Annual Report on Major Highway Projects

January 2011

Your Destination...Our Priority

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Cost of completing this report
The estimated costs associated with the preparation of this report are:

Staff Time	$ 26,000

Executive Summary

Purpose and scope of the report

The projects identified in this third annual report are major projects on the state trunk highway system, which includes 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. The information provided in this report is current as of November 2010.

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 will be reported on an annual basis through the year of substantial completion, i.e., when the highway opens to traffic. At that point, they will no longer be reported. Also, projects that were previously reported because estimated costs met the statute criteria, will no longer be reported when the estimated costs fall below the required cost estimate.

Number of projects throughout Minnesota increased from last year

There were an additional 10 projects reported this year that met the statutory requirements. Of the 89 projects reported last year, 15 were completed and removed from the list this year, along with 6 other projects that do not meet the criteria any longer, they are listed in a table below. Of the 78 projects reported this year, 21 are in the Twin Cities metro area and 57 are in Greater Minnesota. Projects vary in type from pavement preservation projects to bridge replacement and rehabilitation projects and expansion projects. Total project cost estimates range from $10 million to $355 million.

Last year, there were 89 projects reported, of which 23 were in the Twin Cities metro area and 66 were in Greater Minnesota.

Project Status Changes

Table 1.1 identifies 13 projects that are substantially complete this year and will therefore not be documented in this report in the future.

Table 1.1

Mn/DOT District	Route	County	Project Location
1	Hwy 53	St. Louis	Hwy 194 to Haines Road
1	Hwy 61	Cook	2.7 miles to 6.2 miles north of Tofte
2	Hwy 11	Marshall	West of Robbin- Robbin/Drayton Bridge
2	Hwy 11	Koochiching	Frontier to Indus
3	Hwy 10	Sherburne	Westbound lanes from St. Cloud to Clear Lake
3	I-94	Wright	New bridges east of Monticello
6	Hwy 14	Steele	I-35 to West Steele county line
6	I-90	St. Charles	2.2 miles east of Hwy 74 to west junction Hwy 43
8	Hwy 23	Lyon	Russell to Marshall
M	I-494	Washington	Lake Rd to I-94 ramps
M	I-694	Oakdale	I-94 to 40th street bridges
M	Hwy 610	Hennepin	Hwy 169 to Hennepin County Road 81
M	Hwy 169	Hennepin	County Road 81 to County Road 109

The six projects in the table below that no longer meet the statute cost thresholds are not included in this report.

Table 1.2

Mn/DOT District	Route	County	Project Location
2	Hwy 34	Hubbard	Park Rapids to Akeley
2	Hwy 200		Hwy 75 to Ada
4	I-94	Clay	Hwy 36 to Downer Exit
4	Hwy 10	Becker	Boyer Lake to Detroit Lakes
6	Hwy 52	Fillmore	Fountain to Chatfield
M	I-35 E	Ramsey	Maryland Ave Bridge, now part of Cayuga Pr.

Some reasons why the project cost estimates no longer meet the statute criteria include scope reductions, changes in the type of repair and changes in bridge type.

American Recovery and Reinvestment Act of 2009 and Chapter 152 Bridge Improvement Program

The American Recovery and Reinvestment Act of 2009 provided funding for seven projects in Table 1.1, which allowed them to be advanced. The projects funded with ARRA funds were selected based on project readiness, consistency with performance based plans, statewide coverage, work-type balance and project advancement.

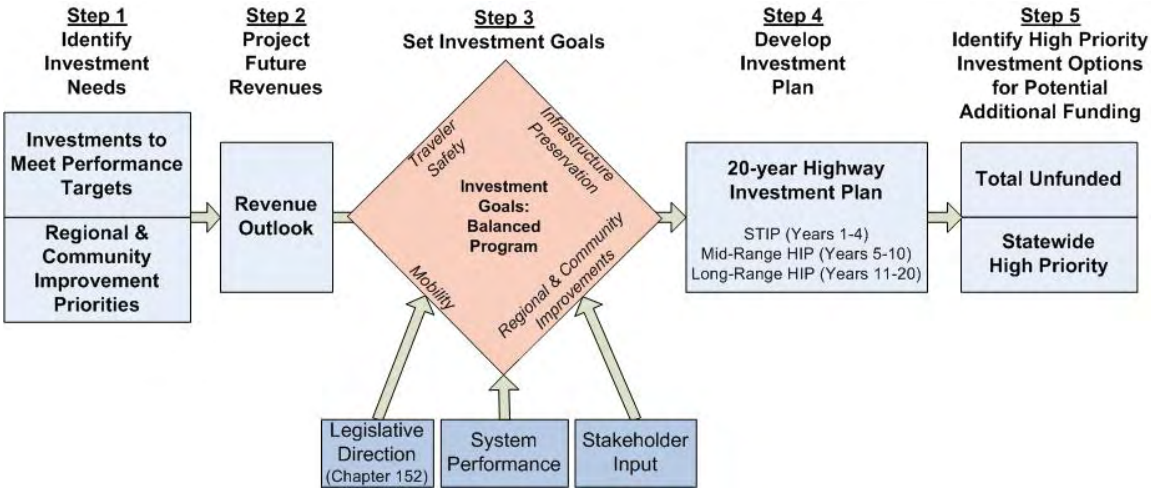
The Chapter 152 Bridge Improvement Program provided bond funding for approximately 31 of these major highway projects. The projects funded through this program include bridges that are classified as a Tier 1 or Tier 2 bridge as required by Law of 2008, Chapter 152. [1]

[1] A Tier 1 bridge consists of any bridge in the program that has an average daily traffic count greater than 1,000 and a sufficiency rating that is at or below 50, or is identified by the commissioner as a priority project. A Tier 2 bridge consists of any bridge that is not a Tier 1 bridge and is classified as fracture critical or has a sufficiency rating that is at or below 80. For more information on the Chapter 152 Bridge Improvement Program, refer to the Trunk Highway Bridge Improvement Program Chapter 152 Annual Update Report, prepared by the Minnesota Department of Transportation's Office of Capital Programs and Performance Measures and the Bridge Office.

Highway Investment Plan Process

The 20-year Highway Investment Plan (HIP) is an important link between the policies and strategies established in the Statewide Transportation Policy Plan and the capital improvements made to the state highway system. The plan sets the framework for future capital improvements by identifying investment needs and priorities for available funding.

As shown in the above graphic, a project moves from the Long Range Plan, to the Highway Investment Plan, to the State Transportation Improvement Program (STIP) to construction.



The flow chart above illustrates Mn/DOT's steps in developing the HIP. Mn/DOT begins the process by identifying investment needs, starting with roads not meeting performance targets, when determining how to invest. Finally, Mn/DOT produces revenue forecasts to determine the federal and state funds available. Mn/DOT considers legislative direction, stakeholder input, and the need to meet system-wide performance targets. Then Mn/DOT sets statewide and district investment goals for four strategic priorities: traveler safety, infrastructure preservation, mobility and regional and community improvements. Investments are selected to make progress towards goals in each area.

The HIP includes three planning periods: 1) the four-year STIP identifies specific construction projects; 2) the mid- and long-range Highway Investment Plans allocate revenue to the four strategic priorities, not to specific projects; 3) unfunded investment needs and updated performance data are fed back into the process and prioritization begins anew.

Project Summary Sheets

A one-page project summary sheet has been created for each project in this report. The summary sheets are categorized by district and include the following project information:

- Project location
- Project description
- Project history
- Schedule
- Date of approved STIP and estimated project cost
- Date(s) of environmental approvals
- Date(s) of municipal approvals
- Date of final geometric layout approval
- Date of establishment of construction limits
- Total project cost estimates
- Past and potential reasons for delay in letting or completing the project

For those projects currently under construction, the construction letting cost is shown in the "Current Estimate" column. The costs for projects that have been let are shown as actual construction contract amounts and costs are estimated for other elements, right of way and engineering.

For those projects within the four-year STIP, a baseline cost estimate has been established and is shown under the "Baseline Est." column on the one-page project summary sheet. This is the cost estimate that was established when a project first entered into the STIP. For this report, those projects that entered the STIP before December 2008, the baseline cost will be the December 2008 estimate. The most current project cost estimate is shown under the "Current Estimate" column and compared to the costs shown under the "Baseline Estimate" column for projects that are in the STIP.

Projects outside of the STIP timeframe, but within the 15-year reporting period, will have a total project cost estimate range shown under the "Current Estimate" column. Since many of these projects are in the planning stages (beyond the four-year STIP), cost estimates and scopes are preliminary and not yet well defined.

In accordance with paragraph 3, Subd. 2, of the statute, all projects identified within the 2011-14 STIP are fundable with our current revenue projections (fiscally constrained) and are of a high priority to the districts. Projects within the 2015-25 HIP periods are a priority, but forecasts are more uncertain and full funding may not have been identified. Projects identified in this report that are outside of the HIP period have a larger degree of uncertainty.

A spreadsheet containing a list of the major highway projects is included as quick reference. The spreadsheet identifies the Mn/DOT district, trunk highway or interstate, year in which construction is anticipated, project location, description, and the total cost estimate. The maps included are identified by the Area Transportation Partnership (ATP)[2] boundaries.

[2] An ATP is a group of traditional and non-traditional transportation partners including representatives from Mn/DOT, 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.

Abbreviations to Annual Report on Major Highway Projects

AUAR	= Alternative Urban Area-wide Review
CRAVE	= Cost Risk Assessment Value Engineering
DB	= Design Build
E	= East
EA	= Environmental Assessment
EB	= Eastbound
FONSI	= Finding of No Significant Impact
Hwy	= Highway
I	= Interstate
Jct.	= Junction
MI	= Miles
N	= North
NB	= Northbound
NBIS	= National Bridge Inventory System
NEPA	= National Environmental Policy Act
ROW	= Right of Way
RR	= Railroad
S	= South
SB	= Southbound
TPCE	= Total Project Cost Estimate (includes engineering, right of way and construction)
W	= West
WB	= Westbound

Minnesota Statute 174.56, Subdivision 1-3

Subdivision 1. **Report required.**

The commissioner of transportation shall submit a report on January 15, 2009, and on January 15 of each year thereafter, on the status of major highway projects under construction or planned during the year of the report and for the ensuing 15 years. 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) $25,000,000 in the metropolitan highway construction district, or (2) $10,000,000 in any nonmetropolitan highway construction district.

Subd. 2. **Report contents.**

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 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; and

(4) past and potential future reasons for delay in letting or completing the project.

Subd. 3. **Department resources.**

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

History:

2008 c 287 art 1 s 74

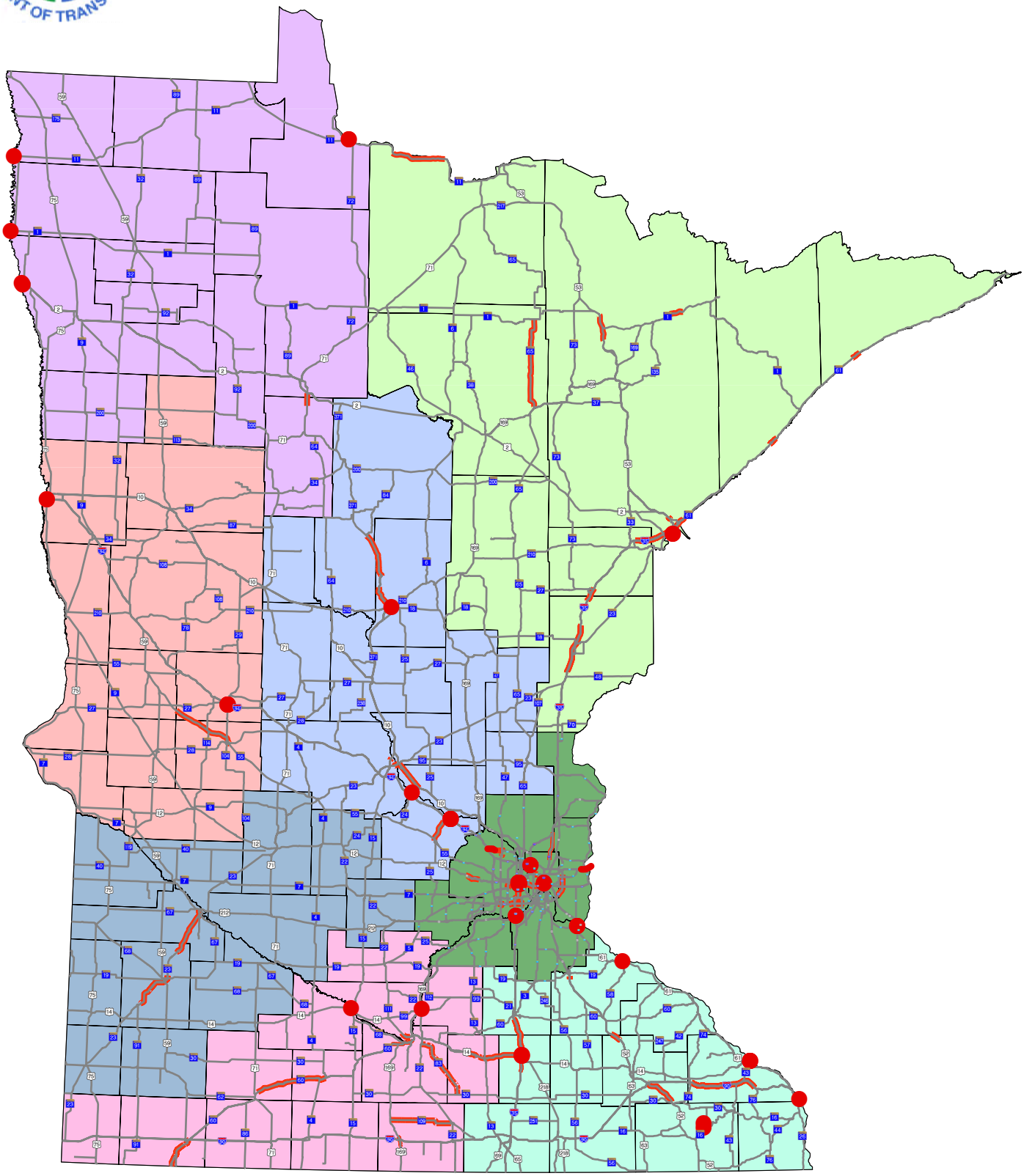
District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
1	6904-46	Hwy. 1	0.3 Miles west of Six Mile Rd to Deer Haven Rd	Reconstruction of 4.8 miles, pipe culvert replacement and addition of turn lanes	2012/2013	$19.0		A 2
1	6937-69100D	Hwy. 2	Bong Bridge over St.Louis River	Bridge repair	2014	$14.9		A 3
1	0980-139 6982-287	I 35	St. Louis River to Boundary Avenue	Bituminous overlay, culvert replacement and repairs	Summer 2013	$22.8		A 4
1	5880-177	I 35	North of Hinckley to South of Sandstone (North &South Bound)	unbonded concrete overlay	Spring 2011	$14.1		A 5
1	6982-290	I 35	Boundary Avenue to 26th Avenue East	Bridge and pavement replacement and repair, new access road, culverts, ramp repairs, signing and lighting	4/10- 9/12	$85.2	$66.1	A 6
1	5880-173	I 35	Sandstone to Rutledge (North and South Bound)	Unbonded concrete overlay, Bridge BR91099	Fall 2011	$29.9		A 7
1	0980-138	I 35	North of Sturgeon Lake to south of Mahtowa	Unbonded concrete overlay, concrete pavement repairs	Spring 2011	$22.3		A 8
1	6915-129	Hwy. 53	Hwy. 194 to Haines Road	Roadway reconstruction, new intersections, turn lanes, signals and storm water ponds	7/2008-10/2010	$33.7	$23.5	A 9
1	6920-48	Hwy. 53	4.5 miles south of Junction Hwy. 1 to south limits of Cook	Roadway reconstruction, new alignment, bridge construction, pipe culvert replacement	2011-2013	$53.6		A 10
1	1601-48	Hwy. 61	2.7 miles to 6.2 miles north of Tofte	Reconstruct 3.5 miles, construct bicycle/pedestrian trail and underpass, construct bridge at Onion River	2009/2010	$16.4	$12.2	A 11
1	3806-60	Hwy. 61	Split Rock River to Chapins Curve	Reconstruction of 3.5 miles, construct bicycle/pedestrian underpass, construct bridge to replace existing box culvert	2010/2011	$15.7	$10.8	A 12
1	3112-34	Hwy. 65	North limits of Nashwauk to Hwy. 1	Pavement reclamation, pipe culvert replacement	2010-2011	$13.6	$10.5	A 13
2	4509-05	Hwy. 1	Red River of the North at Oslo	Remove and replace or rehabilitate Bridge 9100	2013	$18.7		B 2
2	6015-07	Hwy. 2	US 2B over Red River in East Grand Forks (Sorlie)	Remove and replace Bridge 4700. Will include improved access for pedestrians and bicyclists	2018-2019	$45.9 - $61.5		B 3
2	6018-02	Hwy. 2	Kennedy Bridge in East Grand Forks (Kennedy)	Rehabilitate existing Bridge 9090 including enhanced pigeon abatement, new paint system, new bridge deck	2016	$11.4 - $17.4		B 4
2	3501-13	Hwy. 11	West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)	Replace Mn/DOT Bridge 6690. Will include re-grading and realignment of the bridge approach	2009-2010	$14.8	$13.5	B 5
2	3604-69	Hwy. 11	Frontier to Indus	Reclaim bituminous road surface, install geo-grid, shoulder widening, culvert replacement, construct bypass lane and one turn lane, realign road intersections, minor grade adjustment	2010	$15.1	$13.0	B 6
2	0409-12	Hwy. 71	3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji	Five-lane expansion, center left turn lane addition, grade and surface, bridge construction and rehabilitation, signal installation, pavement rehabilitation	2010-2011	$26.5		B 7
2	3905-09	Hwy. 72	Rainy River Bridge in Baudette	Replace Mn/DOT Bridge 9412	2018-2019	$62.5		B 8
3	7103-51	Hwy. 10	Westbound lanes from St. Cloud to Clear Lake	Pavement replacement	2010-2011	$17.0	$13.6	C 2
3	7321-47	Hwy. 15	Stearns County Road 120 in St. Cloud/Sartell	Construct new interchange	2013	$20.3		C 3
3	7108-23	Hwy. 24	Replace Bridge 6557 over Mississippi River in Clearwater	Bridge replacement	2016	$29.4		C 4

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
3	8680-142	I 94	Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello	Bridge replacement	2009-2010			C 5
3	1805-74	Hwy. 210	Replace Bridge 5060 over Mississippi River in Brainerd	Bridge replacement	2020-2021	$15.2		C 6
3	1810-92	Hwy. 371	Nisswa to Pine River	Expansion of 16 miles of existing 2-lane to divided 4-lane	Stage 1 - 2012	$156.9		C 7
3	1810-95	Hwy. 371	From Design Drive in Baxter to Nisswa	Mill and overlay, pave shoulders, construct left turn lanes	2011	$13.3		C 8
4	2102-58	Hwy. 29	Bridges in Alexandria over I-94	Replace bridge, construct approach panels, grade and concrete surface tie-ins	May-October 2015	$19.0 - $26.0		D 2
4	2107-09 (6107-11)	Hwy. 55	West Douglas County Line to Glenwood	Mill bituminous, reclaim, paving, culvert replacements, bridge replacement	May-October 2010	$11.8	$8.1	D 3
4	0305-31	Hwy. 59	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	Recondition the pavement and restore ride quality, add turn/bypass lanes, culvert replacements	2014	$10.4		D 4
4	1480-142	I 94	Hwy. 336 to Downer Exit	Unbonded concrete overlay, replace bituminous shoulders, replace off and on ramp shoulders, re-deck and new approach panels for bridge	May-August 2010	$11.2	$7.5	D 5
4	1406-66	I 94/Hwy. 75	I 94 and Hwy. 75 Interchange	I 94/Hwy. 75 interchange modification	June-November 2016	$16.0 - $23.0		D 6
6	7401-34	Hwy. 14	I 35 to West Steele County line	Four-lane expansion	2009-2012	$66.8	$51.3	E 2
6	7480-113	Hwy. 35	Owatonna Vicinity	Construct Auxillary Lane, Replace Bridges	2014	$39.8		E 3
6	8503-46	Hwy. 43	Winona Bridge over Mississippi River	Replace Bridge 5900	2014	$181.4		E 4
6	2505-48	Hwy. 52	Elk Run interchange	Construct interchange	2011-2012	$43.3	$34.3	E 5
6	2506-52	Hwy. 52	Cannon Falls interchange	Construct interchange	2019	$52.0		E 6
6	5507-60	Hwy. 52	I 90 to Chatfield	Reconstruct Highway 52	2017-2018	$46.0		E 7
6	2515-21	Hwy. 63	Red Wing Bridge over Mississippi River (Red Wing)	Replace Bridge 9040	2018-2019	$182.5		E 8
6	8580-149	I 90	Dresbach Bridge over Mississippi River (Dresbach)	Replace Bridge 9320 and roadway approaches	2012-14	$198.1		E 9
6	8580-152	I 90	Hwy. 43 to Hwy. 76 (Eastbound Lane)	Add unbonded concrete overlay	2011	$11.3	$10.3	E 10
6	8580-156	I 90	From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes (St. Charles-Lewiston)	Unbonded concrete overlay	2010	$16.3	$15.3	E 11
6		Hwy. 250	Replace Bridge 6975 and 6977	Bridge replacement	2018	$11.1		E 12
7	0804-81	Hwy. 14	Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)	Replace bridge, provide pedestrian crossing, adjust ramps	2018-2019	$44.1 - $51.4		F 2
7	5203-85	Hwy. 14	County Road 6 to Lor Ray Drive in North Mankato	Reconstruction and expansion from two to four lanes, construction of new interchange, realignment, traffic signals		$31.4		F 3
7	8103-49	Hwy. 14	County Road 2 to Waseca-Steele County line	Construct 4-lane divided highway, realignment of highway, construct 10 new bridges	7/2008-6/2011	$76.7	$57.5	F 4
7	5202-50	Hwy. 14	At East edge to New Ulm	Reconstruct Hwy14 and Hwy15 interchange	2018	$43.0 - $59.0		F 5
7	1703-69 1703-70 8308-44	Hwy. 60	Windom to St. James	Construct 4 lane divided roadway in two-lane gap areas, re-align 3 county roads to lessen skew	Summer 2013 - Fall 2018	$110.8		F 6

District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
7	5305-56 5305-58 5305-59	Hwy. 60	Bigelow to Worthington	Construct 4-lane expressway, reduce access locations, remove skew, replace union pacific railroad bridge	2010 - 2013	$116.9		F 7
7	0711-26	Hwy. 83	Jct. TH 30 to St. Clair	Mill and Overlay, remove guard rail	2012	$12.8	$9.9	F 8
7	4008-25	Hwy. 99	Bridge over Minnesota River in St. Peter (St. Peter Bridge)	Rehabilitation of bridge or new bridge on existing alignment	2013-2014	$44.2 - $50.8		F 9
7	2212-28	Hwy. 109	Winnebago to Wells	Reclaim Roadway	2015	$19.7		F 10
7	0708-35	Hwy. 60\169	From CO Rd 115 (Cray Corner) to Northstar Bridge in Mankato	Mill and Overlay	2012	$10.2		F 11
7	2207-32	Hwy. 169	Blue Earth from the S. Limits at 14th St. North to JCT CSAH 6	Road Reconstruction and Roundbound	2013			F 12
8	3408-15	Hwy. 23	Paynesville bypass	Construction of 4-lane bypass on new alignment	Spring 2010 to Summer 2012	$68.9	$44.9	G 2
8	4203-46	Hwy. 23	Russell to Marshall, including all 2 and 4 lane sections.	Mill and concrete overlay	2010	$21.7	$16.7	G 3
8	4203-50	Hwy. 23	Cottonwood to Granite Falls	Mill and concrete overlay	2017	$30.0 - $40.6		G 4
M	0282-34 / 6281-23	I-35E	From south of Ramsey Co CSAH 96 to north junction I-35W	Unbonded concrete overlay, drainage corrections, cable median barrier, etc.	2011/2012	$25.4		H 2
M	6280-308	I 35E	Cayuga Bridge between University Avenue and Maryland Avenue including the Maryland Ave Bridge (Cayuga)	Bridge replacements of 6515, 9265 and 6517, replace Pennsylvania interchange with interchange at Cayuga, geometric improvements, reconstruction and lane addition on 35E	2012-2015	$189.6		H 3
M	1981-124	I-35W	I-35 W over Minnesota River Bridge	I-35 W over Minnesota River Bridge 5983 replacement	2020	$50.0 - $100.0		H 4
M		I 35W	At Ramsey County Road E2	Rebuild interchange	2018	$26.1		H 5
M	2782-281	I 35W	I 35W/Highway 62 Crosstown	Reconstruction of I 35W/Highway 62 commons area and addition of high occupancy vehicle (HOV) lane, addition of general purpose lane, additional capacity on Highway 62, proposed new access ramp, closure of existing access to westbound Highway 62	5/07-12/10	$288.0	$288.0	H 6
M	2782-278	I 35W	I 35 South Bound over Highway 65 North Bound	Replace Bridge 27871 and 27868, adjust horizontal and vertical alignment of I 35W and adjust horizontal alignment of Highway 65 southbound	2018	$61.0		H 7
M	6212-148	Hwy. 36	Hamline Avenue to Victoria Avenue	Replace bridge and reconstruct interchange	2014-2015	$24.9 - $33.6		H 8
M	8214-114	Hwy. 36/95	St. Croix River Crossing	Bridge replacement, two intersections and one interchange in Minnesota, one interchange and one overpass in Wisconsin	2013-2016	$355.0		H 9
M	6244-30	Hwy. 52	Lafayette River Bridge over Mississippi River (Lafayette)	Bridge replacement, ramps, loops to Hwy. 94 and connection to East 7th Street, replace/rehab Hwy. 52 Bridge over Plato Blvd and Hwy. Bridge over Hwy. 94	2011-2014	$172.7	$130.4	H 10
M	1913-64	Hwy. 61	Hastings Bridge over Mississippi River (Hastings)	Rehabilitate or replace Bridge 5895, replace 2-lane bridge with 4-lane bridge, maintain navigational clearances, provide ped/bike shared-use trail, provide walls, grading, roadways, utility work and storm sewer	07/01/2010			H 11

