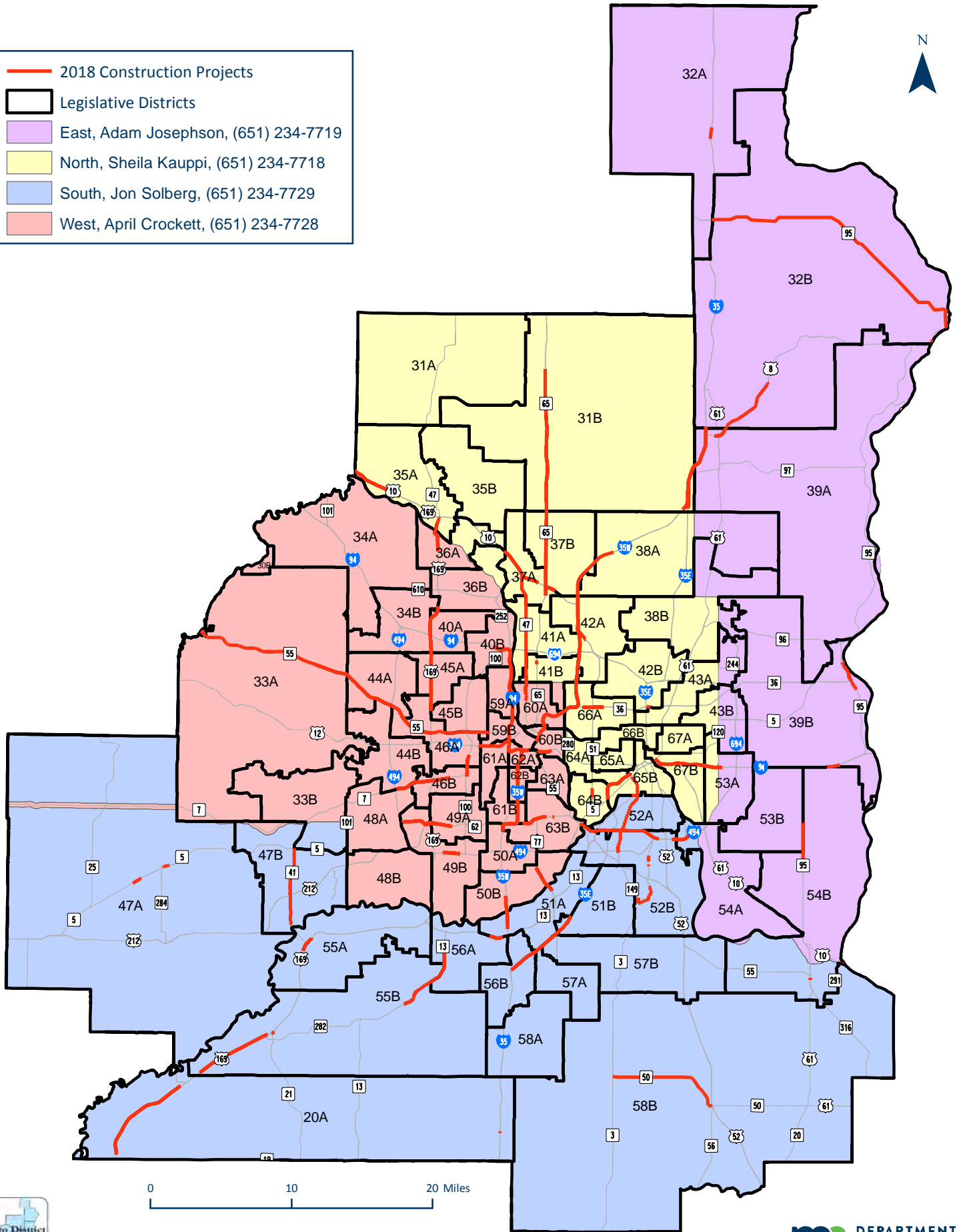


Metro 2018 Construction Projects

- 2018 Construction Projects
- Legislative Districts
- East, Adam Josephson, (651) 234-7719
- North, Sheila Kauppi, (651) 234-7718
- South, Jon Solberg, (651) 234-7729
- West, April Crockett, (651) 234-7728



0 10 20 Miles



2018 Legislative Session

The 2018 legislative session begins Tuesday, Feb. 20. The second year of a biennial session typically is referred to as a bonding year, but the Legislature also will deal with several policy issues.

2018 MnDOT Policy Proposals

Contracting

Direct Negotiations—Increase the limit on direct negotiation trunk highway contracts from \$150,000 to \$250,000. The Legislature last raised the limit in 1999, and it has not kept pace with inflation. This proposal will shorten the contracting time for small projects, allowing MnDOT to be more responsive to urgent projects that are not part of the normal program.

Payment and Performance Bonds—Grant MnDOT discretion to waive payment and performance bonds on direct negotiation contracts. The ability to obtain bonds can be a barrier preventing small businesses from competing for MnDOT projects. This change would allow more small businesses to submit competitive bids, benefitting minority-owned, women-owned and veteran-owned businesses.

Indian Employment Preference—Clarify MnDOT's authority to implement Indian employment preferences on construction projects located on or near reservations. This proposal addresses the under-representation of Indian employment on construction projects. The Federal Highway Administration and the Minnesota Department of Human Rights set workforce participation goals throughout Minnesota. Implementing this preference will assist in achieving these goals.

Turn Backs

Turn backs serve the public by assigning roads to the jurisdictions best able to effectively and efficiently operate them. For example, a road of low priority on the state system is typically given higher priority on the county system. The transfers typically include funding for improvement or repairs to the road prior to transfer. This proposal consists of turning jurisdiction of several trunk highways over to local governments:

- Highway 222 to Red Lake County
- Highway 277 to Chippewa County
- Highways 253 and 254 to Faribault County
- Highways 298 and 299 to the City of Faribault
- Highway 54 to Grant County

Truck Size and Weight

The federal FAST Act made several changes regarding vehicle length and states are prohibited from enforcing limits less than what is in the federal regulations.

- This proposal modifies Minn. Stat. 169.81 to provide specific length limits for automobile transporters.
- The FAST Act created a weight exemption for logging vehicles on a certain stretch of I-35. This proposal would modify Minn. Stat. 169.8261 to clarify that logging vehicles can haul loads above 80,000 lbs. on the portion of I-35 designated in federal law.
- Minn. Stat. 169.829, Subd. 4, enacted during the 2017 session, provides that size, weight and load limits do not apply to certain emergency vehicles. The FAST Act included a change regarding emergency vehicles and established various weight limits. This proposal clarifies that emergency vehicles operating on Interstates in Minnesota are subject to the limits in federal law.

Condemnation

When the value of a parcel of land needs to be determined by a court during eminent domain, the court appoints individuals to assist in the process. These individuals are referred to as “condemnation commissioners.” This proposal consists of two parts:

- Amend Minn. Stat. 117.075, Subd. 2, to require that commissioners are residents of Minnesota. Commissioners are appointed to determine the compensation due to a landowner. This requires commissioners to be knowledgeable in local real estate issues. Requiring Minnesota residency will ensure that the commissioners’ real estate knowledge is specific to Minnesota. A court recently decided that Minn. Stat. 117.075 does not require a commissioner to be a resident of Minnesota.
- Amend Minn. Stat. 117.075, Subd. 3, to eliminate the requirement that the judge in a condemnation case personally inquire about a commissioner’s conflict of interest. The commissioners are required to sign an oath that includes the same requirements. A court recently determined that commissioners be questioned in person, which delayed the process.

Non-Motorized Transportation Advisory Committee

Extend the sunset date of the Non-Motorized Transportation Advisory Committee to June 30, 2022. It is currently scheduled to sunset on June 30, 2018. The committee makes recommendations to the commissioner and Legislature on items related to non-motorized transportation, including safety, education and development programs. The committee reviews and analyzes issues and needs related to operating non-motorized transportation on public rights of way, and identifies solutions and goals for addressing issues and needs. The committee is a key resource for active and ongoing engagement with stakeholders, partners and citizens related to non-motorized transportation

2017 MnDOT Policy Proposals

The following initiatives were introduced in 2017 but not enacted. Because the Legislature meets over two years, these bills will still be alive in 2018. MnDOT will be pursuing these issues again this session.

Work Zone Flaggers — HF 949 (Koegel) / SF 982 (Kent)

This change allows a peace officer to issue a citation to the driver of a vehicle if the officer has probable cause to believe that the driver violated a flagger's direction within the past four hours. If a flagger can report the violation to a peace officer and the driver could be cited afterwards, then there would be fewer violations.

Drones — HF 858 (Johnson B) / SF 2043 (Rest)

This proposal modifies Minnesota Statutes, Chapter 360 to reduce the annual registration fee for drones to \$25. Current law requires a minimum \$100 annual registration fee. Drones used for recreational purposes would be exempt from registration requirements.

Airport Zoning — HF 1933 (Quam) / SF 2314 (Rest)

This proposal requires airport zoning ordinances to be placed on zoning maps to increase the visibility of these ordinances and consolidate relevant zoning boundaries for the benefit of businesses and citizens. This proposal also increases flexibility by allowing for airport-specific design of zoning regulations as an alternative to using the standards contained in state rules.

Bonding Proposals

The governor recommends funding for these projects.

Stone Arch Bridge (MnDOT)

\$12.968M in general obligation bonds for inspection, scoping, final design and construction repairs for the deteriorating Stone Arch Bridge in Minneapolis.

Facilities Capital Improvement Program (MnDOT)

\$40M in trunk highway bonds for the design, renovation and construction of seven MnDOT facilities across the state.

Design Fees

- New Virginia Headquarters Building, \$2.6M
- New Jordan Truck Station, \$800,000
- Windom Headquarters Addition, \$800,000

Design Fees and Construction Funding

- New Wheaton Truck Station, \$5.5M
- Northfield Truck Station Replacement, \$5.5M

Construction Funding

- Eden Prairie Truck Station Addition and Renovations, \$14.1M
- Mendota Heights Truck Station Addition and Renovations, \$14.7M

Transportation Economic Development (Department of Employment & Economic Development)

\$5M in general obligation bonds for a statewide, competitive grant program that provides communities up to 70 percent of road and public infrastructure project costs to support economic development and create jobs. The program is a partnership between MnDOT and the Department of Employment & Economic Development.

Local Road Wetland Mitigation (Board of Water and Soil Resources)

\$5M in general obligation bonds for replacing wetlands drained or filled by local government road construction projects. This program helps meet the “not net loss” requirements in state and federal regulations.

Busways (Metropolitan Council)

\$50 million in general obligation bonds for design, environmental work, right-of-way acquisition, engineering and construction along regional express bus and busway corridors.

