Elements:	0.3	0.3
Preliminary Engineering:	3.7	3.7
Construction Engineering:	2.9	2.9
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.

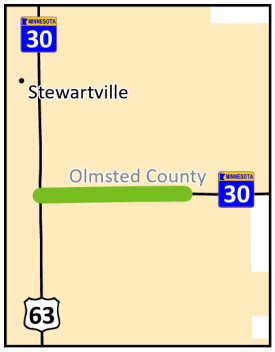
COST ESTIMATE ASSUMPTIONS

Project cost estimate includes the unbonded concrete overlay as well as costs for replacement of the three box culverts noted as SP 5080-183.

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

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:	Pending Approval
Municipal Consent Approval Date:	Need Unknown
Geometric Layout Approval Date:	7/24/2025
Construction Limits Established Date:	7/24/2025
Original Letting Date:	12/1/2026
Current Letting Date:	12/2/2026
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	70%
Roadside Infrastructure Condition	22%
Pedestrian Infrastructure	7%
Bicycle Infrastructure	1%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

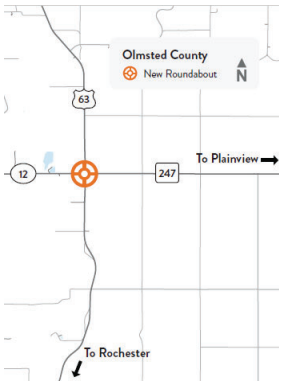
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.1	4.1
Post Letting Construction Costs:	0.3	0.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.5	0.5
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.3***	***5.3***

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

The baseline and current estimate reflect project scoping cost.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	100%

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. The roundabout will be a rural Type 2. The nearby gas station is being closed but the residence will remain.

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	0	4.1
Post Letting Construction Costs:	0	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0	0.8
Construction Engineering:	0	0.4
Right of Way:	0	0.1
Total:	***0***	***5.8***

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

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	8/5/2025
Construction Limits Established Date:	7/28/2025
Original Letting Date:	1/29/2027
Current Letting Date:	1/27/2027
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

COST ESTIMATE ASSUMPTIONS

The baseline and current estimate reflects the scoping costs and include local funding.

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project is complete. Construction began June 2025 and completed September 2025

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Traveler Safety	100%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	2.9
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***	***4.1***

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 let project cost stage.

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

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

Investment Category Type	%
Bridge Condition	75%
Pavement Condition	20%
Pedestrian Infrastructure	3%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.8	3.7
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0.12	0
Preliminary Engineering:	0.5	0.7
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.02***	***4.8***

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

COST ESTIMATE ASSUMPTIONS

The baseline represents the scoping estimate from the approved scope report. Current estimate is reflective of the current letting costs and current expenditures to date.

PROJECT SUMMARY

US 14

State Project Number 8501-74

US 14 Slope Stabilization: Stockton Hill

Improving drainage and slope stabilization on Hwy 14 near Stockton

RECENT CHANGES & UPDATES

Design plans and the environmental document are being finalized. Dept. of Natural Resources 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Climate Action	100%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7	9.1
Post Letting Construction Costs:	0.4	0.3
Other Construction Elements:	0	0.1
Preliminary Engineering:	0.4	0.3
Construction Engineering:	0.4	0.8
Right of Way:	0	0
Total:	***8.2***	***10.6***

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

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. High priority habitat for timber rattlesnakes.

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.

Current cost estimate reflects let project cost.

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

PROJECT SUMMARY

MN 43

State Project Number 8503-54

Hwy 43 Resurfacing: Winona

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

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. TH 74 is a historic roadway, and this bridge is a contributing factor to the historic designation. Reviewing alternatives for rehabilitation versus replacement.

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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

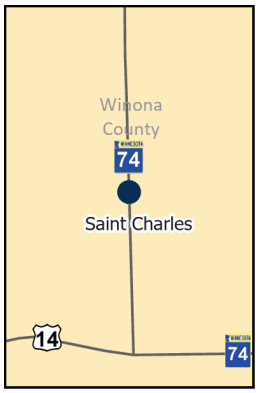
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.2	7.1
Post Letting Construction Costs:	0.2	0.3
Other Construction Elements:	0.2	0.1
Preliminary Engineering:	1.1	1.3
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0.1
Total:	***8.3***	***9.5***

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 caused costs to increase. Current cost reflects scoping estimate.

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 slated for 2026 construction, but due to discovery of differing site conditions during design, the letting has been pushed back to 2027 construction. The project was moved to be constructed in 2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

This project was identified to replace an existing bridge on Hwy 74 in the town of St. Charles.

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.

PROJECT RISKS

Coordination with the City of St. Charles or other environmental requirements could affect the scope of the project. The discovery of old concrete placement below existing bridge footings led to additional cores and investigation. Project letting was pushed back a year to accommodate the project schedule.

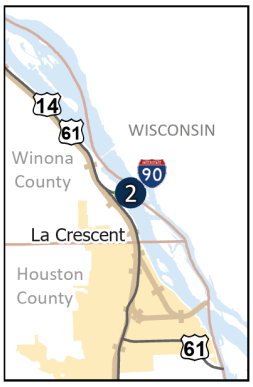
COST ESTIMATE ASSUMPTIONS

Baseline estimate reflects project budget prior to discovery of different site conditions. The current estimate reflects design changes due to this discovery.

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:	8/26/2026
Construction Season:	2027
Estimated Substantial Completion:	Fall 2027

PROJECT SUMMARY



I-90

Bridge 85801, 85802

State Project Number 8581-01

I-90 Bridge Deck Overlay: Mississippi River

I-90, HPP of bridge numbers 85801 and 85802 over the Mississippi River.

RECENT CHANGES & UPDATES

This project was recently included in the District 6 program.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.5	7.5
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.0	1.0
Construction Engineering:	0.7	0.7
Right of Way:	0	0
Total:	***9.6***	***9.6***

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

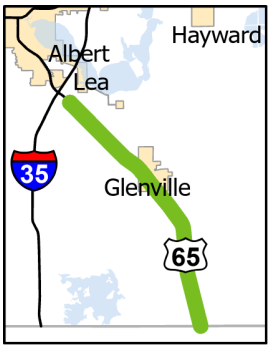
COST ESTIMATE ASSUMPTIONS

Baseline estimate reflects project budget prior to discovery of different site conditions. The current estimate reflects design changes due to this discovery.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	In Progress
Original Letting Date:	12/1/2027
Current Letting Date:	12/3/2027
Construction Season:	2028
Estimated Substantial Completion:	TBD

PROJECT SUMMARY



US65

State Project Number 2404-44

US 65 Resurfacing: IA County line to Albert Lea

Resurface Hwy 65 from Iowa state line to 0.5 mi. south of I-35

RECENT CHANGES & UPDATES

This project entered the STIP in 2026 as a fiscal year 2030 Early Let, Late Encumbrance project and is currently programmed as fiscal year 2029 project. It is currently undergoing the scope process.

PROJECT HISTORY

This section of US 65 is part of Constitutional Route 1, stretching from the Iowa/Minnesota state line north to the City of Albert Lea. Construction work on this segment was last completed in 2012 under a mill & overlay project. The pavement is experiencing deterioration and reduced ride quality.

PROJECT RISKS

Risks include: environmentally sensitive corridor with Native Plant Communities locations; Union Pacific (UP) railroad parallel along US 65, with a Cedar River Rail (CEDR) connection, crossing US 65 at the City of Glenville; cost variability due to yearly, inflationary changes; and ADA upgrades in the City of Glenville.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Not Required
Geometric Layout Approval Date:	Not Required
Construction Limits Established Date:	In Progress
Original Letting Date:	1/1/2027
Current Letting Date:	12/6/2028
Construction Season:	2029
Estimated Substantial Completion:	Fall 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	70.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	20.0%	Bicycle	0.5%
Rest Areas	0.0%	Pedestrian	1.5%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	2.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	6.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

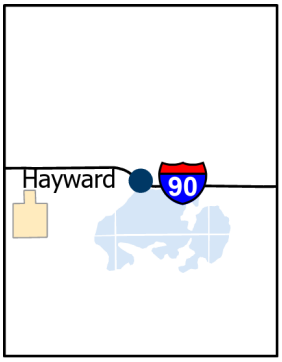
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.5	4.5
Post Letting Construction Costs:	0.2	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.6
Construction Engineering:	0.4	0.4
Right of Way:	0	0
Total:	***5.7***	***5.7***

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

COST ESTIMATE ASSUMPTIONS

Project costs are based on 2024 average bid prices, with inflation reflected. Inflationary adjustments prior to project letting could change costs.

PROJECT SUMMARY



I90

Bridge 9728

State Project Number 2482-87

I-90 Eastbound Bridge Replacement: Petran

Replace I90 bridge over railroad and County Hwy 46 in Freeborn County

RECENT CHANGES & UPDATES

This project entered the STIP in 2026.

PROJECT HISTORY

Bridge 9728 was constructed in 1967 and carries eastbound, I-90 traffic over the Canadian Pacific Kansas City Limited (CPKC) railroad and Freeborn CSAH 46.

PROJECT RISKS

Coordination with CPKC for preliminary and final design approvals. Coordination for outage and/or relocation of the existing 161 kV transmission line, operated by Southern Minnesota Municipal Power Agency (SEMPA). This transmission line parallels the CPKC railway and crosses over existing Br. 9728 and I-90. Cost variability due to yearly, inflationary changes

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Not Required
Geometric Layout Approval Date:	In Progress
Construction Limits Established Date:	In Progress
Original Letting Date:	10/1/2031
Current Letting Date:	5/24/2028
Construction Season:	2028
Estimated Substantial Completion:	2028-2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	35.0%	Local Partnership	0.0%
Bridge Condition	60.0%	Freight	0.0%
Roadside Infrastructure	5.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

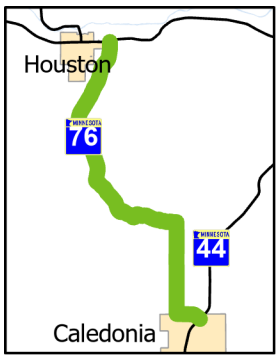
	Baseline Estimate	*Current Estimate*
Construction Letting:	0	4.5
Post Letting Construction Costs:	0	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0	0.6
Construction Engineering:	0	0.4
Right of Way:	0	0
Total:	***0***	***5.7***

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

Project costs are based on 2024 average bid prices, with inflation reflected in inflationary adjustments prior to project letting could change costs.

PROJECT SUMMARY



MN76

State Project Number 2807-29

Hwy 76 Resurfacing: Caledonia to Houston

Resurface Highway 76 from Caledonia to Houston

RECENT CHANGES & UPDATES

This project entered the STIP in 2026.

PROJECT HISTORY

This road project stretches from the intersection with TH 44 at the north end of Caledonia to the intersection with TH 16 on the east side of the City of Houston. Construction work on this segment was last completed in 2011 under a mill & overlay project. The pavement is experiencing deterioration and reduced ride quality, in addition to slope stability issues in the hilly terrain areas. Project is a FLEX28 project and is currently tied with SP 2804-40, roundabout construction and the intersection of TH 76 and TH 44 in Caledonia. A Project Open House was held on 10/21/2025, with 50+ in attendance. Project currently in scoping. Monumentation of Prescriptive Right-of-Way along the project corridor was conducted in 2022 and 2023.

PROJECT RISKS

While this is a pavement preservation project, the alignment poses challenges with steep terrain; slope corrections are being evaluated due to prior slope failures. Project also includes pipe replacements and repairs. Cost variability due to yearly, inflationary changes

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	In Progress
Municipal Consent Approval Date:	Not Required
Geometric Layout Approval Date:	Not Required
Construction Limits Established Date:	In Progress
Original Letting Date:	1/1/2026
Current Letting Date:	12/1/2028
Construction Season:	2028
Estimated Substantial Completion:	2028- 2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	72.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	24.0%	Bicycle	0.5%
Rest Areas	0.0%	Pedestrian	2.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	1.5%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

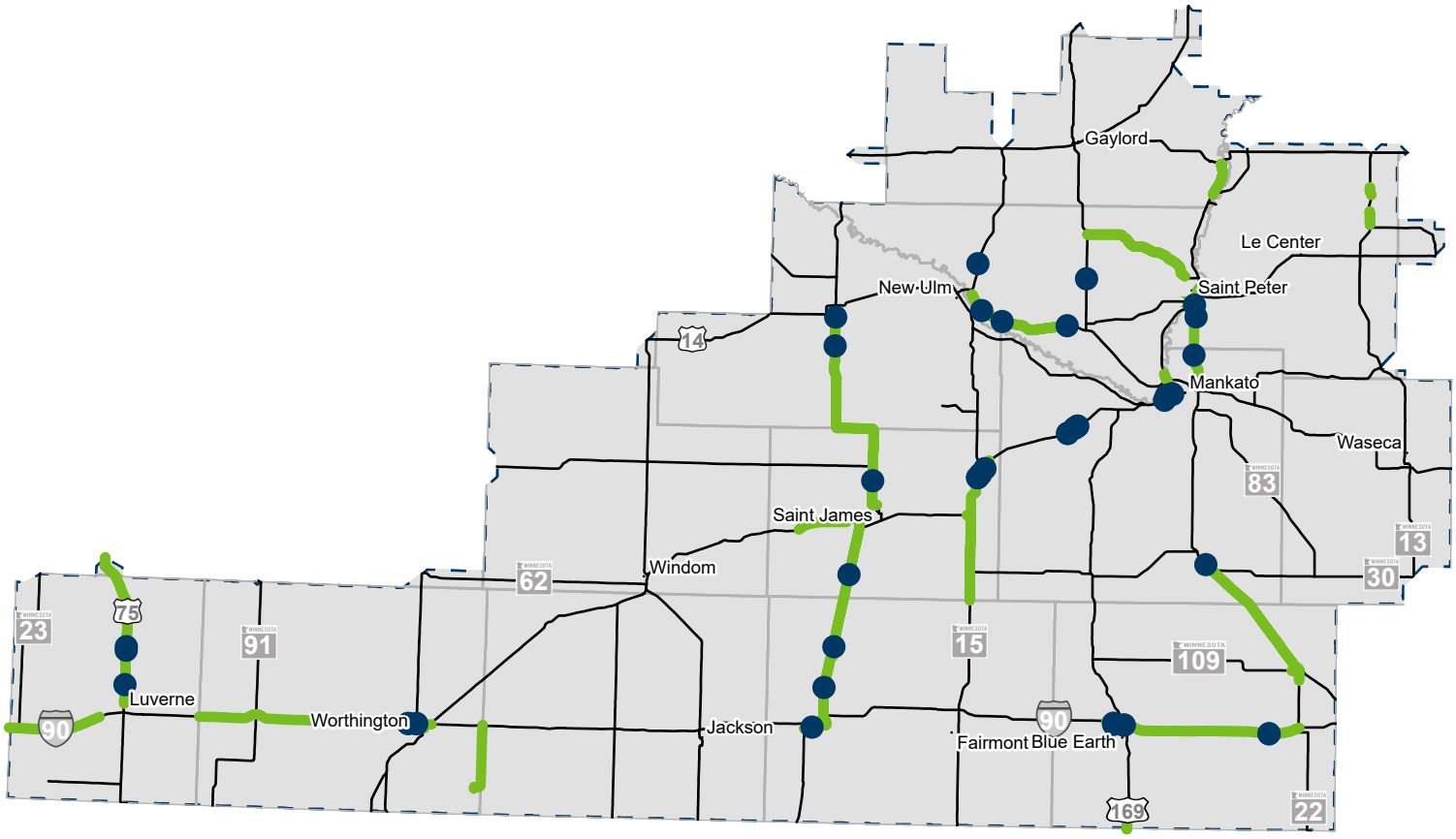
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.9	6.9
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0.1	0.1
Preliminary Engineering:	1.5	1.5
Construction Engineering:	0.9	0.9
Right of Way:	0.2	0.2
Total:	***10***	***10***

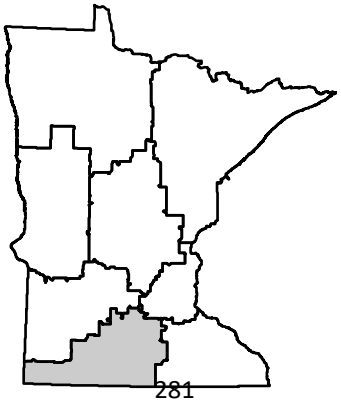
Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by the Office of Transportation System Management.

COST ESTIMATE ASSUMPTIONS

Project costs are based on 2024 average bid prices, with inflation reflected in adjustments prior to project letting could change costs. Current cost estimate reflects scoping level estimate.

D7- MANKATO





Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION

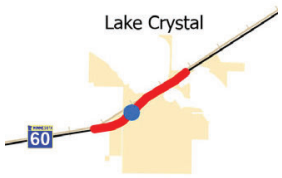
District 7 Project List

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	✓	1st	F1	284
US 169	5212-42	Resurface US 169 from Belgrade Ave. to Lake St. and construct two roundabouts in North Mankato			F2	285
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	286
MN 22	0714-35	Resurface MN 22 from Mankato to St. Peter, replace, repair, and construct five bridges (07036, 40003, 40X02, 40X08, 8436)			F4	287
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)	✓	2nd	F5	288
MN 22, MN 109	2204-26	Reconstruct MN 22 and MN 109 in Wells in Faribault County			F6	289
MN 22	2205-13	Resurface MN 22 from MN 29 in Wells to MN 30 in Mapleton, and extend one bridge (07X04)	✓	2nd	F7	290
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)	✓	2nd	F8	291
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	✓	2nd	F9	292
MN 4	4602-27	Resurface MN 4 from Martin MN 26 to MN 60, replacing/repairing four bridges (46003, 5965, 6504, 8567)	✓	2nd	F10	293
US 14	5202-58	Reconstruct US 14 from two to four lanes from MN 7 at New Ulm to 481st St. east of Nicollet	✓	2nd	F11	294
MN 22	5205-113	Resurface MN 22 from St. Peter to MN 111	✓	1st	F12	295
US 169	5209-81	Reconstruct US 169 from Broadway Ave to Union St. in St. Peter			F13	296
US 169, MN 99	5211-66	Reconstruct the US 169 intersections with MN 22 and MN 99 in St. Peter	✓	2nd	F14	297
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			F15	298
US 59	5304-41	Reconstruct US 59 (Humiston Ave. and Oxford St.) in Worthington			F16	299

I-90	5380-152	Replace four I-90 bridges (53815, 53816, 53817, 53818) in Worthington			F17	300
I-90	5380-165	Resurface eastbound I-90 in Worthington, construct crossovers			F18	301
US 75	6705-50	Reconstruct US 75 from Main St. to Veterans Dr. in Luverne			F19	302
I-90	6780-124	Resurface I-90 from the South Dakota border to Beaver Creek	✓	2nd	F20	303
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)			F21	304
MN 4	8302-48	Resurface MN 4 from Armstrong Blvd. in St. James to Sleepy Eye, replacing one bridge (5076)	✓	2nd	F22	305
MN 15	8303-48	Resurface MN 15 in Lewisville from the Watonwan/Martin County line to MN 60, installing lighting and snow fencing	✓	2nd	F23	306
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)	✓	2nd	F24	307
US 169	2207-121	Reconstruct US 169 from Iowa to Polton St. in Elmore, including pedestrian improvements			F25	308
US 75	6705-47	Resurface US 75 from Luverne to Trosky, replacing three bridges (8358, 8360, 8361)			F26	309
MN 15	5204-116	Construct a roundabout at the intersection of Hwy 15 and Hwy 5; and at the intersection of Hwy 111 and Hwy 5			F27	310
I-90	5380-154, 5380-154AC	Resurface eastbound lanes; Rock County to Adrian and westbound lanes from Adrian to Rushmore			F28	311
MN 60	8308-115	Resurface WB lanes between St. James and Butterfield			F29	312

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.

SUBSTANTIALLY COMPLETE

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

Investment Category Type	%
Pavement Condition	69%
Traveler Safety	13%
Roadside Infrastructure Condition	12%
Bridge Condition	4%
Pedestrian Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

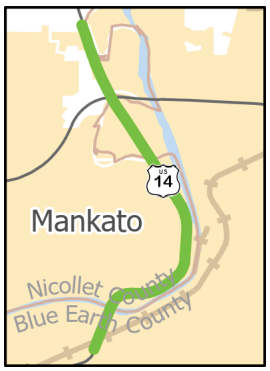
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.8	21.6
Post Letting Construction Costs:	0.6	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.8	2.5
Construction Engineering:	0.5	1.3
Right of Way:	0	0.4
Total:	***8.7***	***27.2***

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.

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:	05/22/2025
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

Investment Category Type	%
Freight	35%
Roadside Infrastructure Condition	32%
Pavement Condition	30%
Pedestrian Infrastructure	2%
Advancing Technology	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

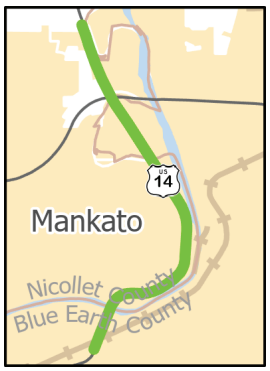
	Baseline Estimate	*Current Estimate*
Construction Letting:	35.5	45.8
Post Letting Construction Costs:	2.8	3.2
Other Construction Elements:	0	0
Preliminary Engineering:	4.6	5.4
Construction Engineering:	3.1	3.6
Right of Way:	0	1.1
Total:	***46***	***59.1***

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 estimated with 2024 costs and is anticipated to be constructed in 2027. The cost decrease is due to splitting the project into two separate projects.

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 Street. 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:	Not Needed
Construction Limits Established Date:	09/29/2025
Original Letting Date:	1/1/2027
Current Letting Date:	9/22/2027
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	40%
Roadside Infrastructure Condition	29%
Bridge Condition	23%
Traveler Safety	6%
Pedestrian Infrastructure	2%

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, because the project was split into two, the total cost decreased.

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 2024 with minor impacts to traffic. Main construc tion (with detour) started in early spring (2025) and is on track to complete this phase of construction. The highway will re-open this winter. The highway will close again in spring of 2026 to finish the remaining work.

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.

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

Investment Category Type	%
Pavement Condition	79%
Roadside Infrastructure Condition	14%
Bridge Condition	7%

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

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

Resurfacing began on July 31, 2024, and the detour to Brown CR8 and Watowan CR5 was lifted in August 2024. In 2025, paving was completed along with some minor bridge work. There was also some grading that was completed as well. This project is substantially complete.

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

Investment Category Type	%
Pavement Condition	46%
Bridge Condition	28%
Roadside Infrastructure	17%
Traveler Safety	9%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

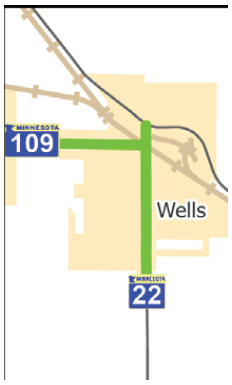
	Baseline Estimate	*Current Estimate*
Construction Letting:	10	18.9
Post Letting Construction Costs:	0.8	1
Other Construction Elements:	0	0
Preliminary Engineering:	1.1	1.6
Construction Engineering:	0.8	1
Right of Way:	0	0.1
Total:	***12.7***	***22.5***

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 restrict by weight (less than 10-ton) on this roadway in the springtime. The project cost estimate was based on preliminary pavement fix of milling the existing roadway and placement of a four-inch overlay, which is why the cost increased from the baseline as the scope was changed.

PROJECT SUMMARY



MN 22

State Project Number 2204-26

Hwy 22/Hwy 109: Wells

Reconstruct Hwy 22 and Hwy 109 in Wells in Faribault County.

RECENT CHANGES & UPDATES

This project will be let in November of 2025, and construction will begin in early 2026. The first operation will be tree removal followed by pavement removal and then city utility replacement. This project will extend into 2027 due to the amount of work that needs to take place.

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.

The Wells City Council approved the concept for this project in summer 2022. The scoping report was finalized in summer of 2022, and the layout was approved in spring of 2023. Municipal consent was received in February of 2024. The project is now anticipated to be built across 2026/2027 construction season.

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:	12/9/2024
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 & 2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	30%
Pavement Condition	25%
Main Streets/Urban Pavements	20%
Climate Resilience	12%
Pedestrian Infrastructure	6%
Bicycle Infrastructure	5%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.5	16.1
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, which is why the total cost increased.

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

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	10%
Traveler Safety	8%
Bridge Condition	2%

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, causing the total cost to increase.

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 up-scope 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

This project is complete; all 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

Investment Category Type	%
Pavement Condition	78%
Roadside Infrastructure Condition	18%
Bridge Condition	2%
Pedestrian Infrastructure	1%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

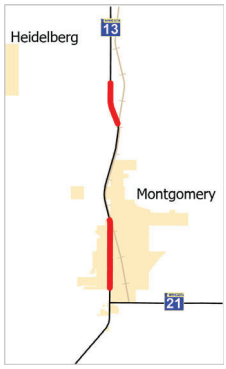
	Baseline Estimate	*Current Estimate*
Construction Letting:	81	80.2
Post Letting Construction Costs:	3.9	3.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.3	2.3
Construction Engineering:	1.9	1.9
Right of Way:	0	0
Total:	***89.1***	***88.3***

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. The final cost was less than anticipated due to funding availability from the Central Office.

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

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

Investment Category Type	%
Pavement Condition	44%
Traveler Safety	26%
Roadside Infrastructure Condition	19%
Pedestrian Infrastructure	11%

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. The project cost increased as the project was updated for turn-in values.

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 ended in 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.

PROJECT RISKS

All risks retired.