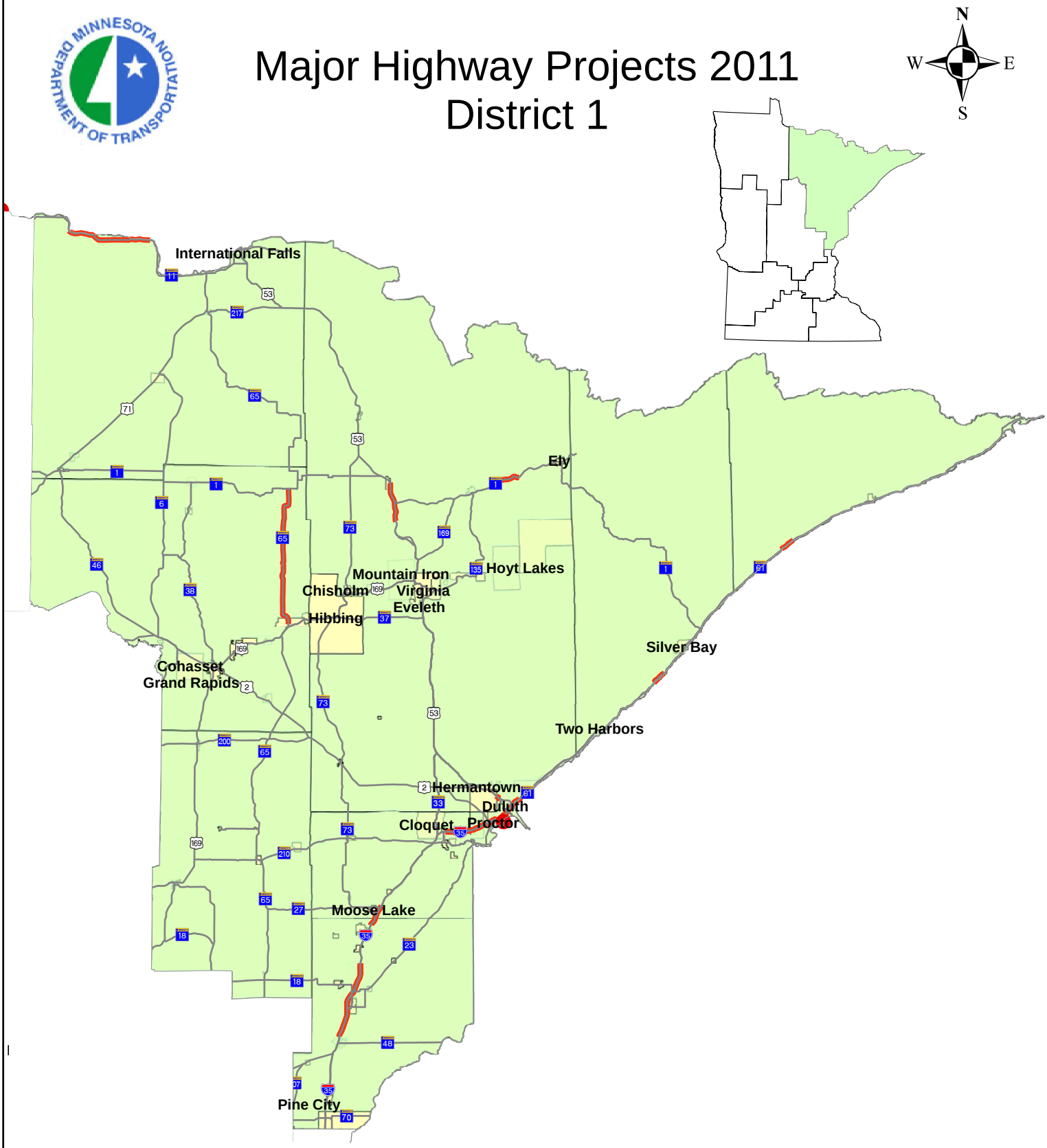
District	State Project No.	Route	Project Location	Project Description	Projected Year of Construction	TPCE (Total Project Cost Estimates) (Millions)	Construction Letting Cost (Millions)	See Also Page
M	2781-415 2781-443 2781-443	I 94	Lowry Hill Tunnel to John Ireland Boulevard	Mill and Overlay and develop a managed corridor using advance traffic technology.	2011	$55.0	$50.0	H 12
M		I 94	I 94 on ramp over I 94 and Highway 65	Replace Bridge 27842 and 27843, adjust horizontal and vertical alignment of westbound I 94, vertical alignment of I-94 eastbound and vertical alignment of Highway 65	2018	$90.0 - $110.0		H 13
M	2734-33	Hwy. 100	36th Street to 25 1/2 Street	Freeway and interchange reconstruction, replace Bridges 5308, 5309, 5462, and 5598, grading surfacing, drainage, utilities, noise and retaining walls, TMC	2016-2018	$80.0		H 14
M	2750-57	Hwy. 169	At County Road 81 and County Road 109	Build Highway 169 over the top of County Road 81, County Road 109 and Burlington Northern Santa Fe railroad tracks, diamond interchange at County Road 109	July-08 - July-11	$58.6	$50.0	H 15
M	2760	Hwy. 169	At 93rd Street in Brooklyn Park	Convert Intersection into a new interchange	2012-2013	$23.0		H 16
M	2771-37	Hwy. 610	New alignment from County Road 81 (Elm Creek Blvd.)to I-94 in Maple Grove and Brooklyn Park.	This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hennepin County Road 81 to I 94 in Maple Grove on new alignment.	2020-2025	$135.0 - $175.0		H 17
M	8285-93 8285-94	I 494	Lake Road to I-94	Bituminous widening, temporary bypass construction, widen Bridge 9775, majority of new drainage and project grading, unbonded concrete overlay, pave shoulders, guardrail, median barrier, impact attenuators	2009-2010	$21.3		H 18
M	2785-367 2785-364 2785-378	I-494	34th Ave to France Ave	Mill & Overlay, construct WB Aux lane from Penn Ave to NB TH 100,. Replace Xerxes Ave Bridge	2013	$35.0 - $45.0		H 19
M	2771-38	Hwy. 610	New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)	This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hwy. 169 to Hennepin County Road 81 on new alignment.	2009-2011	$49.8	$47.8	H 20
M	2776-03	Hwy. 169 / I 494	Interchange	Remove three signals, connect north and south frontage roads under Highway 169, convert expressway to freeway, construct noise barriers/visual barriers, construct drainage and water quality facilities	Nov 10 - Nov 12	$170.0	$125.2	H 21
M	8286-64	I 694	I-94 to 40th Street Bridge	Concrete overlay, 4 bridge deck replacements, and 2 bridge repairs	2010	$13.2	$13.2	H 22
M	6285-135	I-694	From Lexington Avenue to west of Old Highway 10	Replace bridges, add one lane in each direction on I-694, remove weave section between TH 10 and I-694, etc.	2011-2013	$70.6		H 23

Major Highway Projects 2011



Major Highway Projects

Major Highway Projects 2011
District 1



Duluth

District Project Summary
District 1

ROUTE	PROJECT LOCATION	PAGE
Hwy. 1	0.3 Miles west of Six Mile Rd to Deer Haven Rd	A 2
Hwy. 2	Bong Bridge over St.Louis River	A 3
I 35	St. Louis River to Boundary Avenue	A 4
I 35	North of Hinckley to South of Sandstone (North &South Bound)	A 5
I 35	Boundary Avenue to 26th Avenue East	A 6
I 35	Sandstone to Rutledge (North and South Bound)	A 7
I 35	North of Sturgeon Lake to south of Mahtowa	A 8
Hwy. 53	Hwy. 194 to Haines Road	A 9
Hwy. 53	4.5 miles south of Junction Hwy. 1 to south limits of Cook	A 10
Hwy. 61	2.7 miles to 6.2 miles north of Tofte	A 11
Hwy. 61	Split Rock River to Chapins Curve	A 12
Hwy. 65	North limits of Nashwauk to Hwy. 1	A 13

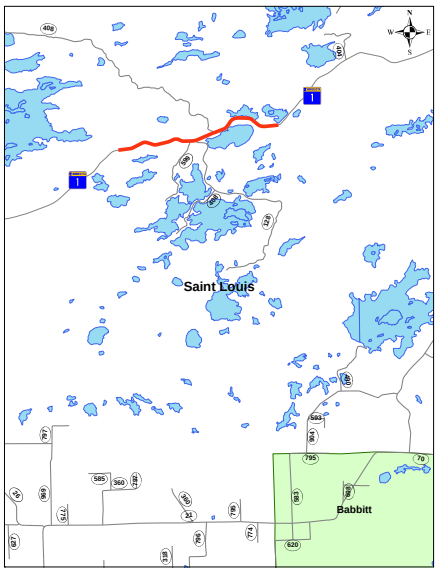
PROJECT SUMMARY

Hwy. 1

0.3 Miles west of Six Mile Rd to Deer Haven Rd

State Project No. 6904-46

www.dot.state.mn.us/d1/projects/hwy1_tower_ely



Schedule:

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: 12/17/2010
Current Letting Date: 6/8/2012
Construction Season: 2012/2013
Estimated Substantial Completion: 2013

Project History:

Highway 1 between 0.3 Miles West of Six Mile Lake Rd to Deer Haven Rd has substandard horizontal and vertical alignments, narrow shoulders and steep in-slopes, lack of safety turn lanes, trees/vegetation encroachment in the highway clear zone, and lack of safe passing opportunities. Some above mentioned safety problems contribute to crash rates on some sements of the highway to be higher then the district average and statewide average for miles of two lane highways.

Project Benefits:

Improve Safety by improving vertical and horizontal alignment.

Project Risks:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction and passing lane project located 0.3 Miles west of Six Mile Lake Rd to Deer Haven Rd. The project is a total reconstruction of 4.8 miles of Hwy. 1. It includes pipe culvert replacements and the addition of turn lanes.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 10.6	$ 14.4
Other Construction Elements:	$ 0.4	$ 0.6
Engineering:	$ 2.1	$ 2.9
Right of Way:	$ 1.1	$ 0.0
Total:	**$ 14.2**	**$ 19.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

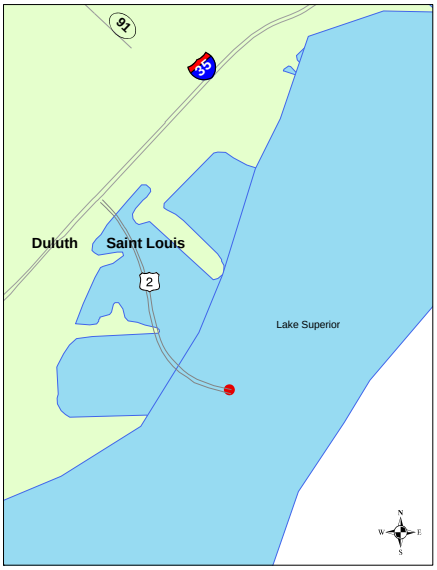
Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 2
Bong Bridge over St.Louis River
Bridge 69100
State Project No. 6937-69100D



Schedule:

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: 02/28/2014
Current Letting Date: 02/28/2014
Construction Season: 2014
Estimated Substantial Completion: 2014

Project History:

Note: WISCONSIN DOT IS LEAD AGENCY. Bridge 69100 was built in 1982 and consists of a steel tied-arch main span and beam approach spans with a cast-in-place concrete deck. Bridge 69100 is 8,320 feet long. This bridge is classified as adequate with NBI ratings of Deck 6, Superstructure 6, and Substructure 7.

Project Benefits:

Extend The useful life of Bridge 69100 through preventive maintenance activities

Project Risks:

Project Description:

The project is located in St. Louis County. The proposed project is for Bridge repair, paint, Bridge overlay, and Bridge joints. The purpose of the project is to extend the useful life of Bridge 69100 through preventive maintenance activities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 13.8	$ 12.0
Other Construction Elements:	$ 0.6	$ 0.5
Engineering:	$ 2.9	$ 2.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 17.3**	**$ 14.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

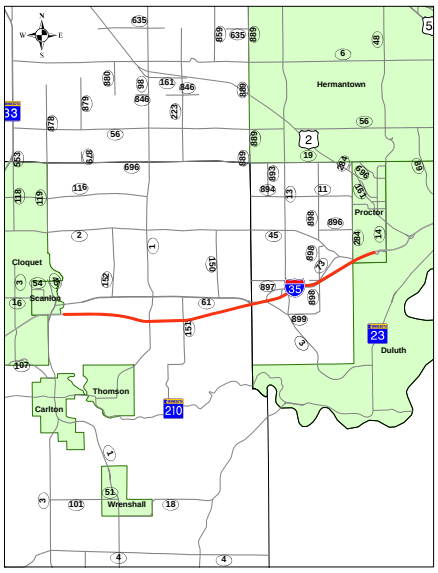
Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

I 35

St. Louis River to Boundary Avenue

State Project No. 0980-139, 6982-287



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 07/22/2011
Current Letting Date: 02/22/2013
Construction Season: Summer 2013
Estimated Substantial Completion: Fall 2013

Project History:

This section of Interstate 35 carries an average of 27,600 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates that this section of road will need pavement preservation to improve its ride quality and thereby extend its useful life. Between 2008 and 2009, The letting date delay was identified and the project scope reduced due to funding constraints based on funding forecasts.

Project Benefits:

Improved ride quality for road users, extend useful life

Project Risks:

Availability of recycled materials for Mill surface is an unknown and market conditions could result in increased Bituminous unit prices; Uncertainty of scope of repair at the Guss Rd (Co Rd 61) interchange; and Accessibility route requirements at the Boundary Ave and Highway 2 intersection.

Project Description:

Both north bound and south bound directions will be preserved by a thin bituminous overlay. Culverts within the project limits will either be left in place, repaired, or replaced as deemed appropriate. The pavement and drainage at the Guss Rd interchange will be improved and repairs will be made at a number of Bridges. A short mill and overlay on Highway 2 from Boundary Ave to Skyline Drive is included with this project. Traffic on I-35 will be reduced to two lanes during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 9.9	$ 13.4
Other Construction Elements:	$ 0.5	$ 6.7
Engineering:	$ 2.1	$ 2.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 12.5**	**$ 22.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project was originally prioritized by both the MPO and ATP as a 2013 federal aid project at the higher level of funding. Due to the SRC cuts in fiscal years 2010 and 2011, and the ripple effect they caused to our program, this project was deferred into FY 2014. The projects was modified to include repairs to a number of bridges and is reflected in the increased cost from the original estimate.

Key Cost Estimate Assumptions:

Overlay thickness Hydraulics needs, and Accessibility requirements at the Boundary Ave and Highway 2 intersection

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

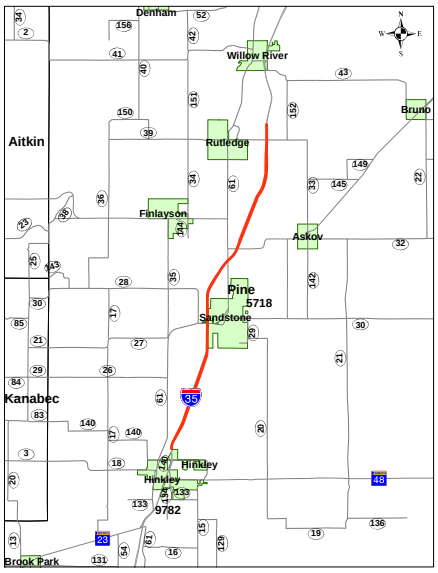
Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

I 35

North of Hinckley to South of Sandstone (North &South Bound)

State Project No. 5880-177



Schedule:

Environmental Document Approval Date: 10/14/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Assume no R/W need
Original Letting Date: 11/19/2010
Current Letting Date: 1/28/2011
Construction Season: Spring 2011
Estimated Substantial Completion: Fall 2011

Project History:

This section of Interstate 35 carries an average of 16,700 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates this section of road will need pavement preservation to improve its ride quality and thereby extend its useful life.

Project Benefits:

Improved ride quality for road users, extend useful life

Project Risks:

The scope and location of this project has been changed from Bituminous overlay to unbonded concrete overlay reducing the risks of fluctuating Bituminous prices but a price spike in concrete is still a valid risk.

Project Description:

Project begins 1.8 Miles south of the north Pine County Line and continues north to 2.6 Miles south of Carlton County Road 4. All 13.2 Miles of southbound lanes will be preserved with an unbonded concrete overlay. 4.5 Miles of the north lanes will be preserved with an unbonded concrete overlay. Traffic will be reduced to two-lanes during construction. Access to Barnum and Highway 73 at Moose Lake will be provided during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 16.5	$ 11.3
Other Construction Elements:	$ 1.1	$ 0.6
Engineering:	$ 3.5	$ 2.3
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 21.2**	**$ 14.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The scope and project limit changes required more time to develop it and hence caused the delay from initially mentioned Let date. The change from bituminous overlay to unbonded concrete reduced the costs of the project significantly.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

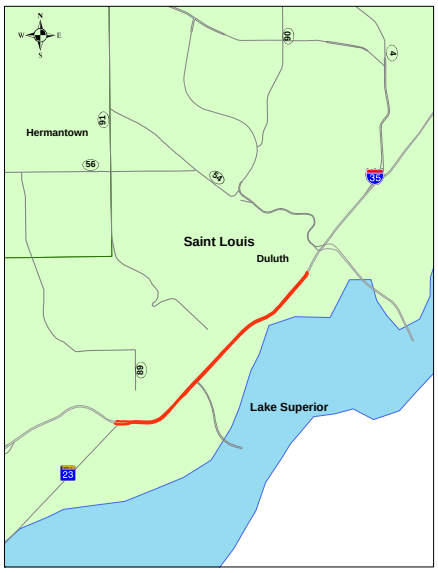
I 35

Boundary Avenue to 26th Avenue East

Bridge 69831, 69832, 69880

State Project No. 6982-290

http://www.dot.state.mn.us/d1/projects/i35-reconstruct/



Schedule:

Environmental Document Approval Date: 12/30/2008
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 11/14/2008
Original Letting Date: 7/24/2009
Current Letting Date: 4/2/2010
Construction Season: 4/10- 9/12
Estimated Substantial Completion: 10/1/2011

Project History:

I-35 from Boundary Avenue to Mesaba Avenue was constructed in the 1960's. The pavement is highly deteriorated and has been frequently patched. There are major bridges on the segment with substandard widths and fracture critical elements. Forty-six bridges in the corridor will require new railings, deck repairs and painting. I-35 from Mesaba Avenue to 26th Avenue East was opened in 1992 and requires concrete pavement repairs.

Project Benefits:

Replace fracture critical Bridges, improve ride and safety, extend the life of Bridges, reduce maintenance costs

Project Risks:

High traffic volumes, extremely poor soils, tight construction schedule for 3 years, limited access, weather

Project Description:

The project is located in Duluth (St. Louis County) from Boundary Avenue to 26th. Avenue East. The proposed project includes Bridge and pavement replacement and repair, a new access road, culverts, ramp repairs, signing and lighting.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 75.0	$ 66.1
Other Construction Elements:	$ 3.0	$ 3.3
Engineering:	$ 15.0	$ 13.2
Right of Way:	$ 0.6	$ 2.6
Total:	**$ 93.6**	**$ 85.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is Let and first year of construction is complete.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

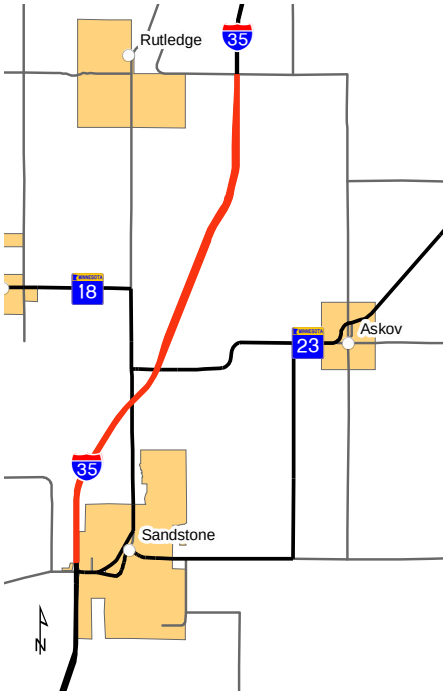
PROJECT SUMMARY

I 35

Sandstone to Rutledge (North and South Bound)

Bridge 91099

State Project No. 5880-173



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date: Pending Approval
Original Letting Date: 9/23/2011
Current Letting Date: 9/23/2011
Construction Season: Fall 2011
Estimated Substantial Completion: Fall 2012

Project History:

This section of Interstate 35 carries an average of 16,700 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates this section of road will need pavement preservation to improve its ride quality and thereby extend its useful life.

Project Benefits:

Improved ride quality for road users, extend useful life

Project Risks:

The scope and location of this project has been changed and now only involves an unbonded concrete overlay. The only risk would involve a spike in concrete prices.

Project Description:

The project is located between Sandstone and Rutledge on I-35. It includes an unbonded concrete overlay, bridge and drainage repairs, and safety improvements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 24.1
Other Construction Elements:	$ 0.7	$ 1.0
Engineering:	$ 2.6	$ 4.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.3**	**$ 29.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project scope has been changed from a thick bituminous overlay to an unbonded conrete overlay. A formal STIP amendment will be done to document the scope change and the cost increase.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

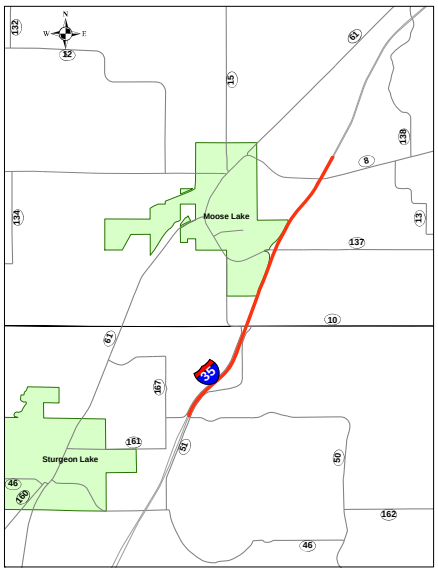
Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

I 35

North of Sturgeon Lake to south of Mahtowa

State Project No. 0980-138



Schedule:

Environmental Document Approval Date: 10/11/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Assume no R/W need
Original Letting Date: 11/20/2009
Current Letting Date: 1/28/2011
Construction Season: Spring 2011
Estimated Substantial Completion: Fall 2011

Project History:

This section of Interstate 35 carries an average of 15,900 vehicles per day, approximately 7% of which are classified as heavy commercial vehicles. Pavement modeling (based on current ride quality conditions, existing pavement type, and traffic levels) indicates this section of road will need pavement preservation to improve its ride quality and thereby extend its useful life.

Project Benefits:

Improved ride quality for road users, extend useful life

Project Risks:

Cross slope correction quantities are not determined until 90% design stage and could increase final concrete quantity estimates

Project Description:

Project begins 1.8 Miles south of the north Pine County Line and continues north to 2.6 Miles south of Carlton County Road 4. All 13.2 Miles of southbound lanes will be preserved with an unbonded concrete overlay. 4.5 Miles of the north lanes will be preserved with an unbonded concrete overlay. Traffic will be reduced to two-lanes during construction. Access to Barnum and Highway 73 at Moose Lake will be provided during construction.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 26.2	$ 17.2
Other Construction Elements:	$ 1.7	$ 0.9
Engineering:	$ 5.6	$ 3.6
Right of Way:	$ 1.1	$ 0.0
Total:	**$ 33.5**	**$ 22.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The scope changes of the projects led to the delay in Letting and considerable reduction in costs from the original estimate.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

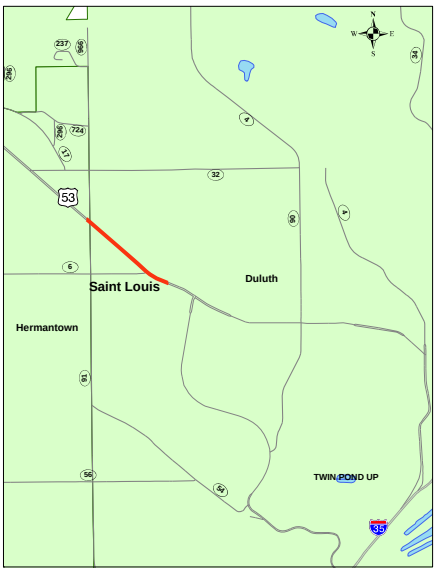
District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date:

PROJECT SUMMARY

Hwy. 53
Hwy. 194 to Haines Road
State Project No. 6915-129

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 08/25/2005
Municipal Consent Approval Date: 09/26/2005
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 2/23/2007
Current Letting Date: 06/27/2008
Construction Season: 7/2008-10/2010
Estimated Substantial Completion: 06/30/2010

Project History:

Highway 53 was last reconstructed in 1984. Since that time, the area has rapidly developed with "big box" retailers and malls. The road system was not upgraded with the development resulting in local trips using Highway 53, a major tourist, freight and commuter route. As a result, congestion slowed Highway 53 traffic and created major delays. A study was initiated with local agencies in 2001 to address the congestion and access issues. This project is a result of the partnership and study.