For more information visit: mndot.gov

Or contact: Scott Peterson, Director of Government Affairs, 651-366-4817

scott.r.peterson@state.mn.us

Other Issues

The following issues also will likely be discussed by legislators during the 2018 session.

Mowing and Haying along Roadways

The 2017 Legislature enacted a moratorium on enforcing mowing and haying permits until April 30, 2018. They also directed MnDOT to work with agriculture and environmental groups to develop recommendations on mowing and haying, and report back to the Legislature by March 1, 2018. The recommendations must consider the ease and frequency of permits or notifications, priority to adjacent landowners and recognition of differences in wildlife throughout the state.

Autonomous Vehicles

Minnesota traffic laws do not contemplate autonomous vehicles. There is confusion among state and local agencies as well as vehicle and technology manufacturers about whether autonomous vehicles violate existing statute. Providing clear regulation will help ensure the safe advancement of this technology.

Autonomous vehicle technology is advancing at a rapid pace. As this technology evolves, Minnesota needs to understand how these vehicles operate, identify how they work in winter weather conditions, identify infrastructure needs, and understand what other rules and regulations need to change as testing moves into implementation.

Some state laws that may need to change include:

- The definition of “driver” and “person” in Minn. Stat. 169.011.
- Statutes related to reckless and careless driving so that a person does not need to be in the driver’s seat.
- The statute about following distance, which is currently set at a minimum of 500 feet for certain vehicles.

Toward Zero Deaths

The Toward Zero Deaths program uses education, enforcement, engineering and emergency medical services to reduce fatalities and serious injuries on Minnesota’s roads. While traffic fatalities were plateauing the previous five years and reached 392 in 2016, the number in 2017 fell to 358, the lowest total since 1943. There has been about a 45 percent reduction in traffic deaths since TZD’s creation in 2003. Minnesota is accomplishing this while most other states are experiencing increases in traffic deaths. This is accomplished by partnerships at many levels as well as reviewing crash data trends to find effective solutions.

TZD’s goal is to have 300 or fewer traffic-related deaths and 850 or fewer traffic-related serious injuries by 2020. Districted driving, speed and impaired driving continue to be problems on Minnesota’s roadways.

Highway Funding

About half of the revenues that support Minnesota’s roads and bridges are generated in the Twin Cities metro area, and half are generated in Greater Minnesota.

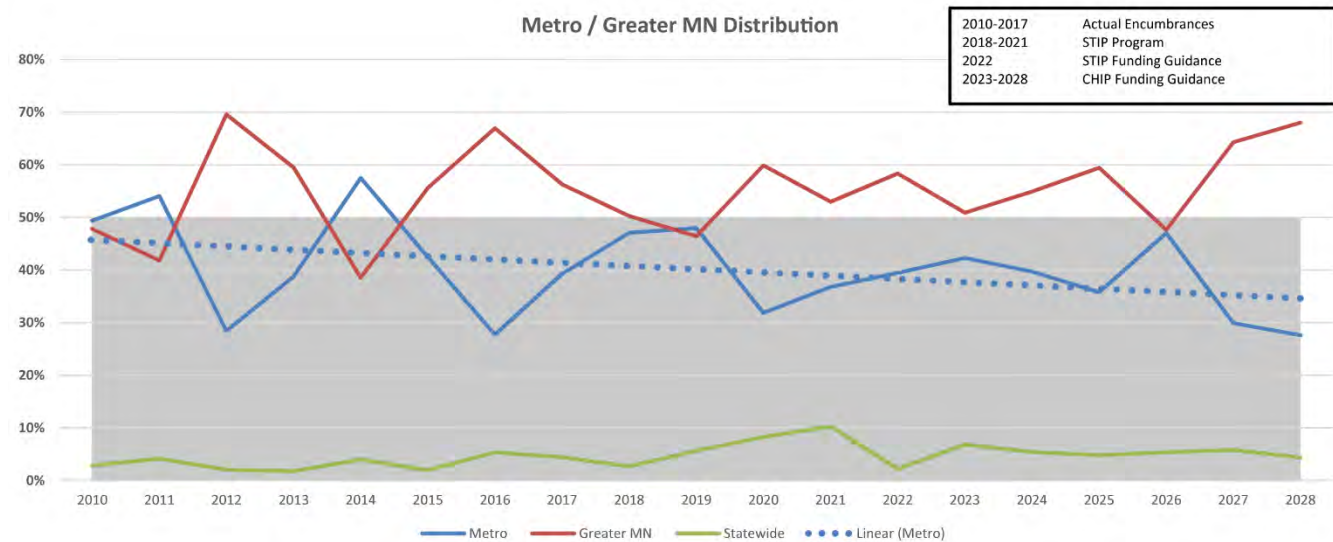
Table 1: Where Highway User Tax Revenues Are Generated

METRO REGION PERCENTAGE									
Source	2006	2007	2008	2009	2010	2011	2012	2013	Average
Motor Fuel Taxes	47.0%	47.2%	47.4%	47.2%	46.9%	46.9%	47.3%	47.1%	47.1%
Registration Taxes	53.4%	53.6%	53.8%	53.9%	53.9%	54.0%	54.0%	54.1%	53.9%
Motor Vehicle Sales Taxes	51.7%	51.9%	52.0%	52.1%	52.1%	52.3%	52.3%	52.5%	52.1%
Total	50.4%	50.6%	50.6%	50.4%	50.2%	50.5%	50.7%	50.8%	50.5%
NON-METRO REGION PERCENTAGE									
Source	2006	2007	2008	2009	2010	2011	2012	2013	Average
Motor Fuel Taxes	53.0%	52.8%	52.6%	52.8%	53.1%	53.1%	52.7%	52.9%	52.9%
Registration Taxes	46.6%	46.4%	46.2%	46.1%	46.1%	46.0%	46.0%	45.9%	46.1%
Motor Vehicle Sales Taxes	48.3%	48.1%	48.0%	47.9%	47.9%	47.7%	47.7%	47.5%	47.9%
Total	49.6%	49.4%	49.4%	49.6%	49.8%	49.5%	49.3%	49.2%	49.5%

Notes:
 Data prepared annually by House Research Department, Minnesota House of Representatives
<http://www.house.leg.state.mn.us/hrd/issinfo/msamain.aspx>
 Allocations of revenues collected by county are estimates based on various factors:
 -Motor fuel taxes allocated based on vehicle miles traveled (VMT)
 -Registration taxes allocated based on estimates of actual taxes paid to the Department of Public Safety
 -Motor vehicle sales taxes allocated based number of vehicles registered by county and registration taxes paid
 Amounts reflect total state revenue collections by calendar year, not amounts dedicated to transportation

However, because MnDOT is focused on preserving the trunk highway system, more than half of trunk highway funds are spent in Greater Minnesota.

Table 2: Where Trunk Highway Funds Are Spent



For more information visit: mndot.gov
 Or contact: Scott Peterson, Director of Government Affairs, 651-366-4817
scott.r.peterson@state.mn.us

Corridors of Commerce and TED

Special programs like Corridors of Commerce and Transportation Economic Development focus on projects that promote job growth. About half of all Corridors of Commerce funds are spent in the metro area, and half are spent in Greater Minnesota.

Since these programs were created, slightly more than half of the total funds have gone to metro-area projects. It is important to remember that these programs are only a small part of MnDOT's total construction budget.

Table 3: Where Special Program Funds Are Spent

Corridors of Commerce and TED Programming							
	Corridors of Commerce I	Corridors of Commerce II	TED 2010	TED 2013	TED 2015	TED 2017	Total
Greater MN Total	163,593,437	19,000,000	16,490,705	3,334,738	1,203,987	1,382,450	205,005,317
Metro Total	141,175,940	12,500,000	13,641,600	12,942,277	28,600,000	16,500,000	225,359,817
Total All	304,769,376	31,500,000	30,132,305	16,277,015	29,803,987	17,882,450	430,365,134

Projects funded in 2017

During the 2017 session, the Governor and Legislature provided some additional funding for transportation. About 55 percent of this money will be spent in Greater Minnesota, and 42 percent will be spent in the Twin Cities metro area (3 percent is for statewide projects such as rest areas and multi-district safety projects). Most of the funding, about 85 percent, will be used for preservation projects.

When new funding becomes available, MnDOT follows the guidance of MnSHIP, NexTen and risk assessments for deciding how to invest those funds. Based on these considerations, the additional resources provided in 2017 will be used for:

- Long-term pavement preservation projects
- Additional bridge replacements and repairs
- Beginning work on major projects like I-94 from St. Paul to Minneapolis and the Duluth Twin Ports Interchange
- Other priority areas such as traveler safety, rest areas and accessible pedestrian infrastructure
- Areas identified by Districts as risks within their existing program, including main street reconstruction projects, drainage infrastructure improvements and multi-use shoulders

Project Selection

The 2017 Legislature enacted new requirements for MnDOT's highway project selection process. The law requires the department to work with stakeholders and implement a policy by Nov. 1, 2018. The majority of MnDOT projects (over 80 percent) are asset preservation projects. Requiring numeric scores for these types of projects creates a lot of additional work without adding value.

MnDOT receives input from the public, local governments, legislators, corridor coalitions, area transportation partnerships and other stakeholders when selecting road and bridge projects. The department also considers a variety of other factors, such as:

- Available funding
- Safety concerns
- Maintenance needs
- Community impacts
- Congestion
- Accessibility
- Other infrastructure concerns, such as drainage or lighting
- Potential conflicts with other projects

Remaining Gap

Although the legislation enacted in 2017 will provide \$804 million for MnDOT's program, even that amount leaves unfunded needs.

- In December 2012, the Transportation Finance Advisory Committee identified a need of about \$600 million per year to reach the goal of an economically competitive trunk highway system. The 2017 legislation provided increased spending of \$200 million per year for four years.
- The improvements in condition and performance from the 2017 funding will be temporary. Not including the Corridors of Commerce program, \$640 million of the new spending came from bonds. Over the long-term, the increased debt service for these bonds will reduce the amount of money available to address preservation and performance needs.

The Chapter 3 General Fund Transfer

- How was the General Fund transfer to the Highway User Tax Distribution Fund used?
- What happens if the General Fund transfer is reduced or eliminated?

Distribution of the New Money

Laws of Minnesota 2017, Chapter 3 prescribes a General Fund transfer to the Highway User Tax Distribution Fund of \$90 million in FY 2018, \$92 million in FY 2019, and proposes a base budget transfer of \$208 million in FY 2020, and \$210 million in FY 2021. The table below shows the breakdown of these amounts to the respective funds and accounts.