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

Investment Category Type	%
Pavement Condition	59%
Roadside Infrastructure Condition	16%
Bridge Condition	10%
Bicycle Infrastructure	10%
Pedestrian Infrastructure	3%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

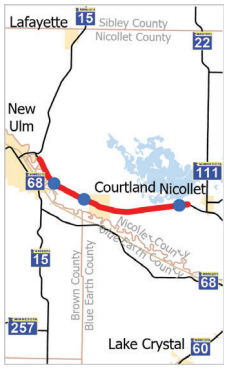
	Baseline Estimate	*Current Estimate*
Construction Letting:	16	20.7
Post Letting Construction Costs:	1.8	1.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2
Construction Engineering:	1.2	1.4
Right of Way:	0	0.8
Total:	***20.7***	***26.5***

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, which is why the total cost increased.

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

Investment Category Type	%
Pavement Condition	51%
Roadside Infrastructure Condition	26%
Bridge Condition	12%
Traveler Safety	10%

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. At the time of the baseline estimate, costs were not entirely clear or detailed, as the current estimate developed the costs became more clear and this ultimately led the cost to increase from baseline to current.

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

SUBSTANTIALLY COMPLETE

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 began July 2025 and is expected to be completed by end of October 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; in 2024, plans were completed and submitted for letting. Construction began July 2025 and is expected to be completed by end of October.

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:	10/2025

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	53%
Roadside Infrastructure Condition	44%
Traveler Safety	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

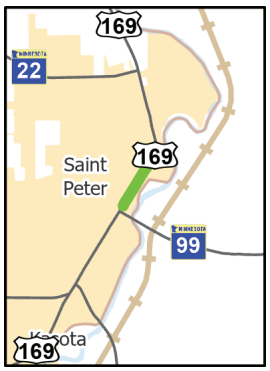
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.6	3.9
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0.4
Preliminary Engineering:	0.8	0.6
Construction Engineering:	0.5	0.4
Right of Way:	0	0.2
Total:	***8.2***	***6.0***

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

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 Street to Union Street 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, contaminated materials, rock excavation, and letting date change due to program funding constraints.

SCHEDULE

Date in which project entered the STIP:	2019
Environmental Document Approval Date:	Pending Approval
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	04/24/2025
Construction Limits Established Date:	03/27/2025
Original Letting Date:	2/25/2022
Current Letting Date:	11/18/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	78%
Roadside Infrastructure Condition	16%
Pedestrian Infrastructure	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.5	5.4
Post Letting Construction Costs:	0.1	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.7
Construction Engineering:	0.3	0.5
Right of Way:	0	0.1
Total:	***4.3***	***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 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, limits expansion, and City utility replacements.

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

Investment Category Type	%
Greater Minnesota Mobility	33%
Pavement Condition	31%
Roadside Infrastructure Condition	20%
Traveler Safety	13%
Bridge Condition	2%
Pedestrian Infrastructure	1%

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 fiscal year (FY) 2025 project. Due to budget constraints, both district and local, the project was moved to FY 2026. 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:	04/22/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	04/29/2024
Construction Limits Established Date:	09/20/2024
Original Letting Date:	1/1/2025
Current Letting Date:	12/03/2025
Construction Season:	2026
Estimated Substantial Completion:	May 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	53%
Freight	20%
Roadside Infrastructure Condition	16%
Pavement Condition	9%
Pedestrian Infrastructure	2%

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, causing total cost to increase.

PROJECT SUMMARY

US 59

State Project Number 5304-41

Hwy 59: Humiston Ave. and Oxford St. in Worthington

Reconstruct US 59 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	59%
Roadside Infrastructure Condition	33%
Pedestrian Infrastructure	8%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	13.6	28.2
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***	***35.8***

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

PROJECT RISKS

Staging and traffic control during construction.

COST ESTIMATE ASSUMPTIONS

Full reconstruction inflated to construction years 2027 and 2028, which is why the cost increased.

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:	5/1/2024
Construction Limits Established Date:	3/1/2025
Original Letting Date:	1/1/2027
Current Letting Date:	10/21/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	November 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	71%
Pavement Condition	17%
Roadside Infrastructure Condition	12%

PROJECT HISTORY

Scope changed from bridge rehabilitation to full bridge replacements. Scoping report was finalized in fall 2022.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.9	15.8
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***	***20.2***

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

PROJECT RISKS

Managing traffic through temporary traffic control and staging.

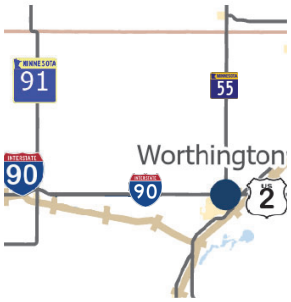
COST ESTIMATE ASSUMPTIONS

Baseline estimate was based on bridge rehabilitations, but the scope has changed to replacement of 4 bridges. This plus the price inflation to 2027-2028, created a cost increase.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	9/2/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	3/19/2025
Original Letting Date:	1/1/2025
Current Letting Date:	11/4/2026
Construction Season:	2027-2028
Estimated Substantial Completion:	November 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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	68%
Roadside Infrastructure Condition	32%

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.

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.

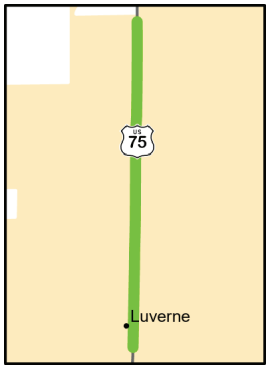
SCHEDULE

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:	2/12/2025
Original Letting Date:	5/20/2026
Current Letting Date:	5/20/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

COST ESTIMATE ASSUMPTIONS

Estimate is based on construction in 2026 and scope change to include mill and overlay, causing the cost to increase.

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

Construction is planned for 2026. In addition to improving the pavement, left turn lanes, a wider turning radius, and a new traffic signal system will be added at the intersection of Hwy 75 and Main St. Pedestrian crosswalks and sidewalks will also be updated to meet ADA standards.

PROJECT HISTORY

This project was a reconstruct from Main St. to Dodge St., with a mill and overlay north of that to Veterans Drive. 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:	12/27/2024
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:	9/24/2025
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	38%
Roadside Infrastructure Condition	26%
Traveler Safety	22%
Pedestrian Infrastructure	14%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	3.7	9.5
Post Letting Construction Costs:	0.3	0.1
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.8
Construction Engineering:	0.3	0.7
Right of Way:	0.1	0.3
Total:	***4.8***	***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

The current estimate has increased because the project has become a full reconstruct from Main St to Veterans Drive due to the storm sewer age and discovered capacity issues from Dodge Street to Central Lane. The baseline estimate only account for a reconstruction from Main St to Dodge Street, with a mill and overlay from Dodge Street to Veterans Drive. The 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

SUBSTANTIALLY COMPLETE

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	87%
Roadside Infrastructure Condition	13%

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.

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.

PROJECT RISKS

Accelerated project schedule which could cause a delay to the letting.

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.

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

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. Surcharge rates have been accelerated putting the project back on schedule. In 2025 much of the surcharge has been completed along with the substructure for both bridges. Cons

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

Investment Category Type	%
Pavement Condition	54%
Bridge Condition	34%
Roadside Infrastructure Condition	11%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

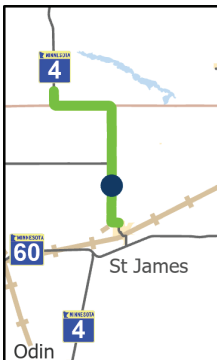
	Baseline Estimate	*Current Estimate*
Construction Letting:	3.2	30.6
Post Letting Construction Costs:	0.2	2.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	4.2
Construction Engineering:	0.2	2.8
Right of Way:	1	3.8
Total:	***4.9***	***44.2***

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

Investment Category Type	%
Pavement Condition	70%
Bridge Condition	15%
Roadside Infrastructure Condition	13%
Traveler Safety	2%

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	81%
Roadside Infrastructure Condition	10%
Traveler Safety	9%

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.

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.

PROJECT RISKS

Project is complete, so no risks remain.

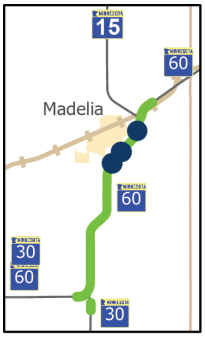
COST ESTIMATE ASSUMPTIONS

The Current Estimate is based on pavement resurfacing prices inflated to 2023, which caused the cost to increase.

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

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	74%
Roadside Infrastructure Condition	13%
Traveler Safety	8%
Bridge Condition	5%

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.

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.

PROJECT RISKS

This project is complete, so all risks retired.

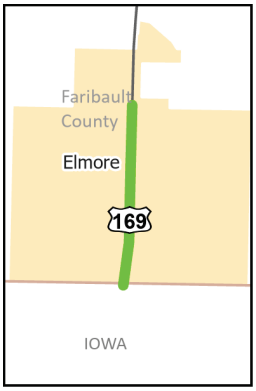
COST ESTIMATE ASSUMPTIONS

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.

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

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:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/1/2033
Current Letting Date:	10/22/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	36%
Main Streets / Urban Pavements	30%
Pedestrian Infrastructure	20%
Roadside Infrastructure Condition	12%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

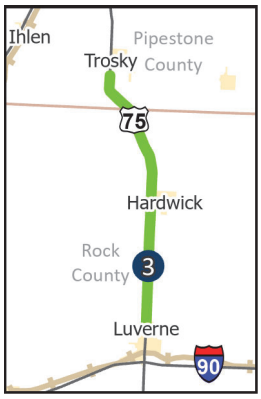
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	5.2
Post Letting Construction Costs:	0.2	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.6
Construction Engineering:	0	0.4
Right of Way:	0	0
Total:	***6.9***	***6.6***

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

COST ESTIMATE ASSUMPTIONS

The baseline estimate is based on pavement resurfacing prices inflated to 2028.

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 in 2026 to allow the project to be built in 2027 if funds are available. Otherwise, the 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

Investment Category Type	%
Pavement Condition	39%
Roadside Infrastructure Condition	24%
Bridge Condition	16%
Climate Resilience	14%
Bicycle Infrastructure	5%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

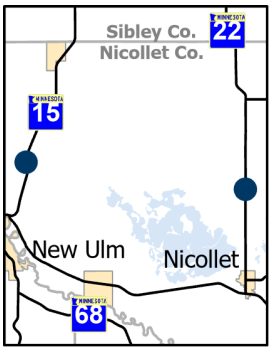
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.1	10.3
Post Letting Construction Costs:	0.5	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.3
Construction Engineering:	1	0.8
Right of Way:	0	0.2
Total:	***15.1***	***13.4***

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

This project was estimated originally in 2022 for 2025 construction. It was later moved and down scoped, hence the reduction in the estimate.

PROJECT SUMMARY



MN15

State Project Number 5204-116

Construct roundabout at the intersection of Hwy 15 and Hwy 5 and at the intersection of Hwy 111 and Hwy 5

RECENT CHANGES & UPDATES

This project received Special Rural High Risk Road (RHRR) dollars and will be built in 2026 to mitigate crashes at the intersections. The layout was approved in early 2025. The plans will be turned into Central Office in November for a March 2026 letting.

PROJECT HISTORY

New project, this will be updated as project progresses.

PROJECT RISKS

There is a high risk of running into muck excavation with this project in both locations.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	8/22/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	1/28/2025
Construction Limits Established Date:	1/28/2025
Original Letting Date:	2/27/2026
Current Letting Date:	3/25/2026
Construction Season:	2026
Estimated Substantial Completion:	2026

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	0.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	100.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

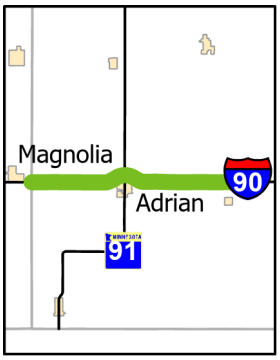
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.9	6.4
Post Letting Construction Costs:	0.5	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.6
Construction Engineering:	0.5	0.4
Right of Way:	0	0.1
Total:	***6.6***	***7.9***

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 is based on pavement prices and inflated to 2026. There was cost increase due to contaminated materials and possible muck excavation.

PROJECT SUMMARY



I-90

State Project Number 5380-154, 5380-154AC

Resurface EB lanes Rock County to Adrian and WB lanes from Adrian to Rushmore

RECENT CHANGES & UPDATES

Project scoping began in spring 2025.

PROJECT HISTORY

Project includes resurfacing EB lanes Rock County to Adrian and WB lanes from Adrian to Rushmore.

PROJECT RISKS

Project risks include traffic control during construction and preparing construction limits.

SCHEDULE

Date in which project entered the STIP:	2026
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:	9/27/2028
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	88.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	10.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	2.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

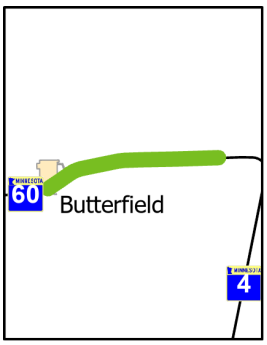
	Baseline Estimate	*Current Estimate*
Construction Letting:	32.8	32.8
Post Letting Construction Costs:	2.6	2.6
Other Construction Elements:	0	0
Preliminary Engineering:	3.6	3.6
Construction Engineering:	2.4	2.4
Right of Way:	0	0
Total:	***41.4***	***41.4***

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 estimate is based on construction items inflated to 2029 costs.

PROJECT SUMMARY



MN 60

Bridge 83037

State Project Number 8308-115

Resurface WB lanes between St. James and Butterfield

RECENT CHANGES & UPDATES

No major project changes at this time.

PROJECT HISTORY

This project will achieve a smooth riding surface through pavement preservation efforts on MN 60. This project includes work on several culverts and rehab of Bridge Number 83037. Project scoping is still in progress to identify most appropriate pavement fix.

PROJECT RISKS

Project risks include current pavement condition leading to a more significant fix in certain segments, potential for poor soils requiring correction, and inflation associated with material and labor costs.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	In Development
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	In Development
Original Letting Date:	1/1/2028
Current Letting Date:	4/26/2028
Construction Season:	2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	90.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	5.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	5.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

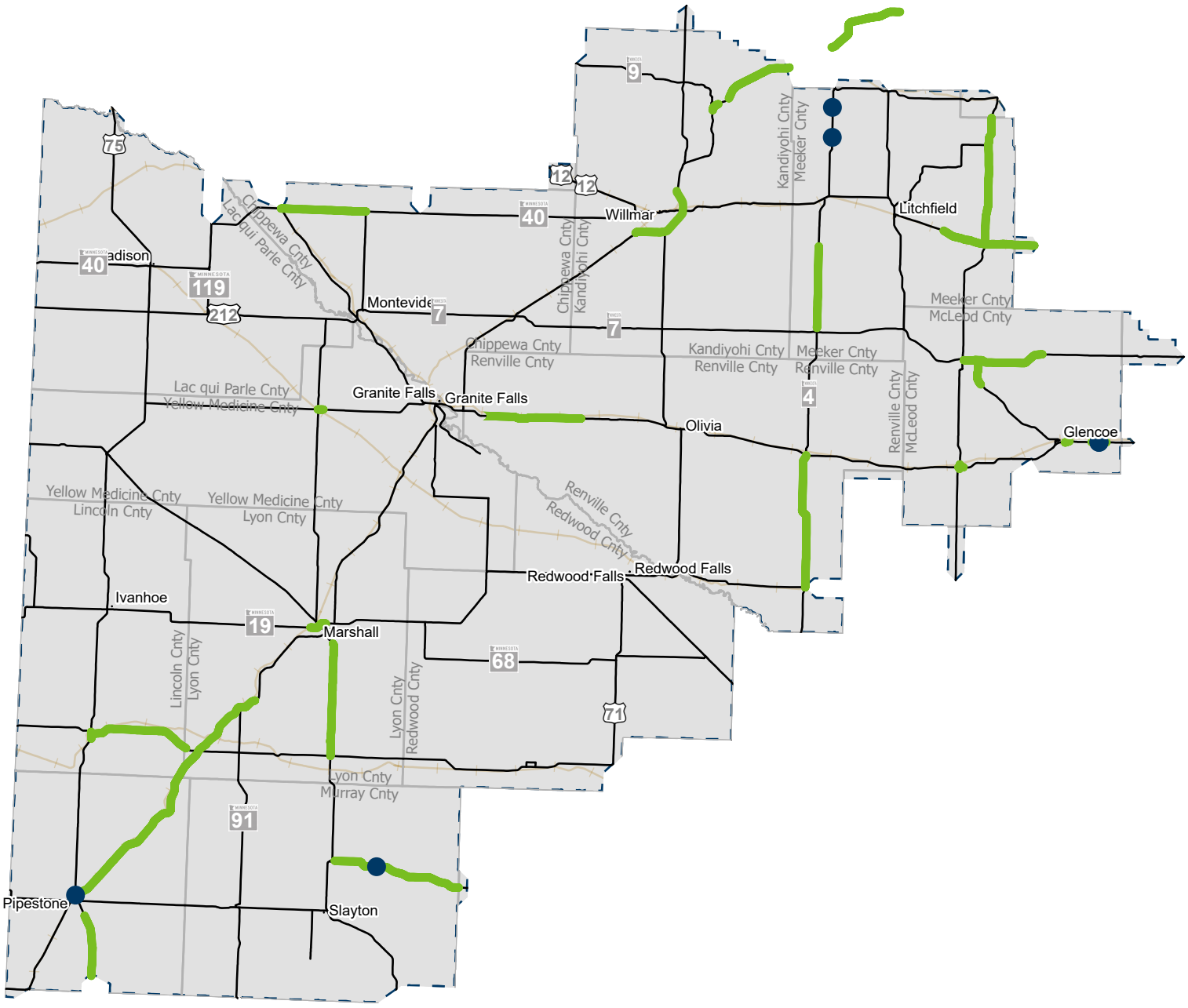
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.6	5.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***7.3***	***7.3***

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

COST ESTIMATE ASSUMPTIONS

The baseline and current cost estimates are based on planning-level estimates. These will be updated as the scoping process is completed for the project.

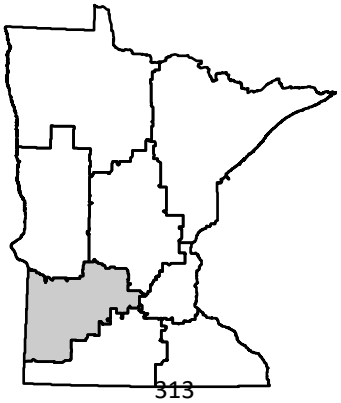
D8- WILLMAR



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION



District 8 Project List

ROUTE	STATE PROJECT #	PROJECT LOCATION	SUBS. COMP.	WHICH YR.?	PAGE NAME	PAGE #
MN 23	3408-18	Expand Hwy 23 from 2 lanes to a four-lane roadway from New London to Paynesville (South Gap).	✓	2nd	G1	316
MN 23	3408-95	Install new bridge at Jct. of Hwy 23 and Hwy 9.			G2	317
US 14	4102-27	Resurface Hwy 14 from south jct. of Hwy 75 in Lake Benton to the Lincoln/Lyon County line; upgrade sidewalks in Lake Benton to meet ADA standards.			G3	318
US 75	4107-19	Reconstruct Hwy 75 from S Valley St in Lake Benton to south jct. of Hwy 14.			G4	319
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			G5	320
MN 7	4302-97	Resurface (concrete) Hwy 7 from Technology Drive to 0.24 miles west of CR 2 in Silver Lake; resurface Hwy 22 from Hwy 7 to 0.6 miles south of Airport Road.			G6	321
US 212	4310-95	Construct a roundabout on US 212 at Morningside Dr. in Glencoe	✓	1st	G7	322
MN 4	4701-32	Resurface MN 4 from the north side of Cosmos to south of Meeker CR 23	✓	2nd	G8	323
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			G9	324
MN 15	4707-26	Resurface MN 15 from US 12 in Dassel to the Meeker/Sterns County Line	✓	2nd	G10	325
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			G11	326
MN 23	5902-25	Resurface MN 23 from US 75 to two miles north of MN 91, resurfacing bridge deck (59002) in Pipestone	✓	1st	G12	327
US 75	5905-29	Resurface US 75 from CR 34 to MN 30 in Pipestone			G13	328
MN 4	6502-17	Resurface Hwy 4 from Fairfax to Hector			G14	329
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 Hearts	✓	2nd	G15	330
MN 23	7305-124	Expand MN 23 from two to four lanes from Paynesville to Richmond	✓	2nd	G16	331
MN 67	8706-89, 8706-91	Reconstruct MN 67 from US 59 to 6th St. in Clarkfield	✓	2nd	G17	332

MN 40	1209-90	Resurface MN 40 from US 59 to MN 29			G18	333
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			G19	334
US 59	4208-66	Resurface US 59 from US 14 to CR 6 in Marshall County			G20	335
US 212, MN 15	4309-35	Construct a roundabout at the intersection of US 212 and MN 15			G21	336
US 212	4310-98, 4310-100	Install traffic crossovers on Hwy 212 1 mile west of CR 9 near Plato in preparation for a future bridge replacement project			G22	337
MN 4	4702-13	Replace two bridges on Hwy 4, at 2 and 5 miles south of Hwy 55.			G23	338
US 75	5905-31	Resurface Hwy 75 from County Road 57 to Hwy 30 in Pipestone			G24	339
US 14	6401-41	Resurface Hwy 14 from Revere to Hwy 71 and Hwy 330			G25	340
MN 167	8716-05	Resurface Hwy 167 from cul-de-sac to Hwy 23			G26	341

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 to 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.

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

Investment Category Type	%
Pavement Condition	80%
Regional & Community Improvement Priorities	10%
Roadside Infrastructure Condition	4%
Transportation Safety	4%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

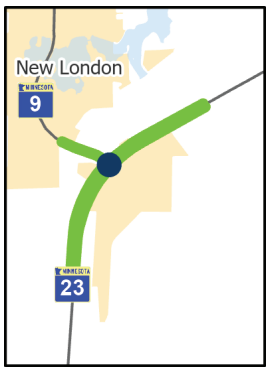
	Baseline Estimate	*Current Estimate*
Construction Letting:	30.7	34.5
Post Letting Construction Costs:	3.8	3.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	4
Construction Engineering:	1.8	1.9
Right of Way:	5.7	6.4
Total:	***44.6***	***50.5***

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.

PROJECT SUMMARY



MN 23

State Project Number 3408-95

Hwy 23 Interchange

Install new bridge at Jct of Hwy 23 and Hwy 9.

RECENT CHANGES & UPDATES

We are developing a quadrant intersection with a roundabout on the northwest side and a pedestrian trail. We are working on the 60% design, and right of way acquisition. The City of New London will hold the Municipal Consent hearing October 1, 2025.

PROJECT HISTORY

This was an Highway Safety Improvement Plan (HSIP) project to construct a reduced conflict intersection (or J-turn) at the intersection of TH 9 and TH 23. The District later received additional HSIP funds to construct pedestrian accommodation improvements adjacent to the New London Spicer School. The County approached the State to help fund a pedestrian underpass of the 4-lane TH 23. Due to public outreach, the project was paused and the intersection was placed back into the planning phase. The other elements of this project which did not entail changing the intersection control of TH 23 and TH 9, advanced in summer 2023 as a much smaller project. In summer of 2023, an interchange with pedestrian facilities was 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 was added to the project.

PROJECT RISKS

Public acceptance of the project is still a minor risk; as is right of way.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Need Unknown
Municipal Consent Approval Date:	10/1/2025
Geometric Layout Approval Date:	1/2/2025
Construction Limits Established Date:	Need Unknown
Original Letting Date:	6/4/2027
Current Letting Date:	3/24/2027
Construction Season:	2027-2028
Estimated Substantial Completion:	November 2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	73%
Pavement Condition	10%
Regional & Community Improvement Priorities	8%
Traveler Safety	4%
Bicycle Infrastructure	3%
Roadside Infrastructure	2%

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. Other funding sources were identified allowing cost savings.

PROJECT SUMMARY

US 14

State Project Number 4102-27

Hwy 75 and Hwy 14

Resurface Hwy 14 from the south junction 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 transitioned from culvert linings to up to six culvert replacements. Slope repair east of Tyler will be completed in conjunction with culvert replacement coordinating with the Department of Natural Resources (DNR).

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	83%
Roadside Infrastructure Condition	10%
Pedestrian	7%

PROJECT HISTORY

Project scoping took place in 2023.This project is tied to SP 4107-19: Reconstruction of Hwy 75 from just north of 175th Avenue to Hwy 14. As of August 2025, the construction limits are complete and the District is working toward 60% design plans. Construction is scheduled for 2027.

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.

PROJECT RISKS

Some culverts may need to be replaced instead of lined. There is a potential for curb and gutter work in Lake Benton. Near Tyler, MN there are potential flooding issues. Consequently, grading work in the guardrail areas may be required.

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The cost increased due to the need to replace six culverts rather than lining them.

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:	9/23/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PROJECT SUMMARY

US 75

State Project Number 4107-19

Hwy 75 and Hwy 14

Reconstruct Hwy 75 from S Valley Street in Lake Benton to south junction of Hwy 14.

RECENT CHANGES & UPDATES

As of August 2025, the project construction limits are complete and working toward 60% design plans. This project is tied to SP 4201-27. Preliminary layout is complete, and public engagement has begun. Construction is planned for 2027.

PROJECT HISTORY

The 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 Act (ADA) standards.