Project Benefits:

Decrease congestion on Highway 53, provide routes for local traffic, improve ride and safety, reduce maintenance costs

Project Risks:

High traffic volumes, tight time schedule for 3 years, limited access, contaminated soil, weather

Project Description:

The project is located in Duluth (St. Louis County) from the junction with Highway 194 (Central Entrance) to Haines Road and on Maple Grove Road from Joshua to Westberg Road. It is a join project with St. Louis County and the City of Duluth for a road network through a heavily developed commercial area. Project includes improvement of city and county streets to serve as frontage roads, new intersections, turn lanes, signals and storm water ponds.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 23.5	$ 23.5
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 0.0	$ 0.0
Right of Way:	$ 10.2	$ 10.2
Total:	**$ 33.7**	**$ 33.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Roberta Dwyer

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

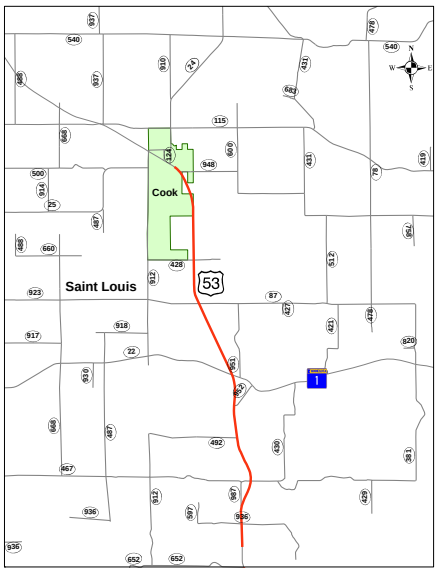
PROJECT SUMMARY

Hwy. 53

4.5 miles south of Junction Hwy. 1 to south limits of Cook

Bridge 69044, 69045

State Project No. 6920-48



Schedule:

Environmental Document Approval Date: 1/1/2007. ReEval n
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 9/24/2010
Construction Limits Established Date: 8/16/2010
Original Letting Date: 7/23/2010
Current Letting Date: 09/23/2011
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

Project History:

This project is a 4-lane expansion. Construct Bridge. 69044 and Bridge. 69045. The new bridges are being built on new alignment.
The previous pavement repair in the project areas were:
1980 - Bituminous surfacing - full length
1992 - 2005 mill and bituminous overlay - numerous segments

Project Benefits:

Provide additional driving lanes, improve ride, reduce maintenance costs

Project Risks:

Project Description:

The project is located in St. Louis County. The proposed project is a reconstruction on a new alignment and consists of grading, surfacing and Bridges from 4.5 miles S of Hwy. 1 to south limits of Cook (4-lane expansion). The project also includes pipe culvert replacements.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 34.0	$ 42.9
Other Construction Elements:	$ 1.4	$ 1.7
Engineering:	$ 6.8	$ 8.6
Right of Way:	$ 0.5	$ 0.4
Total:	**$ 42.7**	**$ 53.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project was deferred due to the SRC cuts that occurred in fiscal years 2010 and 2011. The loss of state funds made it impossible to match the HPP funds in the year the project was originally planned.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

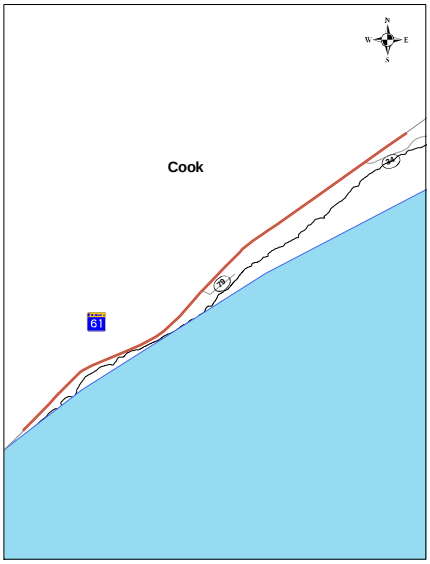
District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 61
2.7 miles to 6.2 miles north of Tofte
State Project No. 1601-48

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 09/25/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 03/18/1997
Construction Limits Established Date: 06/12/2001
Original Letting Date: 12/20/1996
Current Letting Date: 02/27/2009
Construction Season: 2009/2010
Estimated Substantial Completion: Fall 2010

Project History:

The Hwy. 61 Rehabilitation Project includes reconstruction of 3.5 miles of Hwy. 61 in Cook County to improve highway safety by correcting existing design issues such as narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of Hwy. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core. Due to funding limitations the project was put on hold in the late 1990s. Since then, several issues have surfaced that needed to be addressed before proceeding with the letting f this project. Bicycle/pedestrian accessibility has been addressed by the addition of a bike/ped trail adjacent to the highway on the lake side. A bike/ped underpass will be constructed at the northeast terminus of the project near the County Road 34 connection. Fish passage concerns at the Onion River have been addressed by restoring the Onion River to a natural bottom crossing and constructing a bridge to carry the highway over the river.

Project Benefits:

Improved highway safety, reduced maintenance costs, bicycle/pedestrian accessibility, ensures fish passage at Onion River for spawning of Coaster Brook Trout

Project Risks:

Project Description:

Reconstruct 3.5 miles of Hwy 61, construct approximately 3.5 miles of bicycle/pedestrian trail, construct bicycle/pedestrian underpass, construct bridge at Onion River

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 15.0	$ 12.2
Other Construction Elements:	$ 0.0	$ 0.5
Engineering:	$ 2.9	$ 2.4
Right of Way:	$ 1.3	$ 1.3
Total:	**$ 19.2**	**$ 16.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is under construction; Cost estimate reduced due to bid results. This project was deferred indefinitely when it became apparent that the district would no longer be able to fund reconstruction projects in the Highway 61 corridor with regular porgram dollars due to the extremely high costs. Project eventually received High Priority Project funding was able to be let.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

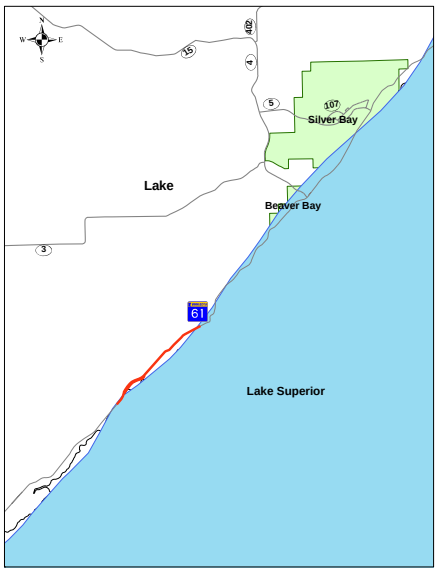
District Engineer: Michael Robinson
Project Manager: Todd Campbell

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 61
Split Rock River to Chapins Curve
State Project No. 3806-60
http://www.dot.state.mn.us/d1/projects/hwy61_split_rock/index.html



Schedule:

Environmental Document Approval Date: 12/4/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 09/21/2008
Construction Limits Established Date: 07/02/2008
Original Letting Date: 11/23/2001
Current Letting Date: 02/12/2010
Construction Season: 2010/2011
Estimated Substantial Completion: Fall 2011

Project History:

The Hwy. 61 Rehabilitation Project includes reconstruction of 3.4 Miles of Hwy. 61 in Lake County to improve highway safety by correcting existing design issues such as substandard horizontal curves, poor sight distance, narrow shoulders, steep in-slopes, and clear zone obstructions along the corridor. The reconstruction of Hwy. 61 will also reduce maintenance costs by replacing a deteriorating road core with a new structurally sound road core. Bicycle/pedestrian accessibility has been addressed by the addition of a bicycle/pedestrian underpass that connects the wayside rest just south of the Split Rock River to the existing bicycle/pedestrian trail.

Project Benefits:

Improved highway safety, increased sight distance, reduced maintenance costs, bike/ped accessibility

Project Risks:

If actual elevation of bed rock varies from the rock lines used for computation of quantities, the project costs could change significantly

Project Description:

Reconstruct 3.5 miles of Hwy. 61, construct bicycle/pedestrian underpass, construct a Bridge to replace existing box culvert

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 14.4	$ 10.8
Other Construction Elements:	$ 0.6	$ 0.4
Engineering:	$ 2.9	$ 2.2
Right of Way:	$ 1.6	$ 2.3
Total:	**$ 19.5**	**$ 15.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The project is now let and is under construction.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2700

District Engineer: Michael Robinson
Project Manager: Todd Campbell

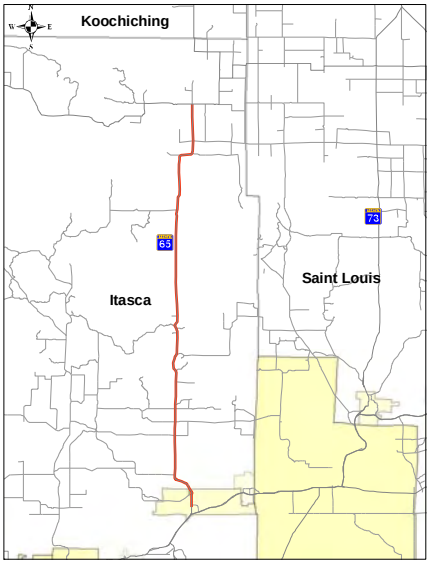
Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 65

North limits of Nashwauk to Hwy. 1

State Project No. 3112-34



Schedule:

Environmental Document Approval Date: 11/2/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 11/10/2008
Original Letting Date: 7/22/2011
Current Letting Date: 5/7/2010
Construction Season: 2010-2011
Estimated Substantial Completion: Fall 2011

Project History:

The pavement condition of Highway 65 between north limits of Nashwauk to the West Junction of Hwy. 1 is in disrepair.
The previous pavement repair in the project areas were:
1995 - Bituminous overlay - Nashwauk to 9.4 miles north (9.4 miles)
1999-2000 - Bituminous overlay - various locations (6.5 miles)
2001-2002 - Mill and bituminous overlay - Junction Hwy. 1 South 25.1 miles West (25 miles)

Project Benefits:

Improve ride, extend useful life of roadway, reduce maintenance costs

Project Risks:

Project Description:

The project is located in Itasca County The proposed project is a pavement reclamation from the North limits of Nashwauk to the West Junction of Hwy 1. The project also includes pipe culvert replacements. The proposed project will have 2-12' driving lanes, 1' paved shoulders and 1' aggregate shoulders.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.2	$ 10.5
Other Construction Elements:	$ 0.7	$ 0.4
Engineering:	$ 2.0	$ 2.1
Right of Way:	$ 0.3	$ 0.6
Total:	**$ 16.2**	**$ 13.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The project has been let and is under construction. As some risks were mitigated the bid costs came in lower than the earlier estimated costs.

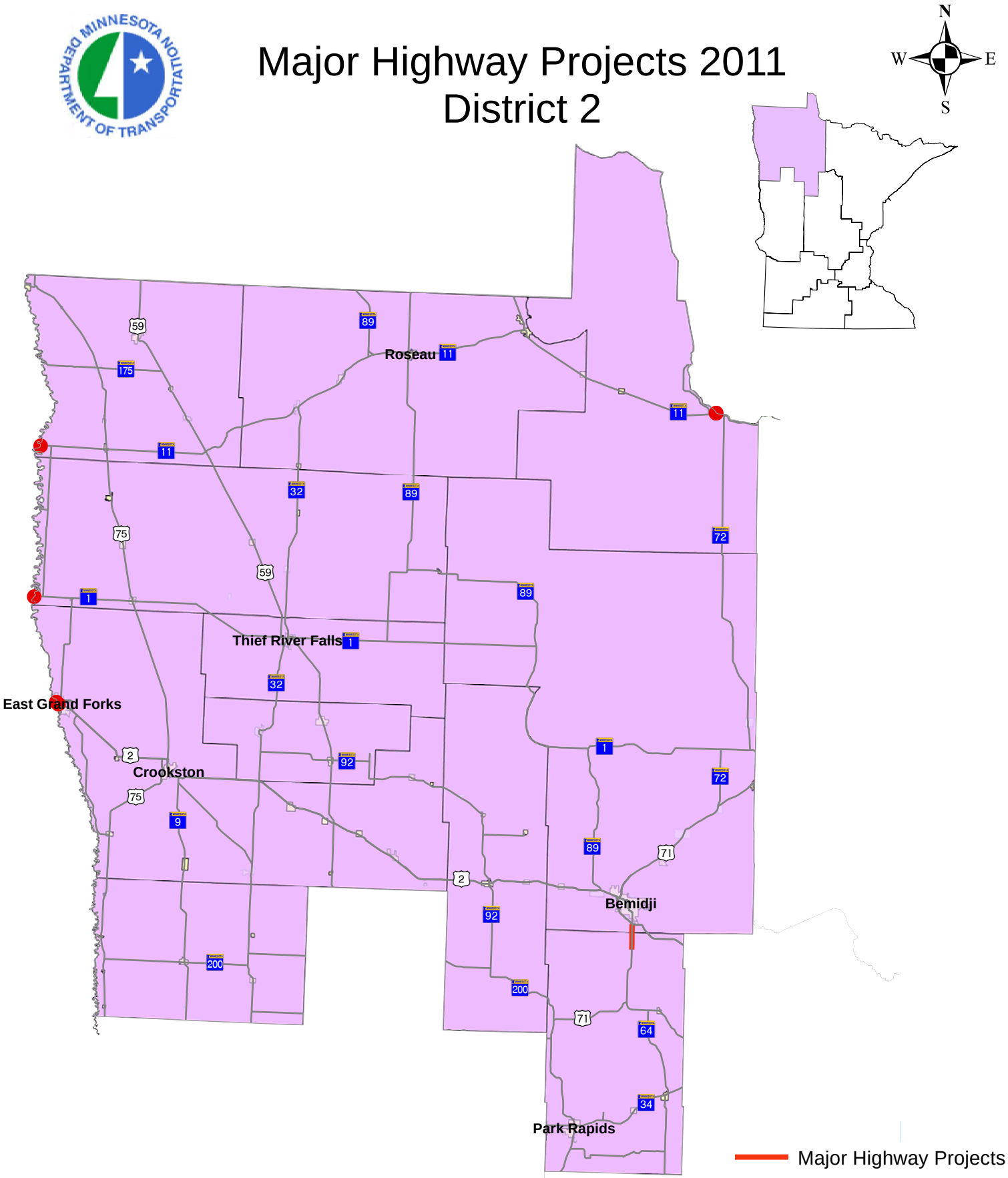
Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 1
1123 Mesaba Ave
(218) 725-2745

District Engineer: Michael Robinson
Project Manager: Brian Larson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects 2011
District 2



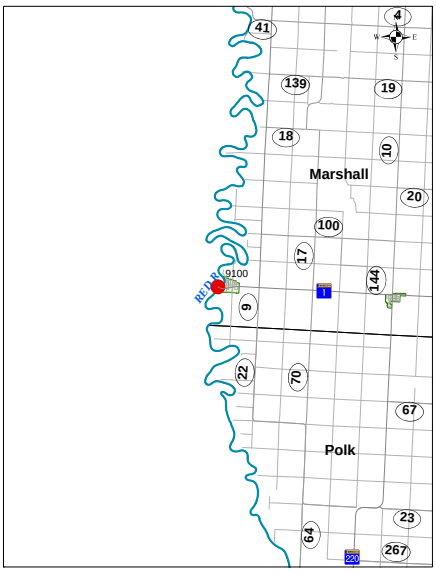
Bemidji

District Project Summary
District 2

ROUTE	PROJECT LOCATION	PAGE
Hwy. 1	Red River of the North at Oslo	B 2
Hwy. 2	US 2B over Red River in East Grand Forks (Sorlie)	B 3
Hwy. 2	Kennedy Bridge in East Grand Forks (Kennedy)	B 4
Hwy. 11	West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)	B 5
Hwy. 11	Frontier to Indus	B 6
Hwy. 71	3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji	B 7
Hwy. 72	Rainy River Bridge in Baudette	B 8

PROJECT SUMMARY

Hwy. 1
Red River of the North at Oslo
Bridge 9100
State Project No. 4509-05



Schedule:

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: 11/16/2012
Current Letting Date: 7/27/2012
Construction Season: 2013
Estimated Substantial Completion: 08/01/2014

Project History:

The expectation of this project is that the new bridge will be structurally redundant, replacing an in-place fracture critical truss. The existing structure was built in 1959 and has exhausted its useful life. It is functionally obsolete, so geometry and presumably safety will be enhanced.

Project Benefits:

Upgrading or replacement of a fracture critical structure will provide continued inter-state access.

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit, alternate alignments are limited due to proximity to existing infrastructure, closing the road during construction could prove to be politically difficult, several agencies are involved so an approval process is required. Seasonal flooding of Red River may provide construction difficulties.

Project Description:

Rehabilitate or replace Mn/DOT Bridge 9100 over the Red River between Minnesota and North Dakota. If a new bridge is constructed there will likely need to be significant regrading on each approach.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 15.7	$ 15.7
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 2.5	$ 2.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 18.7**	**$ 18.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Safety will be improved as a result of upgrading or eliminating the current fracture critical structure and improving geometry.

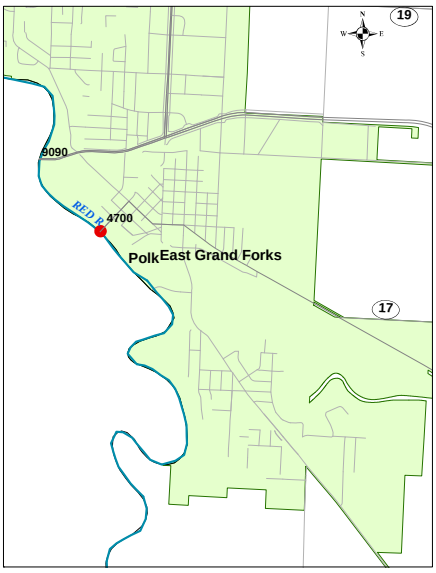
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Ray Gust

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 2
US 2B over Red River in East Grand Forks (Sorlie)
Bridge 4700
State Project No. 6015-07



Schedule:

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: 11/01/2015
Current Letting Date: 11/17/2017
Construction Season: 2018-2019
Estimated Substantial Completion: 08/01/2019

Project History:

Rehabilitate or replace Mn/DOT Bridge 4700 over the Red River between Minnesota and North Dakota. Completed bridge will include improved access for pedestrians and bicyclists. If a new bridge is constructed the length and alignment will need to closely match the existing conditions due to proximity of downtown businesses and in-place flood protection facilities. The existing bridge is 600 feet long.

Project Benefits:

Upgrading or replacement of a fracture critical structure will provide continued inter-state access in a metropolitan area.

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit. Bridge 4700 is one of 24 historic bridges Mn/DOT has committed to the FHWA to preserve. Proximity to downtown business and inplace flood protection limits bridge profile. Seasonal flooding of Red River may provide construction difficulties.

Project Description:

Remove and replace bridge 4700 with new structurally redundant bridge. Bridge will include improved access for pedestrians and bicyclists. Current bridge length is approximately 600 feet, new bridge length will be very similar due to proximity of downtown.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 29.0 - $ 50.6
Other Construction Elements:		$ 6.0 - $ 0.0
Engineering:		$ 9.5 - $ 9.5
Right of Way:		$ 1.4 - $ 1.4
Total:		**$ 45.9 - $ 61.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

North Dakota DOT is the lead agency. The district needs more time for project development because the bridge is a historic structure and the alternative of rehabilitation instead of replacement requires more evaluation time.

Key Cost Estimate Assumptions:

Safety will be improved as a result of eliminating the current fracture critical structure, pedestrian/bicycle access will be improved

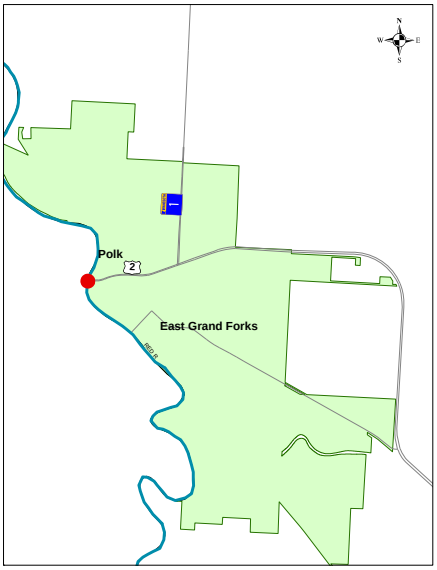
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: J.T. Anderson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 2
Kennedy Bridge in East Grand Forks (Kennedy)
Bridge 9090
State Project No. 6018-02



Schedule:

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: 11/17/2017
Current Letting Date: 11/20/2015
Construction Season: 2016
Estimated Substantial Completion: 09/01/2016

Project History:

The expectation of this project is that Bridge 9090 will be rehabilitated to address some of its currently deficient features. This structure was built in 1963 and is still very structurally sound. Pier repairs, pigeon abatement, a new paint system and a new deck will all be a part of this project.

Project Benefits:

Replace current lead based paint system with a new, more environmentally friendly one, improve pigeon abatement entities to increase safety to bridge workers and facilitate easier inspection of critical members, improve ride quality

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit, pier on ND side may need to be replaced if their project to stabilities it in 2010 is unsuccessful, several agencies involved in decision-making/approval process

Project Description:

Rehabilitate existing Bridge 9090 including enhanced pigeon abatement, new paint system and new bridge deck.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 9.0 - $ 15.0
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 2.4 - $ 2.4
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 11.4 - $ 17.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Prior to the Chapter 152 funding, a bridge painting project was programmed for 2009. With the addition of this additional funding, more extensive rehabilitation work is now programmed for 2016 to include painting, deck and pier rehabilitation.

Key Cost Estimate Assumptions:

Structure life and integrity of its members will be enhanced considerably by this work.

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

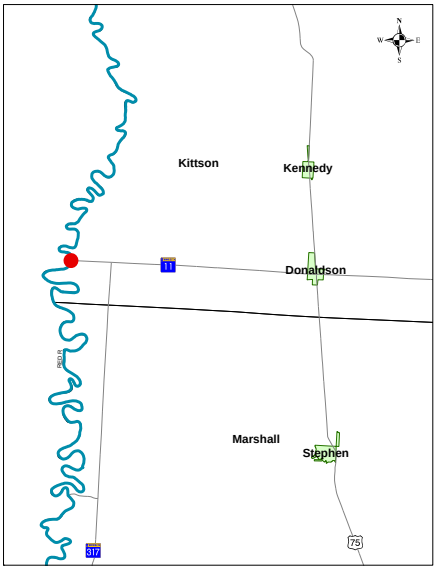
District Engineer: Lynn C. Eaton
Project Manager: J.T. Anderson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 11
West of Robbin-Robbin/Drayton Bridge (Robbin/Drayton)
Bridge 6690
State Project No. 3501-13

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 04/05/2006
Municipal Consent Approval Date: 10/07/2008
Geometric Layout Approval Date: ND Lead Agency
Construction Limits Established Date: 04/13/2006
Original Letting Date: 05/01/2007
Current Letting Date: 11/21/2008
Construction Season: 2009-2010
Estimated Substantial Completion: 08/01/2011

Project History:

This project is located on the border of Minnesota and North Dakota and involves the replacement of Mn/DOT Bridge 6690 over the Red River of the North. This project will also include re-grading and realignment of the bridge approach. North Dakota is the lead agency for this project.

Project Benefits:

Bridge extension on the North Dakota side will eliminate/alleviate flooding at the bridge approach. The design will allow the approach elevation to be raised without raising the flood stage behind the bridge. Ensure the continued flow of traffic at this Minnesota/North Dakota border crossing which is critical to the agricultural manufacturing businesses in the region.

Project Risks:

Because this project has been let - the risks identified during the project scoping and design phases are yet to be realized.

