

SP 5202-58 (TH 14) – New Ulm to Nicollet 4-lane Expansion Project

Constructability review request

MnDOT is asking potential contractors to assist with evaluating construction staging and risks to delivering this project within two years. MnDOT requests on-on-one meetings with potential construction contractors to review the proposed concepts and provide feedback. The meetings are expected to last approximately 90 minutes.

February 15-19, 2021 has been selected as the Department's desired time period for constructability reviews. We planning to have electronic meetings/teleconferencing using 'Microsoft TEAMS' software. Please contact Zachary Tess, Project Manager, at 507-317-8168 or zachary.tess@state.mn.us to schedule a meeting.

MnDOT cannot compensate contractors for the one-on-one meetings. Contractors will not be disqualified from submitting bids for construction if they attend. A summary of discussions will be posted on the project website listed below after the meetings (names and company titles will not be available for viewing).

Project Overview and Major Project Elements

MnDOT is preparing plans for the expansion of Hwy 14 from New Ulm to Nicollet beginning construction in 2022. Major project components include:

- Construct a four-lane divided highway from CSAH 37 (New Ulm) to the existing four-lane west of Nicollet – about 10.5 miles long
- Bypass the city of Courtland about 0.5 miles north of existing Hwy 14
- Construct grade-separated interchanges at Nicollet County Road 37 and on the Courland bypass for CR 12 and CR 24 (including bridges at each location)
- Construct Restricted Crossing U-Turns (RCUTs) or Green-Tees at higher risk at-grade intersections, including:
 - New Ulm Quartzite Quarries
 - Jeremy Drive/Kohn Drive (residential neighborhood)
 - Minnesota Valley Lutheran School
- Provide right turn lanes at all public roads
- Provide left turn lanes at all median crossings
- Realign intersecting roadway to square them to Hwy 14
- Install snow fence from Courtland to Nicollet on the north side of the highway
- Install lighting at county road intersections
- Reconstruct two-lane on existing alignment between Hwy 15 and CSAH 37 – about 1.5 mile long

This project is currently scheduled to be let early December 2021 with tree clearing prior to March 31, 2022. The project is currently being staged to detour Hwy 14 starting in the spring of 2022 with the road back open to traffic at the end of the fall of 2023.

Initial estimates include the following for major project elements:

Item	Description	Unit of Measure	Estimated Qty
2106.507	Excavation - Common	CU YD	1,850,000
2106.507	Common Embankment (CV)	CU YD	1,770,000
2106.507	Select Granular Embankment (CV)	CU YD	45,000
2118.501	Aggregate Base (CV) Class 6	CU YD	190,000
2212.507	Drainable Aggregate Base, Type DSB (CV)	CU YD	65,000
2351.504	Concrete Pavement 7.5"	SQ YD	400,000
2301.602	Dowel Bar	EACH	220,000
2360	Type 12.5 wearing/non-wearing bituminous pavement	TON	50,000
2557.603	Snow fence	LIN FT	22,000
2531.501	Concrete Curb and Gutter	LIN FT	20,000
2533.503	Conc Med Bar Des Single Slope Type 36A	LIN FT	10,000

Major structures include:

- BR #52019 – Double Span Bridge of CSAH 37 over Highway 14 – about 160’ long (each span about 80’)
- BR #52021 and BR #52022 – Single Span bridges of Hwy 14 of CSAH 24 – about 130’ long for each bridge
- BR #52X10 – 10X8 Double Box culvert over Heyman’s Creek – about 170’ long and about 25’ feet below the centerline of Hwy 14
- BR #52X11 – 10X6 Single Box culvert over Kohn Ravine – about 640’ long and about 20’ feet deep below the centerline of Hwy 14
- BR #52X12 – 10X8 Single Box culvert at Swan Lake Outlet – about 360’ long and about 6’ feet deep below the centerline of Hwy 14
- 8x8 Single Box culvert about 350’ long and 6’ deep below TH 14 and under the frontage road near STA 295 on Hwy 14
- 14x4 Single Box culvert about 130’ long and about 6’ deep under Pit run road near STA 38 on Pit run road 14

In addition to the above summary, MnDOT has posted information to the following website:

<http://www.dot.state.mn.us/d7/projects/14newulmtonmankato/constructability.html>

That additional information includes:

- Questions for constructability review
- Layout
- Profile
- Typical Sections
- MOT and Staging narrative
- Boring log locations
- Boring log descriptions of soil types
- CPT logs