PROJECT RISKS

Contaminated material and dewatering at the intersection of Hwy 75 and County Road 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:	9/23/2026
Construction Season:	2027
Estimated Substantial Completion:	October 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	76%
Accessible Pedestrian Infrastructure	15%
Roadside Infrastructure Condition	5%
Bicycle Infrastructure	2%
Regional & Community Improvement Priorities	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

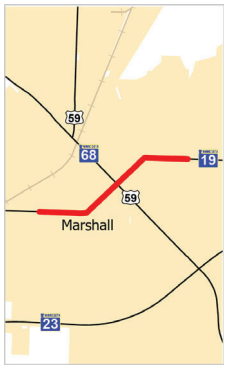
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.5	7.8
Post Letting Construction Costs:	0.2	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.6	0.9
Construction Engineering:	0.4	0.6
Right of Way:	0	0
Total:	***6.7***	***9.8***

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. The cost changed due to work tied to State Project 4201-27 and future cost may increase due to potential need for more retaining walls.

PROJECT SUMMARY



MN 19

State Project Number 4204-40

Hwy 19/College Drive Reconstruction

Reconstruct Hwy 19 from 4th Street to Bruce Street in Marshall. Install a single-lane roundabout at the intersection of Hwy 19, Country Club Drive and 2nd Street. Replace the sidewalks and pedestrian crossings to meet ADA standards and bike lane striping from Channel Parkway to 4th Street.

RECENT CHANGES & UPDATES

Project is midway through the first construction year. It is anticipated to have phase one completed by October 31, 2025.

PROJECT HISTORY

In summer of 2021, the district obtained a signed level one layout and municipal consent. Subsequently, additional work packages were added to this project. Project addition of ADA infrastructure from Marlene Street to 4th Street intersection. Public engagement has continued throughout. The project was 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:	2025-2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	58%
Accessible Pedestrian Infrastructure	20%
Roadside Infrastructure Condition	10%
Bicycle Infrastructure	5%
Regional & Community Improvement Priorities	4%
Traveler Safety	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

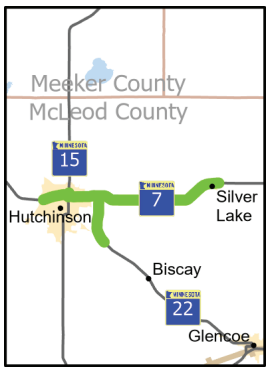
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.6	27.5
Post Letting Construction Costs:	0.5	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2.5
Construction Engineering:	1.2	3.4
Right of Way:	0	0.7
Total:	***21***	***35.7***

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. The city wanted to do additional city utility replacement needs and the reconstruction cost of 2000 feet of concrete pavement. Additional work packages were added to the project which caused the cost to increase.

PROJECT SUMMARY



MN 7

State Project Number 4302-97

Resurface (concrete) Hwy 7 from Technology Drive to 0.24 miles west of CR 2 in Silver Lake; resurface Hwy 22 from Hwy 7 to 0.6 miles south of Airport Road.

RECENT CHANGES & UPDATES

Letting date moved from 8/26/2026 to 11/20/2030.

A structural snow fence was added to the project scope, pending future funding in the State Transportation Improvement Plan (STIP).

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure Condition	7%
Pedestrian	5%

PROJECT HISTORY

This project was moved to Fiscal Year 2030.

Scoping report completed October 2023. Consultant finished the geometric layout which was signed in November 2024.

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.

PROJECT RISKS

CPR projects generally can have overrun risks. A field survey was complete October 2024 which computed the like quantities for the concrete repair. An updated estimate will be done winter 2024/2025 to mitigate any larger risks.

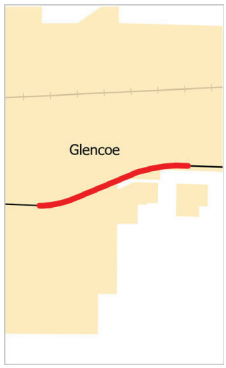
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The change from Baseline to Current reflects a change in scope, which also changed the project limits and decreased the cost.

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 Unknown
Original Letting Date:	8/28/2026
Current Letting Date:	11/20/30
Construction Season:	2031
Estimated Substantial Completion:	November 2031

PROJECT SUMMARY



US 212

State Project Number 4310-95

Hwy 212: Roundabout at Morningside Dr. in Glencoe

Construct a roundabout on Hwy 212 at Morningside Dr in Glencoe.

SUBSTANTIALLY COMPLETED

RECENT CHANGES AND UPDATES

Construction began on May 6, 2024, and was completed on September 13, 2024.

PROJECT HISTORY

The Scoping Report was completed in November 2020. Concept Layout 1 Submittal was January 2021. Concept layout #2 submittal was March 2021. Given the 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

Investment Category Type	%
Freight	50%
Traveler Safety	35%
Pavement Condition	10%
Pedestrian	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

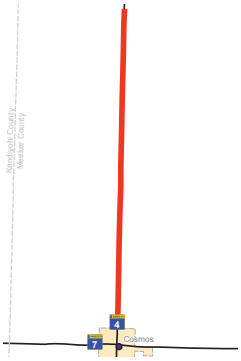
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.4	4.8
Post Letting Construction Costs:	0.1	0.2
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	0.1
Construction Engineering:	0.3	0.3
Right of Way:	0	0
Total:	***5.2***	***5.4***

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	100%

PROJECT HISTORY

After the scoping was completed, along with total project cost estimate, it was determined that pipe lining and ditch cleaning were not needed with project, as 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.

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.

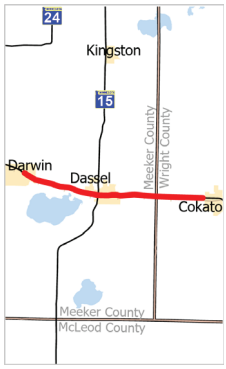
COST ESTIMATE ASSUMPTIONS

12 percent for engineering and 8 percent for construction administration. This project assumes no right of way cost. The decrease in cost is due to reduced costs for engineering.

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

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 Avenue in Cokato; upgrade sidewalks in Dassel to meet ADA standards.

RECENT CHANGES & UPDATES

In 2024 construction from Litchfield to Dassel began, and was completed October 2, 2024, at which point the detour was removed. Construction from Dassel to Cokato started June 9, 2025 and will be completed September 4, 2025 at which point the detour will be removed.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	90%
Roadside Infrastructure Condition	10%

PROJECT HISTORY

In June 2021, an ADA field walk added all pedestrian ramps to the project scope. In September 2021 at the Program Delivery Meeting, it was determined to be necessary to add ADA infrastructure at Darwin Winter Recreation Area to the 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 spanning from Litchfield to Dassel, and the 2025 portion going from Dassel to Cokato.

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.

PROJECT RISKS

Risks include: Transportation alternatives fund project coordination, right-of-way acquisition, contaminated materials management team impacts, rectangular rapid flashing beacon/pedestrian crossing coordination, and determining a detour route/staging during construction. All ADA sidewalk, ramps, and driveways replaced in Dassel. Replace bituminous shoulder on entire project length.

COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The increase in costs is due to the increase in concrete pavement rehab quantities.

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

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 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

Investment Category Type	%
Pavement Condition	83%
Roadside Infrastructure Condition	10%
Accessible Pedestrian Infrastructure	5%
Bicycle Infrastructure	1%
Traveler Safety	1%

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 fiscal year 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 fiscal year 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:	10/24//2029
Construction Season:	2030
Estimated Substantial Completion:	September 2030

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	65%
Bridge Condition	20%
Traveler Safety	10%
Roadside Infrastructure Condition	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

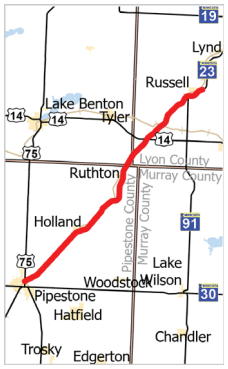
	Baseline Estimate	*Current Estimate*
Construction Letting:	4.2	11.2
Post Letting Construction Costs:	0.1	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.4	1.3
Construction Engineering:	0.3	0.8
Right of Way:	0	0
Total:	***5***	***13.8***

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 up-scoped 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.

SUBSTANTIALLY COMPLETE

RECENT CHANGES & UPDATES

The project was completed on November 1, 2024.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	84%
Bridge Condition	7%
Roadside Infrastructure Condition	7%
Traveler Safety	2%

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. Construction began June 3, 2024.

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.

PROJECT RISKS

Project complete, no risks remain.

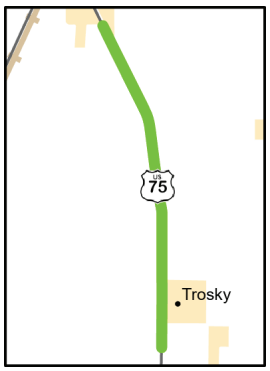
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting. The increase in post letting construction costs, preliminary engineering, and construction engineering are due to the construction letting estimate being higher and those items are a flat percentage of that amount.

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

PROJECT SUMMARY



US 75

State Project Number 5905-29

Highway 75 Trosky to Pipestone

Resurface Hwy 75 from 0.12 miles south of CR 9 to CR 57 in Pipestone.

RECENT CHANGES & UPDATES

The proposed solution has been changed to unbonded concrete overlay due to the 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

Initially, the proposed solution 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:	1/27/2027
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	90%
Roadside Infrastructure Condition	5%
Pedestrian	4%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

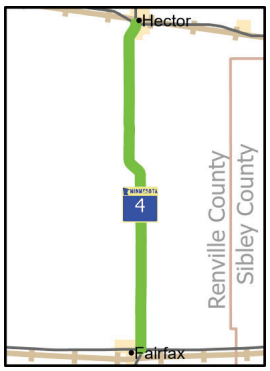
	Baseline Estimate	*Current Estimate*
Construction Letting:	6.7	15.7
Post Letting Construction Costs:	0.27	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	1.8
Construction Engineering:	0.4	1.2
Right of Way:	0	0
Total:	***8.7***	***19.3***

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 to a concrete overlay.

PROJECT SUMMARY



MN 4

State Project Number 6502-17

Highway 4: Fairfax to Hector

Resurface Hwy 4 from Fairfax to Hector.

RECENT CHANGES & UPDATES

90% plans are complete and two culvert replacements have been added.

PROJECT HISTORY

Project scope completed in 2023. 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.

The increased cost was because the new proposed method of stabilized full depth reclaim will fix the sub base, but comes at a higher cost.

PROJECT RISKS

No significant project risks.

SCHEDULE

Date in which project entered the STIP:	2023
Environmental Document Approval Date:	July 2025
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	August 2025
Original Letting Date:	2/23/2024
Current Letting Date:	2/25/2026
Construction Season:	May 2026
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	86%
Roadside Infrastructure Condition	7%
Pedestrian Infrastructure	5%
Traveler Safety	1%
Bicylce Infrastruture	1%

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.

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

Investment Category Type	%
Pavement Condition	70%
Regional & Community Improvement Priorities	9%
Traveler Safety	7%
Pedestrian Infrastructure	5%
Bicycle Infrastructure	5%
Roadside Infrastructure Condition	4%

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. 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). Concrete was used on the project. 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, US Army Corp of Engineers, US Fish and Wildlife Service, 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 13-14, 2024. Traffic was reduced to one lane, while crews worked to repair and improve drainage by 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

Investment Category Type	%
Pavement Condition	80%
Regional & Community Improvement Priorities	10%
Roadside Infrastructure Condition	4%
Traveler Safety	4%
Bicycle Infrastructure	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

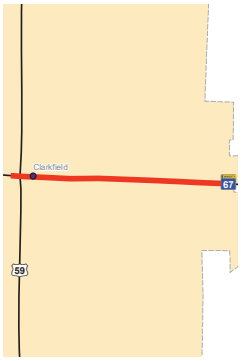
	Baseline Estimate	*Current Estimate*
Construction Letting:	44.4	48.5
Post Letting Construction Costs:	1.9	2.7
Other Construction Elements:	0	0
Preliminary Engineering:	4	6
Construction Engineering:	3	3.6
Right of Way:	6.4	8.3
Total:	***59.7***	***69.1***

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 Street 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 in 2020.
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 was 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

Investment Category Type	%
Pavement Condition	53%
Regional & Community Improvement Priorities	22%
Roadside Infrastructure Condition	16%
Pedestrian Infrastructure	6%
Traveler Safety	3%
Bicycle Infrastructure	1%

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, assumed. It is also assumed there will be some right of way costs added. The increased local portion and inflation caused the cost of the Current Estimate to rise.

PROJECT SUMMARY

MN 40

State Project Number 1209-90

Resurface Hwy 40 with culvert replacements from junction of Hwy 59, east of Milan to the west junction of Hwy 29.

RECENT CHANGES & UPDATES

Currently we are in the preliminary design stage and finalizing construction limits. We have begun early coordination with internal railroad staff, right of way staff, and the Contaminated Materials Management Team (CMMT). Also early coordination with overhead power for relocation has taken place. A detour will be needed.

PROJECT HISTORY

Project scope was completed. The purpose of this project is to preserve the pavement, increase ride quality, and decrease maintenance costs. Hydraulics completed their preliminary report identifying pipes needing work. Some culverts will be replaced and some lined to repair.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	95%
Roadside Infrastructure Condition	5%

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.

PROJECT RISKS

Right-of-way is needed for permanent drainage easement, new pipe within railroad property. Temporary easement will be worked through railroad work agreement. Possible contaminated materials mitigation required.

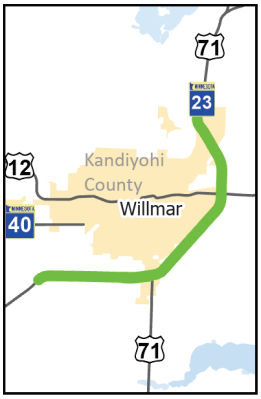
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of construction letting.

SCHEDULE

Date in which project entered the STIP:	2021
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	Not needed
Geometric Layout Approval Date:	Not needed
Construction Limits Established Date:	TBD
Original Letting Date:	12/15/2023
Current Letting Date:	3/24/2027
Construction Season:	2027/2028
Estimated Substantial Completion:	TBD

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

Construction for the 2025 season is ongoing and on schedule. Construction is also being done on items preparing for the 2026 season of work.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure Condition	10%
Traveler Safety	2%

PROJECT HISTORY

The project design was completed and project was let in April 2025.

PROJECT RISKS

No risks at this time.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	21	21
Post Letting Construction Costs:	1.3	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	2.6	2.6
Construction Engineering:	1.7	1.7
Right of Way:	0	0
Total:	***26.6***	***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

Engineering estimates reflect 20% of construction letting.

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

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 bituminous overlay; approximately 12 culvert repairs; all guardrail will be updated to meet standards.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	88%
Roadside Infrastructure Condition	10%
Traveler Safety	2%

PROJECT HISTORY

Scoping worksheets were finished in May 2024. The scoping report was approved and signed on 2/12/2024. Letting moved from fiscal year 2028 to fiscal year 2030.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.1	7.2
Post Letting Construction Costs:	0.6	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	0.8
Construction Engineering:	0.7	0.5
Right of Way:	0	0
Total:	***11.4***	***8.9***

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

PROJECT RISKS

Temporary easement may be needed for culvert work.

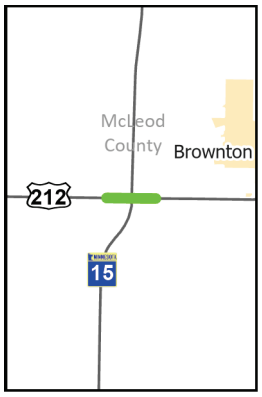
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting. The project changed from a mill and overlay to a Cold In-place Recycle (CIR), which caused the total cost to decrease.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	November 2027
Original Letting Date:	11/19/2027
Current Letting Date:	11/14/2029
Construction Season:	2030
Estimated Substantial Completion:	2030

PROJECT SUMMARY



US 212

State Project Number 4309-35

Construct roundabout on Hwy 212 at Hwy 15.

RECENT CHANGES & UPDATES

Letting date moved to November 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Freight	88%
Pavement Condition	6%
Traveler Safety	6%

PROJECT HISTORY

Design plans are 100% complete as of early 2025 and awaiting letting.

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.

PROJECT RISKS

Concrete pavement market conditions could be volatile; as most of the project is concrete pavement, this could significantly impact the overall cost.

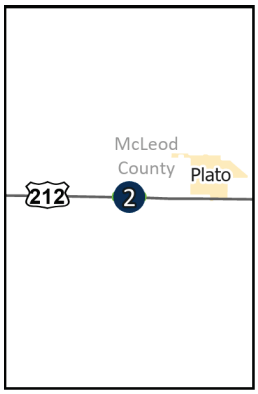
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting. The cost increase is due to the concrete pavement market conditions volatility.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	3/5/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	7/11/2023
Construction Limits Established Date:	7/11/2023
Original Letting Date:	2/23/2024
Current Letting Date:	11/19/2025
Construction Season:	11/21/25
Estimated Substantial Completion:	2026
	Fall 2026

PROJECT SUMMARY



US 212

Bridge 43005, 43008

State Project Number 4310-98, 4310-100

Install traffic crossovers on Hwy 212 1 mile west of CR 9 near Plato in preparation for a future bridge replacement project.

RECENT CHANGES & UPDATES

Planned bridge structure reconfigured to accommodate discovery of an old abutment from original bridge.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	80%
Pavement Condition	15%
Roadside Infrastructure Condition	5%

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 early 2026.

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.0	8.2
Post Letting Construction Costs:	0.3	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	0.9	1
Construction Engineering:	0.6	0.7
Right of Way:	0	0
Total:	***9.8***	***10.4***

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

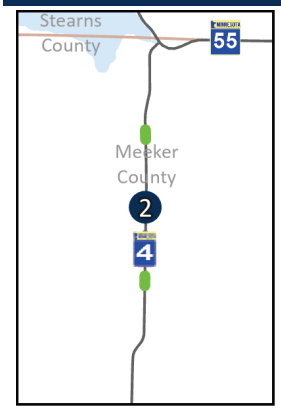
COST ESTIMATE ASSUMPTIONS

Bridge will be replaced in-kind. Required grade raise is assumed to be minimal, but still caused expected price to rise.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	1/7/2025
Municipal Consent Approval Date:	Not Applicable
Geometric Layout Approval Date:	12/17/2024
Construction Limits Established Date:	2/7/2025
Original Letting Date:	12/5/2025
Current Letting Date:	2/25/2026
Construction Season:	2025-2026
Estimated Substantial Completion:	Fall 2026

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

Currently working through layout stage, coordinating with Department of Natural Resources on Canoe Landing next to northern bridge.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	80%
Pavement Condition	15%
Roadside Infrastructure Condition	5%

PROJECT HISTORY

Project will replace two bridges on MN 4.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.5	10.8
Post Letting Construction Costs:	0.6	0
Other Construction Elements:	0	0.7
Preliminary Engineering:	1.1	1.2
Construction Engineering:	0.7	0.8
Right of Way:	0	0
Total:	***11.9***	***13.5***

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

PROJECT RISKS

Potential right of way risks with bridge and culvert replacement work.

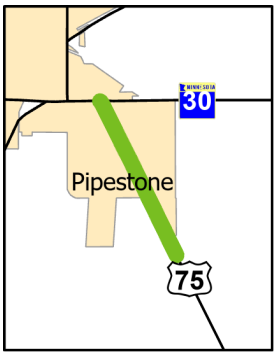
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting.
Increased costs due to updated prices.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	Not Applicable
Geometric Layout Approval Date:	Targeted Fall 2025
Construction Limits Established Date:	Targeted Winter 2025
Original Letting Date:	3/24/2028
Current Letting Date:	12/1/2027
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

PROJECT SUMMARY



US75

State Project Number 5905-31

Resurface Hwy 75 from County Road 57 to Hwy 30 in Pipestone.

RECENT CHANGES & UPDATES

New project, layout work should begin by the end of 2025.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	70%
Pedestrian Infrastructure	15%
Roadside Infrastructure Condition	5%
Bicycle Infrastructure	5%
Traveler Safety	5%

PROJECT HISTORY

Project recently completed a Complete Streets assessment in February 2025.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	9.2	9.2
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:	***11.5***	***11.5***

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

PROJECT RISKS

Right-of-way impacts for new trail and storm water treatment.

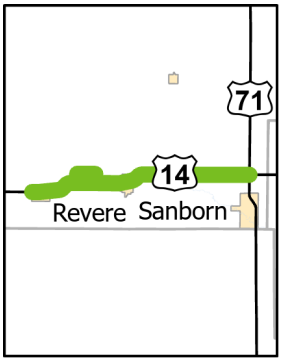
COST ESTIMATE ASSUMPTIONS

Right-of-way for storm water management and proposed trail.
Reconstruction of TH 75 at TH 30.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	Fall of 2026
Geometric Layout Approval Date:	June 2026
Construction Limits Established Date:	January 2027
Original Letting Date:	11/17/2028
Current Letting Date:	11/15/2028
Construction Season:	2029
Estimated Substantial Completion:	November 2029

PROJECT SUMMARY



US 14

State Project Number 6401-41

Resurface Hwy 14 from Revere to Hwy 71 and Hwy 330.

RECENT CHANGES & UPDATES

Bridge work is no longer expected on BR 64006. A centerline culvert replacement is expected to be added to the TH 330 section of the project.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	79%
Traveler Safety	10%
Roadside Infrastructure Condition	5%
Pedestrian Infrastructure	5%
Bicycle Infrastructure	1%

PROJECT HISTORY

Project was first scoped in late 2024, with a final scope to be completed in Fall 2025. Early project design expected to begin in late 2025.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	7.3	7.3
Post Letting Construction Costs:	0.4	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	0.7
Construction Engineering:	0.5	0.5
Right of Way:	0	0
Total:	***8.9***	***8.9***

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

PROJECT RISKS

Storm Sewer along TH 14 in Lamberton may be in poor condition and need to be replaced. This could lead to a partial reconstruction. Initial inspections show that the storm sewers condition does not merit a replacement.

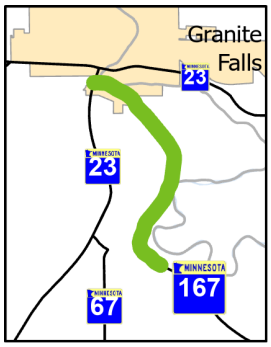
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	Unknown
Geometric Layout Approval Date:	Unknown
Construction Limits Established Date:	Unknown
Original Letting Date:	1/26/2029
Current Letting Date:	9/27/2028
Construction Season:	2029
Estimated Substantial Completion:	2029-2030

PROJECT SUMMARY



MN 167

State Project Number 8716-05

Resurface Hwy 167 from cul-de-sac to Hwy 23.

RECENT CHANGES & UPDATES

Consultant has started on the hydraulic work as well as identifying pipe locations for the environmental review.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	10%
Traveler Safety	10%

PROJECT HISTORY

This is a new project that entered the State Transportation Improvement Program in 2025.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	8.4	8.4
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1	1
Construction Engineering:	0.6	0.6
Right of Way:	0	0
Total:	***10.5***	***10.5***

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

PROJECT RISKS

This road has experienced several slides in the past. There are several historic and culturally sensitive locations within the project area. Cost is also a concern with possible additional pipe work being identified.