**Distribution of Forecast General Fund transfer to Highway User Tax Distribution Fund
(Millions of \$)**

	Share	FY2018	FY2019	FY 2020	FY 2021
Trunk Highway	62% of 95%	53	54	123*	124*
County State-Aid	29% of 95%	25	25	57	58
Municipal State-Aid	9% of 95%	7.7	7.9	17.8	18.0
Flexible Account	53.5% of 5%	2.4	2.5	5.6	5.6
Town Roads	30.5% of 5%	1.4	1.4	3.2	3.2
Town Bridges	16% of 5%	0.7	0.7	1.7	1.7
Total	100%	90	92	208	210

*Approximately \$80-90 million of this amount is projected to pay debt service.

Use of the New Money in the Trunk Highway Regular Program

The general fund dollars transferred to the Trunk Highway fund supported additional Trunk Highway bonding by creating more capacity for debt service, as well as an increase in cash. This transfer enabled MnDOT to increase the regular program spending by \$804 million in the next 4-6 years, and a projected ongoing increase of about \$900 million from 2022 through 2037, that ranges from \$40-\$80 million per year after debt service. For planning purposes, \$300 million of the \$900 million is assumed to be available for construction projects.

Investing the \$804 Million

As indicated in MnSHIP, the majority of Chapter 3 new spending will be used for asset preservation. About 85% of the \$804 million will be used for additional or enhanced asset preservation projects.

Investing in Mobility

Along with the investments in preservation, MnDOT will be able to allocate a relatively small amount to new expansion investments.

- In the years 2022 to the end of the 20-year plan in 2037, MnDOT plans to invest \$300 million of new money on needed mobility projects. These are the only ongoing funds planned for investments in mobility (expansion) projects after 2023.
- In the years 2024 to 2026, MnDOT will direct \$150 million currently planned for pavement preservation to mobility projects to strategically address congestion, particularly in the Metro area. This will approximately maintain current levels of investment in the Twin Cities mobility through 2026.

Impact to State and Local Projects if the General Fund Transfer Stops

Impact to Trunk Highway Fund

Status Quo Scenario

For planning purposes, MnDOT has assumed that the General Fund transfer will continue at its current level indefinitely. However, because it is not constitutionally dedicated, there is a risk that a future legislature could end or reduce the transfer. The status quo scenario on the last page represents the estimated revenue generated by current law.

Reduction in Trunk Highway Spending Scenario

If the general fund transfer is eliminated, MnDOT would have to delay, reduce scope, or cancel projects in both the regular program and Corridors of Commerce scheduled for 2019 to 2022 in the following amounts.

- \$247 million of projects in the regular construction program and Corridors of Commerce projects funded with Chapter 3 cash would be delayed, reduced in scope, or cancelled.
- All \$640 million of projects funded with Chapter 3 bonds in the regular program would be delayed to beyond 2022, reduced in scope, or cancelled.
- All \$300 million of projects selected for Corridors of Commerce would be delayed to beyond 2022 or cancelled.
- The increase of \$450 million for added mobility projects would be reversed and the Departments investment in mobility projects would drop to zero beginning in 2024 as planned prior to the passage of Chapter 3.

Impact to County State Aid Highway Fund

All 87 counties receive a share of these funds by the CSAH distribution formula. The CSAH account would receive approximately \$141 million less in the 3 year period of FY 2019 through FY 2021. Sixty percent or more of that amount would come from reductions to county construction projects. Up to 40% of any individual county's share may be used to support maintenance activities. Shortfalls in the maintenance effort typically must be made up with local tax levies.

Impact to Municipal State Aid Street Fund

All 148 Municipal State Aid cities receive a share of these funds through the MSAS distribution formula. The MSAS account would receive approximately \$44 million less in the 3 year period of FY 2019 through FY 2021. Most of that would result in reductions to construction projects. A portion of any individual city's share may be used to support maintenance activities. Shortfalls in the maintenance effort are typically made up with local tax levies.

Impact to Flexible Account, Town Roads, and Town Bridges

These accounts would receive approximately \$25.6 million less in the 3 year period of FY 2019 through FY 2021. (Flexible account \$13.7 million, Township Road \$7.8 million, \$4.1 million Town Bridge)

Equivalent Gas Tax Increase

The following table lists the approximate gas tax increase that would equal the General Fund transfer.

Source	FY 2018	FY 2019	FY 2020	FY 2021
GF Revenue (millions)	90.0	92.4	208.4	210.2
Gas Tax Equivalent (cents)	2.8	2.8	6.4	6.5

Scenario 1: Status Quo				
November Forecast 2017 TH Fund Statement				
Amounts in \$000's				
	FY 2018	FY 2019	FY 2020	FY 2021
GF Revenue	53,001	54,414	122,736	123,830
All Other Revenue/Transfers	2,206,691	2,041,315	2,054,196	2,177,185
<i>Subtotal</i>	2,259,692	2,095,729	2,176,932	2,301,015
Expenditures	1,905,371	1,743,994	1,702,605	1,677,471
Debt Service	211,009	217,853	225,182	234,325
Fund Balance	143,312	133,881	249,144	389,219
Reserved Fund Balance	90,240	90,606	98,352	100,946
Unreserved Fund Balance	53,071	43,276	150,792	288,273

General Fund Transfer

Debt service on all bonds

Scenario 2: Reduction in TH Spending				
November Forecast 2017 TH Fund Statement				
Amounts in \$000's				
	FY 2018	FY 2019	FY 2020	FY 2021
GF Revenue	-	-	-	-
All Other Revenue/Transfers	2,206,691	2,038,135	2,050,931	2,169,821
<i>Subtotal</i>	2,206,691	2,038,135	2,050,931	2,169,821
Expenditures	1,856,642	1,699,868	1,613,865	1,612,102
Debt Service	209,917	207,650	195,286	175,930
SRC Program Reduction	(48,729)	(44,126)	(88,740)	(65,369)
Debt Service Reduction (Chapter 3)	(1,092)	(10,204)	(29,896)	(58,395)
Fund Balance	140,132	130,617	241,780	381,789
Reserved Fund Balance	87,060	87,341	90,988	93,516
Unreserved Fund Balance	53,071	43,276	150,792	288,273

Program cuts

Talking Points on Project Selection Policy

(Laws 2017, Chapter 3, Article 3, Section 124)

February 2, 2018

- MnDOT is making a good faith effort to comply with the legislative requirements.
- There are almost 1,000 MnDOT highway projects in the STIP. Each project has dozens of possible permutations and considerations. Showing scores for thousands of potential projects and alternatives will require significant effort.
- The majority of MnDOT's program (>80%) are small asset preservation projects
 - *(less than \$5M in Greater MN and less than \$15M in Metro)*
- There are many different variables that are considered for every project, and many of them do not easily lend themselves to objective numeric scoring. For example:
 - The plans of the local government where a project is located.
 - Other asset preservation needs such as sign replacement, guardrail improvement, culvert repair, and shoulder widening/repair.
- Many decisions about resource allocation occur before individual projects are identified, but have a significant impact on the number of projects selected. For example, how much will be devoted to safety, preservation, or mobility.
- We are close to identifying a method for adapting the project selection process to the requirements of the law that won't require significant additional investment in managing project selection. It will incorporate significantly more numeric scoring and be more transparent, but some of the decision points may still lack clear numeric justification.
- Making the project selection process more transparent to policy makers and stakeholders is a priority for MnDOT.
- As work continues to develop and implement the revised project selection process, we will communicate to policy makers about progress and challenges.
- Only a few states have numeric scoring systems and post scores online, BUT they do not score projects that only address the condition of the existing infrastructure.
- The core of the construction program at MnDOT is focused on maintaining the condition of the existing highway system.

Expansion oriented programs such as Corridors of Commerce and TED already use numeric scoring.

Corridors of Commerce

The Corridors of Commerce program supports the construction, reconstruction and improvement of trunk highways by funding projects not already in the State Transportation Improvement Program. The program has two major goals:

- Provide additional highway capacity where there are bottlenecks
- Improve the movement of freight and reduce barriers to commerce

The 2017 Minnesota Legislature appropriated \$100 million in trunk highway fund cash and \$300 million in trunk highway bonds to the program, making \$400 million available over the next four years.

Project Eligibility

Eligibility requirements for the Corridors of Commerce program are established in law.

1. Projects must either be classified as capacity improvement projects or freight improvement projects (see the website for classification requirements).
2. Projects must be consistent with the statewide multimodal transportation plan.
3. Projects must be able to begin construction within four years, but the actual start may be delayed beyond four years in order to avoid significant impacts from having parallel routes under construction at the same time.
4. Projects must be on the Interregional Corridor network or a supplemental freight route in Greater Minnesota, or on any state highway in the eight-county MnDOT Metro District.
5. The amount of Corridors of Commerce funding needed to construct the project (including construction cost, right-of-way and engineering) cannot exceed the amount of funding available.
6. An identical project cannot already be listed in the State Transportation Improvement Program, but it may be listed in the last six years of the ten-year Capital Highway Investment Plan.

Project Selection

MnDOT recently updated the Corridors of Commerce project selection process to comply with the revised law passed in 2017. The public provided input into the draft process through Dec. 20, 2017.

- The public, stakeholders and others will recommend projects via an online submission process.
- MnDOT itself will not submit projects for consideration.
- All submitted projects that meet the eligibility criteria will be scored.
- MnDOT will score and rank submissions using the criteria listed below.

Criteria	Points Available
Return on investment	100
Economic impact	100
Freight efficiency	100
Safety improvements	100
Regional connections	100
Policy objectives	100
Community consensus	100
Maximum points	700

- The eighth criteria, regional balance, will be applied to achieve a 50-50 funding split between the eight-county MnDOT Metro District and Greater Minnesota. MnDOT will award projects in order from the ranked list until a region reaches its target of 50 percent, and then projects from the other region will be awarded funds until all the funding has been utilized.