Project Description:

Replace MnDOT Bridge 6690 over the Red River of the North at the Robbin/Drayton Minnesota/North Dakota border crossing. This project will also include regrading realignment of the bridge approach.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 13.5	$ 13.5
Other Construction Elements:	$ 0.0	$ 0.2
Engineering:	$ 0.0	$ 1.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 13.6**	**$ 14.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Additional project development time was needed by the State of North Dakota, who did the project design and letting.

Key Cost Estimate Assumptions:

Continued flow of traffic at this crucial Minnesota/North Dakota border crossing of which promotes commerce in the region

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Roger Hille

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

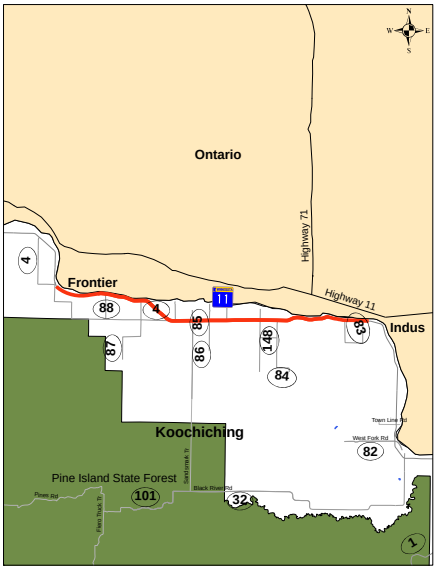
PROJECT SUMMARY

Hwy. 11

Frontier to Indus

State Project No. 3604-69

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 01/24/2008
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 08/04/2009
Original Letting Date: 11/21/2008
Current Letting Date: 2/26/2010
Construction Season: 2010
Estimated Substantial Completion: 7/1/2010

Project History:

The expectation of this project is that the ride quality will be improved as well as extending the useful life of the roadway. The culvert replacements will provide proper drainage and water flow movement throughout the project. The construction of the bypass lane and elimination of the crest of a hill which creates a sight distance problem are safety improvements of which are expected to eliminate the safety issues at these locations.

Project Benefits:

Increase capacity from 7 ton to 10 ton roadway, improve sight distance issues, improve ride quality, extend useful life of roadway

Project Risks:

Need to coordinate project scheduling with emergency services, schools and transit. Local access and unofficial detour routes.

Project Description:

Reclaim the existing bituminous road surface, install Geo-grid in reclaim material, shoulder widening to stabilize steep in-slope embankments, culvert replacement, construct one bypass lane and one turn lane at Indus school, realign one county road intersections due to sharp skew with very poor sight lines, slight shift in centerline alignment for less than one mile due to close proximity to the Rainy River and minor grade adjustment with short rock excavation.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 14.5	$ 13.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.1	$ 0.1
Total:	**$ 16.6**	**$ 15.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project is scheduled to be let in January 2010. Additional project development time was needed because some culverts have to be replaced instead of left in place. This was not anticipated and more time was needed to re-design and purchase right of way.

Key Cost Estimate Assumptions:

Safety will be improved as a result of eliminating the sight distance issues, extend the useful life of this portion of Hwy. 11 corridor as a result of increasing the capacity from seven-ton to ten-ton.

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Dean Robertson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

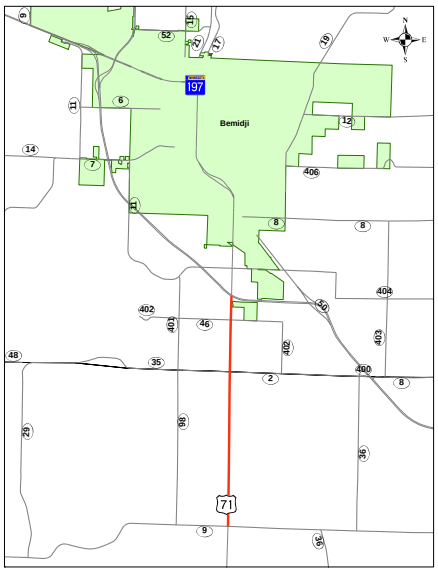
PROJECT SUMMARY

Hwy. 71

3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji

Bridge 04012

State Project No. 0409-12



Schedule:

Environmental Document Approval Date: 02/10/2007
Municipal Consent Approval Date:
Geometric Layout Approval Date: 03/31/2005
Construction Limits Established Date: Summer 2008
Original Letting Date: 01/02/2009- phase 1
Current Letting Date: 5/7/2010 - phase 2
Construction Season: 2010-2011
Estimated Substantial Completion: 08/01/2011

Project History:

The area along US 71 south of the City of Bemidji continues to see increased congestion, accidents, and access points. A temporary signal has been installed at the off ramp at US 2. Major retail is anticipated in the near future along the corridor.

Project Benefits:

Improve road capacity, improve traffic flow near key intersections, purchase access control, increase safety, improve ride

Project Risks:

R/W costs may exceed anticipated costs, entrance modifications and controlled access are controversial, City Utility unknowns, contaminated soil unknowns, detour routes and conditions

Project Description:

Urban five-lane expansion within the City of Bemidji. Expansion of a rural two-lane roadway to a four-lane south of Bemidji, center left turn lane addition in rural two-lane areas. Work associated with this project includes grade and surface, bridge construction, bridge rehabilitation, signal installation, pavement rehabilitation. Existing Bridge 04012 becomes southbound.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 21.2	$ 21.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 2.8	$ 2.8
Right of Way:	$ 2.5	$ 2.5
Total:	**$ 26.5**	**$ 26.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The portion of the project north of TH 2 in Bemidji was completed October 2010. Work will continue in spring/summer 2011 to complete the grading and paving south of TH 2 and the new bidge construction over TH 2.

Key Cost Estimate Assumptions:

City utility work is limited, urban portion is constructed under traffic.

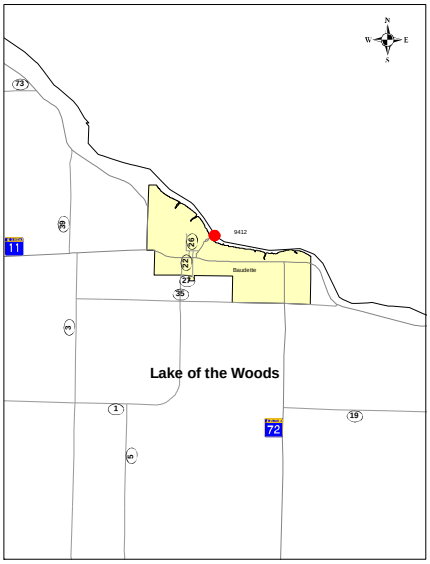
Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: William Pirkl

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 72
Rainy River Bridge in Baudette
Bridge 9412
State Project No. 3905-09



Schedule:

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: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018-2019
Estimated Substantial Completion: 08/01/2019

Project History:

This Pennsylvania Steel High Truss bridge with an open grate bridge deck was constructed in 1959 by the City of Baudette and operated as a toll bridge until Mn/DOT and Ontario Ministry of Transportation assumed ownership. The deck width is 26.5 feet, the main span length is 192.5 feet with the structure length being 1,285 feet.

Project Benefits:

Upgrading or replacement of a fracture critical structure will improve geometry and traffic safety while proving continued international access.

Project Risks:

Possible relocation or modifications of US and Canadian Customs buildings and a transfer station which serves power to the cities of Baudette and Rainy River, Ontario, Canada. - cultural resource issues in Minnesota as well as Ontario, Canada. - international agreements will need to be developed and coordinated to enable budget and logistics planning.

Project Description:

Rehabilitation or Replacement of Mn/DOT Bridge 9412 over the Rainy River.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 42.0	$ 42.0
Other Construction Elements:	$ 2.1	$ 2.1
Engineering:	$ 8.4	$ 8.4
Right of Way:	$ 10.0	$ 10.0
Total:	**$ 62.5**	**$ 62.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

During winter 2010/2011 a preliminary study will be done to evaluate bridge options and also evaluate rehabilitation options.

Key Cost Estimate Assumptions:

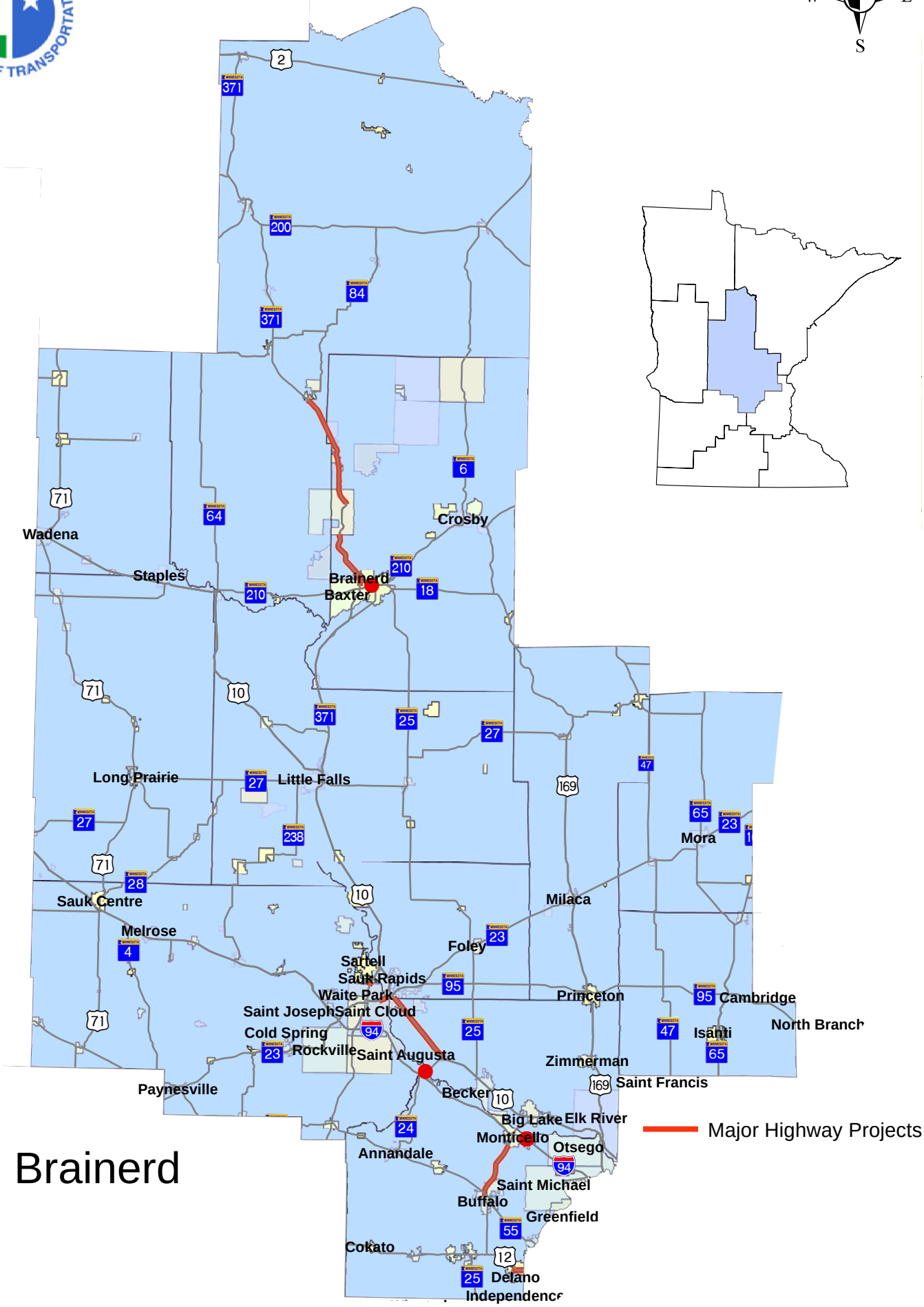
Safety will be improved as a result of eliminating the current fracture critical structure and improving geometry.

Minnesota Department of Transportation
District 2
3920 Highway 2 West
(218) 755-6500

District Engineer: Lynn C. Eaton
Project Manager: Phil Bergem

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects 2011
District 3



Brainerd

District Project Summary
District 3

ROUTE	PROJECT LOCATION	PAGE
Hwy. 10	Westbound lanes from St. Cloud to Clear Lake	C 2
Hwy. 15	Stearns County Road 120 in St. Cloud/Sartell	C 3
Hwy. 24	Replace Bridge 6557 over Mississippi River in Clearwater	C 4
I 94	Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello	C 5
Hwy. 210	Replace Bridge 5060 over Mississippi River in Brainerd	C 6
Hwy. 371	Nisswa to Pine River	C 7
Hwy. 371	From Design Drive in Baxter to Nisswa	C 8

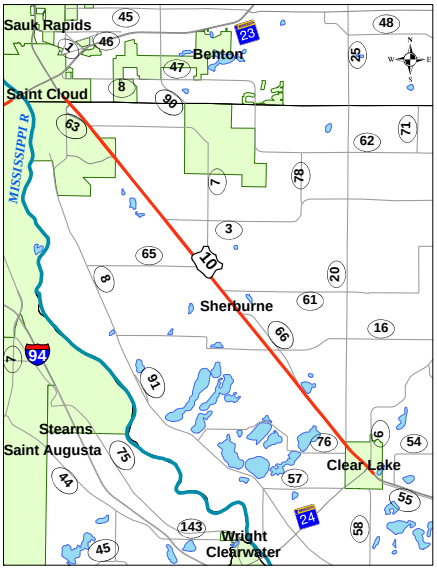
PROJECT SUMMARY

Hwy. 10

Westbound lanes from St. Cloud to Clear Lake

State Project No. 7103-51

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 05/01/2009
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 01/22/2010
Current Letting Date: 4/23/2010
Construction Season: 2010-2011
Estimated Substantial Completion: Fall 2010

Project History:

The west bound lanes of Hwy. 10 were constructed in 1951. A joint sealing project was conducted in 1974, followed by a repair project in 1997. The shoulders and turn lanes are bituminous.

Project Benefits:

The new pavement will provide a smooth ride and will require minimal maintenance over the next 20 years. The widened lanes will meet current standards.

Project Risks:

Project Description:

Pavement replacement on westbound lanes from St. Cloud to Clear Lake, includes intersection reconstruction at 15th Avenue SE in St. Cloud and at Hwy 24 in Clear Lake. The existing 11 foot wide travel lanes will be widened to 12 feet to meet current standards.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 16.9	$ 13.6
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.4	$ 3.4
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 20.3**	**$ 17.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

The estimate was based on estimated quantities and average bid prices.

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Claudia Dumont

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

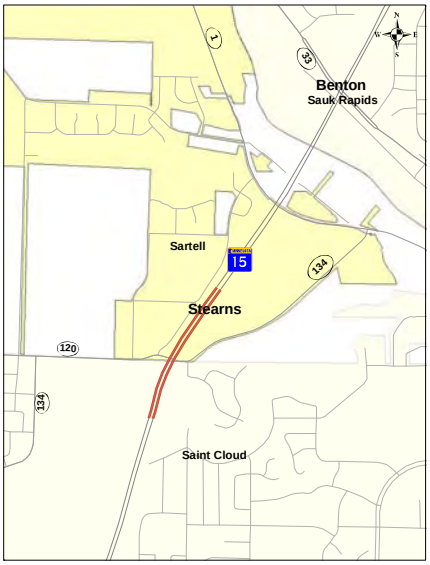
SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 15

Stearns County Road 120 in St. Cloud/Sartell

State Project No. 7321-47



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/14/2012
Current Letting Date: 2/24/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

The project was selected to receive $10 million in Greater MN Interchange Funds (Ch 152), based on economic development, safety and congestion needs. This project was the subject of a corridor study in 2007. During the study, the section of Hwy. 15 in the proposed project area had average travel speeds of 41.8 mph southbound and 41.8 mph northbound. Since 1994, the Average Daily Traffic on this section of Hwy. 15 has experienced annual growth of 9.5% per year. The traffic analysis for the Epic Center Alternative Urban Areawide Review showed the intersection of Hwy. 15 and County Road 120 will have failing level of service by 2015. Intersection delay due to development traffic will increase an additional 60% during the AM peak and 161% during the PM peak.

Project Benefits:

The interchange will provide better access to medical and facilities and a large retail complex, lessening congestion and improving safety. The proposed project will provide improved access, safety, and operations at the Hwy 15/County Road 120 intersection to accommodate new and future development at the EPIC Center retail development. Project is consistent with long term vision for the Hwy 15 corridor. Improvements are anticipated to preempt safety problems at this location that are witnessed at of high-volume intersection on Hwy 15 through the metro area.

Project Risks:

Project Description:

Construct tight urban interchange, narrowing the mainline and using retaining walls for ramps.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 13.0	$ 14.0
Other Construction Elements:	$ 0.0	$ 1.8
Engineering:	$ 2.5	$ 2.5
Right of Way:	$ 2.0	$ 2.0
Total:	**$ 17.5**	**$ 20.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project was submitted jointly for Chapter 152 Greater MN interchange funding consideration by the Cities of Sartell and St. Cloud and Stearns County. Mn/DOT will be the lead agency.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Claudia Dumont

Original date of Posting: Jan 2010
Revised Date: 1/15/2011

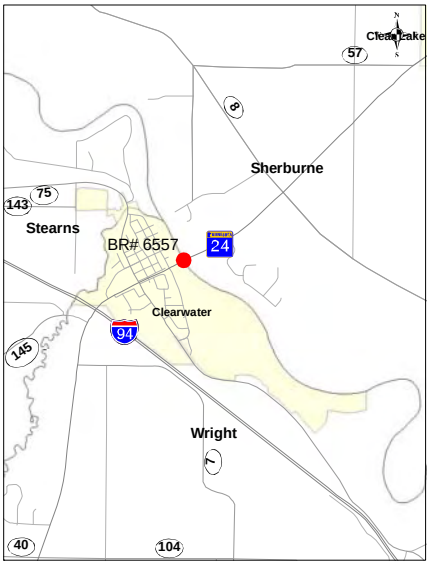
PROJECT SUMMARY

Hwy. 24

Replace Bridge 6557 over Mississippi River in Clearwater

Bridge 6557

State Project No. 7108-23



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2/26/2016
Current Letting Date: 2/26/2016
Construction Season: 2016
Estimated Substantial Completion:

Project History:

New Project

Project Benefits:

Improve safety

Project Risks:

Parallel Bridge or Long Detour

Project Description:

This project was programmed to replace the Bridge # 6557 over the Mississippi River. The bridge was constructed in 1958. Due to the age of the bridge, size and cost, it should be included in the Highway Improvement program. The deck is deteriorating with 9.3% delamination. The deck geometry and traffic volumes are a safety problem for motorists and pedestrians.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 20.0
Other Construction Elements:		$ 2.0
Engineering:		$ 2.4
Right of Way:		$ 5.0
Total:		**$ 29.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2010
Revised Date: 1/15/2011

PROJECT SUMMARY

I 94

Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello

Bridge 86813, 86814, 86819, 86820

State Project No. 8680-142

Schedule:

Environmental Document Approval Date: 05/11/2007
Municipal Consent Approval Date: 03/23/2009
Geometric Layout Approval Date: 10/22/2008
Construction Limits Established Date:
Original Letting Date: 05/15/2009
Current Letting Date: 05/15/2009
Construction Season: 2009-2010
Estimated Substantial Completion: 2010

Project History:

Project was inititiated to address fatigue prone details in the bridge girders. Due to age of bridge and the ability to construct a shorter bridge, the district made a decision that it would be cost effective to replace the bridge. The shorter bridge eliminated having curved segments of the roadway on the bridge, which is a safety benefit. Auxiliary lanes will be added for the ramps from the County Road 18 interchange.

Project Benefits:

Improved bridge and improved safety due to shorter bridges and the addition of auxiliary lanes.

Project Risks:

Project Description:

Replace I-94 bridges over railroad tracks and local road east of Monticello

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 6.5	
Other Construction Elements:	$ 0.0	
Engineering:	$ 0.0	
Right of Way:	$ 0.0	
Total:		

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Cost estimate change due to additional grading costs related to new railroad clearance requirements. Current costs are based on Let costs

Key Cost Estimate Assumptions:

The final estimate was based on actual bid for the project.

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

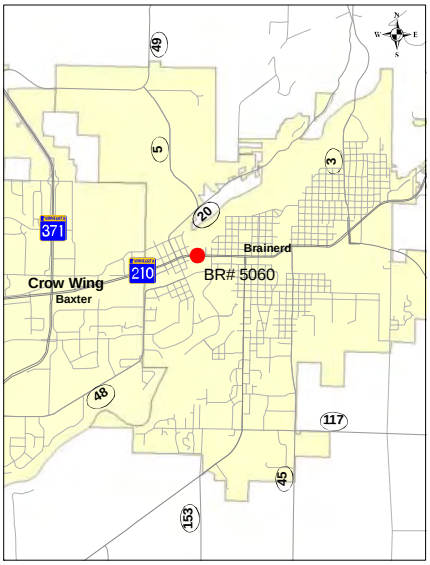
PROJECT SUMMARY

Hwy. 210

Replace Bridge 5060 over Mississippi River in Brainerd

Bridge 5060

State Project No. 1805-74



Schedule:

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: 2020-2021
Current Letting Date: 2020-2021
Construction Season: 2020-2021
Estimated Substantial Completion:

Project History:

New Project

Project Benefits:

Replace functionally obsolete bridge

Project Risks:

Right of Way Impacts in City of Brainerd

Project Description:

Project was initiated to plan for replacement of Bridge # 5060. Due to the age of the bridge, size and cost, it should be included in the Highway Investment Plan. The deck geometry and traffic volumes are a safety problem for motorists and pedestrians.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 10.0
Other Construction Elements:		$ 1.0
Engineering:		$ 1.2
Right of Way:		$ 3.0
Total:		**$ 15.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project was delayed one year (to 2020) to address pavement preservation investment priorities identified in district's highway investment plan.

Key Cost Estimate Assumptions:

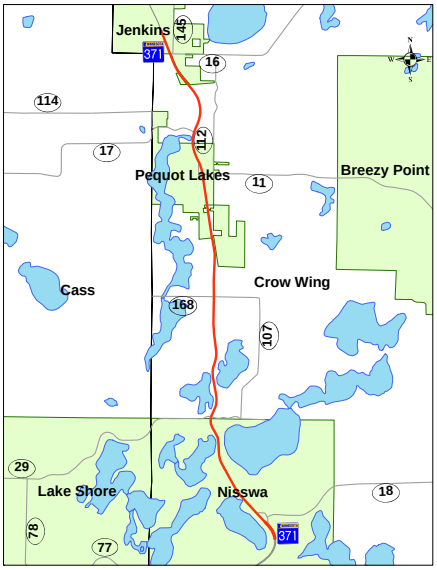
Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Terry Humbert

Original date of Posting: Jan 2010
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 371
Nisswa to Pine River
State Project No. 1810-92
http://www.dot.state.mn.us/d3/projects/hwy371/index.html



Schedule:

Environmental Document Approval Date: 2010
Municipal Consent Approval Date: Dec-10
Geometric Layout Approval Date: Oct-10
Construction Limits Established Date: Pending Approval
Original Letting Date: 2011/2014
Current Letting Date: 2012
Construction Season: Stage 1 - 2012
Estimated Substantial Completion:

Project History:

Final Environmental Impact Statement and Record of Decision were issued in 2005. In 2007, Pequot Lakes formally reversed its previous decision to have the new highway utilize the existing highway corridor and requested Mn/DOT to change preferred alignment to a bypass of the community. This caused the need for a supplement to the completed Environmental Impact Statement. This process was completed in 2010. Funding constraints have caused Mn/DOT to delay this project several times since initiating the project in 2002.

Project Benefits:

Improved safety, reduced congestion, correction of design deficiencies

Project Risks:

Pequot Lakes bypass controversial, supplemental Environmental Impact Statement may be challenged, budget constraints may continue to delay project to an undetermined times, turnover of community leadership may cause significant changes, continued development along the existing corridor has the potential to cause significant changes to the chosen alignment or increase cost of required R/W

Project Description:

Expansion of 16 miles of existing two-lane medium priority Interregional Corridor to a divided four-lane highway facility. Project limits include the communities of Nisswa and Pequot Lakes (Stage 1 & 2) and Jenkins and Pine River (Stage 3 - not programmed). Environmental Impact Statement level environmental documentation required as well as Municipal Consent for each of the affected communities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 92.0
Other Construction Elements:		$ 18.4
Engineering:		$ 17.7
Right of Way:		$ 28.8
Total:		**$ 156.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Layout: Bypass of Pequot Lakes, elimination of grade separated interchanges
It was delayed over the years because of department/district priorities and emphasis on preservation. A Supplemental Final EIS was completed in 2010. Municipal consent was granted in Pequot Lakes in Dec 2010. A small project has been scheduled for 2012 in coordination with realignment of crow wing county Road 18 in Nisswa.