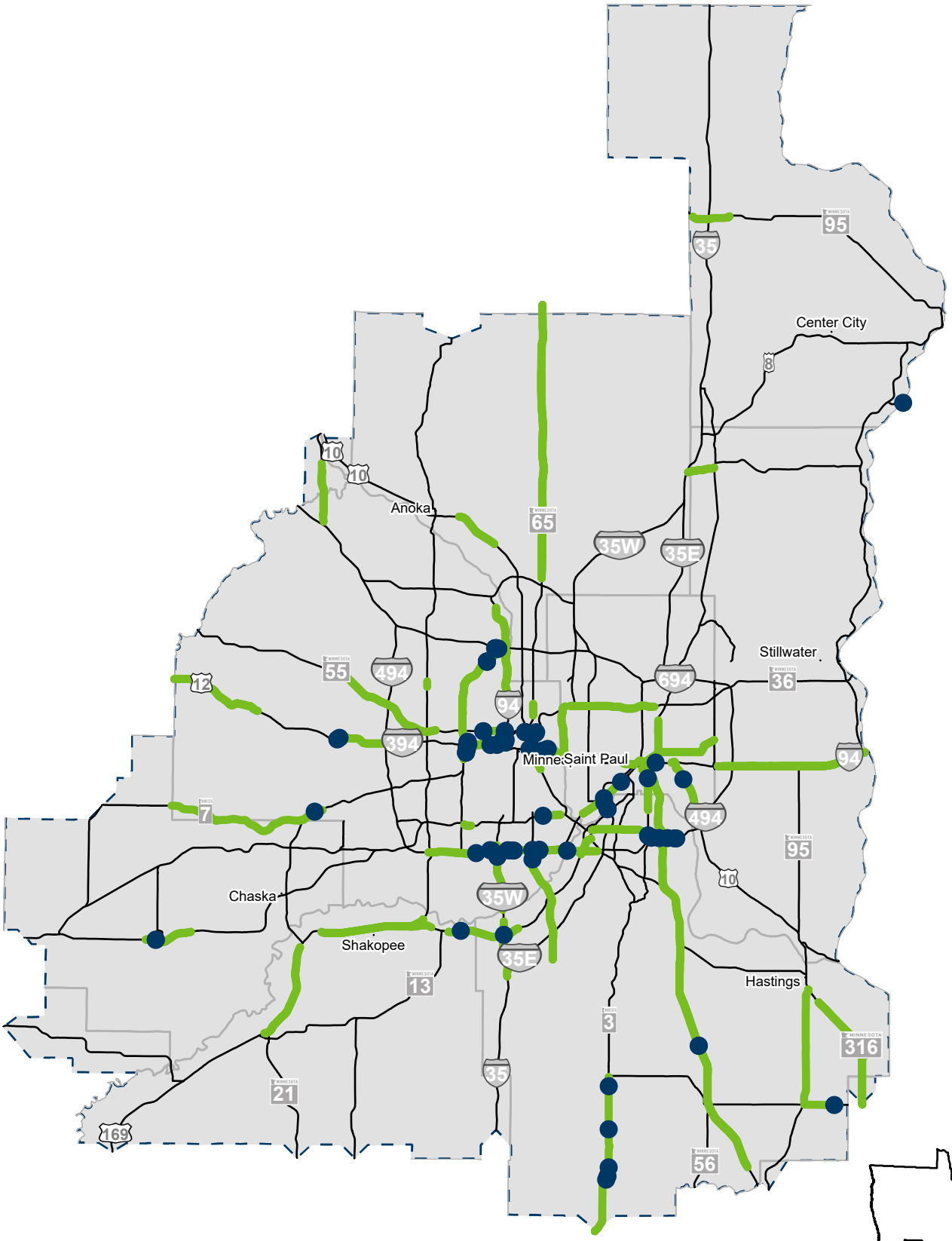
COST ESTIMATE ASSUMPTIONS

Engineering estimates reflect 20% of the construction letting.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	Unknown
Municipal Consent Approval Date:	Not Applicable
Geometric Layout Approval Date:	Not Applicable
Construction Limits Established Date:	8/26/2025
Original Letting Date:	8/25/2028
Current Letting Date:	8/23/2028
Construction Season:	2029
Estimated Substantial Completion:	2029-2030

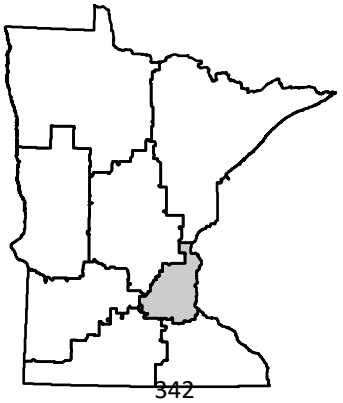
METRO DISTRICT



Major Highway Projects

- Bridge Projects
- Roadway Projects
- Construction District
- County Boundaries

DEPARTMENT OF TRANSPORTATION



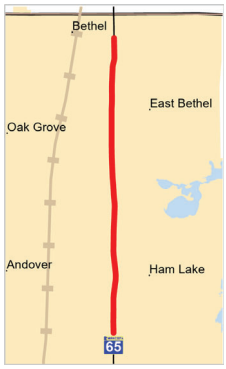
Metro District Project List

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)	✓	2nd	H1	346
US 212	1013-101	Resurface US 212 in Cologne, repair two bridges (10021, 10022)	✓	2nd	H2	347
US 8	1308-29	Resurface US 8 from I-35 in Forest Lake to west of Wyoming Ave. in Chisago			H3	348
MN 243	1311-06	Replace MN 243 bridge (6347) over St. Croix River in Franconia			H4	349
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	✓	2nd	H5	350
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			H6	351
I-35W	1981-140	Resurface I-35W from Cliff Rd. to the split into I-35E/I-35W in Burnsville			H7	352
MN 65	2710-47, 2710-52	Rehabilitate MN 65 bridge (2440) at 3rd Ave. S over the Mississippi River in Minneapolis	✓	2nd	H8	353
US 12	2713-129	Resurface US 12 from Shoreline Dr. in Wayzata to I-494 in Minnetonka; pier protection on two bridges (27129, 27130)			H9	354
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)	✓	2nd	H10	355
MN 55	2724-124	Redecking bridges along MN 55/Hiawatha Ave. in Minneapolis	✓	2nd	H11	356
MN 100	2735-212	Resurface MN 100 and repair 12 bridges (27982, 27039, 27040, 27754A, 27788) in St. Louis Park and Brooklyn Center			H12	357
MN 101	2738-31	Resurface MN 101 from I-94 in Rogers to CR 38 in Otsego			H13	358
MN 252, I-94	2748-65	MN 252 and I-94 from Brooklyn Park to Minneapolis			H14	359
MN 77	2758-75	Resurface Killebrew bridge (27046) over MN 77			H15	360
US 169	2772-115	Replace bridge (27551) and reconstruct the US 169 interchange with CR 9/Rockford Rd. in Plymouth and New Hope	✓	2nd	H16	361
MN 62	2775-25	Reconstruct MN 62 and repair bridge (27521) in Minneapolis			H17	362
I-94	2781-544	Repair I-94 bridges (9350, 9421, 27855, 27859, 27863) in Minneapolis			H18	363
I-35W	2782-352	Resurface I-35W from Minnesota River bridge to south of W 82nd St. in Bloomington	✓	2nd	H19	364

I-35W	2783-168	Replace University Ave. bridge (27882, 27883) over I-35W in Minneapolis			H20	365
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)			H21	366
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			H22	367
I-394	2789-174, 2789-196	Rehabilitate 25 I-394 bridges between Penn Ave. and N 11th St. in Minneapolis			H23	368
MN 36	6212-192	Resurface MN 36 from I-35W in Roseville to Edgerton St. in Little Canada	✓	2nd	H24	369
MN 3	6217-51, 6217-50	Resurface MN 3 from Kellogg Blvd. to Annapolis St. in West St. Paul			H25	370
US 61	6220-96	Resurface US 61 from I-94 to Lower Afton Rd. in St. Paul			H26	371
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			H27	372
MN 120	6227-86	Resurface MN 120/Century Ave. from I-94 in Maplewood to I-694 in Oakdale			H28	373
MN 280	6242-83	Resurface MN 280 from I-94 in St. Paul to I-35W in Roseville, rehabilitating 13 bridges			H29	374
I-35E	6280-419, 1982-218	Replace pavement on I-35E; replace bridge (9534) over Shepard Rd. and overlay bridge (62912) in St. Paul			H30	375
I-94	6282-216	On I-94, repair nine bridges, paint two and replace two bridges			H31	376
MN 13	7001-128	Construct interchange, frontage roads and bridges (5528, 5831, 70053) on MN 13 from Hwy 901B to Quentin Ave. in Savage	✓	2nd	H32	377
US 169	7008-112, 7008-118	Construct an interchange, roundabouts, signals, rehabilitate and install new bridges at US 169 and MN 282 in Jordan			H33	378
US 169	7009-85	Resurface US 169 from MN 21/ Broadway St. N in Jordan to CR 15/Marystown Rd. in Shakopee	✓	2nd	H34	379
MN 97	8201-21	Reconstruct MN 97 from I-35 and US 61 in Forest Lake			H35	380
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			H36	381
MN 65	0208-169	MN 65 intersection improvement project in Blaine			H37	382
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			H38	383
MN 13	1901-203	Reconstruct, grade separate, signals, multiuse trail and new bridges on MN in Savage and Burnsville			H39	384

MN 62	1918-124	Resurface MN 62 roadway and bridges from MN 62 to Mn 13 in Mendota Heights			H40	385
MN 316	1926-23	Resurface MN 316/Red Wing Blvd from US 61 to Tuttle in Hastings	✓	1st	H41	386
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			H42	387
MN 62	2774-32	Construct an auxiliary lane on westbound MN 62 in Edina			H43	388
MN 5	6201-91	Resurface US 5 from Munster Ave to St. Clair Ave. in St. Paul			H44	389
MN 5	6229-37	Resurfacing US 5/Minnehaha Ave. and Stillwater Rd. in St. Paul and Maplewood	✓	1st	H45	390
US 169	7005-129	Resurface US 169 from CR 15 to bridge (27624A) in Shakopee			H46	391
MN 7	1004-35, 1004-35AC	Bridge 9122. Resurface Hwy 7 from Hennepin County to Carver County line to just east of Division Street; replace Mill Street bridge			H47	392
MN 95	1306-57	Resurface Hwy 95 from just east of 392nd Street to just east of Hemingway Ave in North Branch			H48	393
MN 13	1901-193	Repair concrete pavement on Hwy 13 from I-494 to Hwy 55 in Eagen and Mendota Heights; resurface shoulders; improve drainage; improve accessibility (ADA); replace traffic signals; and construct trail			H49	394
US 61	1913-111	Bridge 4933. Resurface Hwy 61 (Vermillion Street) from Hwy 316 (Red Wing Blvd) to 36th Street in Hastings; roundabout, repair culvert near CR 91 in Miesville			H50	395
MN 3	1920-49	Bridge 8454, 8455, 8456, 8457, 8458. Resurface Hwy 3 from just south of Hwy 50 (220th Street) in Farmington to the Rice County line; replace concrete slabs over culverts; construct a roundabout			H51	396
I-494	2785-462, 2785-465	Bridge 27709, 27712, 27820, 90778, 9081, 9081A, 9082, 9212, 9289. Reconstruct I-494 from Hwy 169 to Hwy 100, and Penn Ave to 34th Ave in Bloomington; and on I-35W from 86th St in Bloomington to 76th St in Richfield; reconstruct five bridges; replace four bridges; replace signals; improve accessibility (ADA); improve drainage			H52	397

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

Investment Category Type	%
Pavement Condition	80%
Roadside Infrastructure Condition	15%
Traveler Safety	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

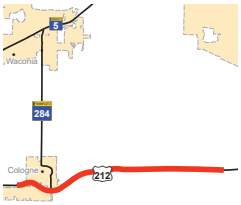
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.1	42.6
Post Letting Construction Costs:	0.5	1.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	5.1
Construction Engineering:	1	3.4
Right of Way:	0	0
Total:	***15.1***	***52.8***

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.

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

Investment Category Type	%
Pavement Condition	79%
Roadside Infrastructure Condition	8%
Jurisdictional Transfer	8%
Traveler Safety	5%

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 1308-29

Hwy 8: Chisago County

Chisago County is the lead. US 8 (Lake Blvd.), from I-35 to Karmel Ave./Wyoming Ave. in Chisago City. Expansion of two-lane, undivided to four-lane divided roadway, signals, trail work, J-turns, access closures, and weigh-in-motion.

RECENT CHANGES & UPDATES

Fall 2025: 60% plans have been approved. Spring 2026 we expect the environmental document to be approved and construction is planned to start in 2027.

PROJECT HISTORY

SP 1307-29 is a Chisago County led project to reconstruct 8 miles of Hwy 8 (1 Mile existing 4 Lane & 7 Miles of expansion to 4 Lanes, including safety improvements and access management secured funding and was included in the STIP.

MnDOT's previously programmed SP 1308-27 pavement preservation project funds are a contribution to the project.

PROJECT RISKS

Risks include environmental, constructibility concerns and permitting.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	Spring 2026
Municipal Consent Approval Date:	Pending
Geometric Layout Approval Date:	10/10/2022
Construction Limits Established Date:	8/11/2025
Original Letting Date:	2025
Current Letting Date:	2027
Construction Season:	2027-2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Local Partnerships	45%
Pavement Condition	20%
Traveler Safety	15%
Bicycle Infrastructure	10%
Freight	5%
Pedestrian Infrastructure	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

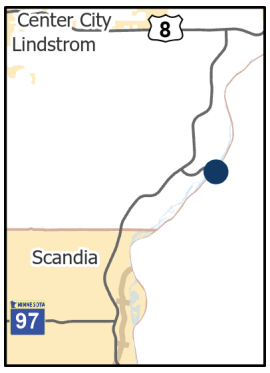
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.9	115
Post Letting Construction Costs:	0.5	2
Other Construction Elements:	0	5
Preliminary Engineering:	1.5	3
Construction Engineering:	1	6
Right of Way:	0	13
Total:	***15.9***	***144***

Construction 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 information is based on the original MnDOT pavement preservation project. Current estimate information is based on the Chisago County-led programmed project. The baseline cost only included what MnDOT was contributing, the cost increased because the full cost estimate includes all other funding sources.

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

Environmental document has been approved, the final design has started. Anticipated construction schedule will be prep work in fall 2026, construction (bridge closure) from 2027 to 2028, and restoration in 2028.

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 Planning started 2021. Environmental review, preliminary design and extensive agency coordination since 2022.

PROJECT RISKS

Risks include environmental, constructibility and 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:	Complete
Original Letting Date:	1/24/2025
Current Letting Date:	4/22/2026
Construction Season:	2026-2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	80%
Roadside Infrastructure Condition	10%
Bicycle Condition	5%
Pedestrian Infrastructure	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

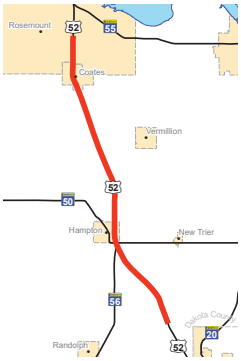
	Baseline Estimate	*Current Estimate*
Construction Letting:	31	47.7
Post Letting Construction Costs:	1.2	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	3.7	5.8
Construction Engineering:	2.5	3.8
Right of Way:	0	0
Total:	***38.4***	***59.2***

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 bridge will be replaced based on alignment, pre-stressed concrete beam bridge type, MN and WI approach construction including trail, bridge cost split 50/50 between MN and WI. The updated project estimate is based on completion of preliminary engineering and confirmed preferred alternative and permitting agency mitigation requirements, causing the cost to increase.

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

Investment Category Type	%
Pavement Condition	80%
Bicycle Infrastructure	5%
Bridge Condition	5%
Pedestrian Infrastructure	5%
Roadside Infrastructure Condition	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

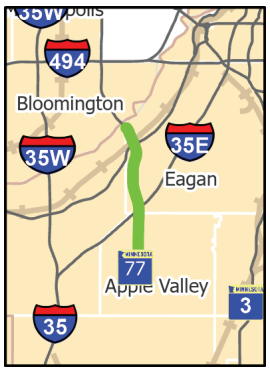
	Baseline Estimate	*Current Estimate*
Construction Letting:	61.9	61.3
Post Letting Construction Costs:	2.5	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	7.4	2.2
Construction Engineering:	5	4.9
Right of Way:	0	0
Total:	***76.8***	***70.9***

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

The estimated project cost is based on key construction work, including resurfacing frontage roads in Hampton and Coates to improve pavement quality. Some areas will also require full reconstruction, such as approach panels, the Vermillion River floodplain, the RCI staging area, and the highway split at TH 50. The change from baseline to current estimate reflects the expected cost when the project is advertised for contractor bids and after the project was fully defined.

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 ROW 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

Investment Category Type	%
Pavement Condition	70%
Roadside Infrastructure Condition	25%
Pedestrian Infrastructure	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	43.5	62.1
Post Letting Construction Costs:	1.8	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	5.4	7.5
Construction Engineering:	3.6	5.0
Right of Way:	0	0
Total:	***54.3***	***77.1***

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 a pavement preservation project, so a standard cost estimates and multiplier were used to calculate length, width and depth of the pavement costs. The cost increase is due to additional project design needs and construction costs.

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 was completed in November 2024. Construction of SP 1981-140 began in April 2025 with substantial completion anticipated in November 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

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.

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

Investment Category Type	%
Pavement Condition	56%
Bridge Condition	22%
Highway Mobility	9%
Roadside Infrastructure Condition	8%
Local Partnerships	3%
Traveler Safety	1%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	82.2	71.5
Post Letting Construction Costs:	3.3	3.5
Other Construction Elements:	0	2
Preliminary Engineering:	9.9	8
Construction Engineering:	6.6	6.5
Right of Way:	0	0
Total:	***102***	***91.5***

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

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

Investment Category Type	%
Bridge Condition	90%
Bicycle Infrastructure	5%
Pedestrian Infrastructure	5%

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.

PROJECT SUMMARY

US 12

Bridge 27129, 27130

State Project Number 2713-129

Hwy 12: Wayzata, Plymouth & Minnetonka

Resurface and **reconstruct** 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 Limited Use Permits, retaining wall on west side of Central Ave., Regional Transportation Management Center scope of work, ADA upgrades and local coordination and construction staging. Reconstruction of a roadway segment triggered a storm-water treatment requirement. The project team is dealing with certain permit requirement challenges.

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:	02/25/2026
Construction Season:	2026
Estimated Substantial Completion:	November 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	91%
Roadside Infrastructure Condition	7%
Bridge Condition	1%
Pedestrian Infrastructure	1%

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

The baseline project cost was calculated based the current bid environment and the availability of materials. The project costs have been updated based on similar project that have recently been let were look at and the costs were adjusted accordingly.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Traveler Safety	25%
Roadside Infrastructure Condition	12%

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.

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.

PROJECT RISKS

No major risks have been identified with this project.

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.

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

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

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Roadside Infrastructure Condition	23%
Pedestrian Infrastructure	14%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

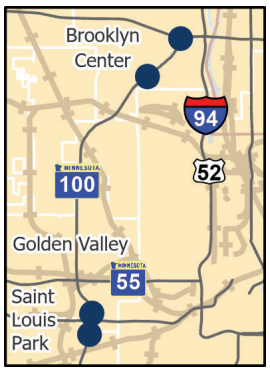
	Baseline Estimate	*Current Estimate*
Construction Letting:	15.7	11.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.4
Construction Engineering:	1.3	0.9
Right of Way:	0	0
Total:	***19.5***	***14.6***

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.

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

Investment Category Type	%
Pavement Condition	61%
Pedestrian Infrastructure	12%
Highway Mobility	10%
Traveler Safety	8%
Roadside Infrastructure Condition	7%
Bridge Condition	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

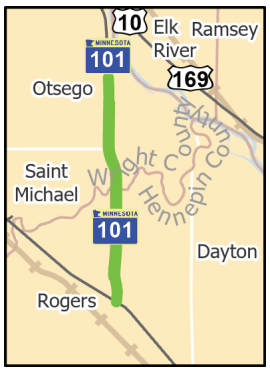
	Baseline Estimate	*Current Estimate*
Construction Letting:	49.4	53.6
Post Letting Construction Costs:	2	2.1
Other Construction Elements:	0	0
Preliminary Engineering:	5.9	6.4
Construction Engineering:	4	4.3
Right of Way:	0	0
Total:	***61.3***	***66.4***

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 total project cost estimate is a scoping level estimate based on assumed percentage of concrete pavement rehabilitation. It was later updated using data from similar recently awarded projects, with adjustments made to reflect current pricing trends. This assumption will be refined during project development.

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:	10/28/2026
Construction Season:	2027
Estimated Substantial Completion:	November 2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	85%
Roadside Infrastructure Condition	10%
Pedestrian Infrastructure	4%
Traveler Safety	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

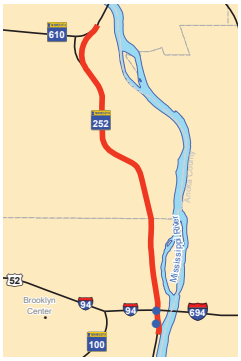
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	12.7
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.5
Construction Engineering:	1	1
Right of Way:	0	0
Total:	***15.7***	***15.7***

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

COST ESTIMATE ASSUMPTIONS

The initial project cost was based on current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately.

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

Investment Category Type	%
Highway Mobility	100%

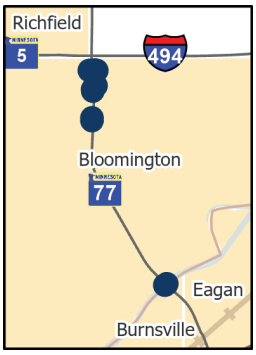
TOTAL PROJECT COST ESTIMATE (MILLIONS)

	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

The preferred alternative and scope of the project will be decided as part of the project EIS process. The listed estimate is for funds assigned to the project. When a project scope is known, the estimate will be updated to reflect the project to be constructed. The decrease is due to the choice of a preferred alternative and scope which was less costly than the original estimated.

PROJECT SUMMARY



MN 77

Bridge 27045, 27046, 27047, 27048, 27049, 27050, 27056, 27058, 9600N, 9600S

State Project Number 2758-75

Hwy 77/Cedar Avenue: Burnsville, Eagan & Bloomington.

Resurface and repair eight ramp bridges on Highway 77 between Lindau Lane and I-494 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, 2027 and 2028.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	100%

PROJECT HISTORY

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	50.4	51.6
Post Letting Construction Costs:	2	2.2
Other Construction Elements:	0	0
Preliminary Engineering:	6	6.2
Construction Engineering:	4	4.1
Right of Way:	0	0
Total:	***62.4***	***64.3***

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

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.

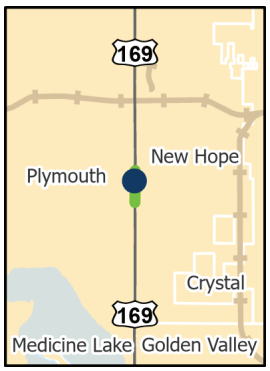
COST ESTIMATE ASSUMPTIONS

The baseline project cost is a high-level estimate based on current bidding conditions and material availability. It has been refined using data from similar recently awarded projects, with adjustments made to reflect current market trends, causing the cost to rise. The estimate will be further updated once structural analysis is complete and the final project scope is defined.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	12/2/2025
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:	6/20/2026
Construction Season:	2026-2028
Estimated Substantial Completion:	October 2028

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

Investment Category Type	%
Bridge Condition	84%
Roadside Infrastructure Condition	8%
Pavement Condition	7%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

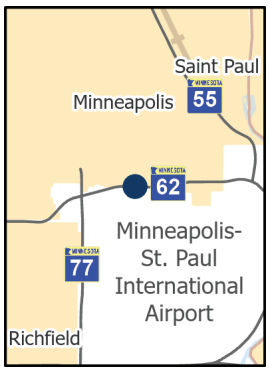
	Baseline Estimate	*Current Estimate*
Construction Letting:	5.9	18.8
Post Letting Construction Costs:	0.2	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	0.7	2.3
Construction Engineering:	0.5	1.5
Right of Way:	0	0
Total:	***7.3***	***23.4***

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, which is why the cost increased.

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

Investment Category Type	%
Pavement Condition	75%
Roadside Infrastructure Condition	15%
Pedestrian Infrastructure	5%
Bridge Condition	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

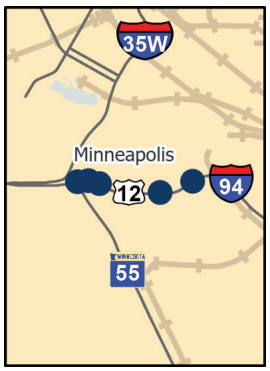
	Baseline Estimate	*Current Estimate*
Construction Letting:	22.9	25.5
Post Letting Construction Costs:	0.9	1
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	3
Construction Engineering:	1.8	2
Right of Way:	0	0
Total:	***28.3***	***31.6***

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 initial project cost was based on current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately.

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

Investment Category Type	%
Bridge Condition	100%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

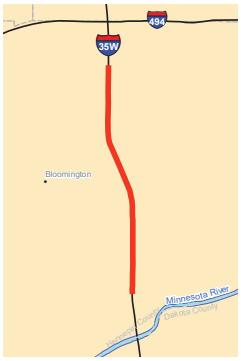
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.7	18.9
Post Letting Construction Costs:	0.5	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	2.2
Construction Engineering:	1	1.5
Right of Way:	0	0
Total:	***15.7***	***23.4***

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 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 million to reflect bid openings, causing the cost to increase.

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

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

Investment Category Type	%
Pavement Condition	53%
Twin Cities Mobility	29%
Roadside Infrastructure Condition	13%
Pedestrian Infrastructure	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

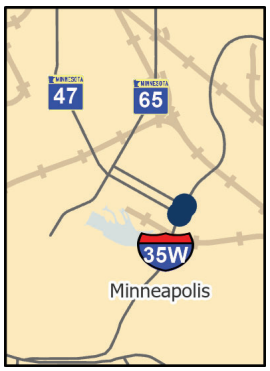
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	12.8
Post Letting Construction Costs:	0.6	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.9	1.5
Construction Engineering:	1.3	1
Right of Way:	0	0
Total:	***20***	***15.8***

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

SP 2783-168 and SP 2783-168 were combined into one project that will be delivered by design-build. The pavement has reached the end of its useful life and is in need of repairs. A protected, sidewalk level bike facility will be installed. The I-35W University Avenue and Fourth Street bridges will be replaced, and raised to meet bridge height standards. This project will also include improvements to meet Americans with Disabilities Act (ADA) standards, and bus stop improvements to correspond with the upcoming E-Line Bus Rapid Transit (BRT) route.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	42%
Main Streets/Urban Pavements	25%
Bicycle Infrastructure	13%
Pavement Condition	10%
Pedestrian Infrastructure	10%

PROJECT HISTORY

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	49
Post Letting Construction Costs:	0.6	1.9
Other Construction Elements:	0	0
Preliminary Engineering:	2.7	5.8
Construction Engineering:	1.3	3.9
Right of Way:	0	0
Total:	***20.8***	***60.8***

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

PROJECT RISKS

Both University and 4th Street will be turned back to Hennepin County upon completion of this project.

COST ESTIMATE ASSUMPTIONS

The current estimate assumes both bridges are replaced as well as the intersection on each side and the frontage road between University and 4th. The cost changed due to the fact that two projects were combined into one project.

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:	3/31/2025
Construction Limits Established Date:	In Process
Original Letting Date:	7/1/2025
Current Letting Date:	4/15/2026
Construction Season:	2026-2028
Estimated Substantial Completion:	November 2028

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:	08/08/2022
Municipal Consent Approval Date:	March 2022
Geometric Layout Approval Date:	02/03/2022
Construction Limits Established Date:	December 2022
Original Letting Date:	7/1/2021
Current Letting Date:	1/18/2023
Construction Season:	2023-2026
Estimated Substantial Completion:	September 2026

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Highway Mobility	100%

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. Due to this combination, the cost increased.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	74%
Pavement Condition	23%
Traveler Safety	1%
Bicycle Infrastructure	1%

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.

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.