Tentative schedule

- Jan. 18 to Feb. 2, 2018 – Public recommendation period
- February to March, 2018 – Project evaluation and scoring
- April 2018 – Project award announcement and release of final scores for all projects

For more information visit: www.dot.state.mn.us/corridorsofcommerce

Or contact: Patrick Weidemann, 651-366-3758

pat.weidemann@state.mn.us



MnDOT Metro District – Mpls./St. Paul

District Offices: Roseville-Water's Edge (HQ)

Golden Valley, Oakdale

<http://www.dot.state.mn.us/metro/>

2018 District Fact Sheet



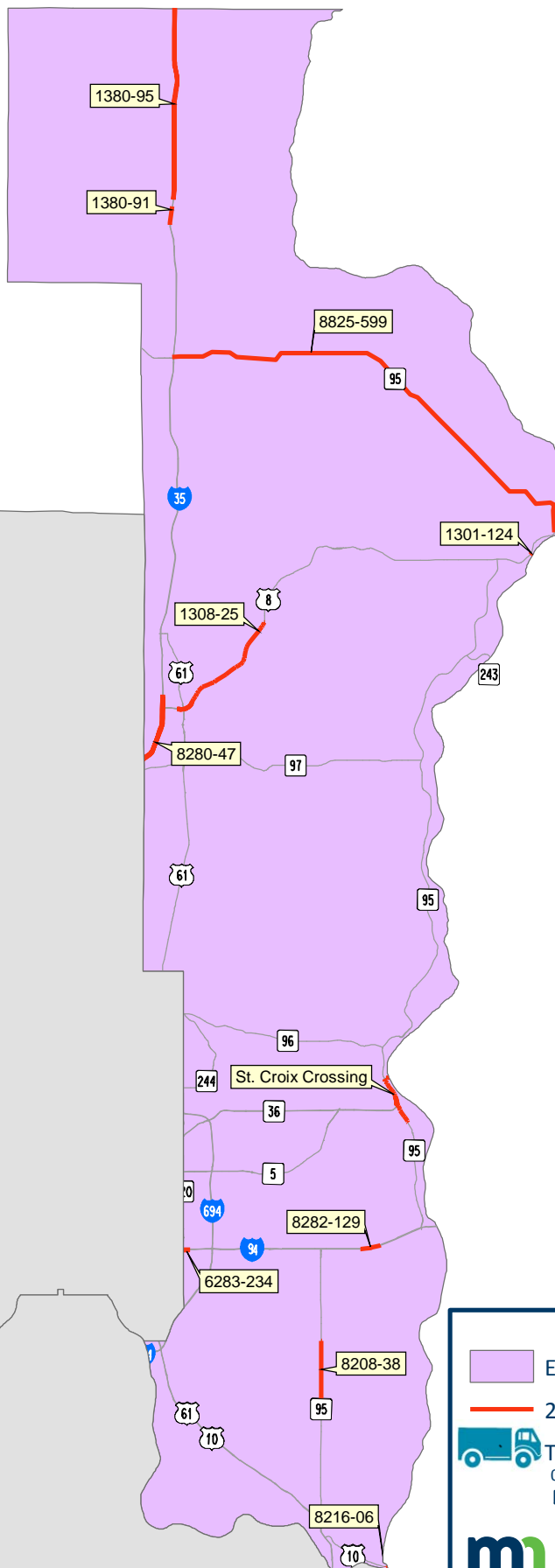
	District Total	Percent of State	Statewide Total
Demographics			
Counties (by ATP, Area Transportation Partnership)	8	9.2%	87
Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, Washington			
Cities, population of more than 5,000 (by ATP)	84	56.8%	148
2016 population estimate (by ATP)	3,096,292	56.0%	5,528,630
Land area, square miles (by ATP)	3,237	4.1%	79,721
Population density (people per square mile, by ATP)	957		69
Metropolitan Planning Organizations	1	12.5%	8
Roadways			
Trunk highway (includes interstate) - Centerline miles	1,087	9.3%	11,749
Trunk highway (includes interstate) - Lane miles	4,087	14.0%	29,265
Interstate system - Centerline miles	258	28.3%	913
Interstate system - Lane miles	1,460	35.8%	4,083
Bridges, State-owned (10 feet or greater)	1,442	29.8%	4,838
Traffic Safety			
Roundabouts	31	40.3%	77
Reduced Conflict Intersections (RCIs)	26	56.5%	46
Road Weather Information System (RWIS) sites	9	9.3%	97
Dynamic variable message signs	225	64.3%	350
Traffic cameras	774	83.5%	927
Snow fence miles (permanent, native prairie, temporary)	11.2	8.7%	127.8
Toward Zero Deaths (TZD): Its mission is to move Minnesota toward zero deaths on our roads using the four E's of Education, Enforcement, Engineering and Emergency Medical and Trauma Services. The incremental goal is set for 2020: 300 or fewer traffic-related deaths and 850 or fewer serious injuries.			
Budget and Economics			
<i>Operations budget to deliver construction program:</i>			
Fiscal Year 2018 (millions of dollars)	145.7	33.4%	436.8
Fiscal Year 2017 (millions of dollars)	142.2	32.0%	445.0
Avg. annual construction prog. cost, 2017-20 (millions of dollars)	310.3	39.3%	790
Average annual number of projects, 2017-20	44	31.4%	140



	District Total	Percent of State	Statewide Total
Non-Auto Modes			
PUBLIC TRANSIT (2015)			
Counties covered	8		88
Ridership - Fixed	96,668,879		104,694,175
Ridership - Dial-a-Ride	2,346,781		6,448,137
System usage: Vehicle miles traveled	67,999,399		87,294,291
RIVERS - Navigable miles	128	55.2%	232
AIRPORTS - Publicly owned that receive state funds	10	7.4%	135
RAILROADS			
Rail line miles	595	13.4%	4,449
Crossings - Signalized	410		1,568
Crossings - Non-signalized	223		2,437
Workforce and Facilities			
Full-time employees, December 31, 2017	1,246	37.0%	3,365
Regional offices/headquarters/maintenance sites	3		20
Buildings square footage	1,592,226	26.1%	6,106,143
Rest areas (Class 1)	5	9.8%	51
Maintenance			
Snow & Ice delivery cost (thousands of dollars)	23,507	24.2%	97,034
Bare lane performance (frequency within targeted number of hours)	92%		88%
Snow & Ice lane miles, 2017-18	5,083	16.6%	30,585
Average route length (lane miles)	45		37
Light vehicles (pickups, vans and cars)	263	15.4%	1,706
Snow removal trucks, 2017-18	237	29.9%	793
Average annual number of Snow & Ice events, 2013-17	28		30
Average annual snow accumulation, 2013-17 (inches)	50.7		57.7
Material Use and Storage (five-year average, 2013-17, unless otherwise stated)			
Rock salt usage (tons)	56,901	26.4%	215,286
Liquid salt brine usage (gallons)	184,443	7.1%	2,609,825
Sand usage (tons; includes sand/salt mix)	2,113	4.5%	47,424
Salt/sand storage capacity (tons), 2016	101,800	29.5%	345,168
Fuel usage, all types (gallons)	1,159,444	25.4%	4,564,867
District Items of Note			
Co-located Regional Transportation Management Center	Contains law enforcement, maintenance, traffic management		
Ramp meters	487 (includes inactive and failed meters)		
Fiber optics for communication (miles)	Approximately 540		
FIRST (number of routes and territory mileage)	8-11 routes, depending on staffing; 220 miles		
Bus-only shoulder miles	337		

District Items of Note (continued)		
MnPASS Express Lane Miles	Approximately 72 lane miles: 28 on I-35W, 24 on I-394, 20 on 35E	
Transit Park & Ride facilities	106	
Transit Park & Pool facilities	15	
Freeway-embedded Bus Transit Stations	5 operational, 1 in construction contract (not yet started)	
Minneapolis-St. Paul GDP, All Industries, Calendar Year 2017	\$246 Billion http://bea.gov/iTable/index_regional.cfm	
Fortune 500 companies headquartered in MSP	17	
Roadways: Annual Vehicle Miles Traveled (VMT)	<u>Miles by District</u>	<u>Per Capita</u>
District 1:	2,364,828,614	6,995
District 2:	1,247,638,785	6,972
District 3:	4,473,962,081	6907
District 4:	2,070,681,397	8,546
District 6:	3,570,787,581	7,193
District 7:	2,027,399,591	7,040
District 8:	1,447,456,889	6,721
Metro District:	28,780,856,091	8,866

East Area 2018 Construction Projects



East, Adam Josephson, (651) 234-7719

2018 Construction Projects

Trucking Impacts

0 5 10 Miles

mn DEPARTMENT OF TRANSPORTATION

March 7, 2018

East Metro 2018 construction projects

Hwy 8

SP 1308-25

Location: Hwy 8 from just west of Hwy 61 in Forest Lake to 273rd St. in Chisago City

Description: Repair drainage and guardrail

Impacts: Temporary lane closures with full closure and detour required for up to four days

Contract award date: 6/8/18

Construction timeframe: August 2018 – October 2018

Current estimate: \$860,000

Hwy 8

SP 1301-124

Location: Hwy 8 near Interstate Park in Taylors Falls

Description: Replace drainage pipe

Impacts: Full closure and detour required for up to five days

Contract award date: 6/8/18

Construction timeframe: mid-September 2018

Current estimate: \$300,000

Hwy 10

SP 8216-06

Location: Hwy 10 Bridge over St. Croix River in Denmark Township/Prescott, WI (WisDOT is lead for the project)

Description: Repair Hwy 10 Bridge over St. Croix River

Impacts: Temporary lane closures

Contract award date: 7/10/2018

Construction timeframe: September 2018 – May 2019

Current estimate: \$350,000

I-35

SP 1380-91



Location: I-35 Goose Creek Rest Area

Description: Reconstruct building, grade and pave parking lot

Impacts: Rest Area Closed, no truck parking available

Contract award date: 8/1/17

Construction timeframe: September 2017 – September 2018

Current estimate: \$7.2 million

I-35

SP 1380-95



Location: I-35 from south of Chisago Co. Rd 9 to Chisago/Pine County line

Description: construct multiple crossovers and emergency pull offs in advance of a 2019 project

Impacts: Temporary lane closures

Contract award date: 6/29/2018

Construction timeframe: September 2018 – November 2018

Current estimate: \$430,000

I-35

SP 8280-47

Location: I-35E north of 80th St E, I-35W north of Main St and I-35 from the I-35/I-35E/I-35W merge to the Chisago County line

Description: Reconstruct bridges, ramp and roadway

Impacts: Long-term lane closures

Contract award date: 6/2/2017

Construction timeframe: Fall 2017 to Fall 2019

Current estimate: \$56.1 million

Website: mndot.gov/metro/projects/i35northmetrosplit

I-94

SP 8282-129



Location: I-94 St. Croix Rest Area in West Lakeland Township in Washington County

Description: Parking lot expansion for trucks

Impacts: Truck parking spaces reduced during project

Contract award date: 8/25/2017

Construction timeframe: late-April 2018 - June 2018

Current estimate: \$1.1 million

Hwy 95

SP 8208-38

Location: Hwy 95 from Bailey Rd/40th St to 70th St.