Key Cost Estimate Assumptions:

Alignment studied in Supplemental Environmental Impact Statement will not have significant changes, 300' R/W corridor, R/W donation and spray irrigation field mitigation by Pequot Lakes, no interchanges, turnback of existing Hwy. 371 alignment to County Pequot Lakes

Minnesota Department of Transportation
District 3
7694 Industrial Boulevard
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Jim Hallgren

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 371

From Design Drive in Baxter to Nisswa

State Project No. 1810-95

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: 08/06/2009
Construction Limits Established Date: Pending Approval
Original Letting Date: 03/27/2009
Current Letting Date: (3/25/2011
Construction Season: 2011
Estimated Substantial Completion: 2011

Project History:

Project initiated by the need for regular pavement rehabilitation. Scope was broadened to include several safety improvements. [Left turn lane modifications at Design and Clearwater Drive(s), Extension of all auxiliary lanes to 500 feet, partial implementation of access management plan developed in 2001]. Installation of three left turn lanes between Nisswa and Pequot Lakes [two-lane section] scoped into this project to prevent further delay of these low-cost safety improvements.

Project Benefits:

Improved Safety and Reduced Congestion

Project Risks:

Closing 20+ median crossovers may become controversial. Section 4(f) property involved at one left turn lane location.

Project Description:

Mill and overlay existing 4-lane section of Hwy 371 from Baxter to Nisswa. Improve left turn lanes at Clearwater and Design Drive(s). Install new dedicated left turn lanes at 3 locations between Nisswa and Pequot Lakes. Partial implementation of access management plan developed in 2001.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 10.8	$ 10.8
Other Construction Elements:	$ 0.5	$ 0.5
Engineering:	$ 2.0	$ 2.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.3**	**$ 13.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The delay of SP 1810-92 resulted in a re-scope of this project including three left turn lanes being added in the segment where the four-lane project (SP 1810-92) will be built as an interim fix to address safety concerns. This added cost and complexity

Key Cost Estimate Assumptions:

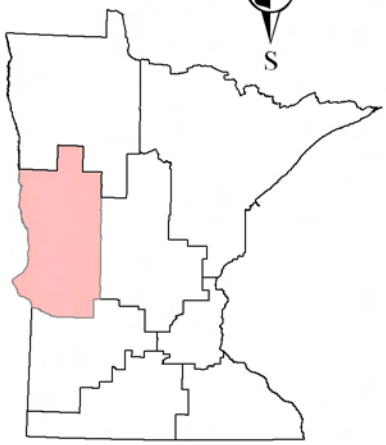
No purchase of R/W needed. No extensive mitigation required for impact to section 4(f) property [Only requires permit from the DNR]

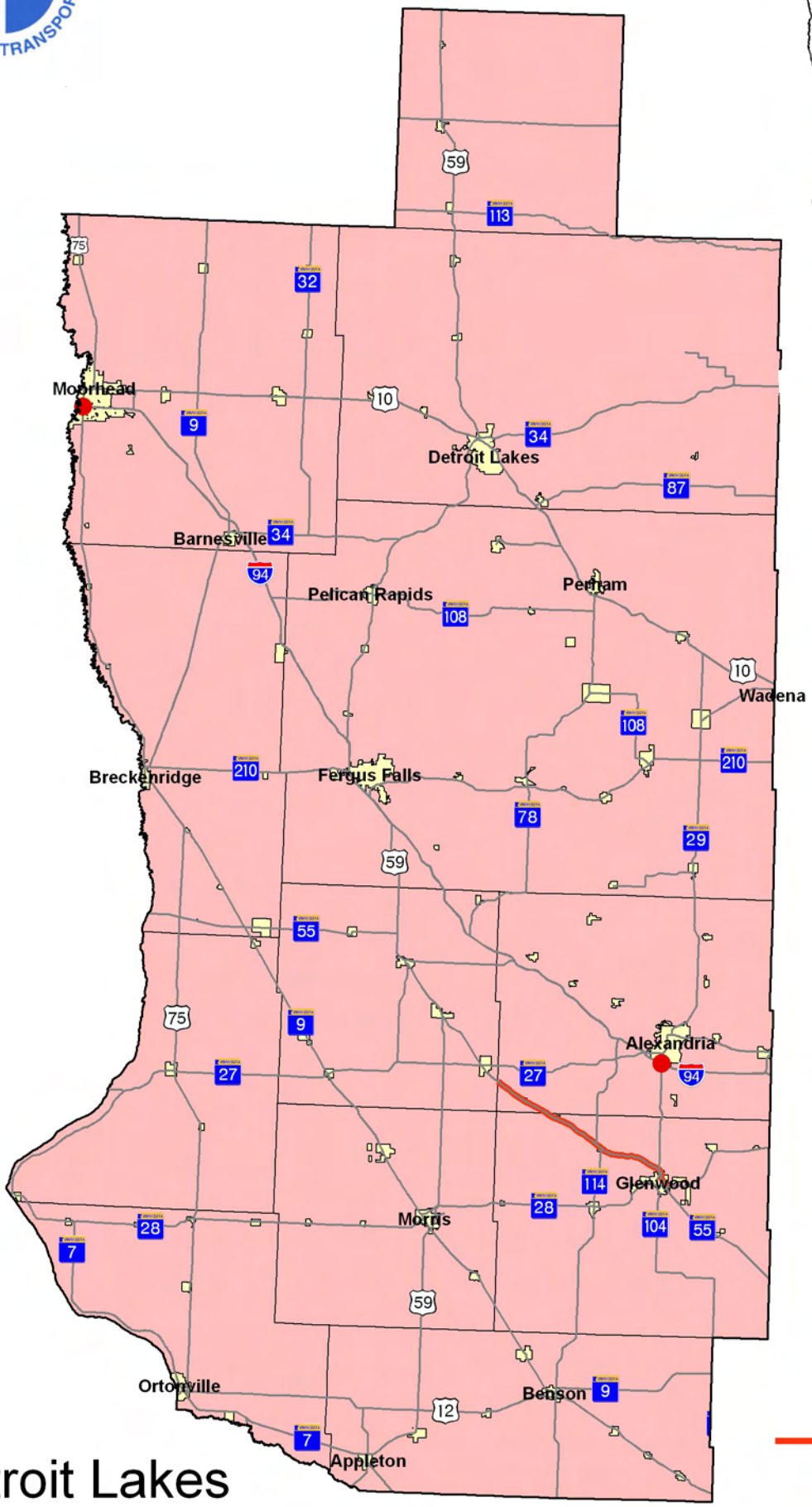
Minnesota Department of Transportation
District 3
7694 Industrial Park Road
(218) 828-5700

District Engineer: Robert Busch
Project Manager: Jim Hallgren

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects 2011
District 4





Major Highway Projects

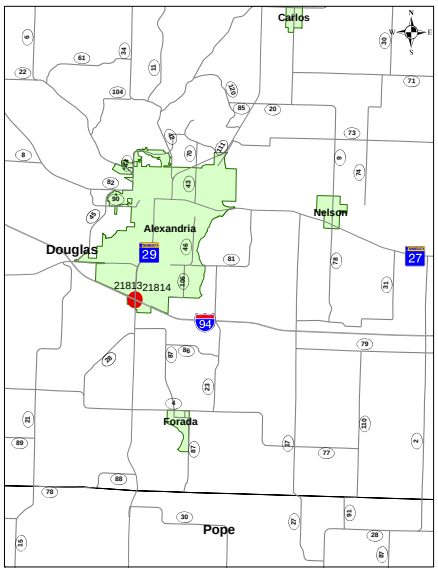
Detroit Lakes

District Project Summary
District 4

ROUTE	PROJECT LOCATION	PAGE
Hwy. 29	Bridges in Alexandria over I-94	D 2
Hwy. 55	West Douglas County Line to Glenwood	D 3
Hwy. 59	North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River	D 4
I 94	Hwy. 336 to Downer Exit	D 5
I 94/Hwy. 75	I 94 and Hwy. 75 Interchange	D 6

PROJECT SUMMARY

Hwy. 29
Bridges in Alexandria over I-94
Bridge 21813, 21814
State Project No. 2102-58



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Pending Approval
Original Letting Date: 01/22/2016
Current Letting Date: 01/22/2015
Construction Season: May-October 2015
Estimated Substantial Completion: 08/01/2015

Project History:

Bridge abutments have rotated and moved toward the girder ends. Bridge has full depth patches and under deck delimitations. Bridge width and railings are substandard. Bridge built in 1965. Considered structurally deficient. NBI deck rating = 4. Sufficiency rating = 79 for Bridge 21813. Sufficiency rating = 66.7 for Bridge 21314. Increased maintenance required. Replacement may be the only feasible option.

Project Benefits:

Replaces a structurally deficient bridge with a bridge that meets current standards. Reduces long term maintenance. Adds left turn lane for I 94 EB and WB on ramp for improved safety. Add single left turn lane on both bridges. Possible 4-laning or frontage road to enhance level of service and safety.

Project Risks:

Traffic and development continues to increase along the Hwy 29 corridor. This may create the need for additional bridge width. This in turn will create the need for a 4-lane divided section to the south of the bridge. A planning study is being conducted.

Project Description:

(2102-58) Replace Bridge 21813 southbound and 21814 northbound. Construct approach panels. Grade and concrete surface tie-ins. Possible 4 lane for 1.2 miles. 2015

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 16.0 - $ 20.0
Other Construction Elements:		$ 1.0 - $ 2.0
Engineering:		$ 1.0 - $ 2.0
Right of Way:		$ 1.0 - $ 2.0
Total:		**$ 19.0 - $ 26.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project moved forward as it received Chapter 152 bond funds.

Key Cost Estimate Assumptions:

2 span steel girder span structure with tall abutments. These two bridges will be constructed as one project.

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

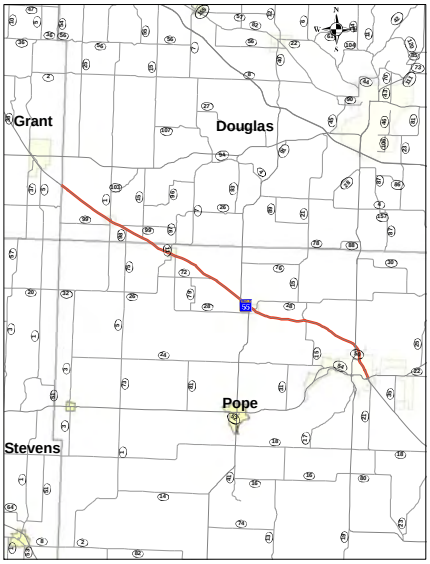
District Engineer: Lee Berget
Project Manager: Lori Vanderhider/Dan Kuh

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 55
West Douglas County Line to Glenwood
Bridge 5481
State Project No. 2107-09, (6107-11)

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 08/01/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 01/31/2009
Original Letting Date: 04/22/2011
Current Letting Date: 10/23/2009
Construction Season: May-October 2010
Estimated Substantial Completion: 08/01/2010

Project History:

Project was programmed because PSR and PQI have met their need year and the Suffency Rating will meet the need in 2009. At that time all values will be below the rehab trigger of 2.6. Replacement of Bridge 5481, although outside of the project limits, was included in the scoping due to low load rating of HS-15, problems with fill behind the abutment and to take advantage of the project detour. Year built 1936, NBI deck rating = 5, NBI structural rating = 6, sufficiency rating = 80.6.

Project Benefits:

Improve ride, eliminate all pavement distress, reclaim will provide stronger base course, use of polymer-modified asphalt will retard future cracking, reduce maintenance costs, improve hydraulics.

Project Risks:

New construction procedure in test section areas. Amendment produced and added in short time frame may have errors.

Project Description:

(2107-09 - 6107-11) Mill bituminous 4", reclaim 8", pave 5", culvert replacements, replace Bridge 5481 (associated work)
October 2009

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 11.6	$ 8.1
Other Construction Elements:	$ 1.3	$ 1.1
Engineering:	$ 2.6	$ 2.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 15.5**	**$ 11.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Costs based on Let costs

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanerhider/Seth Ylini

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 59

North of TH 34 in Detroit Lakes to 0.4 miles south of the Buffalo River

State Project No. 0305-31

Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 2014
Construction Season: 2014
Estimated Substantial Completion:

Project History:

Need to provide pavement repair because RQI is below standard for statewide measures for principal arterial. Also considerable maintenance resources have been spent patching transverse and longitudinal cracks.

Project Benefits:

The PASB section will provide a drainable base layer. Hydraulics will be improved for the roadway and with the adjacent railroad.

Project Risks:

Agreement with railroad for combining pipes will involve coordination.

Project Description:

Mill 4" Pave 2" PASB and 4" Bituminous. The ride will be improved and frost heave areas fixed along with improved drainage along the corridor.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.2	$ 8.2
Other Construction Elements:	$ 0.7	$ 0.7
Engineering:	$ 1.5	$ 1.5
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.4**	**$ 10.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanerhider/Seth Ylini

Original date of Posting: Jan-11
Revised Date: 1/1/2011

PROJECT SUMMARY

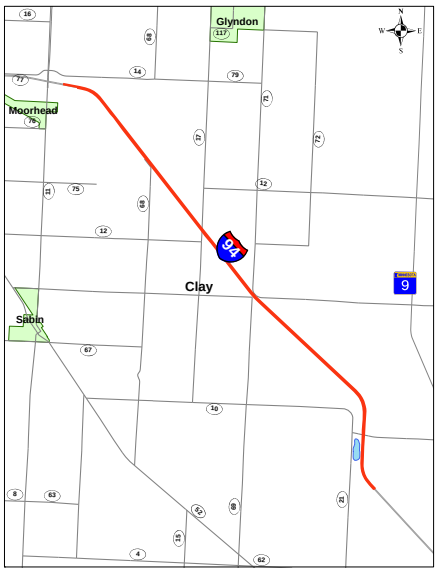
I 94

Hwy. 336 to Downer Exit

Bridge 14803

State Project No. 1480-142

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: 12/01/2007
Original Letting Date: 03/23/2007
Current Letting Date: 3/12/2010
Construction Season: May-August 2010
Estimated Substantial Completion: 08/01/2010

Project History:

This portion of I-94 was constructed in 1970. It has severely cracked and potholes are developing as the pavement structure continues to deteriorate.

Project Benefits:

New concrete surface will provide long life, less maintenance, eliminate potholes, and improve ride. By doing all this, it will also increase safety. Shoulders will be brought to current design widths.

Project Risks:

Design is not completed. Environmental regulations for the deck drain piping and concrete paving may change.

Project Description:

(1480-142)Unbonded concrete overlay, replace bituminous shoulders, replace off and on ramp shoulders, re-deck and new approach panels for Bridge 14803. 2010

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 12.0	$ 7.5
Other Construction Elements:	$ 1.0	$ 0.7
Engineering:	$ 3.0	$ 3.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 16.0**	**$ 11.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Bridge work removed. Cross overs added. Materials design recommendation completed. Due to the huge increase in bituminous costs on other projects, let earlier, and due to the spring of 2009 flooding, this project was moved to 2010.

Key Cost Estimate Assumptions:

A project risk factor of 7% was used to calculate the contingency other than the specific risk listed on the left.

Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

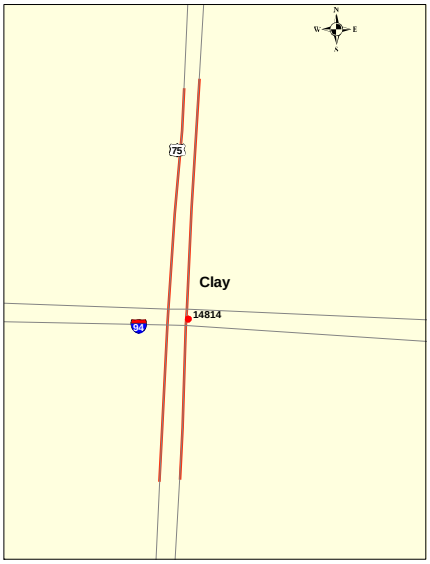
District Engineer: Lee Berget
Project Manager: Jesse Miller

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

I 94/Hwy. 75
I 94 and Hwy. 75 Interchange
Bridge 14814
State Project No. 1406-66



Schedule:

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: 06/24/2016
Current Letting Date: 06/24/2016
Construction Season: June-November 2016
Estimated Substantial Completion: 10/01/2016

Project History:

The purpose of the Hwy. 75 and 20th St. S. Corridor Study is to identify the future improvement needs along Hwy 75 from 20th Ave. S. to 60th Ave. S. and along 20th St. S. from SE Main to 60th Ave. S. The Study developed a range of alternatives that include a combination of safety, geometric, access management, capacity and aesthetic improvements. The alternatives include roadway capacity improvements to address corridor congestion. The Study also included a detailed analysis of the Hwy. 75/I-94 and 20th St. S/I-94 interchange.

Project Benefits:

Loop construction eliminates most of the existing left turn conflicts at ramp junctions. Provides two right turn lanes southbound Hwy 75 to westbound I-94 to accommodate heavy volume. Eliminates unusual yield condition on westbound entrance ramp from northbound Hwy 75 to westbound I-94. Existing bridges on Hwy 75 over I-94 will remain (only widening is required). Provides pedestrian/bicycle pathway along west side of Hwy 75. Provides sidewalk along the east side of the bridge.

Project Risks:

Business in southeast quadrant may be impacted. Loops may have to be designed with a tighter radii to minimize righ of way impacts (Design exception may be required). County Ditch in northeast quadrant may be affected. Retaining walls will be required

Project Description:

(1406-66) I-94/Hwy 75 Interchange will be modified to include loop ramps in the northeast and southeast quadrants. 2016

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 13.0 - $ 17.0
Other Construction Elements:		$ 1.0 - $ 2.0
Engineering:		$ 1.0 - $ 2.0
Right of Way:		$ 1.0 - $ 2.0
Total:		**$ 16.0 - $ 23.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The Hwy 75 and 20th St. Corridor Study was completed in June 2008

Key Cost Estimate Assumptions:

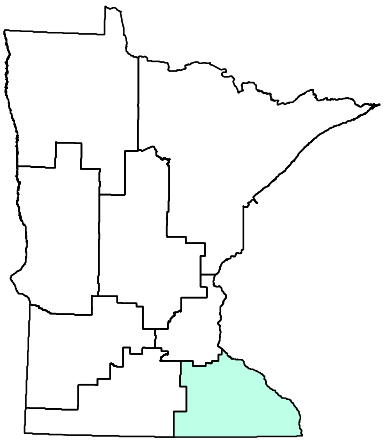
Existing bridge over Hwy 75 will remain (only widening is required). Retaining walls will be incorporated to minimize right of way acquisitions. Planning Study Estimate used 2008 dollars and was inflated to 2016 dollars (year of construction).

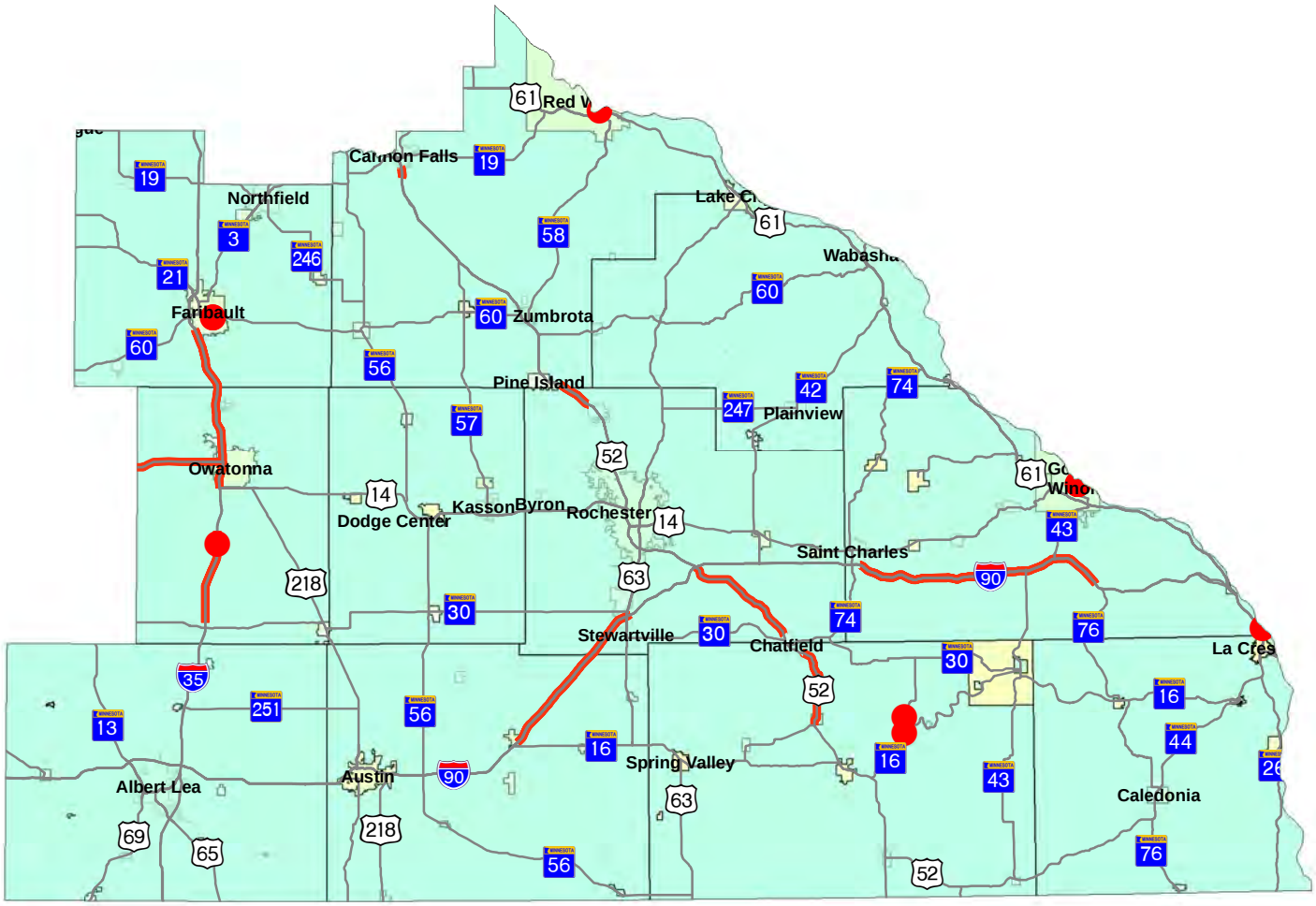
Minnesota Department of Transportation
District 4
1000 Hwy 10 W
(218) 846-3600

District Engineer: Lee Berget
Project Manager: Lori Vanderhider

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects
District 6





Rochester

Major Highway Projects

District Project Summary
District 6

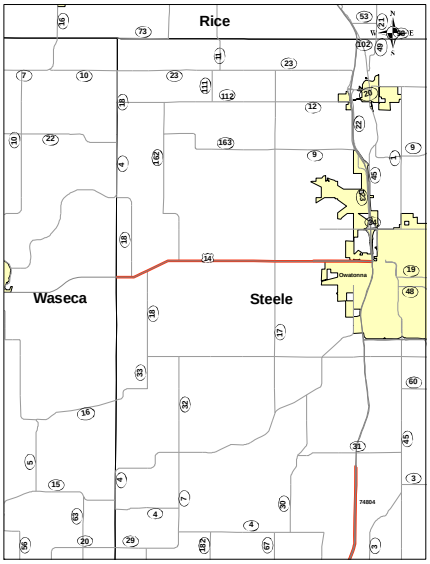
ROUTE	PROJECT LOCATION	PAGE
Hwy. 14	I 35 to West Steele County line	E 2
Hwy. 35	Owatonna Vicinity	E 3
Hwy. 43	Winona Bridge over Mississippi River	E 4
Hwy. 52	Elk Run interchange	E 5
Hwy. 52	Cannon Falls interchange	E 6
Hwy. 52	I 90 to Chatfield	E 7
Hwy. 63	Red Wing Bridge over Mississippi River (Red Wing)	E 8
I 90	Dresbach Bridge over Mississippi River (Dresbach)	E 9
I 90	Hwy. 43 to Hwy. 76 (Eastbound Lane)	E 10
I 90	From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes (St. Charles-Lewiston)	E 11
Hwy. 250	Replace Bridge 6975 and 6977	E 12

PROJECT SUMMARY

Hwy. 14

I 35 to West Steele County line

State Project No. 7401-34



Schedule:

Environmental Document Approval Date: 2009
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: 2009
Construction Limits Established Date: 2009
Original Letting Date: 1/25/2009
Current Letting Date: 01/23/2009
Construction Season: 2009-2012
Estimated Substantial Completion: 2012

Project History:

Highway 14 provides a direction connection between Mankato and Rochester, both major regional centers in southern Minnesota.

Project Benefits:

The purpose of this project is to improve the connectivity, safety and level of service for users on Trunk Highway 14 from Owatonna to the westerly Steele County Line as part of an overall effort to improve Trunk Highway 14 from Waseca to Owatonna.

Project Risks:

Traffic detour during construction.