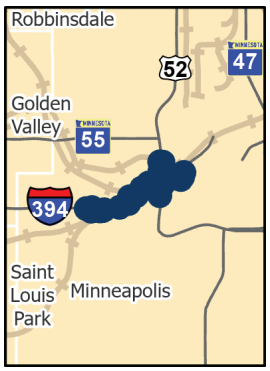
SCHEDULE

Date in which project entered the STIP:	2020
Environmental Document Approval Date:	04/04/2022
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	12/27/2021
Original Letting Date:	10/28/2022
Current Letting Date:	10/28/2022
Construction Season:	2023-2026
Estimated Substantial Completion:	August 2026

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

Investment Category Type	%
Bridge Condition	95%
Pavement Condition	2%
Roadside Infrastructure Condition	2%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	69.7	71.9
Post Letting Construction Costs:	2.8	3.1
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***	***90.7***

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

$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

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

Investment Category Type	%
Pavement Condition	60%
Roadside Infrastructure Condition	24%
Highway Mobility	10%
Pedestrian Infrastructure	6%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

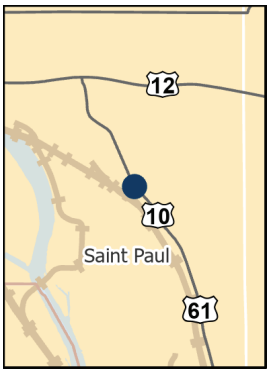
	Baseline Estimate	*Current Estimate*
Construction Letting:	12.2	13.8
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.5	1.7
Construction Engineering:	1	1.1
Right of Way:	0	0
Total:	***15.2***	***17.2***

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 included additional sign bridge replacements to address deficient structures. It will replaced TMS infrastructure along the corridor pushing the Current Estimate up.

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. Round one off virtual and in-person public meetings were held on September 26 and October 5, 2023. Round two of virtual and public meetings were held in June 2023 and the final public meeting was held in March 2025. The public meetings allowed 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 was completed in April, 2025. This study will looked 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

Investment Category Type	%
Pavement Condition	72%
Roadside Infrastructure Condition	15%
Pedestrian Infrastructure	5%
Bridge Condition	5%
Local Partnerships	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	25.3	26.3
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***	***32.3***

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 total project cost estimate is a scoping level estimate based on assumed percentage of concrete pavement resurfacing and traffic signal replacement. It was later updated using data from similar recently awarded projects, with adjustments made to reflect current pricing trends, the total increased.

PROJECT SUMMARY

MN 3

State Project Number 6217-50 and 6217-59

Hwy 3/Robert St.: St. Paul & West St. Paul

Reconstruct Highway 3 (Robert Street) from Annapolis Street to Kellogg Boulevard

RECENT CHANGES & UPDATES

A layout has been developed for the proposed design and submitted to the City of Saint Paul for municipal consent. A vote to approve the layout is anticipated in October 2025. The project applied for awards and were announced, for both Met Council Regional Soliciatation and federal RAISE Grants, totalling $32 million.

PROJECT HISTORY

The project has been delayed from the original 2024 letting to allow more time to develop alternatives and plan/coordinate the necessary work, and to up-scope the project from simple resurfacing work to a wholesale reconstruction. MnDOT is partnering with Metro Transit to bring the G Line BRT improvements along with various water and sewer stakeholders to replace water and santitary mains and lead water services all as part of the roadway construction. By combining this work into a single MnDOT-led project, we can reduce construction impacts and construct the work more efficiently, saving taxpayer costs.

PROJECT RISKS

MnDOT does not yet have a signed grant agreement from USDOT for the $25 million RAISE grant. If there are any issues with the RAISE grant, the work from Cesar Chavez Street to Page Street (SP 6217-59) will be delayed until replacement of funding can be sourced.

SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	2026
Municipal Consent Approval Date:	October 2025
Geometric Layout Approval Date:	April 2025
Construction Limits Established Date:	April 2025
Original Letting Date:	10/25/2024
Current Letting Date:	3/27/2027
Construction Season:	2027- 2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pedestrian Infrastructure	55%
Pavement Condition	40%
Roadside Infrastructure Condition	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

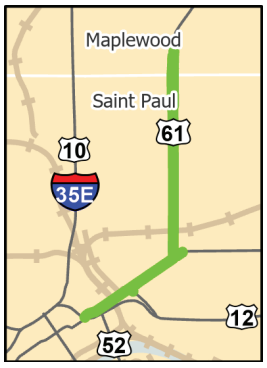
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.6	24
Post Letting Construction Costs:	0.6	0.9
Other Construction Elements:	0	0
Preliminary Engineering:	1.7	2.8
Construction Engineering:	1.2	1.9
Right of Way:	0	0.1
Total:	***18.1***	***29.8***

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

COST ESTIMATE ASSUMPTIONS

The cost estimate has increased significantly over the baseline estimate as the project has grown in scope from resurfacing to reconstruction.

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

Construction of the project began in March 2025. Most of Arcade Street (from Frost Ave. to Neid Lane) will be completed in 2025. The remaining 1200 section of Arcade and East 7th Street (TH5) will be under construction from Spring - Fall 2026.

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. The project team finalized the Placemaking and Urban Framework Design Guide. Final plans were approved in 2024. Construction plans were approved in 2024 and construction began in March 2025.

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

Investment Category Type	%
Pavement Condition	42%
Pedestrian Infrastructure	37%
Roadside Infrastructure Condition	21%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	30.8	32.5
Post Letting Construction Costs:	1.2	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	3.7	3.9
Construction Engineering:	2.5	2.6
Right of Way:	0	0
Total:	***38.2***	***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

The baseline project cost was calculated based the current bid environment and the availability of materials to reconstruct for some portions of the project including intersection improvements. The project costs have been updated based on similar project that have recently been let were look at and the costs were adjusted accordingly.

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 694 in Oakdale

RECENT CHANGES & UPDATES

A Planning and Environmental Linkages (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 turned back to Ramsey and Washington County once the project is complete. An environmental study has been started on this project. This study will start the NEPA process and determine the preferred alternative.

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

Investment Category Type	%
Pavement Condition	82%
Roadside Infrastructure Condition	12%
Pedestrian Infrastructure	4%
Traveler Safety	2%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

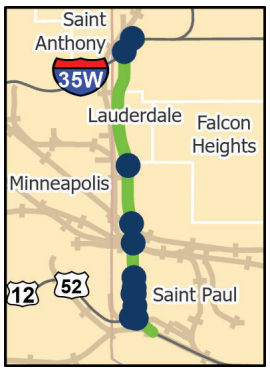
	Baseline Estimate	*Current Estimate*
Construction Letting:	15	25
Post Letting Construction Costs:	0.6	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1.8	1.1
Construction Engineering:	1.2	0.7
Right of Way:	0	0
Total:	***18.6***	***27.2***

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 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 cost increased to reflect this type of project.

PROJECT SUMMARY



MN 280

Bridge 62033, 62034, 62843, 62844, 9471, 9472, 6805
State Project Number 6242-83

Repair pavement, guardrail, rehab 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

Investment Category Type	%
Pavement Condition	39%
Bridge Condition	29%
Roadside Infrastructure Condition	14%
Bicycle Infrastructure	10%
Pedestrian Infrastructure	5%
Traveler Safety	3%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

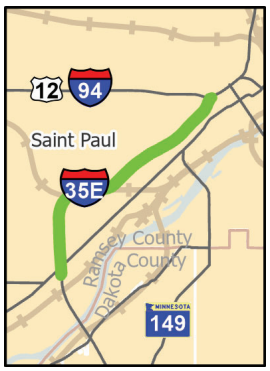
	Baseline Estimate	*Current Estimate*
Construction Letting:	6	27.5
Post Letting Construction Costs:	0.18	1.3
Other Construction Elements:	0	0
Preliminary Engineering:	0.54	3.2
Construction Engineering:	0.36	2.2
Right of Way:	0	0
Total:	***7.08***	***34***

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

COST ESTIMATE ASSUMPTIONS

The baseline project cost was calculated based the current bid environment for pavement and bridge repair. The project costs have been updated based on similar project that have recently been let and the costs were adjusted accordingly, which is why the total increased.

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:	1/28/2026
Construction Season:	2026-2027
Estimated Substantial Completion:	2027

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	49%
Pavement Condition	36%
Pedestrian Infrastructure	10%
Traveler Safety	5%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	19.7	21.8
Post Letting Construction Costs:	0.8	0.8
Other Construction Elements:	0	0
Preliminary Engineering:	2.4	2.1
Construction Engineering:	1.6	1.4
Right of Way:	0	0
Total:	***24.5***	***26.1***

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

COST ESTIMATE ASSUMPTIONS

The 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 design option #2 as the preferred concept. Staff have entered into the final design phase. Construction is planned for 2025. Construction began in June, 2025 which includes several bridges to be painted and repaired. The Marion Street bridge included an overlay of the bridge deck and ADA improvements; it was completed September 26, 2025. The John Ireland Bridge will be removed beginning October 10, 2025.

PROJECT HISTORY

This was originally planned as a bridge painting maintenance project, but replacement of John Ireland Bridge 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

Investment Category Type	%
Bridge Condition	100%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

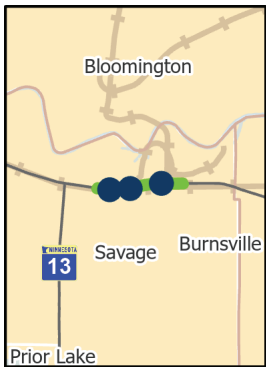
	Baseline Estimate	*Current Estimate*
Construction Letting:	16.2	23.8
Post Letting Construction Costs:	0.6	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2	2
Construction Engineering:	1.3	1.4
Right of Way:	0	0
Total:	***20.1***	***27.9***

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 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



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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Twin Cities Mobility	100%

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.

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.

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

COST ESTIMATE ASSUMPTIONS

Assumptions for cost estimates included break out of individual project tasks and cost to deliver based on average bid prices for that location and adjusted for inflation.

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 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. 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

Investment Category Type	%
Traveler Safety	100%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

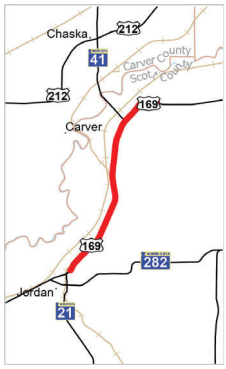
	Baseline Estimate	*Current Estimate*
Construction Letting:	39.8	62.5
Post Letting Construction Costs:	1.6	2.5
Other Construction Elements:	0	0
Preliminary Engineering:	4.8	2.2
Construction Engineering:	3.2	5
Right of Way:	0	.2
Total:	***49.4***	***72.3***

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

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.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	94%
Traveler Safety	6%

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 average annual daily traffic of 26,000 to 31,000 vehciles. 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

This project is now complete; so all risks have been retired.

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.

SCHEDULE

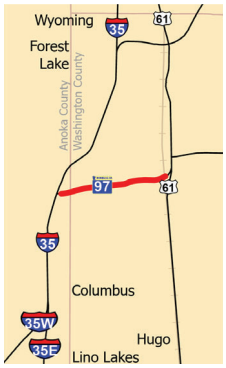
Date in which project entered the STIP:	2021
Environmental Document Approval Date:	May 2, 2021
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	4/13/2021
Construction Limits Established Date:	4/13/2021
Original Letting Date:	8/25/2023
Current Letting Date:	8/25/2023
Construction Season:	2024
Estimated Substantial Completion:	November 2024

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, with favorable response from council and public. Staff approved the layout in summer 2023.

PROJECT RISKS

Drainage, poor soils, and construction staging.

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

Investment Category Type	%
Pavement Condition	52%
Traveler Safety	25%
Roadside Infrastructure Condition	14%
Bicycle Infrastructure	8%
Pedestrian Infrastructure	1%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	11.9	14.3
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.4	2.4
Construction Engineering:	1	1.1
Right of Way:	1.1	.5
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. The cost change is due to inflationary increases to construction materials.

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. In 2023, construction focused on Woodbury 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

Investment Category Type	%
Climate Resilience	100%

*for SP 8282-150, the other state projects are substantially complete.

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

The baseline project cost was calculated based the current bid environment for pavement and bridge repair. The project costs have been updated based on similar project that have recently been let and the costs were adjusted accordingly.

PROJECT SUMMARY

MN 65

State Project Number 0208-169

Hwy 65: Construction of Intersection in Blaine

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 roads, roundabouts, noise walls, drainage, signals, ADA improvements and a pedestrian bridge.

RECENT CHANGES & UPDATES

This project is at 100% plan development in final design. It is anticipated that letting will occur in Spring 2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Highway Mobility	84%
Pavement Condition	12%
Pedestrian Infrastructure	3%
Bicycle Infrastructure	1%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	173.9	167
Post Letting Construction Costs:	7	6
Other Construction Elements:	0	0
Preliminary Engineering:	20.9	10
Construction Engineering:	13.9	13
Right of Way:	0	23
Total:	***215.7***	***219***

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

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.

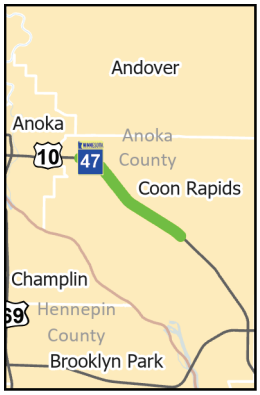
COST ESTIMATE ASSUMPTIONS

Cost estimate based on 100% roadway and bridge design plan development. Right of way total cost estimate increased after appraisals started coming in higher than originally anticipated. Construction cost estimate increased due to additional retaining walls needed to accommodate drainage, multiple bridges needing to be raised to maintain cross road cover for drainage infrastructure due to high water table, and design changes to accommodate local and federal regulatory body requirements to minimize environmental impacts.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	April 2025
Municipal Consent Approval Date:	Waived
Geometric Layout Approval Date:	12/12/2023
Construction Limits Established Date:	9/20/2024
Original Letting Date:	3/4/2026
Current Letting Date:	2/18/2026
Construction Season:	2026-2029
Estimated Substantial Completion:	Fall 2029

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

The project was let on 2/5/2025 and construction began in Spring 2025. Construction is anticipated to be completed in Summer 2026.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Highway Mobility	45%
Pavement Condition	45%
Roadside Infrastructure	10%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	40.5	42.1
Post Letting Construction Costs:	1.6	1.6
Other Construction Elements:	0	0
Preliminary Engineering:	4.9	2
Construction Engineering:	3.2	3.2
Right of Way:	0	0
Total:	***50.2***	***48.9***

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

PROJECT RISKS

This project is anticipated to be constructed Spring 2025 through mid-summer 2026. There is risk of running into issues in the field that extend the project to the end of the 2026 construction season.

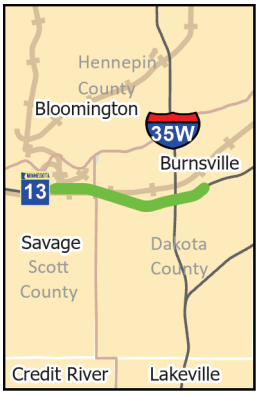
COST ESTIMATE ASSUMPTIONS

The baseline project cost was calculated based the current bid environment after the study was completed for the construction of a new lane and based on the current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately.

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:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	12/6/2024
Current Letting Date:	2/5/2025
Construction Season:	2025-2026
Estimated Substantial Completion:	Summer 2026

PROJECT SUMMARY



MN 13

State Project Number 1901-203; 1901-207

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 corridor was split into two projects: Quentin Ave. (Savage) to Washburn Ave. (Burnsville) will remain a design-bid-build project with letting in August, 2027. The Nicollet Ave (Burnsville) project (SP 1901-207) will be let in August, 2026 and delivered as a design-build project due to scheduling and funding deadlines.

PROJECT HISTORY

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Highway Mobility	44%
Traveler Safety	35%
Freight	11%
Bridge Condition	5%
Bicycle Infrastructure	5%

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

TOTAL PROJECT COST ESTIMATE (MILLIONS)

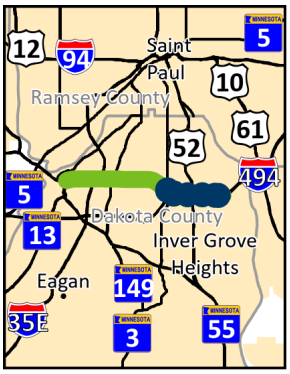
	Baseline Estimate	*Current Estimate*
Construction Letting:	191.7	140.4
Post Letting Construction Costs:	7.7	4.0
Other Construction Elements:	0	14.8
Preliminary Engineering:	23	12
Construction Engineering:	15.3	3
Right of Way:	0	4.8
Total:	***237.7***	***179***

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 (CoC) program, with the initial estimate based on alternatives identified in the 2021 Corridor Study. While the current estimate includes the CoC scope, MnDOT cannot confirm the preferred alternative until the NEPA process is complete. As a result, both the scope and cost will be updated once that process concludes. Local agencies have also secured additional funding, which will be included in the total project cost. Cost differences reflect ongoing project development and design refinements, and the estimate will continue to be updated as more details are finalized.

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 update is necessary 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

Risks include:

- Endangered Species
- Soil condition
- Traffic staging

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	4/27/2026
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	12/22/2025
Original Letting Date:	7/1/2027
Current Letting Date:	1/28/2028
Construction Season:	2028
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Bridge Condition	25%
Traveler Safety	25%
Pavement Condition	25%
Roadside Infrastructure Condition	15%
Pedestrian Infrastructure	10%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

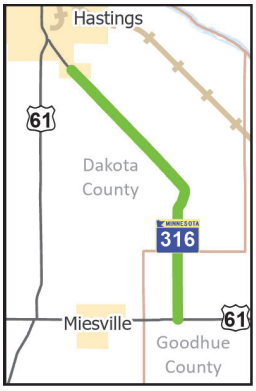
	Baseline Estimate	*Current Estimate*
Construction Letting:	13.3	16.8
Post Letting Construction Costs:	0.5	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	2
Construction Engineering:	1.1	1.3
Right of Way:	0	0
Total:	***16.5***	***20.9***

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 initial project cost was based on current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately. The change from baseline to current estimate reflects the expected cost when the project is advertised for contractor bids.

PROJECT SUMMARY



MN 316

State Project Number 1926-23

Resurface pavement on Hwy 316 (Red Wing Blvd) from south junction Hwy 61 to Tuttle in Hastings and construct turn lanes at various locations on Hwy 316 (Red Wing Blvd) in Ravenna Township.

SUBSTANTIALLY COMPLETE

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 million and a STIP modification was needed. Dakota County has a project on an intersecting county road that is being coordinated with this construction.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	95%
Roadside Infrastructure Condition	5%

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

Project is complete, no risks remain.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	6.5	7.6
Post Letting Construction Costs:	0.25	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	0.75	0.6
Construction Engineering:	0.5	0.6
Right of Way:	0.1	0
Total:	***8.1***	***9.2***

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

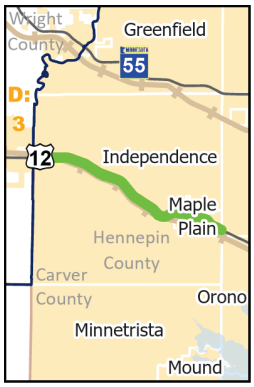
SCHEDULE

Date in which project entered the STIP:	2022
Environmental Document Approval Date:	July 2024
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	1/1/2025
Current Letting Date:	12/6/2028
Construction Season:	2028
Estimated Substantial Completion:	2028

COST ESTIMATE ASSUMPTIONS

The initial project cost was based on 2024 bid conditions and material availability. The current estimate is based on the 100% plans and updated using data from similar recent projects to reflect today's pricing more accurately.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	63%
Traveler Safety	32%
Pedestrian Infrastructure	4%
Roadside Infrastructure Condition	1%

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.

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.

PROJECT RISKS

Coordination with desired additional corridor safety improvements outlined in TH 12 Corridor Evaluation.

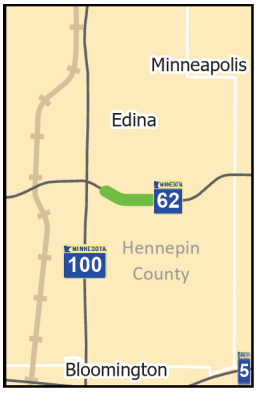
COST ESTIMATE ASSUMPTIONS

The cost assumes rehabilitation of the existing two lane roadway and the construction of a new roundabout at County Line Road.

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:	7/1/2027
Current Letting Date:	Spring 2028
Construction Season:	2028
Estimated Substantial Completion:	Fall 2028

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Roadside Infrastructure Condition	72%
Highway Mobility	28%

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 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

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.

SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	12/16/2025
Municipal Consent Approval Date:	Not Needed
Geometric Layout Approval Date:	12/16/2025
Construction Limits Established Date:	11/30/2025
Original Letting Date:	7/1/2027
Current Letting Date:	8/27/2027
Construction Season:	2027
Estimated Substantial Completion:	2027

COST ESTIMATE ASSUMPTIONS

Estimated construction costs are low based on average bids. The project is now expected to cost around $17.9 million, including $11 million for noise walls (pending vote). Drainage work could also cost more than estimated due to its complexity.

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

Investment Category Type	%
Pavement Condition	40%
Pedestrian Infrastructure	25%
Roadside Infrastructure Condition	20%
Traveler Safety	15%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

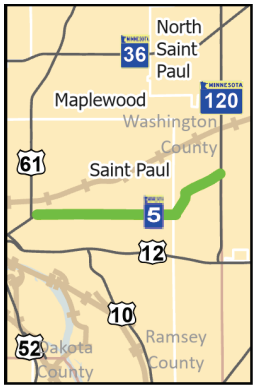
	Baseline Estimate	*Current Estimate*
Construction Letting:	14	27.1
Post Letting Construction Costs:	0.6	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	3.5	3.5
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***19.2***	***32.3***

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 of the cost increase comes from adding a 1-mile shared-use path along the north side of TH 5, between St. Paul Ave and Montreal Ave. The main cost driver is the earthwork and retaining wall needed to stabilize the steep hillside and ensure trail user safety.

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

SUBSTANTIALLY COMPLETE

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

Investment Category Type	%
Pavement Condition	37%
Pedestrian Infrastructure	30%
Roadside Infrastructure Condition	20%
Traveler Safety	10%

TOTAL PROJECT COST ESTIMATE (MILLIONS)

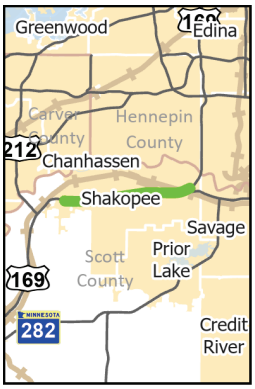
	Baseline Estimate	*Current Estimate*
Construction Letting:	8.5	13.6
Post Letting Construction Costs:	0.3	0.4
Other Construction Elements:	0	0
Preliminary Engineering:	1	1.7
Construction Engineering:	0.6	0.9
Right of Way:	0.1	0.2
Total:	***10.5***	***16.8***

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 as the project has been fully scoped and costs of constructing pedestrian infrastructure are more expensive.

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.

PRIMARY INVESTMENT CATEGORY

Investment Category Type	%
Pavement Condition	97%
Roadside Infrastructure Condition	2%
Pedestrian Infrastructure	1%

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.

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	49.6	52.2
Post Letting Construction Costs:	2	6.2
Other Construction Elements:	0	4.1
Preliminary Engineering:	6	6
Construction Engineering:	4	4
Right of Way:	0	0
Total:	***61.6***	***64.7***

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

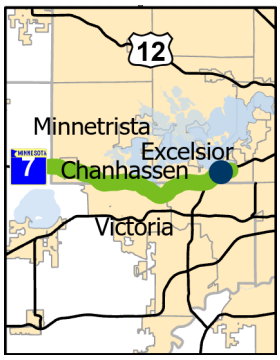
SCHEDULE

Date in which project entered the STIP:	2025
Environmental Document Approval Date:	7/31/2026
Municipal Consent Approval Date:	6/28/2027
Geometric Layout Approval Date:	Not Needed
Construction Limits Established Date:	2/13/2026
Original Letting Date:	3/22/2028
Current Letting Date:	3/22/2028
Construction Season:	2029
Estimated Substantial Completion:	TBD

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. Cost increased due to updated cost estimate and inflation.

PROJECT SUMMARY



MN 7

Bridge 9122, 9122

State Project Number 1004-35, 1004-35AC

Resurface Hwy 7 from Hennepin County/Carver County line to just east of Division St.; replace Mill St bridge

RECENT CHANGES & UPDATES

A Highway 7 corridor study is nearing completion. The study is meant to inform the vision of the corridor and what all scope should be included in this project.

PROJECT HISTORY

The primary need for this project is pavement preservation. However, there have been vehicle crashes on the corridor that have emphasized a need for a holistic review of the operations of the corridor.

PROJECT RISKS

Funding constraints to include all the needs in the pavement preservation project are among the risks.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	TBD
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	TBD
Construction Limits Established Date:	TBD
Original Letting Date:	N/A
Current Letting Date:	7/1/2028
Construction Season:	2028
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	47.0%	Local Partnership	0.0%
Bridge Condition	17.0%	Freight	0.0%
Roadside Infrastructure	15.0%	Bicycle	2.0%
Rest Areas	0.0%	Pedestrian	2.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	17.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

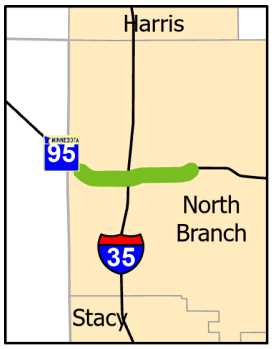
	Baseline Estimate	*Current Estimate*
Construction Letting:	31.3	44.4
Post Letting Construction Costs:	1.3	5.3
Other Construction Elements:	0	3.6
Preliminary Engineering:	3.8	0
Construction Engineering:	2	0
Right of Way:	5	0.1
Total:	***38.9***	***53.4***

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

COST ESTIMATE ASSUMPTIONS

Project cost estimates are based on average pricing of similar sized projects and materials. The increase in cost is due to safety improvements that were added to the project, increasing the cost over the base preservation need.

