



Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, MN 55155

January 24, 2011

The Honorable Mike Beard, Chair
House Transportation Policy and Finance Committee
417 State Office Building
St. Paul, MN 55155

The Honorable Frank Hornstein, Ranking Minority Member
House Transportation Policy and Finance Committee
213 State Office Building
St. Paul, MN 55155

The Honorable Joe Gimse, Chair
Senate Transportation Committee
303 State Capitol
St. Paul, MN 55155

The Honorable Scott Dibble, Ranking Minority Member
Senate Transportation Committee
115 State Office Building
St. Paul, MN 55155

Dear Senators and Representatives:

I am pleased to share with you Mn/DOT's Annual Report on Major Highway Projects, which identifies major projects on the state trunk highway system, including the interstate system.

Per Minnesota Statute 174.56, projects with cost estimates equal to or in excess of \$25 million in the Twin Cities metro area and projects with cost estimates equal to or in excess of \$10 million in greater Minnesota have been included as a part of this report.

This annual 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. Projects currently under construction are reported annually through the year of substantial completion.

Of the 78 projects reported this year, 21 are in the Twin Cities metro area and 57 are in greater Minnesota. An additional 10 projects meeting statutory requirements were reported this year.

Of the 13 projects substantially complete in the last year, the American Reinvestment and Recovery Act of 2009 provided funding for seven of these major highway projects advancing them from the state road construction program. The Chapter 152 Bridge Improvement Program provided bond funding for approximately 31 of these major highway projects. These projects include bridges that are classified as a Tier 1 or Tier 2 bridge.

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As a flagship initiative, Mn/DOT's focus on major projects is designed to help leadership track those projects with the greatest risks – positive and negative – for the department. This commitment to the largest, most complex projects will ensure the sustainability of our bridges and highway system for the future of our state.

Sincerely,



Thomas K. Sorel
Commissioner

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