Project Description:

This project provides for a four-lane expansion of Trunk Highway 14 from Owatonna to the west Steele County Line. The majority of this project in on a new alignment, however, the existing interchange at the southerly junction of Trunk Highway 14 and Interstate 35 will be reconstructed along with short segments of both Trunk Highway 14 and Interstate 35 in this area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 65.3	$ 51.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 3.2	$ 3.2
Right of Way:	$ 12.3	$ 12.3
Total:	**$ 80.8**	**$ 66.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

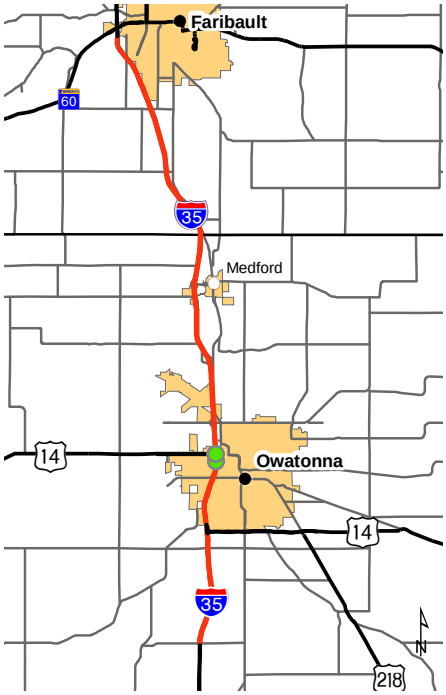
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Chad Casey

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 35
Owatonna Vicinity
Bridge 74815, 74816,74817, &, 74818
State Project No. 7480-113



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date:
Current Letting Date: 1/24/2014
Construction Season: 2014
Estimated Substantial Completion: Fall 2015

Project History:

Bridges 74815, 74816, 74817 & 74818 are approximately 45 years old are functionally obsolete and have various structural deficiencies. Bridges 74815 and 74816 span over the DM & E Railroad. Traffic safety issues exist on I-35 for traffic entering from TH 14 West and to Bridge street due to existing geometrics.

Project Benefits:

Auxiliary lanes and ramps will be built at I-35 and TH 14 West to improve safety. The bridges will be reconstructed as part of the safety. The bridges will be reconstructed as part of the safety improvements. The pavement will be replaced on I-35 within the Owatonna area and overlayed south and north of Owatonna which will increase the pavement life and increase the ride quality.

Project Risks:

Municipal consent from the City of Owatonna may be required for bridge replacement and ramp reconstruction. Railroad agreement with DM & E will be required for Bridge replacement. There may be Right of Way needs with potential business impacts. Traffic will be impacted through the City of Owatonna and there will likely be ramp/interchange closures for extended periods of time.

Project Description:

Construct Auxillary lane on North and South bound I-35 from TH 14 to Bridge street and replace bridges 74815,74816,74817 and 74818. Reconstruct I-35 Pavement NB & SB from 40.787 to 42.608 and Bituminous Mill and overlay NB & SB from 35.906 to 39.999 and from 42.608 to 55.268.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 34.1	$ 34.1
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 6.8	$ 5.2
Right of Way:	$ 0.5	$ 0.0
Total:	**$ 41.4**	**$ 39.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

New Project

Key Cost Estimate Assumptions:

Traffic will be 2-Lane head to head in Owatonna. The remainder of the project will be completed under traffic.

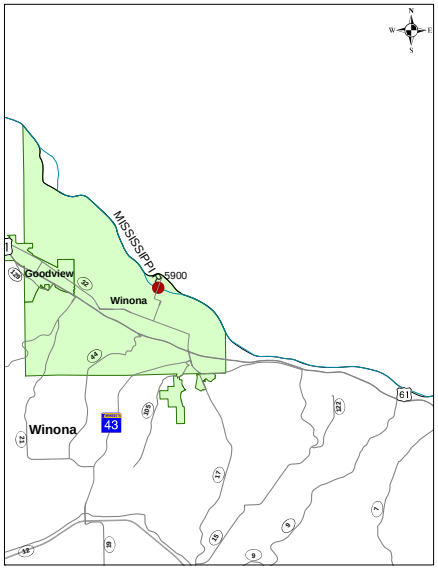
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original date of Posting: Jan, 2010
Revised Date:

PROJECT SUMMARY

Hwy. 43
Winona Bridge over Mississippi River
Bridge 5900
State Project No. 8503-46
http://www.dot.state.mn.us/d6/projects/winonabridge/



Schedule:

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: 1/24/2014
Current Letting Date: 01/24/2014
Construction Season: 2014
Estimated Substantial Completion: 12/01/2017

Project History:

Bridge 5900 was built in 1941 and has a sufficiency rating of 49.8, indicating the need for replacement. Bridge 5900 was recently closed after bridge inspections revealed corrosion issues and a retrofit project was implemented to open the bridge to traffic again.

Project Benefits:

Bridge 5900 is an important Mississippi River crossing for goods and commodities moving between Minnesota and Wisconsin.

Project Risks:

The close proximity of this bridge to the downtown business district of the City of Winona will present challenges. Numerous environmental permits are required. There may be contamination issues in the City of Winona within the project area. City of Winona Municipal Consent is required.

Project Description:

Replace Bridge 5900

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:		$ 140.0
Other Construction Elements:		$ 0.0
Engineering:		$ 25.2
Right of Way:		$ 16.2
Total:		**$ 181.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work not significant. Contamination issues not cost prohibitive. Municipal Consent from the City of Winona is obtainable.

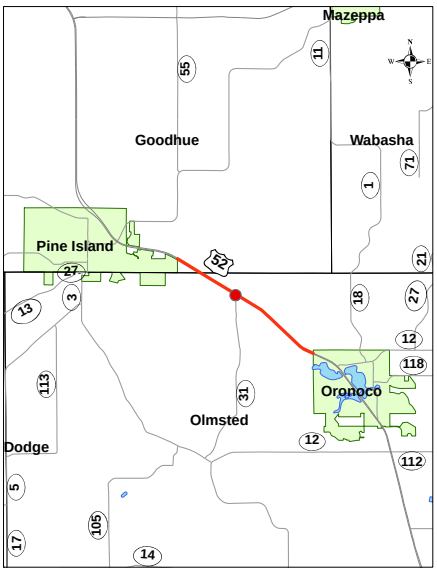
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jai Kalsy

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 52
Elk Run interchange
State Project No. 2505-48
http://www.dot.state.mn.us/d6/projects/hwy52pineisland/index.html



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: 10/16/2009
Original Letting Date: 8/28/2009
Current Letting Date: 9/2/2010
Construction Season: 2011-2012
Estimated Substantial Completion:

Project History:

The current Highway 52 is a four-lane divided highway. The Highway 52 Interregional Corridor Management Plan, completed in 2002, recommends the construction of an interchange and supporting frontage roads in the vicinity of 520th Street and County Road 31. A large-scale development known as 'Elk Run' for bioscience, commercial/retail and residential development is planned in the vicinity of this interchange. This is a design build project with contract approval granted November 2010

Project Benefits:

Improve safety and mobility in four-lane section of highway with construction of interchange, removing turning movements from 520th Street and CR 31. Improve connectivity of proposed Bioscience and Business Park with locations along the Highway 52 corridor and the City of Pine Island.

Project Risks:

Environmental assessment, traffic accommodation during construction, Right of Way acquisition, funding.

Project Description:

Construct interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 40.3	$ 34.3
Other Construction Elements:	$ 0.0	$ 2.3
Engineering:	$ 5.2	$ 2.7
Right of Way:	$ 13.8	$ 4.0
Total:	**$ 59.3**	**$ 43.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The bids came in lower than the estimated cost or the design- build project.

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

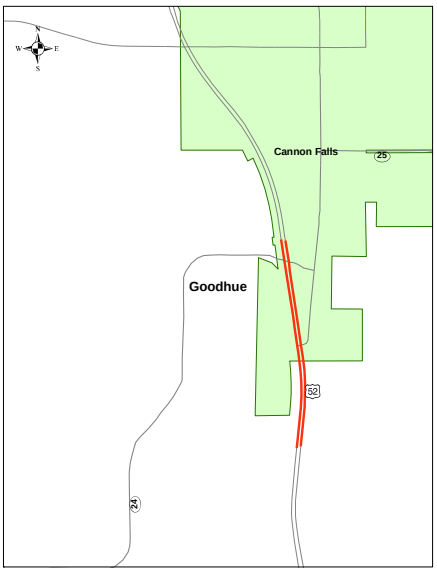
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Terry Ward

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 52
Cannon Falls interchange
State Project No. 2506-52



Schedule:

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:
Current Letting Date: 1/25/2019
Construction Season: 2019
Estimated Substantial Completion:

Project History:

This intersection is located within the Highway 52 segment categorized by the state as a high priority interregional corridor that connects two regional trade centers - the Twin Cities metro area and Rochester. Preliminary geometric layout approval expected in Dec 2010

Project Benefits:

Construction will accommodate growing traffic volumes and replace the remaining two signals on this roadway. One of the intersections to be removed is on the top 200 most dangerous intersection list. It will also improve connectivity of Hwy. 52 with other roadways in the area and enhance traffic safety. All of Hwy. 52 has been designated a Toward Zero Deaths Corridor.

Project Risks:

Traffic accommodation during construction, Right of Way acquisition, Municipal Consent, funding.

Project Description:

Construct interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 38.1
Other Construction Elements:		$ 0.0
Engineering:		$ 3.7
Right of Way:		$ 10.2
Total:		**$ 52.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Th Let date of 2014 was reported in error and is now changed to 2019 and is consistent with the original Highway Investment Plan.

Key Cost Estimate Assumptions:

Preliminary design will be completed winter of 2009-2010. Mn/DOT has partnered with the FHWA, Goodhue County, the city of Cannon Falls and area townships throughout the project development process. A location for the interchange has been chosen near the

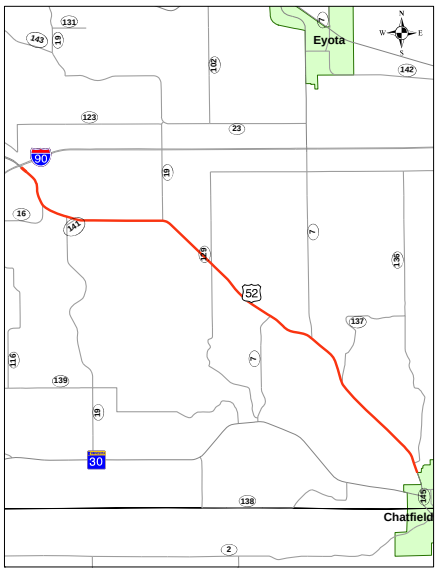
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Craig Lenz

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 52
I 90 to Chatfield
State Project No. 5507-60



Schedule:

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: 01/22/2010
Current Letting Date: 01/27/2017
Construction Season: 2017-2018
Estimated Substantial Completion: 2018

Project History:

The current roadway is a two-lane undivided highway. The original concrete Roadway was constructed between 1926 and 1939. A bituminous overlay was completed in 1969 and a bituminous Mill and Overlay was completed in 1986, along with the addition of turn lanes.

Project Benefits:

Improve safety, mobility and ride quality along the Highway 52 segment.

Project Risks:

Environmental assessment, traffic accommodation during construction, Right of Way acquisition, funding.

Project Description:

Reconstruct Highway 52

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 30.0
Other Construction Elements:		$ 0.0
Engineering:		$ 5.4
Right of Way:		$ 10.6
Total:		**$ 46.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

A bituminous mill and overlay was completed on this road segment in 2009 to preserve and extend the design life until 2017. A traffic study will begin in Spring 2011.

Key Cost Estimate Assumptions:

Traffic is assumed to be detoured during construction.

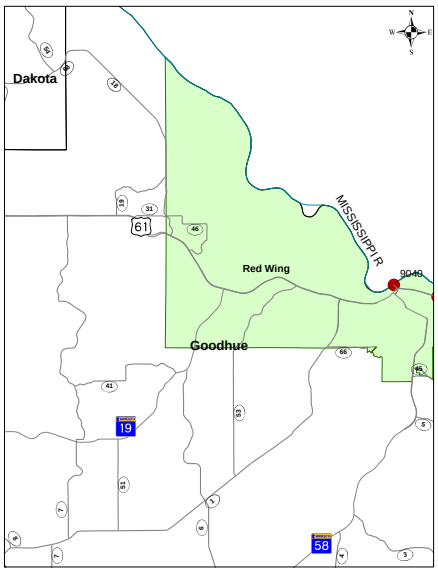
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Tony Wagner

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 63
Red Wing Bridge over Mississippi River (Red Wing)
Bridge 9040
State Project No. 2515-21



Schedule:

Environmental Document Approval Date: Began early 2011
Municipal Consent Approval Date: Will be needed
Geometric Layout Approval Date:
Construction Limits Established Date: to be determined
Original Letting Date: 11/17/2017
Current Letting Date: 11/17/2017
Construction Season: 2018-2019
Estimated Substantial Completion: 2019

Project History:

Bridge 9040 was built in 1958 and has a sufficiency rating of 44.8, indicating the need for replacement or rehabilitation. A traffic study was completed on the Red Wing side of the bridge in 2005. This study is currently being updated. The environmental studies & preliminary design will begin in early 2011.

Project Benefits:

Replacement or rehabilitation of fractural critical Bridge 9040. Will improve safety, delay, and traffic flow for traffic on the bridge and near the Red Wing terminus.

Project Risks:

THIS BRIDGE WAS OPEN TO TRAFFIC OCT. 17, 2009. The existing Right of Way corridor is narrow and will be challenging to build a new bridge while maintaining Hwy. 63 traffic at the same time. The roadway geometry on MN side and the proximity of Hwy. 61 will be challenging. There are potentially some contaminated and culturally sensitive properties in the proximity of this project. There may be some historical interest in the bridge design that could lead to design and staging challenges. Environmental permits are required for replacement of this bridge. Municipal Consent from the City of Red Wing is required.

Project Description:

Replace Bridge 9040 along with the roadway approaches

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 141.0
Other Construction Elements:		$ 0.0
Engineering:		$ 25.3
Right of Way:		$ 16.2
Total:		**$ 182.5**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Historical issues with the bridge and project do not become cost prohibitive. Environmental impacts with roadway approach work not significant. Contamination issues do not become cost prohibitive. Municipal Consent from the City of Red Wing is obtainab

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Chad Hanson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

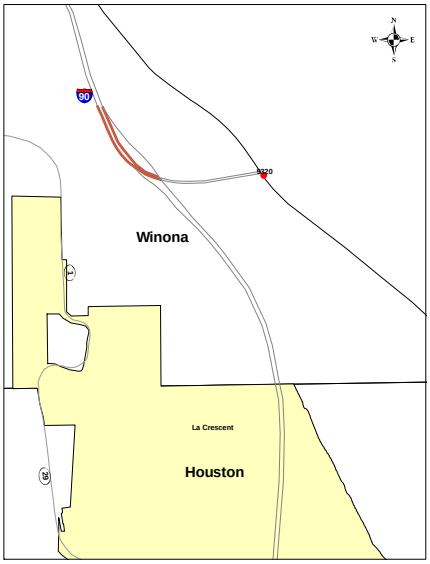
I 90

Dresbach Bridge over Mississippi River (Dresbach)

Bridge 9320

State Project No. 8580-149

http://www.dot.state.mn.us/d6/projects/dresbachbridge/



Schedule:

Environmental Document Approval Date: Anticipated Jan 20
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Dec-10
Construction Limits Established Date: Dec-10
Original Letting Date: 01/24/2012
Current Letting Date: 2/24/2012
Construction Season: 2012-14
Estimated Substantial Completion:

Project History:

Bridge 9320 was built in 1967.

Project Benefits:

Bridge 9320 was built in 1967 and is near the end of its life expectancy. Bridge 9320 is fracture critical, meaning that if one of the critical members of the bridge fails, the entire structure could fail.

Project Risks:

The close proximity of this bridge to Trunk Highway 61, the railroad tracks and the Minnesota Rest Area, will make the roadway and bridge geometry challenging. There will be numerous environmental permits required.

Project Description:

Replace Bridge 9320 and the roadway approaches on the Minnesota and Wisconsin sides. Improvements to the Dresbach Rest Area are not included in the project scope.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2009

	Baseline Est.	Current Est.
Construction Letting:	$ 256.5	$ 166.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 28.1	$ 32.1
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 284.6**	**$ 198.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

As the risks for the projects are identified and are mitigated, the cost estimate is reduced.

Key Cost Estimate Assumptions:

Environmental impacts with bridge and roadway approach work are not significant. US Fish and wildlife services agrees to Right of Way swap.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Craig Falkum

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

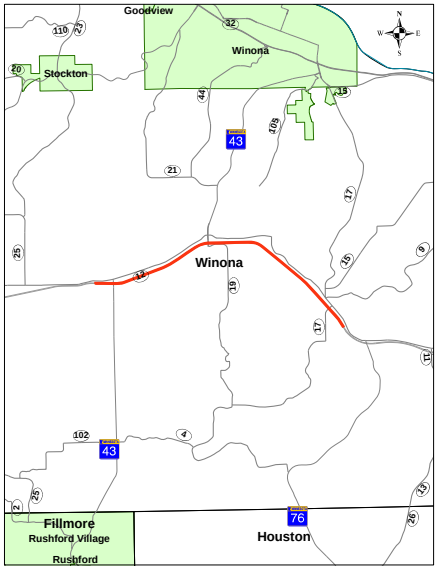
PROJECT SUMMARY

I 90

Hwy. 43 to Hwy. 76 (Eastbound Lane)

State Project No. 8580-152

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 1/5/2010
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 01/28/2011
Current Letting Date: 12/17/2010
Construction Season: 2011
Estimated Substantial Completion: Aug-11

Project History:

Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to westbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 12.1	$ 10.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 13.1**	**$ 11.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Traffic is assumed to utilize temporary crossovers during construction.

Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

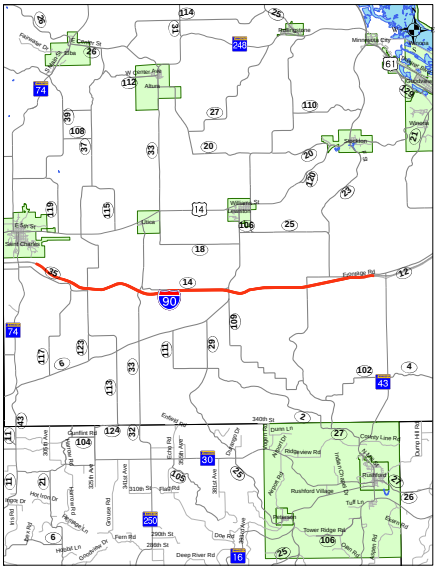
PROJECT SUMMARY

I 90

From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes
(St. Charles-Lewiston)

State Project No. 8580-156

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 04/14/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date:
Original Letting Date: 1/25/2013
Current Letting Date: 2/12/2010
Construction Season: 2010
Estimated Substantial Completion: Fall 2010

Project History:

Interstate 90 concrete surface was constructed in 1971.

Project Benefits:

Improve ride quality, reduce maintenance costs, replace or repair drainage, replace or repair appurtenances.

Project Risks:

Traffic will be moved to eastbound lanes.

Project Description:

Add unbonded concrete overlay to the existing roadway.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 21.7	$ 15.3
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 1.0	$ 1.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 22.7**	**$ 16.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project was advanced due to receiving bond funding.

Key Cost Estimate Assumptions:

Traffic is assumed to utilize temporary crossovers during construction.

Minnesota Department of Transportation
District 6
2899 48th Street NW
(507) 286-7499

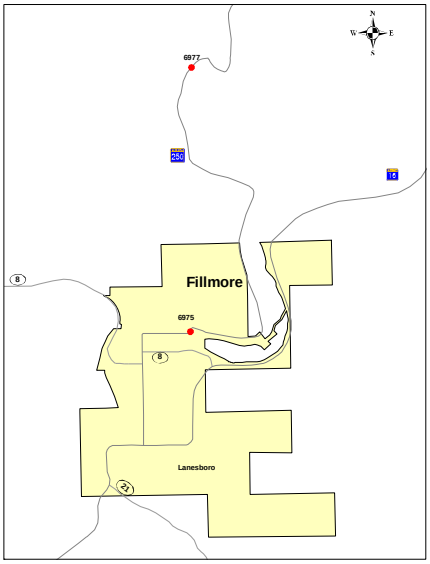
District Engineer: Nelrae Succio
Project Manager: Jake Rezac

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 250
Replace Bridge 6975 and 6977
Bridge 6975, 6977



Schedule:

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: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

Bridge 6975 was built in 1931 and Bridge 6977 was built in 1924. Both structures are classified as functionally obsolete.

Project Benefits:

Both bridges have substandard roadway approaches with need for horizontal geometric improvements. This project will improve safety.

Project Risks:

The roadway approach work could lead to significant environmental issues. It is anticipated traffic will be detoured during construction. Municipal Consent from the City of Lanesboro may be required for Bridge 6975.

Project Description:

Replace Bridge 6975, replace Bridge 6977.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 9.0
Other Construction Elements:		$ 0.0
Engineering:		$ 1.6
Right of Way:		$ 0.5
Total:		**$ 11.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

New Project

Key Cost Estimate Assumptions:

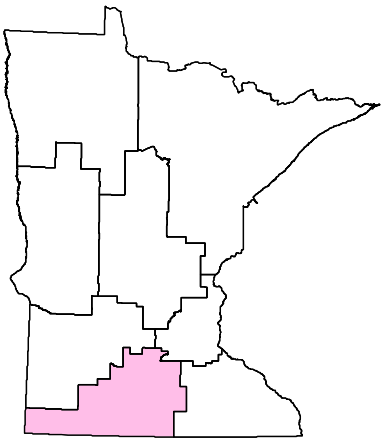
Environmental impacts with roadway approach work not significant. Traffic is assumed to be detoured during construction. Municipal Consent from the City of Lanesboro is obtainable, if required for Bridge 6975.

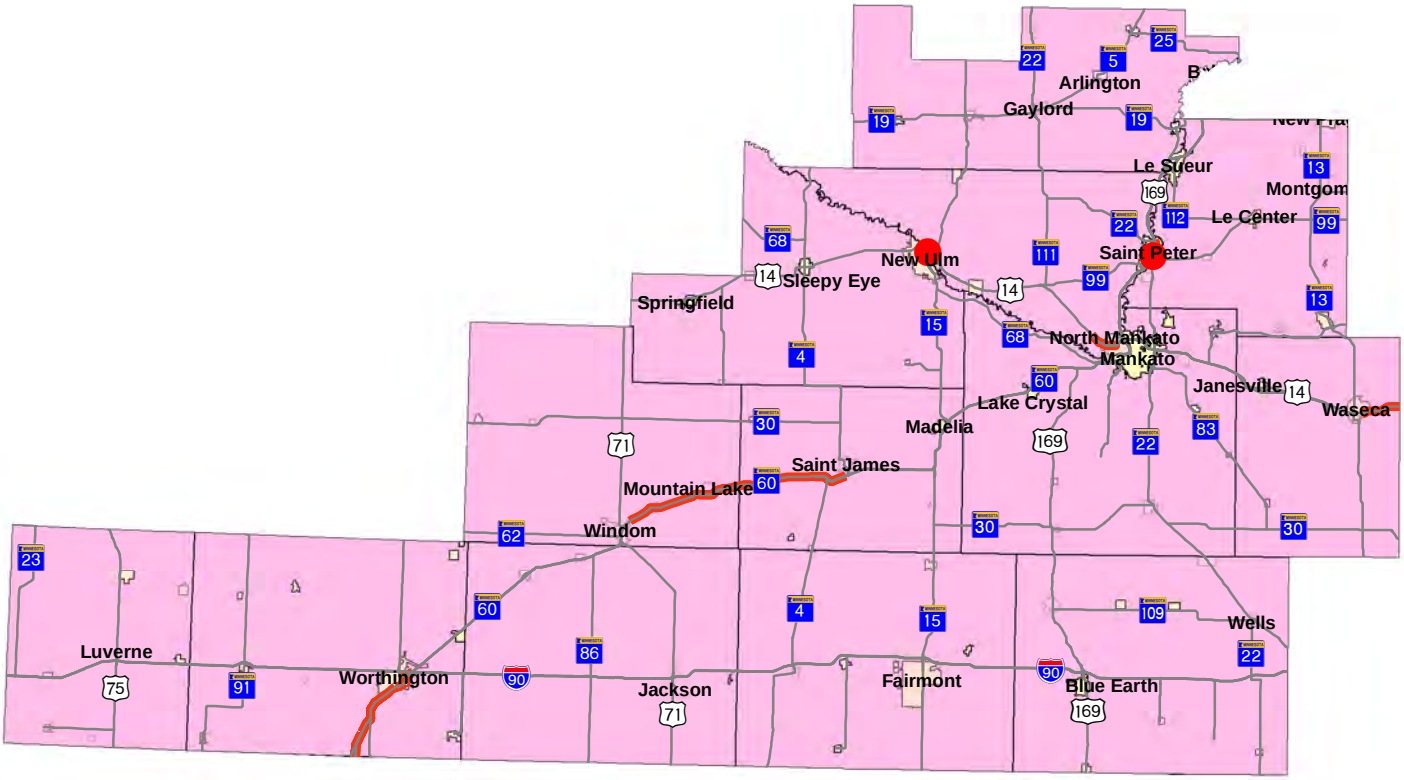
Minnesota Department of Transportation
District 6
2900 48th Street NW
(507) 286-7500

District Engineer: Nelrae Succio
Project Manager: Kjersti Anderson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects
District 7





Mankato

Major Highway Projects

District Project Summary
District 7

ROUTE	PROJECT LOCATION	PAGE
Hwy. 14	Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)	F 2
Hwy. 14	County Road 6 to Lor Ray Drive in North Mankato	F 3
Hwy. 14	County Road 2 to Waseca-Steele County line	F 4
Hwy. 14	At East edge to New Ulm	F 5
Hwy. 60	Windom to St. James	F 6
Hwy. 60	Bigelow to Worthington	F 7
Hwy. 83	Jct. TH 30 to St. Clair	F 8
Hwy. 99	Bridge over Minnesota River in St. Peter (St. Peter Bridge)	F 9
Hwy. 109	Winnebago to Wells	F 10
Hwy. 60\169	From CO Rd 115 (Cray Corner) to Northstar Bridge in Mankato	F 11
Hwy. 169	Blue Earth from the S. Limits at 14th St. North to JCT CSAH 6	F 12

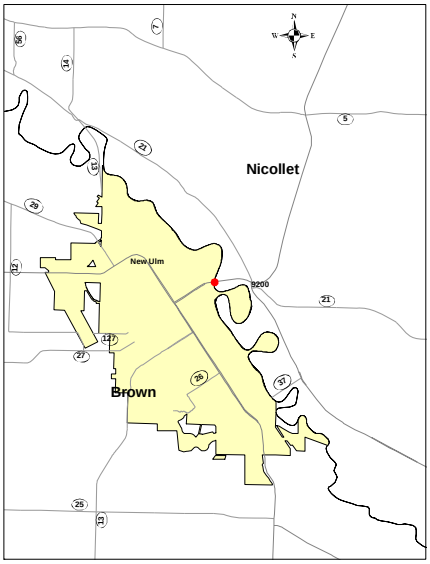
PROJECT SUMMARY

Hwy. 14

Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)

Bridge 9200

State Project No. 0804-81



Schedule:

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: 1/1/2018
Current Letting Date: 1/1/2018
Construction Season: 2018-2019
Estimated Substantial Completion: 2019

Project History:

Bridge 9200 was constructed in 1963. The most recent rehab work was done in 2008, fixing the substructure. Currently the bridge is structurally deficient and has a sufficiency rating of 38. The bridge geometrics and safety features are substandard. The purpose of this project is to replace a structurally deficient bridge, while at the same time improving capacity by expanding the river crossing to four lanes.