PROJECT SUMMARY



MN95

State Project Number 1306-57

MN 95, 0.25 miles east of 392nd Street to 0.1 mile east end of Hemingway Avenue in North Branch - roundabout, medium mill and overlay reconstruction.

RECENT CHANGES & UPDATES

This project has been scoped, and has moved from fiscal year 2028 to fiscal year 2029.

PROJECT HISTORY

This project was originally scoped as a mill and overlay but now includes a roundabout in the scope of work.

PROJECT RISKS

Project risks: There is a potential that a detour would be required, high, and the detour needs to be agreed upon by MnDOT, City of North Branch, and Washington County. The intersection of TH 95 and Forest Lake Blvd currently does not meet the geometric requirements for WB-62 trucks. There are historical buildings and ROW limitations at this intersection that will determine how to address this intersection.

SCHEDULE

Date in which project entered the STIP:	2026
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:	7/1/2025
Current Letting Date:	7/1/2028
Construction Season:	2028-2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	67.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	14.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	19.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

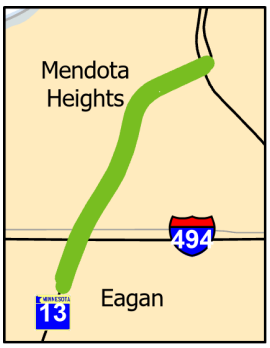
	Baseline Estimate	*Current Estimate*
Construction Letting:	14.1	13.6
Post Letting Construction Costs:	0.5	0.5
Other Construction Elements:	0	0
Preliminary Engineering:	1.6	1.6
Construction Engineering:	1.1	1.1
Right of Way:	0	0
Total:	***17.4***	***16.9***

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

COST ESTIMATE ASSUMPTIONS

The baseline project cost was calculated based on the current bidding environment and material availability for pavement and the roundabout. The initial project cost was based on current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately, which is why the total dropped.

PROJECT SUMMARY



MN 13

State Project Number 1901-193

Repair concrete pavement on Hwy 13 from I-494 to Hwy 55 in Eagan and Mendota Heights; resurface shoulders; improve drainage; improve accessibility (ADA; replace traffic signals; construct trail

RECENT CHANGES & UPDATES

Three signal replacements are included in the project. A new trail proposal from Pilot Knob to Lemay Lake Road on the south side of TH 13. A sidewalk gap at Mendota Heights Road was completed recently.

PROJECT HISTORY

The project was initially scoped in 2019 to focus primarily on pavement preservation, along with necessary drainage and ADA improvements. Since the original planning, the project faced several delays. It was rescoped in 2024 and is now planned for 2029. The current 2029 scope retains most the original work and now includes three signal replacements and new trail. Notably, one section of sidewalk work was completed separately since the initial 2019 scope.

PROJECT RISKS

MnDOT identified a trail gap to be filled with this project, however limited environmental work has been completed to date. MnDOT owns Sibley Memorial Leg as of 2024, but in 2029 we are turning-back Sibley Memorial to the City of Mendota Heights. Therefore NEED 10269 is charging Sibley Memorial leg to the city. But there is a high probability that MnDOT will pay the leg.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	7/7/2025
Municipal Consent Approval Date:	7/3/2028
Geometric Layout Approval Date:	Not Required
Construction Limits Established Date:	11/2/2026
Original Letting Date:	7/1/2024
Current Letting Date:	7/1/2028
Construction Season:	2028
Estimated Substantial Completion:	2028

PRIMARY INVESTMENT CATEGORY

Pavement Condition	60.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	35.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	5.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

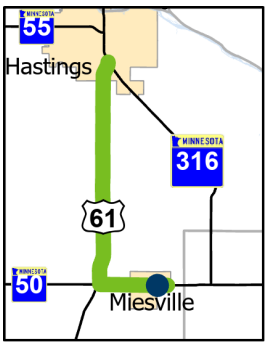
	Baseline Estimate	*Current Estimate*
Construction Letting:	2.5	0.6
Post Letting Construction Costs:	0.1	0.6
Other Construction Elements:	0	0
Preliminary Engineering:	0.3	1.7
Construction Engineering:	0.2	1.2
Right of Way:	0	0
Total:	***3.1***	***17.4***

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

COST ESTIMATE ASSUMPTIONS

The initial project cost was based on current bid conditions and material availability. It was later updated using data from similar recent projects to reflect today's pricing more accurately. The change from baseline to current estimate reflects the expected cost when the project is advertised for contractor bids.

PROJECT SUMMARY



US 61

Bridge 4933

State Project Number 1913-111

Resurface Hwy 61 (Vermillion St from Hwy 316 (Red Wing Blvd to 36th St in Hastings; roundabout; repair culvert near CR 91 in Miesville

RECENT CHANGES & UPDATES

This project has moved from scoping to baseline scheduled and preliminary design. Project will include new roundabouts at 36th Street and 190th Street. Mill and overlay of Hwy 61 to the south junction with MN 316. Shoulder paving to maintain a bikeable shoulder and repairs to a box culvert bridge #4933 in Miesville.

PROJECT HISTORY

Baseline project schedule has been developed and initial work on the project and preliminary design has begun.

PROJECT RISKS

Exact extents of project and coordination with SP 1913-107 are still ongoing.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	August 2026
Municipal Consent Approval Date:	TBD
Geometric Layout Approval Date:	September 2026
Construction Limits Established Date:	April 2026
Original Letting Date:	1/1/2029
Current Letting Date:	9/27/2028
Construction Season:	2029
Estimated Substantial Completion:	2029

PRIMARY INVESTMENT CATEGORY

Pavement Condition	73.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	5.0%	Bicycle	3.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	19.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

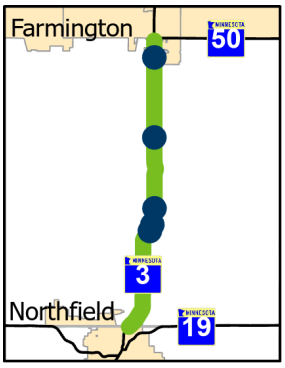
	Baseline Estimate	*Current Estimate*
Construction Letting:	17.5	17.5
Post Letting Construction Costs:	0.7	0.7
Other Construction Elements:	0	0
Preliminary Engineering:	2.1	2.1
Construction Engineering:	1.4	1.4
Right of Way:	0.1	0.1
Total:	***21.8***	***21.8***

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

COST ESTIMATE ASSUMPTIONS

The baseline project cost was calculated based on the current bidding environment and material availability to construct the roundabout, shoulder and culvert.

PROJECT SUMMARY



MN 3

Bridge 8454, 8455, 8456, 8457, 8458

State Project Number 1920-49

Resurface Hwy 3 from just south of Hwy 50 (220th St in Farmington to the Rice County line; reconstruct shoulders; replace concrete slabs over culverts; construct roundabouts

RECENT CHANGES & UPDATES

This project has recently been added to the STIP and will begin preliminary design and environmental documentation for the project.

PROJECT HISTORY

This project addresses multiple needs. Two intersections in the corridor have a history of severe angle crashes. The pavement structure is deteriorating and requires resurfacing of the mainline and reconstruction of the shoulders. Several culverts also need concrete distribution slabs to stabilize them for traffic. The project aims to improve ride quality, restore pavement integrity, enhance shoulder safety for pedestrians and cyclists, reduce crashes, eliminate conflict points, and improve intersection safety and capacity.

PROJECT RISKS

Project risks identified currently include right of way acquisition at the roundabout locations to ensure there is enough room to account for utilities, drainage, bypasses and construction. Construction staging and a traffic management plan will require significant coordination with agencies for the entire length of the project as there are not many routes to detour traffic. Drainage through the corridor continue to be assessed through this corridor. These risks have been identified and are being taken into consideration as this project moves into the project development stage.

SCHEDULE

Date in which project entered the STIP:	2026
Environmental Document Approval Date:	06/01/2027
Municipal Consent Approval Date:	11/30/2027
Geometric Layout Approval Date:	12/01/2026
Construction Limits Established Date:	09/01/2026
Original Letting Date:	07/01/2028
Current Letting Date:	08/23/2028
Construction Season:	2029-2030
Estimated Substantial Completion:	2030

PRIMARY INVESTMENT CATEGORY

Pavement Condition	85.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	13.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	2.0%	Project Delivery	0.0%
Highway Mobility	0.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

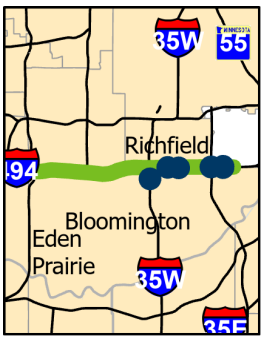
	Baseline Estimate	*Current Estimate*
Construction Letting:	35.2	35.2
Post Letting Construction Costs:	1.4	1.4
Other Construction Elements:	0	0
Preliminary Engineering:	4.2	4.2
Construction Engineering:	2.8	2.8
Right of Way:	0	0
Total:	***43.6***	***43.6***

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 cost was based on prevailing bid conditions and material availability. The cost has remained consistent over the course of the project development.

PROJECT SUMMARY



I-494

Bridge 27709, 27712, 27820, 9078, 9081, 9081A, 9082, 9213, 9289

State Project Number 2785-462, 2785-465

Reconstruct I-494 from Hwy 169 to Hwy 100, and Penn Ave to 34th Ave in Bloomington; and on I-35W from 86th St in Bloomington to 76th St in Richfield; reconstruct five bridges; repair four bridges; replace signals; improve accessibility (ADA); improve drainage.

RECENT CHANGES & UPDATES

The preliminary design process for the project is progressing and on schedule. The environmental document is on track to be completed in early 2026.

PROJECT HISTORY

This project is the second and last of two phases of the I-494 Airport to 169 corridor vision. In October 2024, the project received IIJA funding to complete construction of the corridor vision. Additional funding from the state including Corridors of Commerce and future funding sources will be used to fully fund the project.

PROJECT RISKS

Existing drainage constraints/capacity issues in a fully developed urbanized corridor are among the risks. Management of traffic during construction, and construction timing and impacts from other regional and local agency projects also pose a risk.

SCHEDULE

Date in which project entered the STIP:	2024
Environmental Document Approval Date:	Feb. 2026
Municipal Consent Approval Date:	Nov. 2025
Geometric Layout Approval Date:	Jan. 2025
Construction Limits Established Date:	Jan. 2026
Original Letting Date:	10/7/2026
Current Letting Date:	10/7/2026
Construction Season:	2026-2030
Estimated Substantial Completion:	Fall 2030

PRIMARY INVESTMENT CATEGORY

Pavement Condition	0.0%	Local Partnership	0.0%
Bridge Condition	0.0%	Freight	0.0%
Roadside Infrastructure	0.0%	Bicycle	0.0%
Rest Areas	0.0%	Pedestrian	0.0%
Climate Resilience	0.0%	Small Programs	0.0%
Tranportation Safety	0.0%	Project Delivery	1.0%
Highway Mobility	99.0%	Main Streets and Urban Pavement	0.0%
Advancing Technology	0.0%		

TOTAL PROJECT COST ESTIMATE (MILLIONS)

	Baseline Estimate	*Current Estimate*
Construction Letting:	341.2	368.1
Post Letting Construction Costs:	13.6	13.7
Other Construction Elements:	0	0
Preliminary Engineering:	40.9	41
Construction Engineering:	27.3	27.4
Right of Way:	0	0
Total:	***423***	***450.2***

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 base estimate was based of the IIJA grant application. The update estimate is based off of current preliminary design efforts and a completed geometric layout. The project cost increased as the design progressed and risk-based cost estimates have been completed. Additional bridge and storm sewer work was identified as needed to deliver the scope of the project.

Appendix D: Future Major Highway Projects (planned 2025-2036)

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
1	MN 23	0901-81	Brian Larson	2031	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	9	11.2
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	2034	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	10.4	12.8
1	I35	0980-166	Josie Olson	2032	CARLTON	Resurface NB and SB I-35 from north of CSAH 61 (Atkinson bridges) to the north end of the St Louis River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.6	14.4
1	I35	0980-168	Not assigned	2032	CARLTON	Resurface I-35 from 2.6 miles south of CR 4 to north of CSAH 61 (Atkinson bridges)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.6	14.4
1	I35	0980-169	Josie Olson	2029	CARLTON	Replace Moorhead Rd Bridge over I-35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
1	I35	0980-170	Josie Olson	2031	CARLTON	Resurface bridges on and over I-35 near Cloquet	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.4	5.5
1	MN 61	1603-54, 1603-55	Brad Scott	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	24.7	32.8

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
1	US 2	3103-71	Not assigned	2029	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	8.5	10.5
1	US 169	3115-128	Not assigned	2031	ITASCA	Resurface Hwy 169 from just north of the US 169/MN 200 roundabout in Hill City to CR 64 (Harristown Rd)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.2	12.6
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	U S71	3605-43	Not assigned	2029	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	7.4	9.2
1	MN 11	3606-68	Not assigned	2034	KOOCHICHING	Resurface Hwy 11 from just east of CR 23 to end of Hwy 11	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.7	7.1
1	US 71	3613-18	Ellie Sin	2029	KOOCHICHING	Repair bridge over Little Fork River on Hwy 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
1	MN 217	3614-26	Not assigned	2030	KOOCHICHING	Replace bridge over Little Fork River on Hwy 217	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9	11.2

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
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	Eric Cooper	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 from CR 35 (Finlayson Rd) to Hwy 23	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
1	US 53	6920-57	Not assigned	2031	ST LOUIS	Resurface SB Hwy 53 from just north of Hwy 169 to Rice River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.6	8.2
1	MN 73	6930-43	Randy Costley	2033	ST LOUIS	In Chisholm reconstruct State Highway 73 from Jct US 169 to 4th Ave NW	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.3	11.5
1	MN 194	6933-99	Not assigned	2030	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	I535	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	I35	6982-347	Not assigned	2031	ST LOUIS	Repair the 5th Ave West bridge over I-35 in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
1	I35	6982-359	Not assigned	2031	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
1	I35	6982-370	Not assigned	2030	ST LOUIS	Replace 40th Ave W bridge over Interstate 35 in Duluth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.1	6.3
1		8821-400	Not assigned	2029	COOK, LAKE	Resurface and repair bridges on MN 1 and MN 61	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.5	8.1
1	MN23	0901-81	Brian Larson	2031	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	9	11.2
2	MN1	0403-08	Jonathon Mason	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	MN1	0404-39	Jonathon Mason	2031	BELTRAMI	Reconstruct 1-mile of Hwy 1 in Redby	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.8	7.2
2	US71	0410-54	Jonathon Mason	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	US71	0410-56	Jonathon Mason	2031	BELTRAMI	Rehab bridge over Hwy 71 four miles north of Hwy 197 in Bemidji	Need Unknown	Need Unknown	Need Unknown	Need Unknown	1.2	6.2

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
2	MN72	0412-29	Jonathon Mason	2032	BELTRAMI	Resurface Hwy 72 between Blackduck and Hwy 1	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
2	MN197	0416-64	Jonathon Mason	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	US2	1102-73	Barin Norgren	2034	CASS	Resurface Hwy 2 in Cass Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	3.8	4.8
2	MN371	1119-42	Jonathon Mason	2030	CASS	Reconstruct Hwy 371 in downtown Walker from Walker Bay Blvd to 0.2 miles west of CR 12; on Hwy 34 from 0.1 miles south of Lake May Rd to Hwy 371	Need Unknown	Need Unknown	Need Unknown	Need Unknown	19	23.6
2	MN92	1507-68	Barin Norgren	2029	CLEARWATER	Resurface Hwy 92 between Gonvick and Bagley	Pending Approval	Pending Approval	Pending Approval	Pending Approval	15.2	18.8
2	MN34	2902-46	Barin Norgren	2031	HUBBARD	Resurface Hwy 34 in Park Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1
2	US71	2904-20	Jonathon Mason	2031	HUBBARD	Reconstruct 1-mile of Hwy 71 in Park Rapids	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.5	10.5
2	MN46	3109-47	Jonathon Mason	2030	ITASCA	Resurface Hwy 46 from just north of CR 13 to Northome	Need Unknown	Need Unknown	Need Unknown	Need Unknown	17.6	22.7

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2	US75	3508-29	Jonathon Mason	2030	KITTSON	Resurface Hwy 75 and Hwy 11 in Donaldson and Hwy 75 in Kennedy	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.5	16.7
2	MN1	4509-05	Jonathon Mason	2031	MARSHALL	Refurbish Hwy 1 bridge over the Red River in Oslo	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18	22.3
2	US75	5406-20	Jonathon Mason	2031	NORMAN	Resurface Hwy 75 between Hendrum and Perley	Pending Approval	Pending Approval	Not Needed	Pending Approval	11.2	13.8
2	US59	5705-66	Jonathon Mason	2030	PENNINGTON	Resurface 2 miles of Hwy 59 in Thief River Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
2	US2	6005-80	Jonathon Mason	2033	CLEARWATER, POLK	Resurface westbound lanes of Hwy 2 between Fosston and Bagley	Pending Approval	Pending Approval	Not Needed	Pending Approval	12	14.9
2	MN32	6006-24	Jonathon Mason	2030	POLK	Reconstruction Hwy 32 in Fertile	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
2	MN220	6017-47	Jonathon Mason	2030	MARSHALL, POLK	Resurface Hwy 220 between Polk CR 22 and Alvarado	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	6.8
2	US2	6019-30	Jonathon Mason	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

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3	US169	0115-56	Luke Wehseler	2032	AITKIN	Resurface and reconstruct Hwy 169 from Westwood Dr to south junction of Hwy 210 in Aitkin	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.2	5.2
3	MN210	0118-23	Luke Wehseler	2032	AITKIN	Reconstruct Hwy 210 from 0.8 miles west of Hwy 169 to Ripple River bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.7	19.5
3	MN371	1116-29	Nathan Walton	2030	CASS, CROW WING	Resurface Hwy 371 from 0.3 miles north of CR 16 in Crow Wing County to 0.1 miles north of CR 2 in Cass County	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.9	7.3
3	MN18	1803-43	Joshua Daniel	2029	CROW WING	Resurface Hwy 18 from Hwy 25 in Brainerd to Hwy 169 in Garrison	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
3	MN371	1810-118	Terri Odegaard	2032	CROW WING	Resurface Hwy 371 from Hwy 210 in Baxter to south of Nisswa	Need Unknown	Need Unknown	Need Unknown	Need Unknown	20.9	25.9
3	MN65	3307-44	Eric Schiller	2031	KANABEC	Reconstruct Hwy 65 through Mora	Not Needed	Not Needed	Not Needed	Not Needed	24.9	30.9
3	MN95	4809-23	Kelly Scegura	2030	ISANTI, MILLE LACS	Resurface Hwy 95 from the Benton/Mille Lacs County line to 0.05 miles west of CR 35/15; replace bridge	Not Needed	Not Needed	Not Needed	Not Needed	8.3	10.3
3	US10	4901-86	Eric Schiller	2034	MORRISON	Reconstruct Hwy 10 through Royalton including J-turns; resurface bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.5	19.2

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3	US10	4903-78	Eric Schiller	2031	MORRISON	Resurface Hwy 10 from Motley to 2 miles south of Cushing	Not Needed	Not Needed	Not Needed	Not Needed	17.4	21.6
3	MN27	4904-49	Kelly Scegura	2031	MORRISON	Resurface Hwy 27 from 9th St NE to 19th St NE in Little Falls; improve accessibility to meet modern standards and complete bridge work	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7	8.7
3	MN27	4904-50	Luke Wehseler	2031	MORRISON	Replace Hwy 27 bridge over the Mississippi River in Little Falls	Need Unknown	Need Unknown	Need Unknown	Need Unknown	22.4	27.8
3	MN27	4905-36	Kelly Scegura	2030	MORRISON	Resurface Hwy 27 from 0.2 miles east of Hwy 10 in Little Falls to Hwy 25 in Genola	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.2	6.4
3	MN27	4906-29	Luke Wehseler	2032	MILLE LACS, MORRISON	Resurface Hwy 27 from 3.9 miles west of the Morrison/Mille Lacs County line to Hwy 169 in Onamia	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.9	7.3
3	MN107	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	US10	7102-146	Terri Odegaard	2029	SHERBURNE	Resurface eastbound and westbound Hwy 10 from Big Lake to Joplin Ave in Elk River; improve accessibility to meet modern standards in rural areas	Not Needed	Not Needed	Not Needed	Not Needed	26.4	32.8
3	US10	7103-68	Terri Odegaard	2033	SHERBURNE	Resurface eastbound Hwy 10 from 1.2 miles east of Hwy 23 in St Cloud to 0.15 miles west of Hwy 24 in Clear Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.8	20.8

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3	MN25	7104-25	Russell Fellbaum	2030	SHERBURNE	Resurface Hwy 25 from I-94 in Monticello to Hwy 10 in Big Lake; improve accessibility to meet modern standards	Not Needed	Not Needed	Not Needed	Not Needed	4.6	5.8
3	MN23	7305-134	Terri Odegaard	2031	STEARNS	Resurface Hwy 23 from west of Richmond to 0.5 miles east of 93rd Ave; resurface bridge over the Sauk River	Not Needed	Not Needed	Not Needed	Not Needed	17	21.1
3	US71	7318-42	Eric Schiller	2034	STEARNS	Resurface Hwy 71 through Elrosa and resurface from north side of Elrosa to I-94; replace box culvert over stream 2.3 miles south of Sauk Centre + Replace Hwy 71 bridge over I-94 at Sauk Centre	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
3	US71	7319-43	Joshua Daniel	2029	STEARNS, TODD	Recondition Hwy 71 from 4th St N in Sauk Centre to 0.1 miles north of 230th St in Long Prairie	Not Needed	Not Needed	Not Needed	Not Needed	15.5	19.2
3	MN22	7326-19	Not assigned	2030	STEARNS	Resurface Hwy 22 from Eden Valley to Hwy 23 in Richmond; replace box culvert	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.8	6
3	US10	7702-55	Not assigned	2029	TODD	Resurface Hwy 10 in Staples	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	5
3	MN28	7705-16	Eric Schiller	2029	MORRISON, STEARNS, TODD	Resurface Hwy 28 from the north junction of Hwy 71 to Hwy 27	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.4	12.8
3	US71	7709-20	Not assigned	2032	TODD	Resurface Hwy 71 from 0.1 miles south of CR 24 in Bertha to the Todd/Wadena County line	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.1	5.1

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3	US71	8004-42	Eric Schiller	2032	WADENA	Resurface Hwy 71 from 0.4 miles north of Alfred St in Wadena to the Red Eye River in Sebeka	Not Needed	Not Needed	Not Needed	Not Needed	12.5	15.5
3	US12	8602-54	Terri Odegaard	2029	WRIGHT	Resurface Hwy 12 from 0.1 miles north of Bridge Ave to 0.2 miles east of CR 139 in Delano; improve accessibility to meet modern standards	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18	22.3
3	MN55	8607-64	Russell Fellbaum	2031	WRIGHT	Resurface Hwy 55 from Hwy 25 to end of four-lane section in Buffalo; replace box culvert and install fiber optic cable	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.3	10.3
4	MN113	0307-100	Amber Abraham	2032	BECKER	Resurface on Hwy 113 from county road 4 to highway 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.1	11.7
4	MN28	0604-24	Thomas Lundberg	2032	TRAVERSE	Resurface from state line to highway 7	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.7	7.1
4	US75	0608-40	Brian Bausman	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	MN7	0609-33	Andrew Krog	2030	BIG STONE	Resurface and improve drainage on Hwy 7 near Ortonville	Approved	Approved	Not Needed	Approved	5.4	6.4

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4	MN7	0609-34	Makala Girodat	2031	POPE	Resurface from highway 28/Beardsley to county road 9	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.8
4	US10	1401-180	Mary Safgren	2033	CLAY	Resurface Hwy 10 from Dilworth to Glyndon	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.9	19.7
4	US10	1401-182	Andrew Krog	2030	CLAY	Reconstruct from 34th Street to east SE 7th Street in Dilworth	Need Unknown	Need Unknown	Need Unknown	Need Unknown	28.2	31.2
4	US10	1401-193	Kalob Oyster	2033	CLAY	Resurface from CR 31 to CR 5	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.2	18.8
4	I94	1480-182	Justin Knopf	2030	CLAY	Reconstruct both directions from MN/ND border to Hwy 336	Need Unknown	Need Unknown	Need Unknown	Need Unknown	37	46
4	MN29	2103-43	Kalob Oyster	2031	DOUGLAS	Reconstruct Hwy 29 from 2nd Ave to north of Mckay Ave in Alexandria	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.6	13.1
4	US59	2611-19	Thomas Lundberg	2032	GRANT, OTTER TAIL	Resurface highway 59 from interstate 94 to Elbow Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12.7	13
4	MN113	4405-35	Thomas Lundberg	2032	MAHNOMEN	Resurface from highway 59 to county highway 4	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	5.8