Description: Widen shoulders, construct turn lanes and resurface the road

Impacts: Road closed and detoured

Contract award date: 12/15/2017

Construction timeframe: Spring 2018 - Fall 2018

Current estimate: \$2.45 million

Hwy 95

SP 8825-599

Location: Hwy 95 from US 8 in Taylors Falls to I-35 in North Branch

Description: Seal Coat the roadway

Impacts: Temporary lane closures; moving flagging operation

Contract award date: July 2018

Construction timeframe: late summer, will take about one week to complete

Current estimate: \$1.15 million

Hwy 36

SP 8214-161

St. Croix River Crossing

Location: Hwy 36—east side of Hwy 95 from Chestnut St in Stillwater to 10th Ave N in Bayport

Description: Landscaping

Impacts: Shoulder closures

Contract award date: 3/23/2018

Construction timeframe: April – Nov. 2018

Current estimate: \$470,000

Hwy 95

SP 8214-172

St. Croix River Crossing

Location: Hwy 95 from Sunnyside Drive to Chestnut Street in Stillwater, Washington County

Description: Upper Loop Trail Construction --- grading and surfacing, pipe railing, parking lot, **access** road and trail

Impacts: Temporary lane closures and Full closure, for up to four weeks, access to businesses maintained

Contract award date: 1/26/2018

Construction timeframe: April – August 2018

Current estimate: \$2.4 million

Website: mndot.gov/stcroixcrossing

Hwy 36

SP 8217-34

St. Croix River Crossing

Location: Stillwater Lift Bridge

Description: Conversion of Lift Bridge to bike and pedestrian use

Impacts: No traffic impacts

Contract award date: 6/9/17

Construction timeframe: fall 2017 to fall 2019

Current estimate: \$8.7 million

Website: mndot.gov/stcroixcrossing

Hwy 36

SP 8214-114

St. Croix River Crossing

Location: New St Croix River Bridge and Hwy 36/95 Interchange area

Description: Turf establishment, drainage and final cleanup

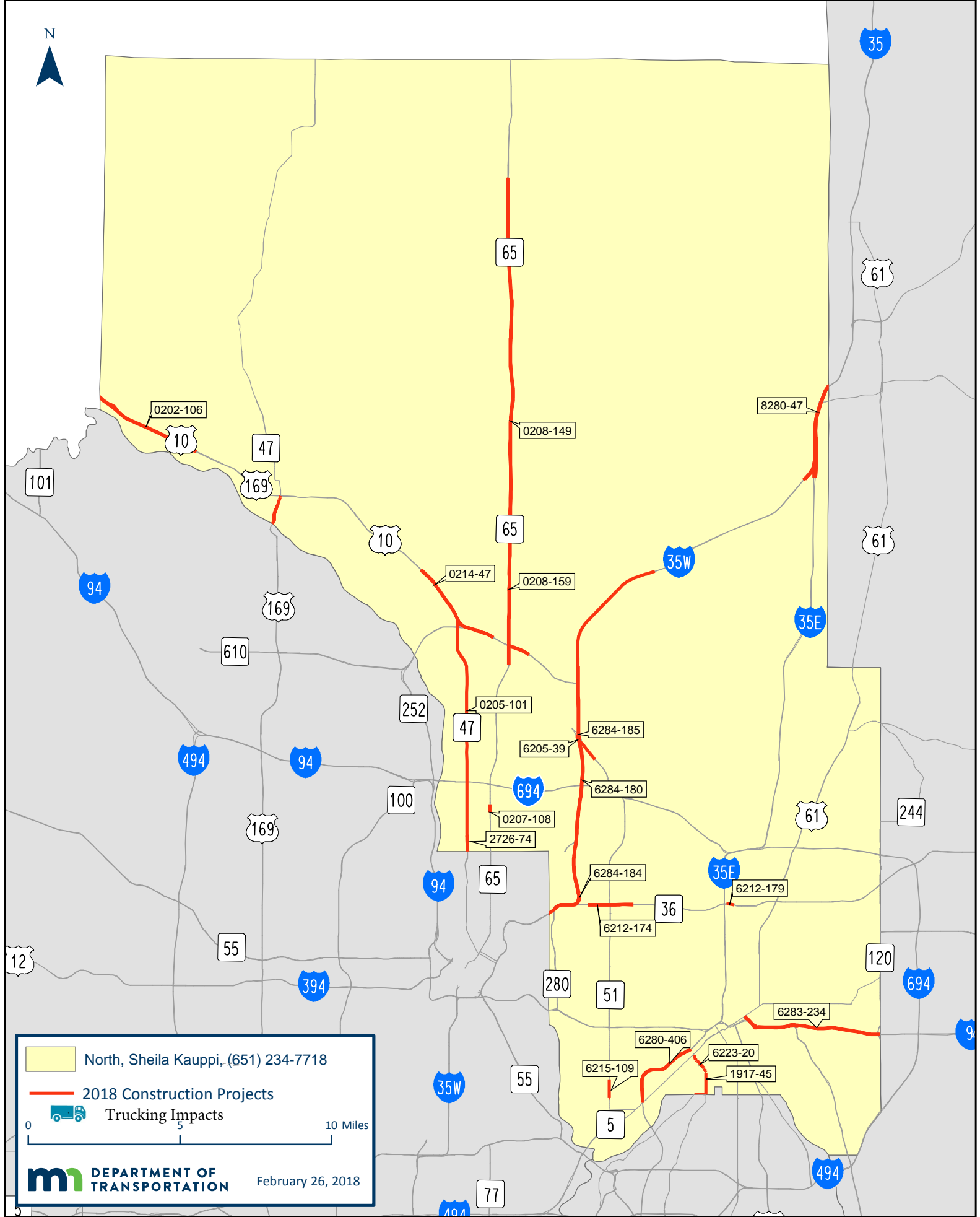
Impacts: temporary shoulder closures

Contract award date: 2/15/2013

Construction timeframe: April – July 2018

Website: mndot.gov/stcroixcrossing

North Area 2018 Construction Projects



North, Sheila Kauppi, (651) 234-7718

2018 Construction Projects

Trucking Impacts

0 5 10 Miles

mn DEPARTMENT OF TRANSPORTATION February 26, 2018

North Metro 2018 construction projects

Hwy 10

SP 0202-106

Location: Hwy 10 from Thurston Ave in Anoka to Hwy 101 in Elk River.

Description: Install cable median barrier. This is coordinated with D3 project SP 7101-64

Impacts: Possible lane closures

Contract award date: 9/22/2017

Construction timeframe: April-July 2018

Current estimate: \$1.1 million

Hwy 10

SP 0214-47

Location: Hwy 10 between University Ave (Anoka Co Rd 51) in Blaine to I-35W in Mounds View

Description: Install freeway lighting

Impacts: Possible off-peak lane closures

Contract award date: 3/23/18

Construction timeframe: July-August 2018

Current estimate: \$1.2 million

Hwy 10

SP 6205-39

Location: EB Hwy 10 from I-35W to Hwy 96 in Arden Hills

Description: Construct a two lane exit from I-35W, Auxiliary lane on EB Hwy 10, noise walls

Impacts: Possible lane closures

Contract award date: 7/27/2018

Construction timeframe: Sept. 2018-July 2019

Current estimate: \$2.4 million

Website: mndot.gov/metro/projects/hwy10ardenhills/index.html

I-35

SP 8280-47



Location: I-35E north of 80th St E, I-35W north of Main St and I-35 from the I-35/I-35E/I-35W merge to the Chisago County line

Description: Reconstruct bridges, ramp and roadway

Impacts: Long-term lane closures

Contract award date: 6/2/2017

Construction timeframe: Fall 2017 to Fall 2019

Current estimate: \$56.1 million

Website: mndot.gov/metro/projects/i35northmetrosplit

I-35E

SP 6212-179*



Location: I-35E northbound to Hwy 36 ramp

Description: Realign the NB I-35E ramp to EB Hwy 36 with concrete pavement, update traffic management system and lighting

Impacts: Temporary lane and ramp closure with detours

Contract award date: 5/18/2018

Construction timeframe: July-Aug. 2018

Current estimate: \$735,000

I-35E

SP 6280-406

Location: I-35E between West 7th St to Grand Ave in St. Paul

Description: Landscape center median

Impacts: Possible Lane closures

Contract award date: 6/15/2018

Construction timeframe: Summer-Fall 2018

Current estimate: \$175,000

I-35W

SP 6284-180



Location: I-35W between Co. Rd. B2 in Roseville to north of Sunset Ave in Lino Lakes

Description: Construct MnPASS Lane, resurface, and replace 5 bridges.

Impacts: Lane road and ramp closures

Contract award date: 9/12/2018

Construction timeframe: April 2019-Fall 2022

Current estimate: \$200 million

Website: mndot.gov/metro/projects/i35wroseville

I-35W

SP 6284-184/2783-166 (tied projects)



Location: I-35W between Co. Rd. C in Roseville to 4th St. in Mpls.

Description: Resurface the road, ADA and Drainage repairs

Impacts: Lane road and ramp closures?

Contract award date: 4/27/2018

Construction timeframe: May-Nov. 2018

Current estimate: \$16.5M

I-35W

SP 6284-185



Location: I-35W from Co. Rd. B2 in Roseville to Sunset Ave (Anoka Co. Rd 53) in Lino Lakes

Description: Temporary widening and construct crossovers (prep work for 6284-180 MnPASS project)

Impacts: Off peak Lane closures

Contract award date: 4/27/2018

Construction timeframe: June-Nov. 2018

Current estimate: \$2.8 million

Hwy 36

SP 6212-174

Location: Hwy 36 from Fairview to Hamline

Description: Replace lighting

Impacts: Possible lane closures

Contract award date: 9/22/2017

Construction timeframe: May-June 2018

Current estimate: \$450,000

Hwy 36

SP 6212-179*



Location: Hwy 36 eastbound ramp from NB I-35E

Description: Realign the NB I-35E ramp to EB Hwy 36 with concrete pavement, update traffic management system and lighting

Impacts: Lane and ramp closures with detours

Contract award date: 5/18/2018

Construction timeframe: July-Aug. 2018

Current estimate: \$735,000

Hwy 47

SP 0205-101

Location: Hwy 47 from 37th Ave in Columbia Heights to Hwy 10 in Coon Rapids

Description: Install traffic management system and improve signal timing

Impacts: Possible lane closures

Contract award date: 9/22/2017

Construction timeframe: April-August 2018

Current estimate: \$1.1 million

Website: mndot.gov/metro/projects/hwy47mnpls

Hwy 47

SP 2726-74



Location: Hwy 47 from 27th Ave NE in Minneapolis to 40th Ave NE in Columbia Heights