Project Benefits:

Removes a structurally deficient bridge from the state trunk highway system, expands river crossing to four lanes of traffic (first step of the larger Hwy 14 expansion project between New Ulm and North Mankato), provides for a safer pedestrian crossing over the river at this location, creates better ramp geometrics at the Front St. interchange

Project Risks:

Major geotechnical issues with the soils for the east approach. Anticipate that large quantities of muck will be present. Currently, the east approach overtops near the Hwy 14/Hwy 15 intersection. May need acceleration/deceleration lanes on bridge for the Front St. interchange. Wetland and floodplain impacts. Water quality needs to be addressed. Trail access through Front St. interchange and across the four-lane highway. Possibility of flooding during construction. City of New Ulm will be interested in aesthetic treatments for the bridge.

Project Description:

Replace the two-lane bridge carrying Hwy 14 and Hwy 15 across the Minnesota River with two parallel two-lane bridges, provide for a pedestrian crossing of the river, adjustment of the ramps at the Front St. interchange to meet current design standards

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 31.3 - $ 36.5
Other Construction Elements:		$ 6.6 - $ 7.6
Engineering:		$ 6.2 - $ 7.2
Right of Way:		$ <0.1 - $ <0.1
Total:		**$ 44.1 - $ 51.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Cost Risk Assessment/Value Engineering estimate completed in 2009

Key Cost Estimate Assumptions:

Bridge will be expanded from two lands to four lanes based on recommendation in the Draft Environmental Impact Statement prepared for the Highway 14 corridor from New Ulm to North Mankato

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

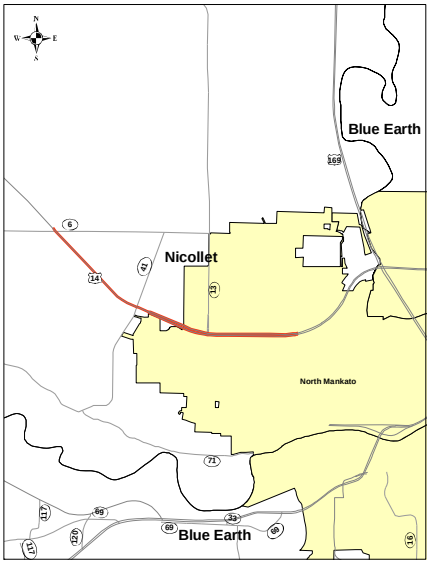
PROJECT SUMMARY

Hwy. 14

County Road 6 to Lor Ray Drive in North Mankato

State Project No. 5203-85

http://www.dot.state.mn.us/d7/projects/14northmankato



Schedule:

Environmental Document Approval Date: 05/01/2004
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date:
Current Letting Date:
Construction Season:
Estimated Substantial Completion:

Project History:

Hwy 14 is a principal arterial roadway, which runs east and west through the City of North Mankato. It has been classified as a medium-priority interregional corridor between New Ulm and Rochester and is on the National Highway System. 2001 traffic study determined need for interchange.

Project Benefits:

Improve highway capacity, support for local development, system continuity, improved access management

Project Risks:

Constructing a new modified diamond interchange at Hwy 14/County Hwy 41 creates short spacing between the County Hwy 41 and Lookout Drive ramps. Roundabouts vs. signals

Project Description:

Reconstruction and expansion from two-lanes to four-lanes, approximately 2.7 miles, construction of a new interchange at Hwy 14 and County Hwy 41, realignment of the Hwy 14 and County Hwy 6 intersection, roundabouts at the Hwy 14 entrance and exit ramp intersections with County Hwy 41, traffic signals

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 22.5
Other Construction Elements:		$ 2.4
Engineering:		$ 4.5
Right of Way:		$ 2.0
Total:		**$ 31.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

City and County acquiring right of way

Key Cost Estimate Assumptions:

Minimal risk expected for muck, year to which dollars are inflated, costs to be split with local units of government

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Brett Benzkofer

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

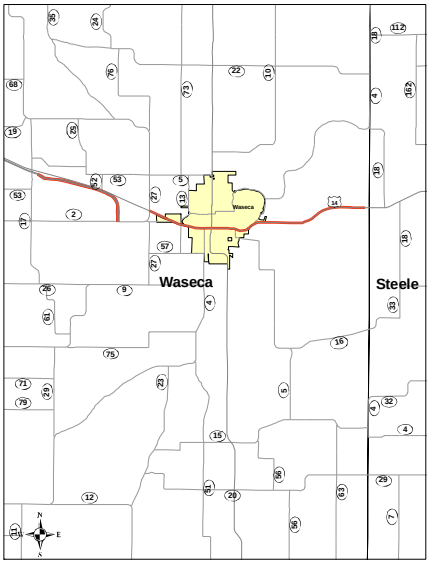
PROJECT SUMMARY

Hwy. 14

County Road 2 to Waseca-Steele County line

State Project No. 8103-49

http://www.dot.state.mn.us/d7/projects/14watonna



Schedule:

Environmental Document Approval Date: 06/01/1999
Municipal Consent Approval Date: 03/01/2008
Geometric Layout Approval Date: 09/07/1999
Construction Limits Established Date: 02/20/2004
Original Letting Date: 07/01/2005
Current Letting Date: 05/02/2008
Construction Season: 7/2008-6/2011
Estimated Substantial Completion: 2011

Project History:

SP 8103-49 is the third construction stage of a four-lane expansion of Hwy 14 from Mankato to Owatonna. The design of the road will be rural, four-lane, depressed median, expressway with grade-separated overpasses and interchanges.

Project Benefits:

Provides continuity between adjacent four-lane section, improves safety with 4-lane divided design and removing at-grade crossings, increases highway capacity

Project Risks:

Severe weather conditions will cause construction delays and affect timelines

Project Description:

Construct 4-lane divided highway from County Hwy 2 to the Waseca/Steele County Line, realignment of Hwy 13, controlled access on new Hwy 14 alignment, construct 10 new bridges

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 57.5	$ 57.5
Other Construction Elements:	$ 11.5	$ 11.5
Engineering:	$ 1.2	$ 1.2
Right of Way:	$ 6.5	$ 6.5
Total:	**$ 76.7**	**$ 76.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Under construction

Key Cost Estimate Assumptions:

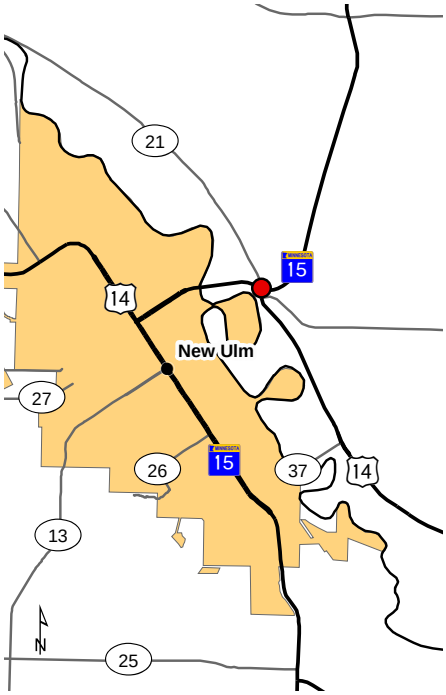
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Craig Felber

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 14
At East edge to New Ulm
State Project No. 5202-50



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/1/2018
Current Letting Date: 1/1/2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

This location is at the junction of two rural trunk highways that have been overrepresented for crashes over the years. Different at-grade intersection improvements have been made, but because of steep grades and other factors, this intersection continues to experience severe crashes. It is part of the larger effort to expand TH 14 to four lanes from New Ulm to North Mankato.

Project Benefits:

Provide a safe intersection that is relatively free flowing fot TH 14 and no stoppages for TH 15 northbound traffic.

Project Risks:

Constrainted by need to minimize the impact to the floodplains, wetlands, woodland and bluffs. While also maintaining access to the city property near the river.

Project Description:

Reconstruct Hwy14 and Hwy15 interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 29.5 - $ 40.4
Other Construction Elements:		$ 4.4 - $ 6.1
Engineering:		$ 5.9 - $ 8.1
Right of Way:		$ 3.2 - $ 4.4
Total:		**$ 43.0 - $ 59.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

It would be cost effective to do this in 2018 along with the adjacent BR 9200 replacement, but is not yet funded in the HIP.

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

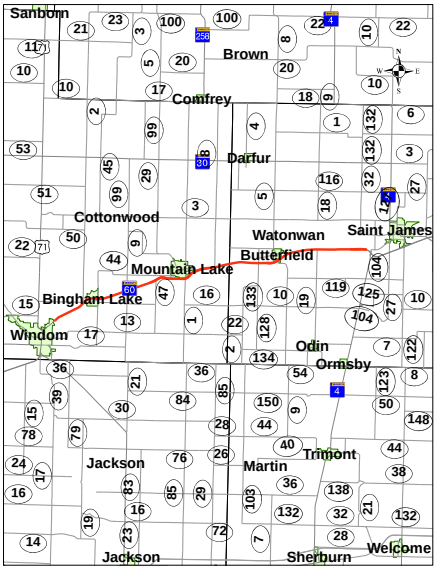
Original date of Posting: Jan 2011
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 60

Windom to St. James

State Project No. 1703-69, 1703-70, 8308-44



Schedule:

Environmental Document Approval Date: 1983
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2014
Current Letting Date: 2013
Construction Season: Summer 2013 - Fall 2018
Estimated Substantial Completion:

Project History:

The work proposed under this project was originally formally addressed in an Environmental Impact Statement approved in 1983. Initial phases of the work identified in the 1983 Environmental Impact Statement have been completed. Recent funding solutions have enabled Mn/DOT to plan completion of the work.

Project Benefits:

Completes Highway 60 as a four-lane facility from Sioux City, IA to Mankato, MN, improves safety by providing a divided highway with consolidated access where possible, increase vehicle capacity, increases regional connectivity

Project Risks:

Soil testing has not been completed yet, so a need for substantial muck excavation could be identified, which would increase project costs. The salvage yard in Bingham Lake needs an environmental review. Clear Lake construction area needs to be analyzed

Project Description:

Complete Highway 60 as a four-lane divided roadway in all remaining areas of existing 2-lane section between Windom and St. James including:
Gap 1 - Windom to Mountain lake (8 miles) - Construction of a new 2-lane roadway section north of the existing section, re-align 3 county roads to lessen the skew at their intersections with Hwy. 60
Gap 2 - Mountain Lake to Butterfield (5 miles) - Construction of a new 2-lane roadway section south of the existing section
Gap 3 - Butterfield - St. James (6 miles) - Construction of a new 2-lane roadway section south of the existing section

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 66.9	$ 66.9
Other Construction Elements:	$ 23.9	$ 23.9
Engineering:	$ 15.0	$ 15.0
Right of Way:	$ 5.0	$ 5.0
Total:	**$ 110.8**	**$ 110.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Scoping is underway by District

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Steve Bowers

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

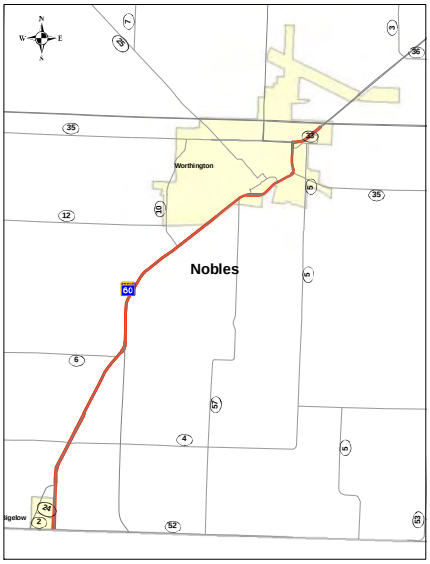
PROJECT SUMMARY

Hwy. 60

Bigelow to Worthington

State Project No. 5305-56, 5305-58, 5305-59

http://www.dot.state.mn.us/d7/projects/hwy60/index.html



Schedule:

Environmental Document Approval Date: 02/01/2005
Municipal Consent Approval Date:
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date:
Original Letting Date: 1/1/2029;
Current Letting Date: 7/9/10
Construction Season: 2010 - 2013
Estimated Substantial Completion: 2013

Project History:

Existing road constructed in 1930s, corridor was identified for four-lane expansion in the 1960s, last segment of unimproved roadway between the Iowa border and the Twin Cities (via Highway 169), Environmental Impact Statement finalized route selection in 2005, funding provided by Chapter 152 in 2008 legislative session

Project Benefits:

Provides continuity between adjacent 4-lane sections, improves safety with 4-lane divided design and removing skew at intersections, increases highway capacity

Project Risks:

Potential for substantial muck removal, possibility of contaminated soil in Mn/DOT R/W by Ruder Dump, settlements for business impacts, East Acres Trailer Park relocations, Union Pacific railroad bridge

Project Description:

Construct 4-lane expressway along existing alignment from Nobles County Highway 4 to Interstate 90, reduce access locations, remove skew at intersections, replace Union Pacific Railroad bridge

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 91.1	$ 71.4
Other Construction Elements:	$ 17.5	$ 13.5
Engineering:	$ 19.3	$ 13.0
Right of Way:	$ 22.7	$ 19.0
Total:	**$ 150.6**	**$ 116.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Phase I, Final Plans being done; Phase 2, Final Plans just beginning; Phase 3, Layouts being done by consultant, including UP Rail Bridge

Key Cost Estimate Assumptions:

Cost estimates are adjusted to midpoint of construction year assuming 5% annual inflation, muck removal estimates are conservative, contaminated soil, if in Mn/DOT R/W by dump, assumed 5' depth across 50'

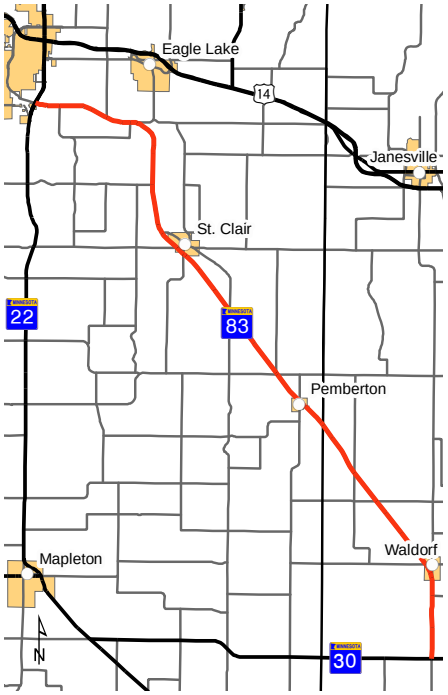
Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Rolin Sinn

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 83
Jct. TH 30 to St. Clair
State Project No. 0711-26



Schedule:

Environmental Document Approval Date: 9/7/2010
Municipal Consent Approval Date: Not needed
Geometric Layout Approval Date: Not needed
Construction Limits Established Date: Need unknown
Original Letting Date: 12/17/2010
Current Letting Date: 12/17/2010
Construction Season: 2012
Estimated Substantial Completion:

Project History:

This is a pavement preservation Project

Project Benefits:

To provide a smooth ride.

Project Risks:

Project Description:

Reclaim and Mill and Overlay from TH30 to TH22, remove guard rail

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 8.5	$ 9.9
Other Construction Elements:	$ 0.8	$ 0.8
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.4	$ 0.4
Total:	**$ 11.4**	**$ 12.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Steve Bowers

Original date of Posting: Jan 2011
Revised Date: 1/15/2011

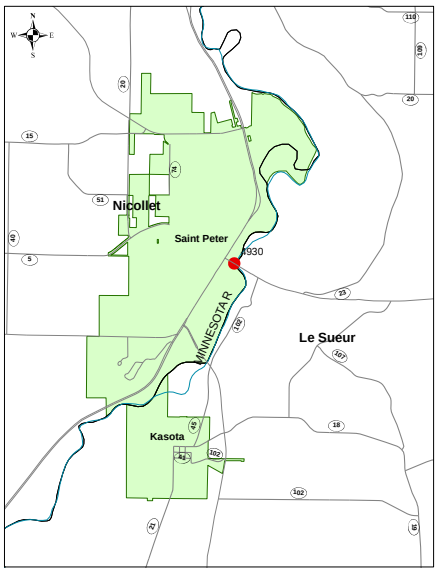
PROJECT SUMMARY

Hwy. 99

Bridge over Minnesota River in St. Peter (St. Peter Bridge)

Bridge 4930

State Project No. 4008-25



Schedule:

Environmental Document Approval Date: Need Unknown
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date:
Original Letting Date: 1/1/2014
Current Letting Date: 3/22/2013
Construction Season: 2013-2014
Estimated Substantial Completion: 2014

Project History:

Built in 1931, Bridge 4930 is a steel truss bridge over the Minnesota River on the east side of St. Peter. This bridge is on the National Register of Historic Places and is one of the 24 bridges selected across the state of Minnesota for special preservation. Bridge 4930 is a fracture critical bridge located in the 100-year flood elevation with corrosion in the steel members and deterioration of concrete in the bearing support and parapet wall. It has a sufficiency rating of 56 and was last inspected on September 4, 2008. Some repairs and rehabilitation have taken place in the 1950s, 1960s and 1980s.

Project Benefits:

Provides a safe crossing of the Minnesota River, creates load path redundancy, improves drainage, preserves the historic Bridge 4930

Project Risks:

Addressing the fracture critical requirements while preserving the historical nature and appearance of the bridge, foundation and scouring issues, reconstructing abutment around existing storm tunnel, raising the bridge to allow for more waterway opening, adding more piers in the river, if a new bridge is built, flooding during construction

Project Description:

Alternative 1: Rehabilitation of Bridge 4930 in-place. Alternative 2: New bridge on existing alignment with rehabilitation and relocation of Bridge 4930 to serve as a trail crossing for the City of St. Peter.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 27.3 - $ 32.7
Other Construction Elements:		$ 8.9 - $ 9.1
Engineering:		$ 5.5 - $ 6.5
Right of Way:		$ 2.5 - $ 2.6
Total:		**$ 44.2 - $ 50.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Historic Bridge under review. The costs estimate are based on the replacement for the current Bridge but the repair costs may be substantially less.

Key Cost Estimate Assumptions:

Cost estimate is from the Cost Risk Assessment/Value Engineering workshop held on November 3, 2008. The 90% probability of the most expensive alternative (Alternative 2) was used.

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Brett Benzkofer

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 109
Winnebago to Wells
State Project No. 2212-28

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/1/2015
Current Letting Date: 1/1/2013
Construction Season: 2015
Estimated Substantial Completion:

Project History:

The project is a pavement preservation project

Project Benefits:

Provide a smooth road with a 20 year life.

Project Risks:

There is an airport in Wells that coiuld pose some restrictions as well as maintaining traffic through the three towns.

Project Description:

Reclaim from Winnebago to Wells

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:		$ 14.3
Other Construction Elements:		$ 2.5
Engineering:		$ 2.9
Right of Way:		$ 0.2
Total:		**$ 19.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This pavement reclaimation project will be completed in two phases, the first phases in FY 2012 and the second in FY 2015

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

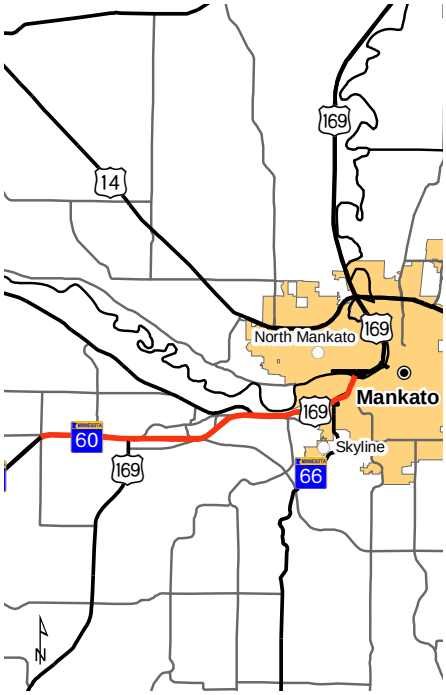
Original date of Posting: Jan 2011
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 60\169

From CO Rd 115 (Cray Corner) to Northstar Bridge in Mankato

State Project No. 0708-35



Schedule:

Environmental Document Approval Date: Needed
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 3/23/2012
Current Letting Date: 3/23/2012
Construction Season: 2012
Estimated Substantial Completion:

Project History:

This is a pavement preservation Project.

Project Benefits:

To provide a smooth ride.

Project Risks:

Project Description:

Mill and Overlay from CO Rd 115 (Cray Corner) to Northstar Bridge in Mankato

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	$ 7.2
Other Construction Elements:	$ 1.3	$ 1.3
Engineering:	$ 1.7	$ 1.7
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 10.2**	**$ 10.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Peter Harff

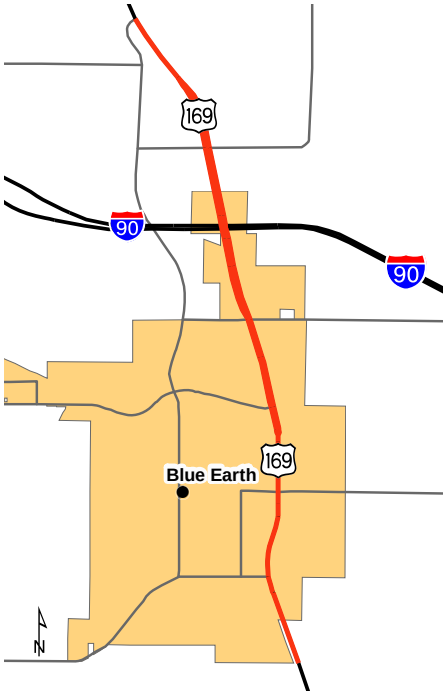
Original date of Posting: Jan 2011
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 169

Blue Earth from the S. Limits at 14th St. North to JCT CSAH 6

State Project No. 2207-32



Schedule:

Environmental Document Approval Date: Needed
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date:
Current Letting Date: 2/22/2013
Construction Season: 2013
Estimated Substantial Completion:

Project History:

The need for this project isto improve deteriorated pavement and deteriorated sub surface utilities. Also, access improvements and safety improvements at intersections are needed.

Project Benefits:

To provide a smooth ride, improve safety, replace failing substructure and extend pavement life.