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4	MN210	5602-25	Makala Girodat	2032	OTTER TAIL	Resurface from 94 to Battle Lake	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.5	10.7
4	MN29	5610-15	Kalob Oyster	2033	OTTER TAIL, WADENA	Resurface highway 29 from highway 210 to highway 71	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.7	12.1
4	MN78	5620-26	Lori Vanderhider	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	MN108	5623-38	Thomas Pace	2030	OTTER TAIL	Resurface from east of Pelican Rapids to county road 41	Pending Approval	Pending Approval	Not Needed	Pending Approval	11	13.3
4	MN108	5624-19	Thomas Pace	2029	OTTER TAIL	Resurface Hwy 108 from Hwy 78 in Ottertail to 4th Street in Henning.	Pending Approval	Pending Approval	Approved	Approved	5.5	7.5
4	MN108	5624-20	Thomas Pace	2035	OTTER TAIL	Reconstruction from 4th street in Henning to Jct. of Hwy 210	Pending Approval	Pending Approval	Approved	Approved	5.8	7.1
4	MN104	6110-23	Brian Bausman	2032	POPE	Resurface Hwy 104 from Hwy 9 to Glenwood	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.6	15.5
4	US59	7505-24	Thomas Lundberg	2031	STEVENS	Resurface from Swift/Stevens Co. Line to 0.1 miles S. of Hwy 28	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	11.1

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4	US59	7609-11	Thomas Lundberg	2035	SWIFT	Resurface from Swift/Stevens County line to highway 12	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.3	7.9
4	MN210	8401-24	Kalob Oyster	2032	WILKIN	Resurface Hwy 210 from Hwy 75 to 110th Ave	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.5	8.1
4	US75	8406-24	Thomas Pace	2029	TRAVERSE	Resurface from Breckenridge to Doran	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.6	12
6	MN30	2003-15	Not assigned	2034	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	MN56	2005-30	Not assigned	2031	DODGE, MOWER	Resurface Hwy 56 from Olmsted CR 46 to Hwy 14 and replace Bridge No. 8217	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.4	16.6
6	MN57	2007-46	Not assigned	2032	DODGE, GOODHUE	Repair Hwy 57 from 11th Street in Kasson to Wanamingo and replace Bridge No. 20x01	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.1	13.7
6	MN16	2301-15	Thomas Austin	2029	FILLMORE	Reconstruct Highway 16 from Tracey Road to Griswald Street in Spring Valley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.1	18.3
6	MN13	2401-43	Paul Zager	2034	FREEBORN	Resurface Highway 13 from Highway 69 to Highway 30	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9

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6	MN109	2407-11	Not assigned	2031	FREEBORN	Replace Hwy 109 bridge over I90 near Alden	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.2	10.2
6	I90	2482-83	Tory Thompson	2030	FREEBORN	Replace bridges on I90 over I35 and Improve Ramps	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.9	23.5
6	US52	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	US52	2506-93	Not assigned	2031	GOODHUE	Resurface Hwy 52 from north of Hwy 60 to Dakota County and Goodhue County border and deck overlay Bridge No. 25009	Need Unknown	Need Unknown	Need Unknown	Need Unknown	36.4	45.2
6	MN60	2511-54	Not assigned	2031	GOODHUE	Resurface Highway 60 from Kenyon to Highway 52	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.9	11.1
6	US61	2514-130	Paul Zager	2030	GOODHUE	Resurface Hwy 61 from CPKC railroad bridge to Hwy 19	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.4	9.2
6	US61	2514-131	Not assigned	2032	GOODHUE	Resurface Hwy 61 from Hwy 19 To Hwy 316	Need Unknown	Need Unknown	Need Unknown	Need Unknown	9.2	11.4
6	MN16	2801-90	Thomas Austin	2030	HOUSTON	Reconstruct Hwy 16 through Houston and replace bridge No. 95111	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.2

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6	MN44	2803-35	Thomas Austin	2030	HOUSTON	Resurface Highway 44 from Spring Grove to Caledonia	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.7	5.9
6	MN44	2804-39	Jacob Gasper	2030	HOUSTON	Resurface Highway 44 from Houston County Road 12 to Hokah	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.6	9.4
6	MN76	2808-23	Not assigned	2033	MULTI-COUNTY, HOUSTON, WINONA	Resurface Highway 76 from Houston to Interstate 90	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.4
6	US218	5008-36	Not assigned	2033	MOWER	Resurface Highway 218 from Iowa border to east of I-90 and replace Bridge No. 8453	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.4	8
6	I90	5080-175	Not assigned	2029	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	I90	5080-188	Jai Kalsy	2031	MOWER	Replace bridge over Interstate 90 and interchange ramp improvements in Mower County	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10	12.4
6	US14	5501-48	Timothy Zamzow	2033	OLMSTED	Resurface EB Highway 14 from Byron to Rochester	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.9	14.9
6	US14	5501-50	Timothy Zamzow	2030	OLMSTED	Resurface WB Highway 14 from Byron to Rochester	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.2	10.2

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6	I90	5580-101	John Hager	2030	OLMSTED	Resurface I-90 westbound lanes from Highway 63 to east of Olmsted County Road 19 and Bridge No. 55805 overlay	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.9	10.2
6	I90	5580-103	Jacob Gasper	2031	OLMSTED	Resurface I-90 EB from Hwy 63 to County Road 19 and Bridge No. 55806 overlay	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.2	7.6
6	MN19	6602-30, 6603-28	Mark Trogstad-Isaacson	2027-2033	RICE	Resurface Highway 19 from Highway 13 to I 35	Need Unknown	Need Unknown	Need Unknown	Need Unknown	15.8	20.4
6	MN3	6612-105	Mark Trogstad-Isaacson	2032	RICE	Replace Bridge over Cannon River on MN 3 in Northfield	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
6	MN3	6612-107	Mark Trogstad-Isaacson	2032	RICE	Replace Bridge on MN 3 over Railroad	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
6	I35	6680-124	Not assigned	2031	RICE	Resurface I-35 from Rice County Rd 9 to the Heath Creek rest area	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.3	14.1
6	MN30	7403-34	Paul Zager	2033	STEELE, WASECA	Resurface Highway 30 from Highway 13 to Ellendale	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
6	I35	7480-137	Paul Zager	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

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6	MN43	8502-37	Not assigned	2034	WINONA	Resurface Hwy 43 from I-90 to Hwy 61 and Replace Bridge 5259 over Burns Valley Creek and Redeck Bridge 85017	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4.5	5.6
6	US61	8504-77	Jacob Gasper	2031	WINONA	Replace northbound and southbound Hwy 61 bridges over Cedar Creek south of Winona	Pending Approval	Pending Approval	Pending Approval	Pending Approval	7.4	9.2
6	US61	8505-44	Not assigned	2034	WINONA	Resurface Hwy 61 from Homer to Winona	Need Unknown	Need Unknown	Need Unknown	Need Unknown	7.1	8.9
6	US61	8506-75	Not assigned	2029	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	MN74	8507-28	Not assigned	2033	OLMSTED, WINONA	Resurface Highway 74 from Highway 52 to east Highway 14	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8	9.9
6	I90	8580-179	Hunter Vraa	2029	WINONA	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.5	7
6	I90	8580-180	Not assigned	2033	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

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7	US14	0702-128	Mathew Thibert	2034	BLUE EARTH	Repair pavement and bridges on Hwy 14 from CR 3 to 2 miles east of Eagle Lake	Not Needed	Not Needed	Not Needed	Not Needed	13.3	16.5
7	MN22	0704-109	Forrest Hasty	2032	BLUE EARTH	Reconstruct Hwy 22 from Hwy 83 to Bassett Dr	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.5	20.5
7	MN30	0705-26	Mathew Thibert	2033	BLUE EARTH, WATONWAN	Resurface pavement and replace or repair bridges on Hwy 30 from Hwy 15 to Hwy 169	Not Needed	Not Needed	Not Needed	Not Needed	6	7.4
7	MN60	0708-46, 0708-1071482	Forrest Hasty	2027-2033	BLUE EARTH	Resurface Hwy 60 both directions from Lake Crystal to Blue Earth County CR 115 (Cray Corner)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	10.4	12.9
7	MN68	0710-123	Forrest Hasty	2031	BLUE EARTH, BROWN	Resurface and replace multiple bridges on Hwy 68 from Hwy 15 to Hwy 60/169	Not Needed	Not Needed	Not Needed	Not Needed	20.6	25.5
7	MN60	1703-82	Mary Dieken	2023	COTTONWOOD	Repair Hwy 60 pavement on Mountain Lake bypass from CR 47 to CR 8; repair bridges; construct snow fence	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.6	8.4
7	MN60	1703-83	Glen Coudron	2032	COTTONWOOD	Reconstruct Hwy 60 and replace bridge between 3rd Ave S and John Caldwell Dr, and reconstruct Hwy 62 from Plum Ave to Hwy 60 in Windom	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16	19.6
7	MN60	3204-70	Forrest Hasty	2033	JACKSON, NOBLES	Repair Hwy 60 bridges and 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

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7	US 71	3205-36	Peter Engelmeyer	2030	JACKSON	Resurface Hwy 71 and replace bridge from Iowa border to CR 34 in Jackson	Not Needed	Not Needed	Not Needed	Not Needed	9.5	11.8
7	MN 13	4001-48	Mary Dieken	2031	LE SUEUR	Resurface Hwy 13 from Waterville to Montgomery	Not Needed	Not Needed	Not Needed	Not Needed	15	29.4
7	MN 19	4004-126	Forrest Hasty	2034	LE SUEUR, SIBLEY	Resurface Hwy 19 from Hwy 169 to the east Jct. of Hwy 13; replace or repair multiple bridges	Not Needed	Not Needed	Not Needed	Not Needed	12.9	15.9
7	MN 99	4009-114AC, 4009-114	Barbara Schreiber	2028-2029	LE SUEUR	Not available at this time	Need Unknown	Need Unknown	Need Unknown	Need Unknown	11.9	14.9
7	US 169	4013-66	Forrest Hasty	2033	LE SUEUR, SIBLEY	Repair Hwy 169 pavement and bridges from the north Jct Hwy 93 to the rest area at Le Sueur	Need Unknown	Need Unknown	Need Unknown	Need Unknown	4	4.8
7	MN 22	5205-115	Mary Dieken	2030	NICOLLET	Resurface Hwy 22 from Hwy 169 to CR 20 in St Peter	Need Unknown	Need Unknown	Need Unknown	Need Unknown	12	14.9
7	US 59	5304-44	Glen Coudron	2034	MURRAY, NOBLES	Resurface Hwy 59 and replace multiple bridges from Worthington to Fulda	Not Needed	Not Needed	Not Needed	Not Needed	16.9	21
7	US 75	6704-116	Forrest Hasty	2033	ROCK	Resurface Hwy 75 and replace bridges from the Iowa border to Luverne	Not Needed	Not Needed	Not Needed	Not Needed	8.8	11

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7	MN19	7206-117	Forrest Hasty	2029	SIBLEY	Resurface Hwy 19 from Gaylord to Henderson	Not Needed	Not Needed	Not Needed	Not Needed	19.2	24
7	MN13	8102-30	Forrest Hasty	2033	LE SUEUR, WASECA	Resurface Hwy 13 and replace bridge from Waseca to Waterville	Not Needed	Not Needed	Not Needed	Not Needed	5.7	7.1
8	MN40	1210-91	Mo Brua	2030	CHIPPEWA	Resurface Hwy 29 from west Jct. of Hwy 40 to east jct. of Hwy 40; resurface Hwy 40 from east jct. of Hwy 29 to Chippewa CR 4.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.4	6.5
8	MN40	1210-93	Phillip Deschepper	2032	CHIPPEWA	Resurface Hwy 40 from CR 4 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13.2	16.2
8	MN7	3402-25	Tony Pfau	2033	KANDIYOHI, MEEKER	Resurface Hwy 7 from Hwy 71 to Hwy 4.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	13	16.1
8	US71	3411-97	Phillip Deschepper	2032	KANDIYOHI	Resurface Hwy 71 from Hwy 7 to Willmar.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6	7.4
8	US75	3703-30	Christopher Nienaber	2030	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

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
8	US14	4101-91	Mo Brua	2031	LINCOLN	Resurface Hwy 14 from Minnesota/South Dakota state line to Lake Benton.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	8.6	10.6
8	US14	4201-91	Phillip Deschepper	2034	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	MN19	4204-42	Jacob Mages	2033	LYON, MURRAY	Resurface Hwy 19 from Ivanhoe to CR 5.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	14.3	16.9
8	MN23	4207-58	Jacob Mages	2032	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	US59	4208-66	Steven Dols	2028	LYON	Resurface Hwy 59 from Hwy 14 to CR 6 in Marshall.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.5
8	MN7	4302-97	Steven Dols	2031	MCLEOD	Resurface (concrete) Hwy 7 from Technology Drive to 0.24 miles west of CR 2 in Silver Lake; resurface Hwy 22 from Hwy 7 to 0.6 miles south of Airport Road.	Pending Approval	Pending Approval	Pending Approval	Pending Approval	8.9	11
8	MN4	4701-33	Phillip Deschepper	2035	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

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
8	MN30	5103-91	Christopher Nienaber	2021	MURRAY	Resurface Hwy 30 from Hwy 59 to CR 7; replace bridge over Des Moines River.	Pending Approval	Pending Approval	Not Needed	Pending Approval	11.2	13.8
8	MN30	5904-27	Phillip Deschepper	2029	PIPESTONE, MURRAY	Surface Hwy 30 from Hwy 75 in Pipestone to 60th Avenue in Lake Wilson plus replace multiple bridges.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.7	8.3
8	US75	5906-43	Mo Brua	2030	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	US71	6405-72	Steven Dols	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	US71	6405-74	Steven Dols	2030	REDWOOD	Resurface Hwy 71 from Hwy 68 to CR 101 in Redwood Falls.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	6.8	8.4
8	MN23	8701-40	Dave Nilan	2030	YELLOW MEDICINE	Replace culvert on Hwy 23 south of Granite Falls.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	5.3	6.5
8	MN68	8709-29	Christopher Nienaber	2035	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	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
M	MN47	0206-92	Sara Dunlap	2032	ANOKA	Resurface Hwy 47 from 153rd Ave (Alpine Dr) to Cree St NW/St. Francis in Ramsey	Need Unknown	Need Unknown	Need Unknown	Need Unknown	17.6	21.8
M	US212	1017-114	Sara Dunlap	2035	CARVER	Repair Hwy 212 from Creek Rd. to CR 4 (Eden Prairie Rd) in Chaska	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.1	22.3
M	US8	1301-133	Sara Dunlap	2032	CHISAGO	Resurface Hwy 8 from Karmel Ave in Chisago City to Tern Ave in Shafer Township	Need Unknown	Need Unknown	Need Unknown	Need Unknown	24.5	30.5
M	US52	1906-83	Sara Dunlap	2026	DAKOTA	Resurface Hwy 52 from Clayton Ave S in Rosemount to south of Inver Grove Trail in Inver Grove Heights; resurface 4 Hwy 52 bridges at railroad tracks and 2 Hwy 52 bridges at Hwy 55 in Rosemount and Inver Grove Heights	Need Unknown	Need Unknown	Need Unknown	Need Unknown	36	44.6
M	I35	1980-99	Nicole Stromgren	2030	DAKOTA	Resurface concrete pavement of I-35 from a half mile south of 210th St in Lakeville to 35E/35W split in Burnsville; replace 2 bridges at 205th St W and 2 bridges at Kenwood Trail; resurface 2 Marion Lake bridges, 150th St bridge and 162nd St W bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	55.2	68.4

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
M	I35E	1982-207	Tahsina Alam	2029	DAKOTA	Repair I-35E concrete pavement from I-35W/I-35E split in Burnsville to Lone Oak Rd in Eagan; resurface bridges at Pilot Knob Rd, 138th St, Blackhawk Rd, Deerwood Dr, CR 28/Yankee Doodle Rd, Cliff Rd, Hwy 77/Cedar Rd, CR 42 (2 bridges), Southcross Dr (3 bridges) and Southcross Dr flyover ramp.	Need Unknown	Need Unknown	Need Unknown	Need Unknown	98.5	121.9
M	I35E	1982-229	Jennifer Wiltgen	2034	DAKOTA	Resurface I-35E from Lone Oak Rd in Eagan to a half mile north of Marie Ave W in Mendota Heights	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18.4	22.8
M	US212	2701-55	Sara Dunlap	2033	CARVER, HENNEPIN	Repair Hwy 5 concrete pavement from Hwy 41 (Hazeltine Blvd) in Chanhassen to Eden Prairie Rd in Eden Prairie	Need Unknown	Need Unknown	Need Unknown	Need Unknown	16.6	20.6
M	MN55	2722-102	Sara Dunlap	2027	HENNEPIN, WRIGHT	Resurface Hwy 55 from the Wright/Hennepin County line to Fernbrook; resurface Crow River bridge (No. 27044)	Need Unknown	Need Unknown	Need Unknown	Need Unknown	21.9	27.1
M	US212	2763-72	Sara Dunlap	2025	HENNEPIN	Resurface Hwy 212 from just east of I-494 to just south of Hwy 62 in Eden Prairie	Need Unknown	Need Unknown	Need Unknown	Need Unknown	21.7	26.9
M	MN610	2771-124	Nicholas Greenly	2030	HENNEPIN	Resurface 2 Hwy 610/Mississippi River bridges and the Hwy 610/W River Rd bridge in Coon Rapids, and 3 Hwy 610/Hwy 252 bridges in Brooklyn Park	Need Unknown	Need Unknown	Need Unknown	Need Unknown	18	22.3

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
M	US169	2772-154	Sara Dunlap	2035	HENNEPIN	Resurface Hwy 169 bridges at Excelsior Blvd, 2nd St NE, Wayzata Blvd and I-394 in Hopkins and Golden Valley; resurface Hwy 169 bridges at Hwy 55, Minnetonka Blvd, railroad tracks, 13th Ave N and Basset Creek in Plymouth, Minnetonka and Golden Valley; replace Hwy 169 bridges at Betty Crocker Dr in Golden Valley and Cedar Lake Rd S in Minnetonka	Need Unknown	Need Unknown	Need Unknown	Need Unknown	59.4	73.7
M	I35W	2783-255	Sara Dunlap	2031	RAMSEY, HENNEPIN	Replace 2 Hwy 36/Fairview Ave bridges; replace 3 Hwy 36/I-35W bridges; replace 2 Hwy 36/Cleveland Ave bridges; replace I-35W/New Brighton Blvd bridge and at I-35W off-ramp; resurface I-35W/CR B2 bridge; resurface I-35W/Stinson Blvd bridge; resurface I-35W/railroad bridge	Need Unknown	Need Unknown	Need Unknown	Need Unknown	56.1	69.5
M	I694	2787-34	Sara Dunlap	2032	ANOKA, HENNEPIN, RAMSEY	Resurface I-694 from Dupont Ave to I-35W in Brooklyn Center, Fridley and New Brighton; resurface I-694/Hwy 65 bridge, 2 I-694 Mississippi River bridges, 3 I-694/I-94/Hwy 252 interchange bridges	Need Unknown	Need Unknown	Need Unknown	Need Unknown	53.7	66.5
M	I394	2789-205	Sara Dunlap	2026	HENNEPIN	Resurface I-394 from I-494 in Minnetonka to Hwy 100 in Golden Valley	Need Unknown	Need Unknown	Need Unknown	Need Unknown	43	51.2

District	Route	S.P.	Assigned Project Manager	Year	Location	Description	Environ. Doc. Status	Municipal Consent Status	Geometric Layout Approval Status	Const. Limits Status	Const. Let (millions)	Total Project Cost (millions)
M	MN51	6216-149	Jennifer Wiltgen	2033	RAMSEY	Replace Hwy 51 (Snelling Ave)/CR B2 bridge and 2 Hwy 51/Hwy 36 bridges in Roseville	Need Unknown	Need Unknown	Need Unknown	Need Unknown	20.5	25.4
M		6286-78	Sara Dunlap	2035	RAMSEY, WASHINGTON	Repair I-694 concrete pavement from a half mile east of Hwy 49 to Hwy 61 in Vadnais Heights and Oakdale; repair 2 I-35 bridges; Stillwater Blvd bridge; 15th St bridge; 10th St N bridge; 2 Hwy 61 bridges	Need Unknown	Need Unknown	Need Unknown	Need Unknown	21.6	26.8
M	MN95	8210-127	Nicholas Greenly	2025	WASHINGTON	Resurface Hwy 95 (St Croix Trail) from Hwy 97 (Scandia Trail N) in Scandia to Elm St in Stillwater	Need Unknown	Need Unknown	Need Unknown	Need Unknown	26	28.2
M		8221-04	Sara Dunlap	2033	WASHINGTON	Resurface 3 Hwy 36 bridges over St. Croix River in Oak Park Heights	Need Unknown	Need Unknown	Need Unknown	Need Unknown	17.6	21.8

Appendix E: Efficiency Pages

US 169 Roundabout at TH 200 in Hill City

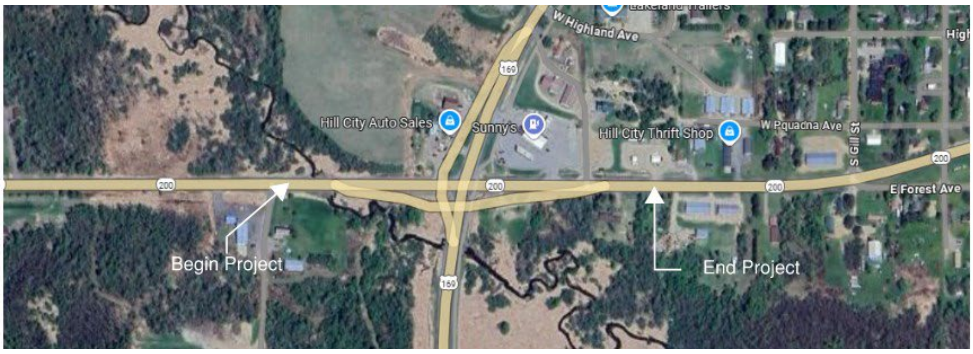
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	0117-21	1	0.25 Miles	Aitkin County	$5M	Josie Olson	February 26, 2025

Project Description:

This project constructs a roundabout at the intersection of US 169 and TH 200 in Hill City.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Value Engineering	**$200,000**
The existing guardrail system along US 169 and TH 200 at Morrison Brook did not meet current design standards for traditional plate beam guardrail due to the steep slopes and close proximity of the culvert ends. The design team developed a solution to provide the necessary hazard protection for motorists without needing to impact the existing culverts by utilizing concrete barrier on moment slabs.	$200,000
Innovative Construction Staging	**$150,000**
Due to the topography of the area, there are limited opportunities for detours of US 169 and TH 200. The intersection is also constrained by the Morrison Brook that crosses both highways adjacent to the intersection. The designers developed a staging plan that avoided impacts to the culverts yet allowed the roundabout circulatory roadway to be constructed in its entirety. This maximized efficiency of the construction while allowing traffic to be maintained.	$150,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 53 Pavement Reconstruction and Bridge Replacement

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 53	6918-103	1	2.5 Miles	St. Louis County	$26M	Alex Peritz	May 21, 2025

Project Description:

Pavement reconstruction on US 53 near the cities of Eveleth and Virginia. The project also included the reconstruction of the interchange at TH 37 along with the replacement of two highway bridges that carry US 53 over TH 37.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,900,000
Performance Based Practical Design	**$150,000**
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.	$150,000
Value Engineering	**$500,000**
Bedrock was encountered in the southwest quadrant of the roundabout intersection. Significant engineering analysis was conducted, and design adjustments were made to minimize the conflict with the bedrock.	$500,000
Innovative Construction Staging	**$1,250,000**
The VE study resulted in a traffic control plan that allowed 1 year of construction. Traffic utilized the existing ramps as bypass lanes to allow more efficient construction in larger segments.	$1,250,000

Total Project Efficiencies Savings	$1,900,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 73 Pavement Resurfacing

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 73	6930-41	1	18 Miles	St. Louis County	$14M	Randy Costley	February 26, 2025

Project Description:

Pavement resurfacing of MN 73 for 18 miles north of Chisolm. The primary purpose of the project is to improve the ride and extend the useful life of the highway. The secondary purpose of the project was to construct two new bridges and rehabilitate one bridge to serve the same function and meet current bridge design and construction standards.