Description: Resurface and improve sidewalk accessibility

Impacts: full closure for eight weeks

Contract award date: 12/15/2017

Construction timeframe: April- June 2018

Current estimate: \$3.4 Million

Website: mndot.gov/metro/projects/hwy47mpls/

Hwy 51 (Snelling)

SP 6215-109 – St. Paul leading project



Location: Hwy 51 (Snelling Ave) from Ford Pkwy to Randolph Ave in St. Paul

Description: Construct center median and left turn lanes. Improve pedestrian crossings

Impacts: Lane Closures

Contract award date: 9/15/2017

Construction timeframe: Oct. –Nov. 2018

Current estimate: \$710,000

Hwy 65

SP 0207-108

Location: Hwy 65 from West Moore Lake Drive to 68th St NE in Fridley

Description: Replace storm sewer

Impacts: Possible off-peak lane closures

Contract award date: 7/27/2018

Construction timeframe: May-June 2018

Current estimate: \$825,000

Hwy 65

SP 0208-149



Location: Hwy 65 from Hwy 10 in Blaine to Sims Rd in East Bethel

Description: Extend 16 left turn lanes, install left turn lane, repair culverts and add curb and gutter

Impacts: Lane and access closures with detours

Contract award date: 5/18/2018

Construction timeframe: July 2018-Aug 2019

Current estimate: \$5.9 Million

Website: mndot.gov/metro/projects/hwy65rci

Hwy 65

SP 0208-159

Location: Hwy 65 from 105th Ave NE to 104 Way NE in Blaine

Description: Replace signals and improve sidewalk accessibility

Impacts: Short term lane closures. No closures during tournaments at Natl. Sports Center

Contract award date: 7/28/17

Construction timeframe: Sept 2017-Oct. 2018

Current estimate: \$400,000

I-94

SP 6283-234

Location: I-94 from Mounds Blvd in St. Paul to Hwy 120 in Woodbury

Description: Replace guardrail, install permanent striping, ADA

Impacts: Off-peak lane closures

Contract award date: 2/12/2016

Construction timeframe: Spring 2016-Spring 2018

Current estimate: \$49 million (left over from the larger I-94 east project)

Website: mndot.gov/metro/projects/i94stpaul/

Hwy 149

SP 1917-45

Location: Hwy 149 from I-494 in Mendota Heights to Hwy 5 in St. Paul

Description: Resurface, add turn and bicycle lanes, improve sidewalk accessibility, repair and improve drainage

Impacts: Lane and shoulder closures and pedestrian detours

Contract award date: 4/27/2018

Construction timeframe: June-Dec 2018

Current estimate: \$8 million

Website: mndot.gov/metro/projects/hwy149highbridge

Hwy 149

SP 6223-20

Location: Hwy 149 from West 7th Street to Hwy 5 and George St. In St Paul

Description: Repair Mississippi River bridge and approaches including pedestrian ramps and install preconstruction scaffolding system from West 7th St to George St. in St. Paul

Impacts: Lane road and ramp closures with detours

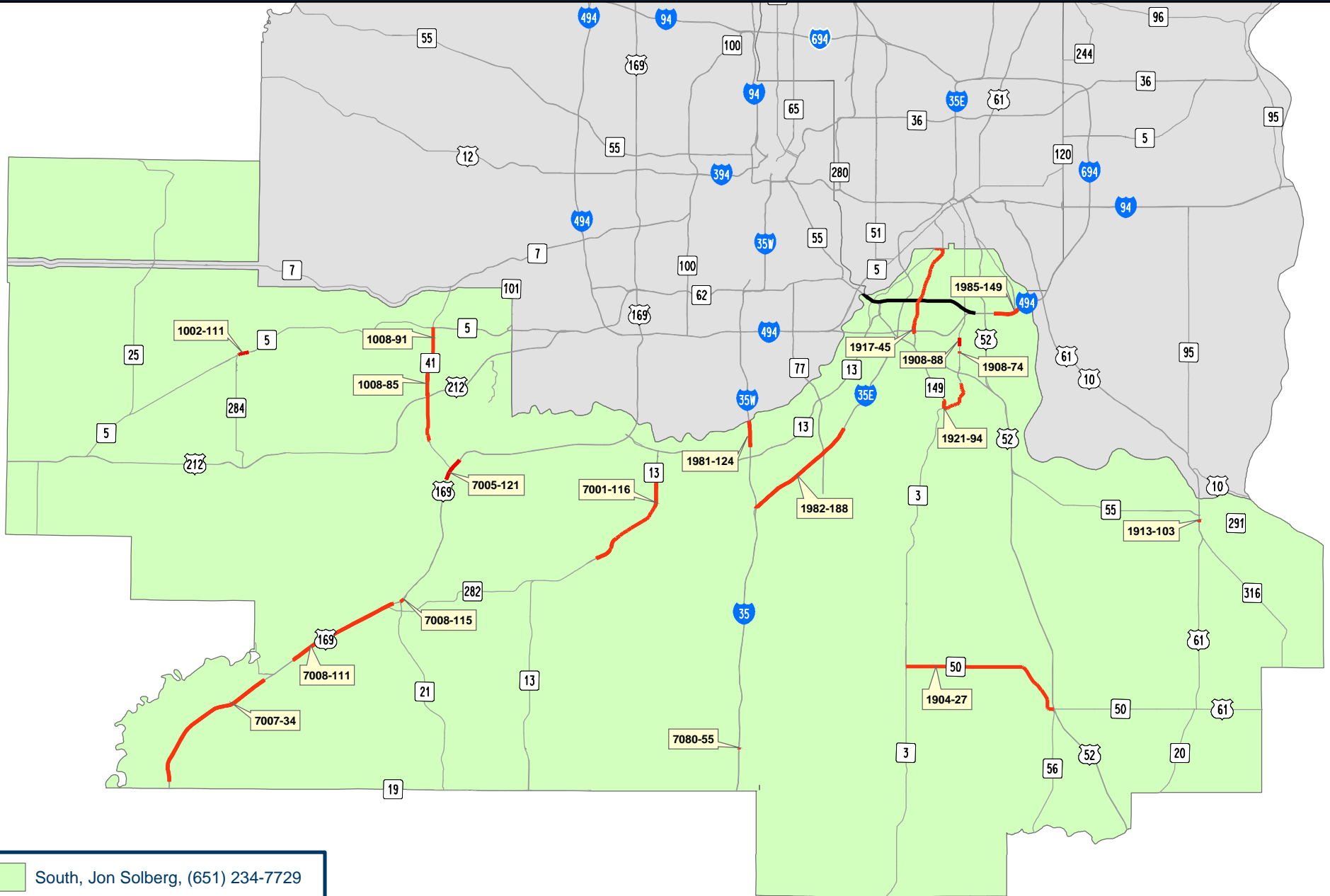
Contract award date: 8/2/2017

Construction timeframe: September 2017 – December 2018

Current estimate: \$39 million

Website: mndot.gov/metro/projects/hwy149highbridge

South Area 2018 Construction Projects



South, Jon Solberg, (651) 234-7729

2018 Construction Projects

Trucking Impacts

0 5 10 Miles

mi DEPARTMENT OF TRANSPORTATION February 20, 2018

South Metro 2018 construction projects

Hwy 3

SP 1921-94

Location: Hwy 3 from Hwy 149 to Ann Marie Trail

Description: Reconstruct Hwy 149 from Anne Marie Trail to north of Hwy 3, intersection improvements at Dakota 71 in Inver Grove Heights

Impacts: Road and lane closures with detours

Contract award date: 12/15/17

Construction timeframe: April- November 2018

Current estimate: \$5.1 million

Website: mndot.gov/metro/projects/hwy3invergrove/

Hwy 3

SP 1908-74

Location: Hwy 3 at Co. Rd 27/70th St in Inver Grove Heights

Description: Dakota County is constructing a roundabout, improving drainage, installing lighting

Impacts: Full closure and detour

Contract award date: 03/15/2018

Construction timeframe: April- November 2018

Current estimate: Local project all funding is from Dakota County, MnDOT will design and do construction admin for the project.

Website: mndot.gov/metro/projects/hwy3invergrove/

Hwy 3

SP 1908-88

Location: Hwy 3 from 70th St to 60th Street in Inver Grove Heights

Description: City of Inver Grove Heights is construction an intersection at 65th St.

Impacts: Full closure and detour

Contract award date: 03/14/2018

Construction timeframe: April- November 2018

Current estimate: Local project all funding is from the City of Inver Grove Heights MnDOT will review and inspect construction

Website: mndot.gov/metro/projects/hwy3invergrove/

Hwy 5

SP 1002-111

Location: Hwy 5 from Elm St to Birch St in Waconia

Description: Resurface the road

Impacts: Short term lane shifts (work should take approximately one week weather permitting).

Contract award date: 1/26/2018

Construction timeframe: June 2018

Current estimate: \$325,000

Hwy 13

SP 7001-116

Location: Hwy 13 from Eagle Creek in Prior Lake to Hwy 101 in Savage

Description: Resurface road, improve sidewalks and guardrail and repair drainage

Impacts: Lane closures

Contract award date: 1/26/2018

Construction timeframe: Spring –Nov 2018

Current estimate: \$4.6 million

Hwy 21(169)

SP 7008-115

Location: Hwy 169 bridge over Hwy 21 in Jordan

Description: Work on bridge pier wall beneath Hwy 169/over Hwy 21

Impacts: lane closures on Hwy 21 with temporary signal flagging device

Contract award date: 11/17/2017

Construction timeframe: March-April 2018

Current estimate: \$200,000

I-35

SP 7080-55

Location: I-35 at Scott Co Rd 2 in Elko-New Market

Description: Repair bridge at Main St. (Co Rd 2)

Impacts: Possible lane

Contract award date: 3/23/2018

Construction timeframe: April-June 2018

Current estimate: \$300,000

I-35E

SP 1982-188

Location: I-35E from Co Rd 42 to County Rd 32 (Cliff Rd) In Eagan

Description: Replace lighting

Impacts: Possible off-peak lane closures

Contract award date: 1/26/2018

Construction timeframe: Spring 2018

Current estimate: \$900,000

I-35W

SP 1981-124



Location: I-35W from Cliff Road in Burnsville to 106th St in Bloomington

Description: Replace bridge over the Minnesota River and 106th St.

Impacts: Lane, and ramp closures with detours

Contract award date: 5/9/2018

Construction timeframe: July 2018-November 2021

Current estimate: \$130-150 million

Website: mndot.gov/metro/projects/i35wbloomington

Hwy 41

SP 1008-85



Location: Hwy 41 from Hwy 212 to north of Pioneer Trail (Carver Co Rd 14) in Chaska

Description: *Project lead is Carver County. Landscape, reconstruct and expand road, improve intersection, signals and pedestrian ramps, relocate trail and build underpass for trail

Impacts: full closure and detours

Contract award date: February 2018

Construction timeframe: May- Nov. 2018

Current estimate: \$3.8 million (MnDOT cost)

Website: <https://clients.bolton-menk.com/41reconstruction/>

Hwy 41

SP 1008-91

Location: Hwy 41 from 2nd St to Hwy 5 in Chaska

Description: Install traffic management system and improve signal timing

Impacts: Possible off-peak lane closures

Contract award date: 3/23/2018

Construction timeframe: Spring-Fall 2018

Current estimate: \$700,000

Hwy 50

SP 1904-27

Location: Hwy 50 from Hwy 3 in Farmington to Hwy 52 in Hampton

Description: Resurface, construct turn lanes, modify intersections, improve drainage and sidewalk accessibility

Impacts: Road, lane and shoulder closures

Contract award date: 9/22/2017 (Left over DEB from 2017)

Construction timeframe: Spring –Fall 2018

Current estimate: \$4.6 million

Website: mndot.gov/metro/projects/hwy50farmington

Hwy 55

SP 1910-52

Location: Hwy 55 from Co Rd 42 to Fahey St. in Rosemount

Description: *Dakota County will Construct turn lanes

Impacts: Lane and shoulder closures

Contract award date: 4/15/2018

Construction timeframe: June-Nov 2018

Current estimate: \$600,000

Hwy 61

SP 1913-103

Location: Hwy 61 at 15th St in Hastings

Description: Replace signal and improve sidewalk accessibility

Impacts: Lane and turn lane closures, pedestrian detours

Contract award date: 7/28/2017

Construction timeframe: April-June 2018

Current estimate: \$100,000

*Hwy 110

SP 9999

Location: Hwy 110 from Hwy 13/55 in Mendota Heights to I-494 in Inver Grove Heights

Description: Rename Hwy 110 to Hwy 62

Impacts: Lane and shoulder closures

Contract award date: N/A

Construction timeframe: July-September 2018

Current estimate: \$35,000

Website: mndot.gov/metro/projects/hwy110renamingto62

Hwy 149

SP 1917-45

Location: Hwy 149 from I-494 in Mendota Heights to Hwy 5 in St. Paul

Description: Resurface, add turn and bicycle lanes, improve sidewalk accessibility, repair and improve drainage

Impacts: Lane and shoulder closures and pedestrian detours

Contract award date: 4/27/2018

Construction timeframe: Spring-Dec 2018

Current estimate: \$8 million

Website: mndot.gov/metro/projects/hwy149highbridge

Hwy 169

SP 7005-121



Location: Hwy 169 at Chestnut Blvd in Jackson Township

Description: Scott County will construct crossovers for the new Hwy 41 interchange that will construct three bridges, preplace bridge and culvert

Impacts: Lane closures

Contract award date: 6/14/2018

Construction timeframe: Aug 2018-Fall 2019

Current estimate: \$15 million

Hwy 169

SP 7007-34



Location: Hwy 169 from Hwy 19 to north of Ash St in Belle Plaine

Description: Resurface and repair concrete and drainage

Impacts: Lane closure

Contract award date: 3/7/2018

Construction timeframe: May-November 2018

Current estimate: \$18.6 million

Hwy 169

SP 7007-44



Location: Hwy 169 from Hwy 19 to Hwy 25 in Scott Co.

Description: construct traffic crossovers

Impacts: lane closures

Contract award date: 7/28/2017

Construction timeframe: Sept. –Nov. 2017

Current estimate: \$600,000

Hwy 169

SP 7008-111



Location: Hwy 169 from Hwy 25 to Hwy 282 in Jordan

Description: Resurface, close median and add U-turn lanes, reduced conflict intersections and install cable median barrier

Impacts: Lane and intersection closures with detours

Contract award date: 3/7/2018

Construction timeframe: May-November 2018

Current estimate: \$15.7 million

Hwy 169 (21) SP 7008-115



Location: Hwy 169 bridge over Hwy 21 in Jordan

Description: Work on bridge pier wall

Impacts: lane closures on Hwy 21 with temporary signal flagging device

Contract award date: 11/17/2017

Construction timeframe: March-April 2018

Current estimate: \$200,000

I-494 SP 1985-149



Location: I-494 from Hardman Ave in South St. Paul to Blaine Ave in Inver Grove Heights

Description: Construct auxiliary lane, retaining and noise wall, repair bridge, replace lighting and update drainage