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 11 Bridge Replacement in Warroad

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 11	6804-29	2	0.1 Miles	City of Warroad	$8M	Darren Laesch	September 27, 2024

Project Description:

Replacement of the MN 11 highway bridge over the Warroad River in the City of Warroad. The bridge replacement was originally part of the roadway approach work but was separated due to budget constraints. The bridge replacement was let as a separate project with funding as part of the Federal IIJA Bill.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$400,000
Performance Based Practical Design	**$150,000**
Consistent with the previous adjacent roadway project on MN 11, the bridge approach roadway sections 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.	$150,000
Innovative Construction Staging	**$250,000**
MN 11 is the only major crossing of the Warroad River in this region. With Warroad having a major international border crossing and a large trucking industry, closure of the river crossing was not an option. The design team developed a staging and construction plan that staged the bridge replacement to allow traffic to be maintained. Instead of costly temporary bridging or major temp grading in the river, the bridge was reduced to one lane utilizing a signalized flagging system.	$250,000

Total Project Efficiencies Savings	$400,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 371 Reconstruction in Hackensack

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 371	1118-22	2	1 Mile	City of Hackensack	$9M	Brandy Pemberton	August 23, 2024

Project Description:

The project is an urban reconstruction of MN 371 through the City of Hackensack. The project includes construction of a roundabout at the CSAH 5 intersection, ADA improvements, lighting and one bridge.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$725,000
Performance Based Practical Design	**$600,000**
The existing section of TH 371 through Hackensack had varying widths of lanes and parking, all of which were excessively wide. To facilitate the construction of a sidewalk with 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 majority of the permanent construction to stay within the existing right of way limits.	$450,000
The project utilized 11' through lanes, a 12' two-way left turn lane and 9' parking lanes. These widths are narrower than typical base design which further reduced construction and right-of-way costs.	$150,000
Innovative Construction Staging	**$125,000**
MnDOT worked closely with the City of Hackensack to get approval of a detour route around the roundabout construction. There was some resistance to a detour due to the loss of business access during construction. MnDOT developed a staging plan that would allow full access to	$125,000

Total Project Efficiencies Savings	$725,000
businesses and gave the contractor full access to the roundabout so it would not need to be built in stages. This increased the contractor's production rate and reduced the construction costs.	
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 238 Pavement Resurfacing From Upsala to MN 27

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 238	4913-26	3	19 Miles	Morrison County	$8M	Russel Fellbaum	October 25, 2024

Project Description:

Pavement preservation of MN 238 between Upsala and MN 27. The pavement preservation solution was a mill and overlay of the existing roadway. The project also included ADA improvements, intersection re-alignments, drainage improvements and one box culvert.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$800,000
Value Engineering	**$800,000**
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
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction costs and future differential settlement issues	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 12 Pavement Resurfacing from Howard Lake to Montrose

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 12	8601-62	3	9 Miles	Wright County	$10M	Terri Odegaard	January 29, 2025

Project Description:

Pavement resurfacing of US 12 from Howard Lake to Montrose. The resurfacing consists of a mill and overlay along with ADA improvements, lighting and traffic signal work.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$700,000
Performance Based Practical Design	**$425,000**
The project was designed using an outside to in approach to minimize impacts to adjacent properties which also reduced the right-of-way needed to complete the project.	$425,000
Value Engineering	**$275,000**
Alternatives were developed and evaluated that avoided the existing retaining walls along the corridor reducing impacts and construction costs.	$275,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 55 Reconstruction in Annandale

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 55	8606-63	3	1.8 Miles	Wright County	$11M	Josh Daniels	September 27, 2024

Project Description:

Pavement reconstruction of MN 55 in the City of Annandale. The project also included city utility replacements, ADA improvements and signal system improvements.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$450,000
Performance Based Practical Design	**$450,000**
Within the urban reconstruction areas of the project, 11' through lanes we used along with a 12' center left turn lane and 13' turn lanes. This is a reduced width from the typical practice that still provides the intended function of the roadway while limiting the right of way impacts and reducing the construction costs.	$450,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 71 Pavement Rehabilitation and ADA in Wadena

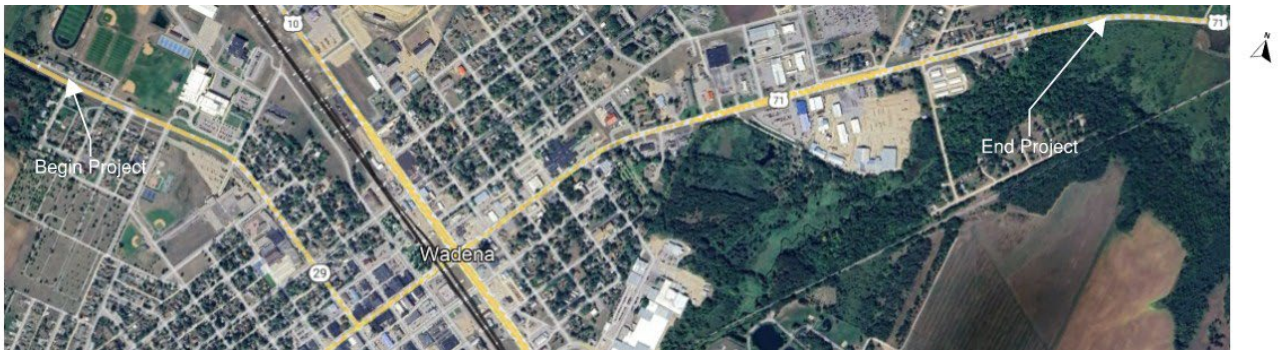
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US-71	8003-37	3	2.5 Miles	City of Wadena	$8M	Eric Schiller	March 26, 2025

Project Description:

The project consisted of pavement rehabilitation on US 71 and MN 29 along with ADA improvements, access consolidation and signal system modifications. This project was let as a tied project with SP 8001-44, US 10 4-lane expansion.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,675,000
Performance Based Practical Design	**$250,000**
The design team optimized the ADA improvements along US 71 and US 29 to minimize the need for right-of-way. The corridors are very constrained and any additional right-of-way impacts would come with substantial costs.	$250,000
Value Engineering	**$675,000**
MnDOT re-evaluated the existing signal system at the intersection of US-71 and Bryant Ave. Based on the analysis, it was determined this signal does not meet warrants. MnDOT worked with the city to officially remove the existing signal and replace it with side street stop signs. This saved significant installation and long-term maintenance costs.	$500,000

Total Project Efficiencies Savings	$1,675,000
The project team conducted additional investigation of the in-place curb throughout the two corridors. MnDOT identified that a large portion of the existing curb was sound and could remain. Curb was only replaced in areas of need which reduce the project costs.	$175,000
Innovative Construction Staging	**$750,000**
Funding for this project and the US 10 four lane expansion project was falling within the same construction timeline. Since the two projects are within the same city, MnDOT decided to tie the lettings into one. This offered significant construction efficiency savings and a more seamless experience for the traveling public and city residents.	$750,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 210 Pavement Rehabilitation

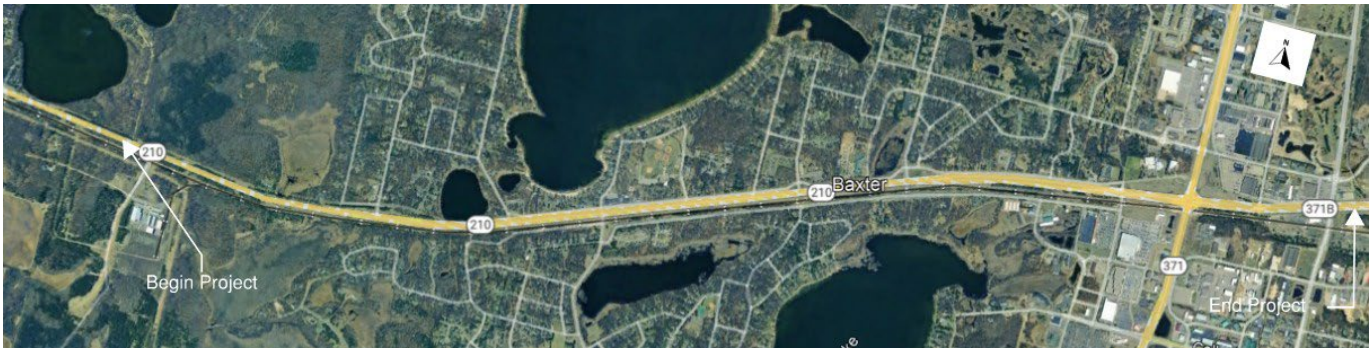
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 210	1805-81	3	5 Miles	City of Baxter	$5M	Michelle Hoff	November 22, 2024

Project Description:

Bituminous mill and overlay of MN 210 in the City of Baxter. The project also included the replacement of the signal system at Highland Scenic Dr and in the installation of a continuous green-T intersection at Memorywood Dr.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$550,000
Value Engineering	**$550,000**
The intersection of Memorywood Dr saw increased volumes and an elevated crash rate. The typical solution to this issue would be to add a signal system at this intersection. The project team conducted a process to develop alternative ideas for this intersection that would eliminate the need for a signal and still provide the necessary benefit. The solution selected is an unsignalized continuous green-T. This configuration eliminates the need for a signal and meets the needs of the project.	$500,000
Much of the work on this project was a mill-and-overlay, so the goal was to minimize subgrade work. There were existing drainage issues in the corridor that needed to be addressed. MnDOT conducted an extensive review of the inplace infrastructure to understand how these drainage issues could be fixed without major work in the subgrade.	$50,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 10 Two Lane to 4 Lane Conversion in Wadena

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 10	8001-44	3	6 Miles	City of Wadena	$50M	Eric Schiller	March 26, 2025

Project Description:

This project converts the existing two-lane undivided segment of US 10 by Wadena into a four-lane divided highway. This project was let as a tied project with SP 8001-44, US 10 4-lane expansion.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$13,750,000
Performance Based Practical Design	**$500,0000**
The existing right-of-way near the west end of Wadena is very narrow with developed property directly adjacent to the existing highway. Accommodating pedestrian facilities along US 10 in this area would come with a high cost. MnDOT worked with the city to designate an alternate pedestrian route on adjacent city streets minimizing the right-of-way needs in this segment	$500,000
Value Engineering	**$10,750,000**
The existing four lane segments of US 10 to the east and west of the project limits have wide centerline spacing. Through the value engineering process, MnDOT developed a narrower centerline spacing alternative from what exists today. This significantly reduced construction costs and right-of-way acquisition costs.	$10,000,000
MnDOT developed a subsurface geotechnical profile of the muck excavation and modeled the surface in 3D. Using this information, the geotechnical engineers were able to develop a muck mitigation plan that included 4 options ranging from full excavation to using fabric as reinforcement. This approach limited the	750,0000

Total Project Efficiencies Savings	$13,750,000
amount of full excavation needed. Any reduction in full excavation increased construction efficiency and reduced costs.	
Innovative Construction Staging	**$2,500,000**
Funding for this project and the US 71 pavement rehabilitation project was falling within the same construction timeline. Since the two projects are within the same city and one the same schedule, MnDOT decided to tie the lettings into one. This offered significant construction efficiency savings and a more seamless experience for the traveling public and city residents.	$2,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 210 Pavement Resurfacing

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 210	5604-09	4	10 Miles	Otter Tail and Todd Counties	$5M	Tom Pace	February 26, 2025

Project Description:

Bituminous mill and overlay of MN 210 from MN 29 to west of US 71 near Hewitt.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$500,000
Performance Based Practical Design	**$500,000**
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.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-94 Unbonded Overlay from Rothsay to Fergus Falls

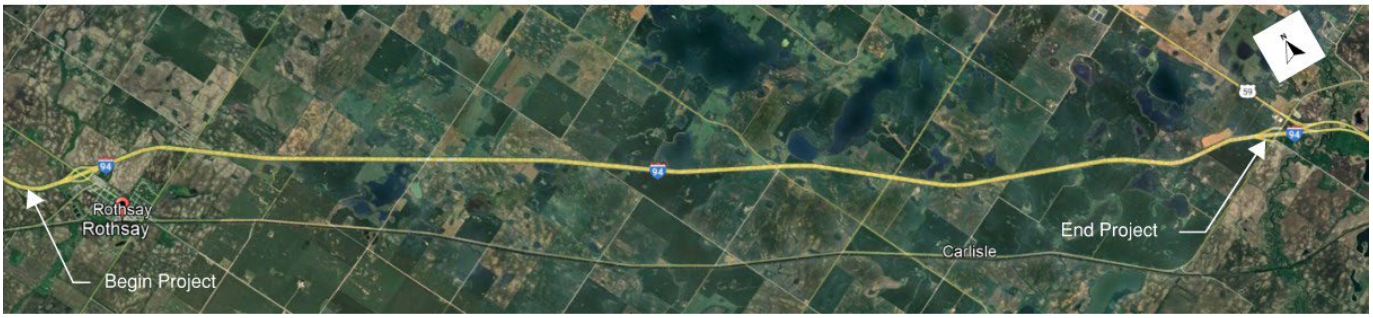
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-94	5680-147	4	14 Miles	Wilkin and Otter Tail Counties	$22M	Lori Vanderhider	January 29, 2025

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	$450,000
Performance Based Practical Design	**$450,000**
The existing inside shoulder is only 3' wide in the corridor. After analyzing the cost-benefit and safety rating of the existing shoulder width, it was determined to leave the shoulder width at 3' throughout the corridor. The standard shoulder width is 4' for this type of roadway.	$450,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-90 Pavement Resurfacing Austin to Dexter

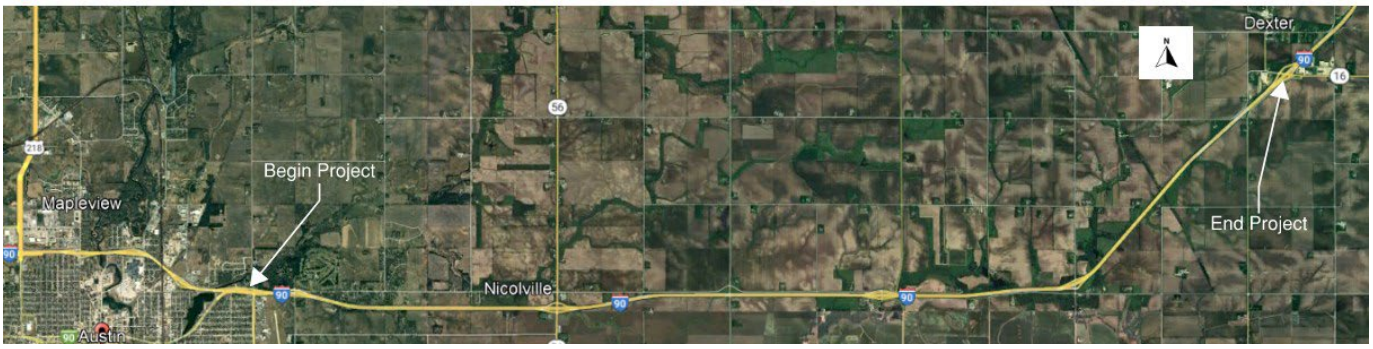
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-90	5080-179	6	13 Miles	Mower County	$11M	Jai Kalsy	March 26, 2025

Project Description:

The project constructs a bituminous overlay on the existing concrete pavement to improve the ride quality and extend the service life of the pavement.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$800,000
Performance Based Practical Design	**$800,000**
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.	$800,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 22 Pavement Resurfacing Near St. Peter

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 22	5205-113	7	12 Miles	Nicollet County	$6M	Mary Dieken	January 29, 2025

Project Description:

Mill and Overlay MN 22 from St. Peter to Nicollet County 111.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$700,000
Performance Based Practical Design	**$600,000**
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.	$600,000
Value Engineering	**$100,000**
Completed hydraulic analysis on existing culverts, only replaced or repaired the ones in need. This reduced pavement reconstruction cost and future differential settlement issues	$100,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 60 Reconstruction in Lake Crystal

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 60	0708-47	7	2 Miles	City of Lake Crystal	$22M	Peter Englemeyer	November 22, 2024

Project Description:

Complete reconstruction of MN 60 through the City of Lake Crystal. The project also included ADA improvements, bridge repair, bike trails, lighting and city utilities.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$750,000
Performance Based Practical Design	**$250,000**
MN 60 was constructed using 11-foot lanes in the urban section to minimize the overall pavement width and reduce the right of way impacts.	$250,000
Innovative Construction Staging	**$500,000**
MnDOT analyzed the two options of constructing the project under traffic or a complete detour of MN 60 for one construction season. Based on this evaluation, it was determined the detour would provide the most cost-effective solution and significantly reduce the duration of the project.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 19 Reconstruction in Marshall

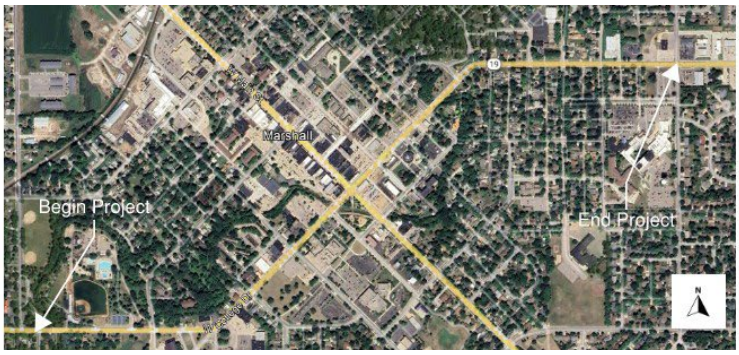
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 19	4204-40	8	4 Miles	City of Marshall	$27M	Jesse Vlaminck	December 6, 2024

Project Description:

Reconstruct MN 19 from 4th St to Bruce St in Marshall. Replace sidewalks and pedestrian crossings to meet ADA standards and bike lane striping from Channel Parkway to 4th St.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$1,075,000
Performance Based Practical Design	**$350,000**
Portions of MN 19 were constructed using 11-foot thru lanes and 9' parking in the urban section to minimize the overall pavement width and reduce the right of way impacts.	$350,000
Alternative Technical Concepts	**$725,000**
The existing intersection of MN 19 and 2nd street has a unique skewed layout that needed improvements for safety and multi-modal mobility issues. A roundabout was utilized to limit the amount of highway and local roadway re-alignments that would have been needed if a conventional intersection was utilized. This minimized right-of-way taking along with permanent roadway reconstruction.	$725,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 61 Reconstruction St. Paul to Maplewood

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 61	6221-107	Metro	6.5 Miles	Ramsey County	$33M	Michael Corbett	September 27, 2024

Project Description:

Improve pavement conditions, stormwater drainage, corridor safety, walkability, traffic signals, landscaping, trails, bus stops, lighting, and sidewalk curb ramps on Hwy 61 (Arcade) from East 7th St to 0.2 miles south Roselawn Ave in Maplewood and on Hwy 5 from east end bridge 62703 to Minnehaha Ave in St Paul

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$1,300,000
Performance Based Practical Design	**$825,000**
The project corridor is mostly through densely developed areas of St. Paul and Maplewood. Construction outside the existing right-of-way would come with significant cost. The project team developed a plan that would bring the sidewalks up to current ADA standards while still maintaining the function of the roadway by reducing boulevard widths and optimizing the shoulder/parking widths	$825,000
Value Engineering	**$475,000**
The project pavement construction went through a detailed analysis to optimize the correct solutions for each area. This analysis reduced the amount of full pavement reconstruction needed.	$475,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

MN 97 Reconstruction in Forest Lake

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
MN 97	8201-21	Metro	2 Miles	City of Forest Lake	$16M	Andrew Lutaya	March 26, 2025

Project Description:

Reconstruct road, trail on Hwy 97 (Scandia Trail N) from 0.24 miles east of I-35/Hwy 61 (Forest Blvd N) and add turn lanes and lighting on Hwy 97 (Scandia Trail N) from west of Everton Ave N to Hwy 61 (Forest Blvd N) in Forest Lake

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$150,000
Performance Based Practical Design	**$150,000**
11’ Lanes were utilized in the corridor to minimize the adjacent property impacts and reduce overall construction costs.	$150,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 10 Pavement Rehabilitation and Expansion to 3-lanes

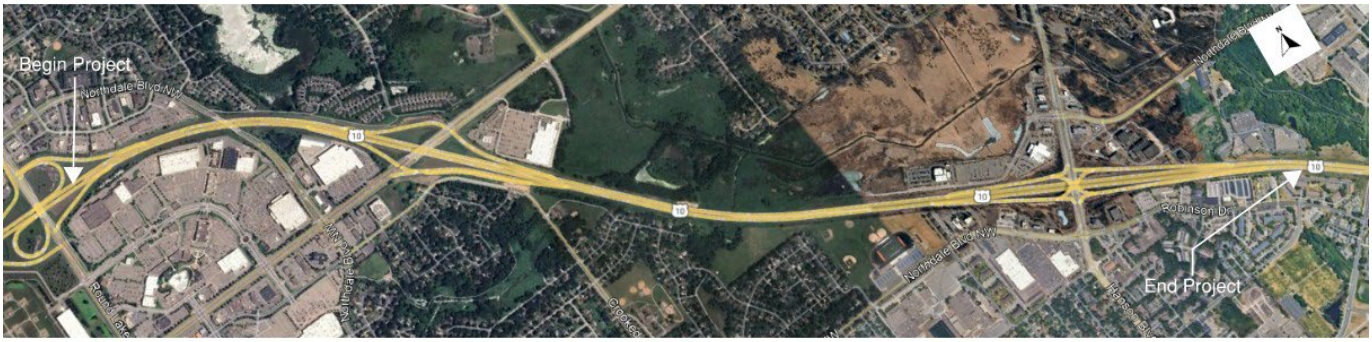
Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 10	0215-87	Metro	3 Miles	Anoka County	$40M	Michael Kronzer	February 2, 2025

Project Description:

Addition of a third lane in both directions on US 10 in Anoka County. The project also included an ultrathin bonded wearing course on the existing lanes, high tension cable guardrail, lighting, traffic management system and noise walls.

Project Map:



Efficiencies Summary:

Total Project Efficiencies Savings	$625,000
Performance Based Practical Design	**$375,000**
The widening for the third lane addition was done on the inside of US 10 with transitions at the ends of the project back to the existing. This reduced the amount of full pavement reconstruction.	$375,000
Innovative Construction Staging	**$250,000**
The existing shoulders were evaluated and determined to be adequate for use as traffic lanes throughout the duration of the project. Utilizing the bus shoulders minimized the amount of temporary pavement needed and reduced construction time.	$250,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-394 Pavement Rehab and Bridge Repair

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-394	2789-174	Metro	4 Miles	Hennepin County	$80M	Alan Rindels	April 30, 2025

Project Description:

Rehabilitate 28 bridges, lighting, sidewalk, ADA and pavement rehabilitation 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 Minneapolis.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$3,750,000
Value Engineering	**$2.500,000**
The project primarily consists of bridge rehabilitation through funding received in the Federal IIJA Authorization. MnDOT bundled these 28 bridges into one project to maximize the bidding value of scale resulting in significant cost savings.	$3,250,000
Innovative Construction Staging	**$500,000**
Traffic control on this high-volume corridor comes with considerable cost and impact. MnDOT conducted numerous staging workshops with the various bridge engineers and roadway engineers to develop a plan that efficiently allowed the bridge rehab while also being mindful of the impacts to the travelling public. The team leveraged the use of the existing HOV reversable lanes to accomplish this goal.	$500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-35W Pavement Resurfacing and Bridge Replacement

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-35W	1981-140	Metro	4 Miles	Dakota County	$100M	Chad Casey	February 7, 2025

Project Description:

I-35W pavement resurfacing, replace bridges at Cliff Rd, TH 13 and Burnsville Parkway, construct auxiliary lanes, construct additional southbound exit at CR 42, signal system, roadway lighting, and ADA improvements from I-35W/I-35E split to 0.4 miles north of Cliff Rd. Construct additional SB exit ramp and roundabout from I-35W to Buck Hill Rd. Install continuous street lighting on I-35W/Hwy 13 to I-35E in Burnsville.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$8,300,000
Performance Based Practical Design	**$500,000**
The outside lane of southbound I-35W north of County Road 42 does not meet current design standards. MnDOT evaluated the crash history of this curve and determined there was not a safety issue with the current condition. With this knowledge, MnDOT kept the lane as is resulting in reduced construction costs.	$500,000
Value Engineering	**$3,300,000**
MnDOT developed a unique ramp design north of Cliff Road to avoid impacts to the existing retaining walls along I-35W. In addition to the construction dollar savings, this approach avoided potential impacts to an existing Fen near the Minnesota River.	$2,500,000
The I-35W/TH 13 interchange needed profile adjustments to meet current bridge vertical clearance standards. The Project Team evaluated both profiles to determine which one would be the most efficient to adjust. It was determined that raising TH 13 would be the most efficient as it would simplify the staging of I-35W.	$425,000
Utilized Reinforced Soil Slopes at the Crystal Lake Road interchange to reduce impacts and lower overall costs.	$375,000

Total Project Efficiencies Savings	$8,300,000
Innovative Construction Staging	**$4,500,000**
MnDOT let a separate project prior to this project to construct crossovers for traffic control. Due to the timing of the letting, constructing these crossovers in the main project would have increased the duration of the project into an additional construction season.	$4,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

I-394 Pavement Auxiliary Lane and Bridge Rehab

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
I-394	2789-171	Metro	1 Mile	Hennepin County	$15M	Nicole Stromgren	May 21, 2025

Project Description:

Construct auxiliary lane, repair Louisiana Ave bridge, intersection modifications, TMS, retaining wall, signal replacements, sidewalks, ADA, reconstruct EB ramps on I-394 from Louisiana Ave to Xenia Ave/Park Place in Golden Valley/St Louis Park.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$350,000
Value Engineering	**$350,000**
One of the primary goals of the project was to construct an auxiliary lane from the Louisiana Ave exit ramp to the Xenia Ave exist ramp. Due to the proximity of the parallel frontage road, there was limited space available on I-394 to construct the auxiliary lane. The project team developed an efficient plan that minimized the impacts to the frontage road and minimized the retaining wall heights resulting in lower construction costs.	$350,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	

US 169 Interchange Construction in Jordan

Project Details:

Route	State Project #	MnDOT District	Project Length	Project Location	Estimated Construction Cost	Project Manager	Letting Date
US 169	7008-112	Metro	2 Miles	Scott County	$60M	Ryan Coddington	November 22, 2024

Project Description:

Construct interchange, roundabouts, signals, and new bridges at Hwy 169, 0.4 miles south of Hwy 282 (2nd St W), and CR 9 (Quaker Ave) to 0.2 miles north of Syndicate St in Jordan and construct pedestrian bypass and trail under Hwy 169 in Jordan.

Project Map:

Efficiencies Summary:

Total Project Efficiencies Savings	$7,000,000
Performance Based Practical Design	**$2,500,000**
A half buttonhook design was chosen for the US 169 south bound exit ramp. Due to the constraints of the project and the difficult geometry, a traditional exit ramp would have had significant additional impacts. This approach minimized the project footprint and reduced the overall project costs.	$2,500,000
Value Engineering	**$4,500,000**
Through the value engineering process, a displaced entrance ramp for northbound US 169 was implemented. The south side of the interchange is fully developed with commercial properties. Constructing a traditional entrance ramp that entered directly from TH 282 would have required commercial property acquisition.	$4,500,000
Reinvestment Category	
1. Savings were reinvested into the project to help keep the cost within budget.	