Impacts: Lane and ramp closures with detours

Contract award date: 6/8/2018

Construction timeframe: August 2018-November 2019

Current estimate: \$15.5 million

Website: mndot.gov/metro/projects/i494invergroveheights

West Area 2018 Construction Projects

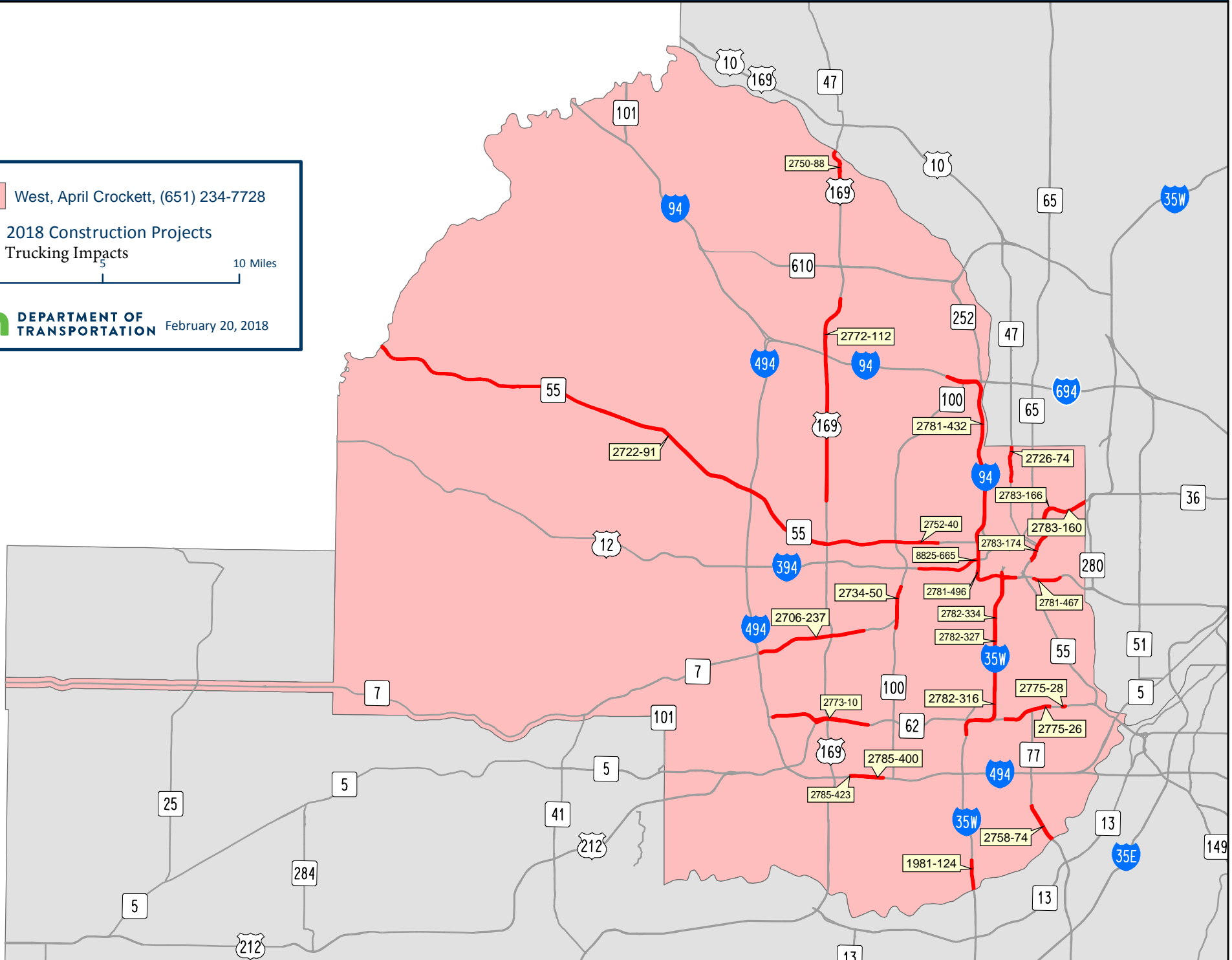


West, April Crockett, (651) 234-7728

2018 Construction Projects
Trucking Impacts

0 5 10 Miles

mi DEPARTMENT OF
TRANSPORTATION February 20, 2018



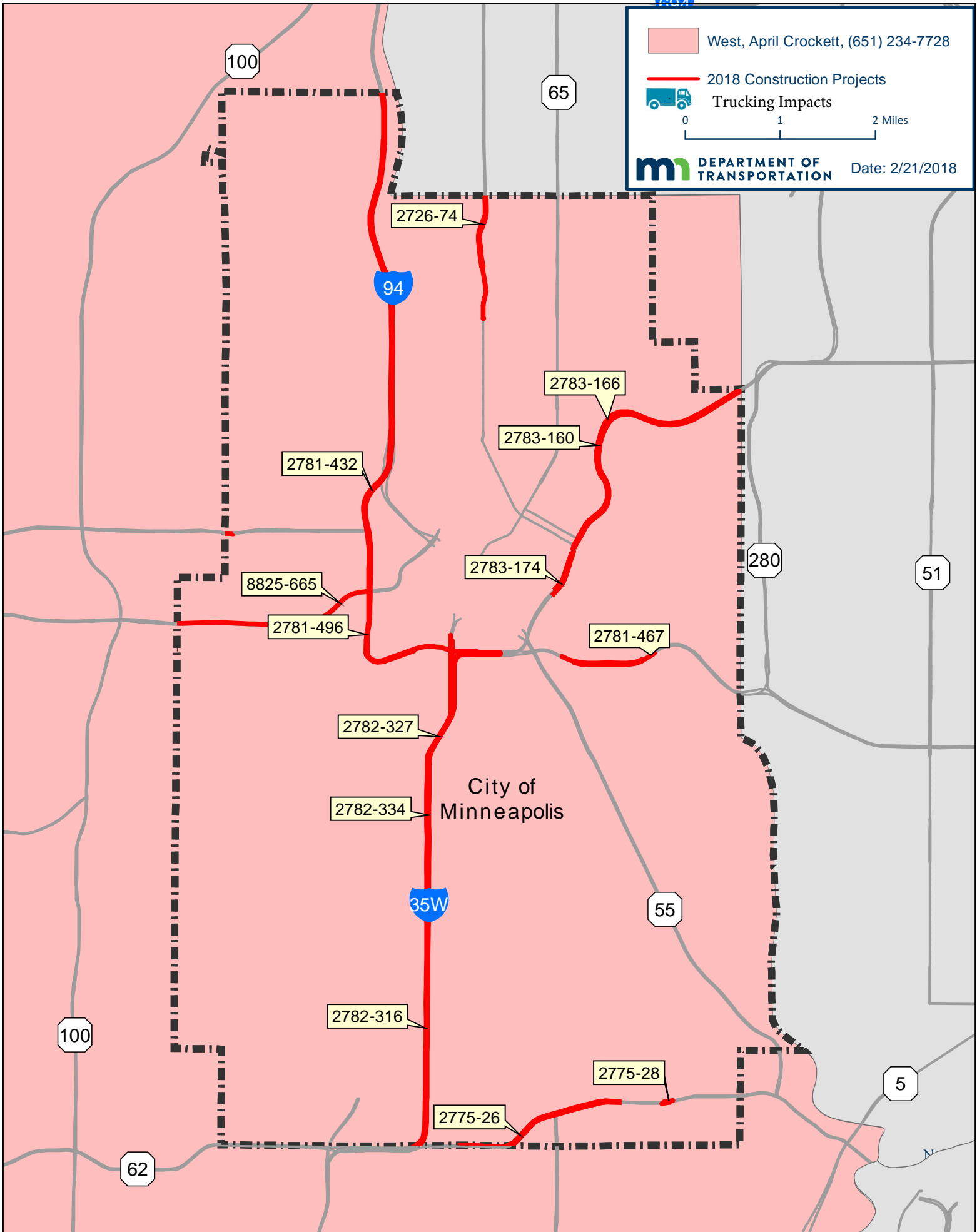
West, April Crockett, (651) 234-7728

2018 Construction Projects

Trucking Impacts

0 1 2 Miles

mn DEPARTMENT OF TRANSPORTATION Date: 2/21/2018



West Metro 2018 construction projects

Hwy 7

SP 2706-237



Location: Hwy 7 from east of I-494 in Minnetonka to west of Louisiana Ave in St. Louis Park

Description: Resurface road, add sidewalks, improve intersections pedestrian accessibility and move signals

Impacts: Lane and ramp closures

Contract award date: 2/23/2018

Construction timeframe: Spring-Summer 2018

Current estimate: \$5.7 million

Website: mndot.gov/metro/projects/hwy7minnetonkaslp/index.html

I-35W@94 Downtown to Crosstown SP 2782-327



Location: I-35W from 43rd St to 94 in Minneapolis including work on I-94 from 1st Ave to Park and on Hwy 65 from 24th St to 15th St

Description: Construct MnPASS lane, reconstruct road, build transit station, noise and retaining walls and replace and repair bridges

Impacts: Both long and short term bridge, lane, road and ramp closures

Contract award date: 6/28/2017

Construction timeframe: Sept. 2017 –Fall 2021

Current estimate: \$239 million

Website: mndot.gov/35w94

I-35W

SP 2783-166



Location: I-35W from 4th St in Minneapolis to Rosegate in Roseville

Description: Resurface road

Impacts: Lane and ramp and 6 weekend full closures

Contract award date: 4/27/2018

Construction timeframe: July-August 2018

Current estimate: \$16.1 million

Website: mndot.gov/metro/projects/i35w-mpls-roseville

I-35W

SP 2783-174

Location: I-35W St. Anthony Falls Bridge over the Mississippi River in Minneapolis

Description: replace anti-icing system

Impacts: all work is beneath the bridge

Contract award date: 02/06/2018

Construction timeframe: April –November 2018

Current estimate: \$500,000

I-35W

SP 1981-124 Minnesota River Bridge



Location: I-35W from Cliff Road in Burnsville to 106th St in Bloomington

Description: Replace bridge over the Minnesota River and 106th St

Impacts: Lane, and ramp closures with detours

Contract award date: 5/9/2018

Construction timeframe: July 2018-November 2021

Current estimate: \$130-150 million

Website: mndot.gov/metro/projects/i35wbloomington

Hwy 47

SP 2726-74



Location: Hwy 47 from 27th Ave NE in Minneapolis to 40th Ave NE in Columbia Heights

Description: Resurface and improve sidewalk accessibility

Impacts: full closure for eight weeks

Contract award date: 12/15/2017

Construction timeframe: April- June 2018

Current estimate: \$3.4 Million

Website: mndot.gov/metro/projects/hwy47mpls/

Hwy 55

SP 2722-91



Location: Hwy 55 from the Wright/Hennepin Co Line in Rockford to Theodore Wirth Pkwy in Minneapolis

Description: Repair drainage, curb and gutter and install traffic management system, rumble strips, guardrails, concrete walk and pier protection

Impacts: lane closures

Contract award date: 5/18/2018

Construction timeframe: July-November 2018

Current estimate: \$2 million

Website: mndot.gov/metro/projects/hwy55safetyimprovements2018

Hwy 55

SP 2752-40

Location: Hwy 55 at Meadow Lane in Golden Valley

Description: Replace signal

Impacts: Short-term lane closure

Contract award date: 5/18/2018

Construction timeframe: July-November 2018

Current estimate: \$300,000

Hwy 62

SP 2773-10



Location: Hwy 62 from Beach Road to under Tracy Ave Bridge in Edina and on Hwy 212 south of Hwy 62 in Edina to east junction with 62 in Minnetonka

Description: Resurface, repair bridge, fence curb and gutter. Improve guardrail and sidewalk accessibility and extend trail.

Impacts: Lane and temporary access closures with detours

Contract award date: 3/23/2018

Construction timeframe: July-Oct 2018

Current estimate: \$7.6 million

Website: mndot.gov/metro/projects/hwy62

Hwy 62

SP 2775-28

Location: Hwy 62 at 34th St in Minneapolis

Description: Repair bridge over Hwy 62

Impacts: Lane and temporary access closures with detours

Contract award date: 3/23/2018

Construction timeframe: May-August 2018

Current estimate: \$500,000

Hwy 62

SP 2775-26

Location: Hwy 62 from Portland Ave to Hwy 77

Description: Mill and Overlay

Impacts: weekend closure

Contract award date: 5/18/18

Construction timeframe: Summer 2018

Current estimate: \$500,000

Hwy 65/47

SP 8825-630

Location: Five intersection along Hwy 65 and Hwy 47 in NE Minneapolis

Description: Signal and ADA improvements

Impacts: lane closures on Hwy 65 and Hwy 47 in NE Minneapolis

Contract award date: 4/27/18

Construction timeframe: Summer 2018

Current estimate: \$2,100,000

Hwy 77

SP 2758-74

Location: Hwy 77 from Old Shakopee Rd in Bloomington to Hwy 13 in Eagan

Description: Replace lighting systems

Impacts: Shoulder closure on Cedar Avenue bridge

Contract award date: 12/15/2017

Construction timeframe: April-June

Current estimate: \$600,000

I-94

SP 2781-432



Location: I-94 from Shingle Creek Pkwy in Brooklyn Center to Nicollet Ave in Minneapolis

Description: Resurface and repair concrete, improve and repair sidewalk, drainage, and concrete barrier de-icing and traffic management system.

Impacts: Ramp closures with detours (majority of work was complete during 2017 construction season)

Contract award date: 2/03/2017

Construction timeframe: March 2017-Summer 2018

Current estimate: \$46.3 million

Website: mndot.gov/metro/projects/i94brooklyncntr

I-94

SP 2781-467

Location: I-94 from Cedar Ave to the Mississippi River in Minneapolis

Description: Replace noise wall

Impacts: Several week closure of Cedar Ave ramp.

Contract award date: 7/28/2017

Construction timeframe: November 2017-November 2018

Current estimate: \$2 million

Website: mndot.gov/metro/projects/i94noisewall

I-94

SP 2781-496



Location: I-94 at the Irene Hixon Whitney Memorial Bridge

Description: Paint bridge and replace deck

Impacts: Two weekend closures of I-94; ramp closure, impacts on Hennepin and Lyndale

Contract award date: 3/23/2018

Construction timeframe: May to July 31.

Current estimate: \$2.5 million

Website: mndot.gov/metro/projects/i94brooklyncntr

Hwy 169

SP 2750-85 (88)



Location: Hwy 169 from 101st Ave in Brooklyn Park to Hayden Lake Rd in Champlin

Description: Both the city of Champlin and MnDOT have projects that will resurface concrete pavement, replace bridges, update pedestrian crossings, drainage and construct southbound acceleration lane and extend northbound turn lanes.

Impacts: Lane closures controlled by signals or flaggers

Contract award date: 9/08/2017

Construction timeframe: Fall 2017-Fall2018

Current estimate: \$21 million

Website: mndot.gov/metro/projects/hwy169champlin

Hwy 169

SP 2772-112

Location: Hwy 169 from I-394 in Golden Valley to I-94 in Brooklyn Park

Description: Install traffic management system.

Impacts: Off peak lane closures

Contract award date: 12/15/2017

Construction timeframe: April-July 2018

Current estimate: \$1.1 million

I-494

SP 2785-400



Location: I-494 at East Bush Lake Rd (Hennepin Co. Rd. 28)

Description: City of Bloomington is constructing interchange ramp and new bridge

Impacts: Possible lane and ramp closures

Contract award date: 2/23/2018

Construction timeframe: July 2017-Nov. 2018

Current estimate: \$8 million (MnDOT cost)

Website: <https://www.bloomingtonmn.gov/eng/east-bush-lake-road-i-494-interchange-west-bound-ramp>

I-494

SP 2785-423

Location: I-494 between East and West Bush Lake Road in Bloomington

Description: Replace cable median barrier

Impacts: Lane shifts on I-494

Contract award date: 3/23/2018

Construction timeframe: June-August

Current estimate: \$355,000

Hwy 610

SP 2771-43

Location: Hwy 610 from Hwy 169 in Brooklyn Park to the Mississippi River in Coon Rapids and on 169 from I-394 in Golden Valley to I-94 in Brooklyn Park (tied to Hwy 169 SP 2772-112)

Description: Install traffic management system

Impacts: Off-peak lane closures

Contract award date: 12/15/2017

Construction timeframe: Spring-Fall 2018

Current estimate: \$1.1 million