Project Risks:

Project Description:

Reconstruction from 14 street to junction of CSAH 6, Roundbound

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 7.2	
Other Construction Elements:	$ 0.9	
Engineering:	$ 1.4	
Right of Way:	$ 0.5	
Total:	**$ 11.4**	

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

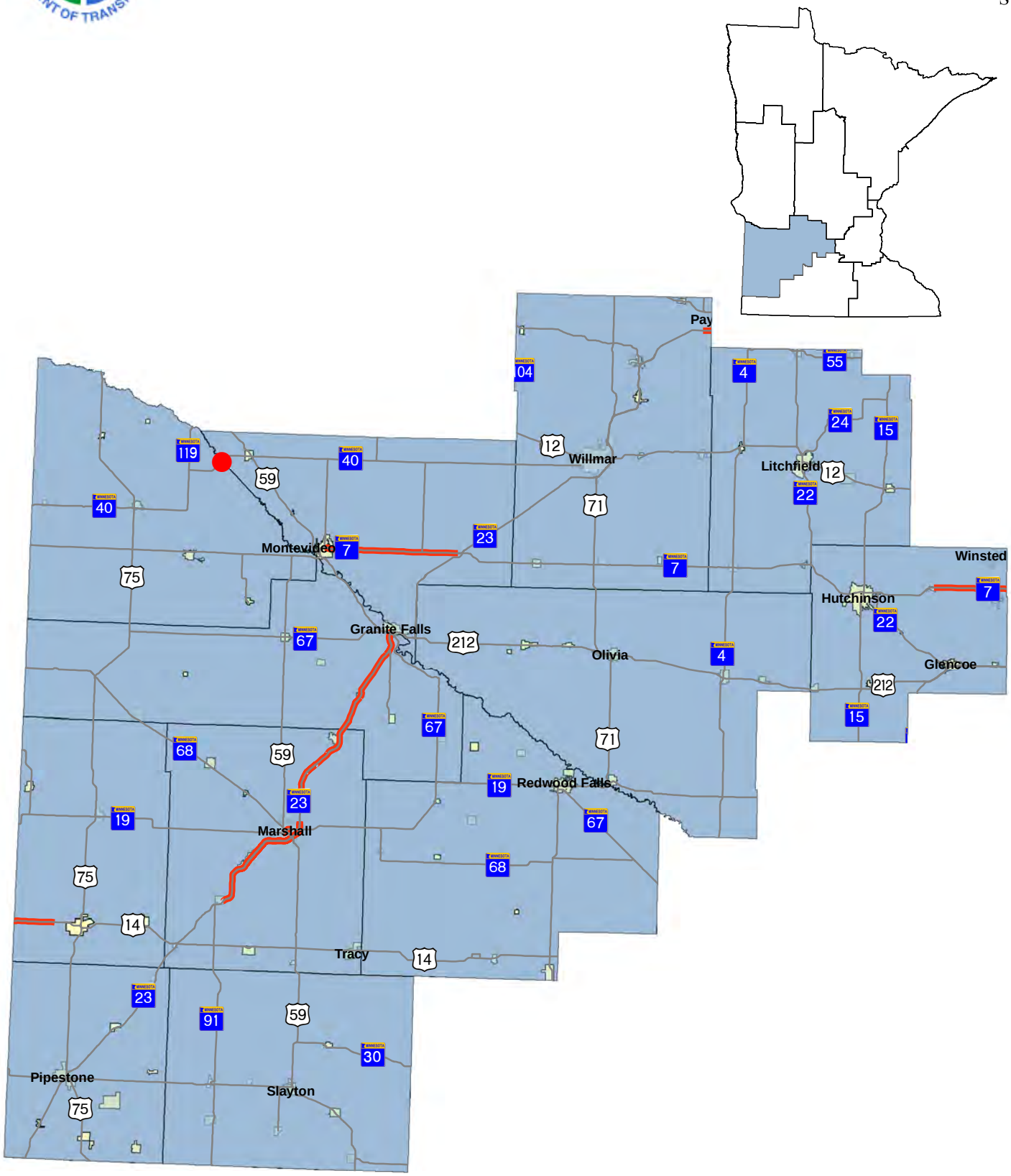
Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 7
2151 Bassett Drive
(507) 304-6100

District Engineer: James Swanson
Project Manager: Brett Benzkofer

Original date of Posting: Jan 2011
Revised Date: 1/15/2011

Major Highway Projects
District 8



Willmar

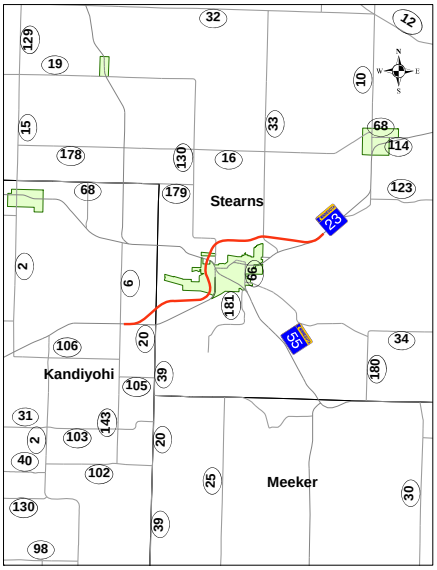
Major Highway Projects

District Project Summary
District 8

ROUTE	PROJECT LOCATION	PAGE
Hwy. 23	Paynesville bypass	G 2
Hwy. 23	Russell to Marshall, including all 2 and 4 lane sections.	G 3
Hwy. 23	Cottonwood to Granite Falls	G 4

PROJECT SUMMARY

Hwy. 23
Paynesville bypass
State Project No. 3408-15
http://www.dot.state.mn.us/d8/projects/paynesvillebypass/index.html



Schedule:

Environmental Document Approval Date: 05/20/2008
Municipal Consent Approval Date: 07/09/2008
Geometric Layout Approval Date: 07/20/2006
Construction Limits Established Date: 11/11/2008
Original Letting Date: 12/23/2005
Current Letting Date: 1/29/2010
Construction Season: Spring 2010 to Summer 2012
Estimated Substantial Completion: 08/01/2012

Project History:

The need for this project is regional mobility, highway capacity, deteriorating pavement, and highway safety. The purpose of this project is to provide greater mobility, highway capacity, adequate access to mobility, highway capacity, adequate access to City of Paynesville, greater traffic safety, and reduce or eliminate roadway deficiencies.

Project Benefits:

Provide greater mobility on the Willmar to St. Cloud corridor, increase highway capacity, improve safety

Project Risks:

The major risk of potential contaminated soil in former Paynesville City Dump has been greatly mitigated with an alignment shift.

Project Description:

New construction of 4-lane bypass of Paynesville on new alignment

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 46.0	$ 44.9
Other Construction Elements:	$ 4.0	$ 4.0
Engineering:	$ 10.0	$ 10.0
Right of Way:	$ 13.0	$ 10.0
Total:	**$ 73.0**	**$ 68.9**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Lowell Flaten

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

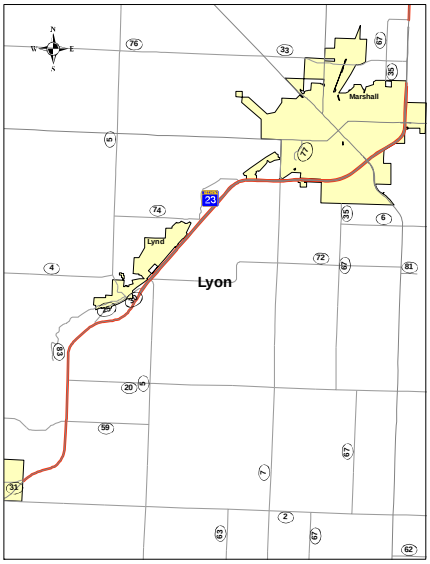
PROJECT SUMMARY

Hwy. 23

Russell to Marshall, including all 2 and 4 lane sections.

State Project No. 4203-46

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 01/07/2009
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date: Not Needed
Construction Limits Established Date: Not Needed
Original Letting Date: 11/21/2014
Current Letting Date: 10/23/2009
Construction Season: 2010
Estimated Substantial Completion: 11/01/2010

Project History:

The need for this project is a deteriorated pavement, indicated by the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs. The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Project Benefits:

Provides long term pavement serviceability for failing full depth bituminous pavement

Project Risks:

Project Description:

Mill and concrete overlay

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 21.9	$ 16.7
Other Construction Elements:	$ 1.4	$ 1.4
Engineering:	$ 4.7	$ 3.6
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 28.0**	**$ 21.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project now includes the work formerly found under (retired) S.P. number 4203-51. Letting was 10-23-09

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

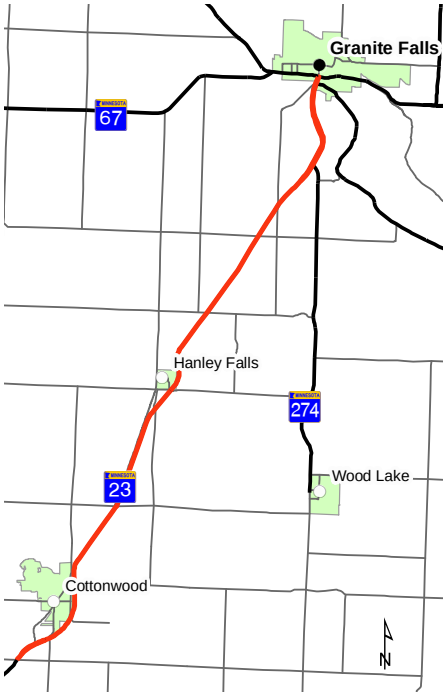
District Engineer: Jon Huseby
Project Manager: Dena Knutson

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 23
Cottonwood to Granite Falls
State Project No. 4203-50



Schedule:

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: 11/20/2015
Current Letting Date: 11/18/2016
Construction Season: 2017
Estimated Substantial Completion: 11/01/2017

Project History:

The need for this project is a deteriorated pavement, indicated by the deteriorating pavement structure of the full depth bituminous pavement causing reduced ability to support heavy loads, rough ride, and overwhelming maintenance costs. The purpose of this project is to regain the pavement strength, improve the ride, and reduce maintenance costs.

Project Benefits:

Provides long term pavement serviceability for failing full depth bituminous pavement

Project Risks:

Project Description:

Mill and concrete overlay

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 23.1 - $ 31.3
Other Construction Elements:		$ 1.9 - $ 2.5
Engineering:		$ 5.0 - $ 6.8
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 30.0 - $ 40.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

This project now includes the work formerly found under (retired) S.P. number 8701-36.

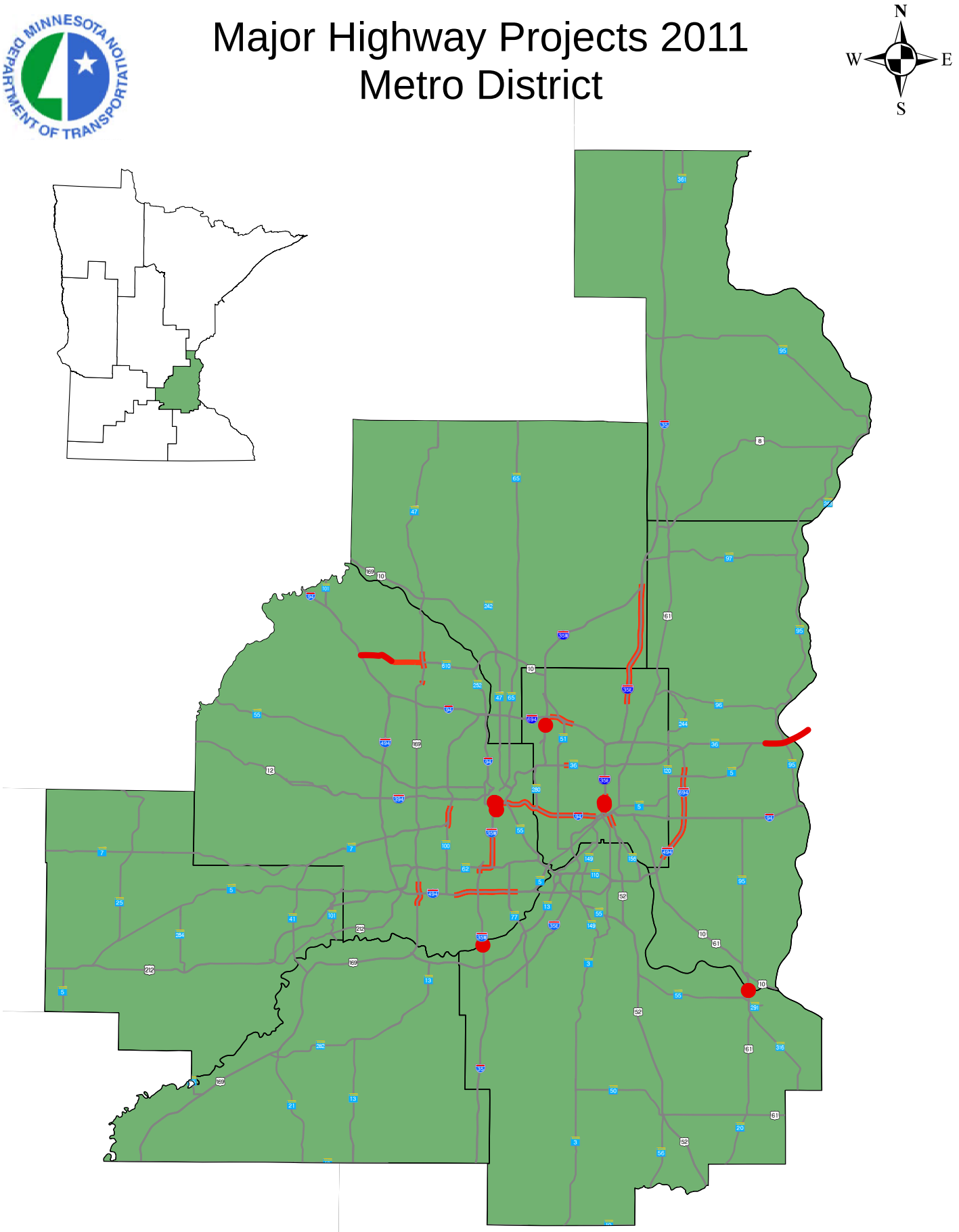
Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District 8
2505 Transportation Road
(320) 231-5195

District Engineer: Jon Huseby
Project Manager: Susan Karnowski

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

Major Highway Projects 2011
Metro District



District Project Summary
District Metro

ROUTE	PROJECT LOCATION	PAGE
I-35E	From south of Ramsey Co CSAH 96 to north junction I-35W	H 2
I 35E	Cayuga Bridge between University Avenue and Maryland Avenue including the Maryland Ave Bridge (Cayuga)	H 3
I-35W	I-35 W over Minnesota River Bridge	H 4
I 35W	At Ramsey County Road E2	H 5
I 35W	I 35W/Highway 62 Crosstown	H 6
I 35W	I 35 South Bound over Highway 65 North Bound	H 7
Hwy. 36	Hamline Avenue to Victoria Avenue	H 8
Hwy. 36/95	St. Croix River Crossing	H 9
Hwy. 52	Lafayette River Bridge over Mississippi River (Lafayette)	H 10
Hwy. 61	Hastings Bridge over Mississippi River (Hastings)	H 11
I 94	Lowry Hill Tunnel to John Ireland Boulevard	H 12
I 94	I 94 on ramp over I 94 and Highway 65	H 13
Hwy. 100	36th Street to 25 1/2 Street	H 14
Hwy. 169	At County Road 81 and County Road 109	H 15
Hwy. 169	At 93rd Street in Brooklyn Park	H 16
Hwy. 610	New alignment from County Road 81 (Elm Creek Blvd.)to I-94 in Maple Grove and Brooklyn Park.	H 17
I 494	Lake Road to I-94	H 18
I-494	34th Ave to France Ave	H 19
Hwy. 610	New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)	H 20
Hwy. 169 / I 494	Interchange	H 21
I 694	I-94 to 40th Street Bridge	H 22
I-694	From Lexington Avenue to west of Old Highway 10	H 23

PROJECT SUMMARY

I-35E

From south of Ramsey Co CSAH 96 to north junction I-35W

State Project No. 0282-34, /, 6281-23

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 6/12/2015
Current Letting Date: 3/25/2011
Construction Season: 2011/2012
Estimated Substantial Completion:

Project History:

Project Benefits:

Project provides 20-year pavement, corrected drainage, and safety improvements.

Project Risks:

Project Description:

Unbonded concrete overlay on I-35E from south of Ramsey Co CSAH 96 to the north junction of I-35W, drainage corrections, cable median guardrail.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 18.3	$ 21.2
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 4.1	$ 4.2
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 22.4**	**$ 25.4**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

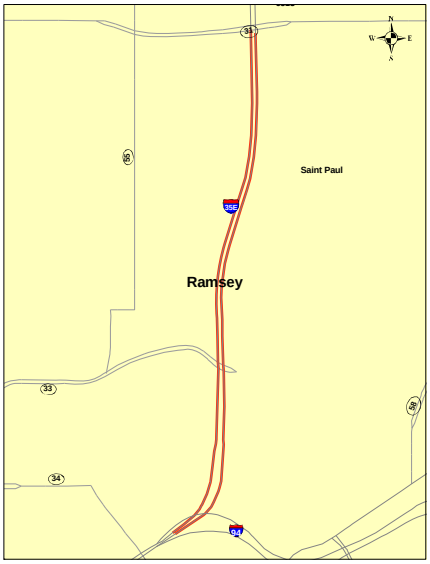
I 35E

Cayuga Bridge between University Avenue and Maryland Avenue including the Maryland Ave Bridge (Cayuga)

Bridge 6515, 9265, 6517, 6513

State Project No. 6280-308

http://www.dot.state.mn.us/projects/cayuga



Schedule:

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: 4/25/2014
Current Letting Date: 11/16/2012
Construction Season: 2012-2015
Estimated Substantial Completion: 2015

Project History:

Cayuga Bridge: Built in 1965, bridge repair and paint in 1975, "limited service" overlay in 2004, inspection in 2008, NBI deck: 5, super: 4, sub: 4, sufficiency rating: 40.8. Need to replace bridge by 2018 per Chapter 152 requirements.

Project Benefits:

Bridge replacement, geometric improvements for safety and operation, added capacity

Project Risks:

High potential for environmental contamination, poor soils

Project Description:

Cayuga Bridge (6515) replacement, Pennsylvania Ave. Bridge (9265) replacement, BNSF RR Bridge (6517) replacement, replace Pennsylvania interchange with interchange at Cayuga to solve safety and operational problems, geometric improvements on 35E, reconstruction of 35E, lane addition on 35E

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 143.9	$ 131.5
Other Construction Elements:	$ 5.3	$ 14.4
Engineering:	$ 24.4	$ 25.0
Right of Way:	$ 11.3	$ 18.7
Total:	**$ 195.7**	**$ 189.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Maryland Ave. Bridge project (SP 6280-353) to be tied to this project

Key Cost Estimate Assumptions:

Risk added for roadway construction i.e. soils, water resources, pavement design, risk added for environmental cleanup and oversight, RR agreement - $4,926,980 estimate, utility relocation - $3,000,000

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Joey Lundquist

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

I-35W

I-35 W over Minnesota River Bridge

Bridge 5983

State Project No. 1981-124

Schedule:

Environmental Document Approval Date: Unknown
Municipal Consent Approval Date: Unknown
Geometric Layout Approval Date: Unknown
Construction Limits Established Date: Unknown
Original Letting Date: 2020
Current Letting Date: 1/1/2020
Construction Season: 2020
Estimated Substantial Completion:

Project History:

Bridge 5983 was built in 1957 and was widened in 1983. The bridge deck, pier caps and abutments were widened to accommodate 3 lanes in each direction in 1983. In 1985 the deck had a low slump overlay. This bridge had additional lanes added to southbound with the UPA project on I-35W. The current bridge carries 7 lanes of traffic. The Mn/DOT Structure Inventory Report lists this bridge as "Adequate" with a sufficiency rating of 85 after the 8-23-2010 inspection. The 2010 Report lists the NBI condition ratings of the deck at 6, the superstructure at 6, substructure at 6 and the channel at 6. This bridge is set to be replaced in 2020 due to the fracture critical elements in the steel beams.

Project Benefits:

• Replaces a bridge that has fracture critical elements
• Improves the shoulder width for southbound I-35W
• Accommodates pedestrians on the bridge
• If the I-35W roadway profile were raised, the potential for roadway flooding would be lessened

Project Risks:

• The freeway sanitary landfill in southwest quadrant is an EPA & MPCA Superfund Site
• The old freeway dump on east side of I-35W is a potential contaminated site
• Minnesota Valley Nation Wildlife Refuge on east side of I-35W/Black Dog Road has a low grade calcareous fen present
• The north abutment has had settlement due to poor soil conditions
• I-35W southbound to Black Dog Road is a functionally obsolete ramp; a correction to the radius (with the current I-35W alignment) will potentially require property acquisition from the freeway sanitary landfill. Closure of the ramp will require acquisition from this same property owner, as they have a deeded access to the freeway.

Project Description:

Replace Bridge 5983, the I-35W Bridge over the Minnesota River. New Bridge will accommodate pedestrians and will provide wider shoulders, which better align with our design standards. Retaining walls will likely be constructed to minimize right of way impacts on the south end of the bridge. The roadway profile south of the bridge could be raised to provide greater flood protection.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 43.0 - $ 85.0
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 7.0 - $ 15.0
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 50.0 - $ 100.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

• Project was recently added to HIP.
• Project needs full scoping for FY 2020 letting.

Key Cost Estimate Assumptions:

• Project assumes no property purchase from freeway sanitary landfill or the old freeway dump site
• Stage construction was assumed for the bridge & approach work.
• Construction staging assumed that a minimum of 2 lanes in each direction would be necessary, 5 lanes were preferred (one reversible MnPASS lane)
• Project assumes that MnPASS lanes will be maintained on the bridge for northbound and southbound traffic.
• Assumes the bridge will have pedestrian accommodations with connections on either end of the bridge.
• Assumes that the profile of I-35W south of the bridge could be raised to have higher flood protection.
• Assumes that the Black Dog Road ramps and loops will continue to be part of this project. The ramps were also assumed to be designed with Flexible Design Criteria.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

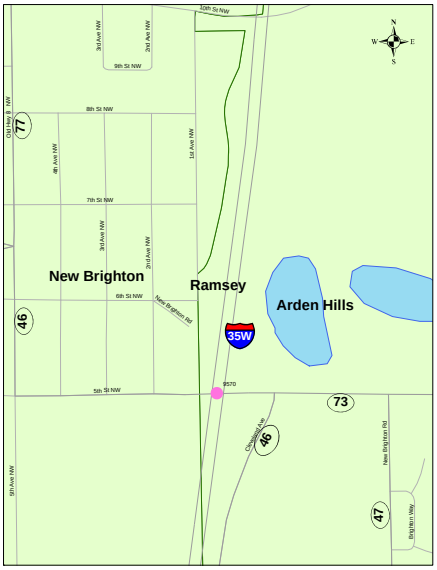
District Engineer: Scott McBride
Project Manager: Sheila M. Kauppi

Original date of Posting: Jan,2011
Revised Date: 1/15/2011

PROJECT SUMMARY

I 35W

At Ramsey County Road E2



Schedule:

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: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

This bridge was built in 1964. It had a low slump overlay on deck in 1996. Sufficiency rating of 52.0. Condition codes: deck-7, superstructure-4, substructure-5. Approaching the end of its useful life.

Project Benefits:

New safer interchange meeting today's standards

Project Risks:

35% risk project not scoped, potential for unknowns

Project Description:

Rebuild interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 19.3
Other Construction Elements:		$ 1.2
Engineering:		$ 3.9
Right of Way:		$ 1.7
Total:		**$ 26.1**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Bridge will need to be replaced; rebuild interchange to meet today's standards. Inflation adjustment 1.46%.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Marc Goess

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

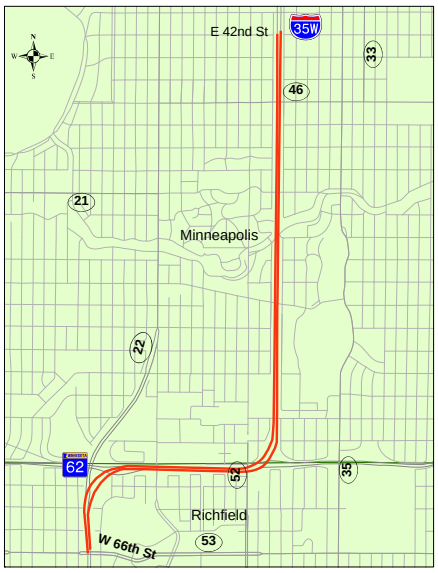
I 35W

I 35W/Highway 62 Crosstown

State Project No. 2782-281

http://www.dot.state.mn.us/projects/crosstown

SUBSTANTIALLY COMPLETE



Schedule:

Environmental Document Approval Date: 2004
Municipal Consent Approval Date:
Geometric Layout Approval Date: 2004
Construction Limits Established Date: 2004
Original Letting Date:
Current Letting Date: 3/30/2007
Construction Season: 5/07-12/10
Estimated Substantial Completion:

Project History:

Original construction 1960s, reconstruction proposed in 1992 Draft EIS, 2001 legislative directive not to proceed and to reevaluate design, 2002 environmental review starts on revised concept

Project Benefits:

Increase road capacity by maintaining two through lanes on eastbound and westbound Highway 62 as well as additional capacity north of the commons area on northbound and southbound I 35W, provide for continuous High Occupancy Vehicle (HOV) lanes to support transit on I 35W, which has the highest transit use of any corridor in the metro area, implement safety improvements that eliminate left lane exits as well as the weaving movement for vehicles traveling between Highway 62 and I 35W, create neighborhood benefits by reducing traffic diversions to local streets, both during construction and in the long term

Project Risks:

Project Description:

Reconstruction of the I 35W/Highway 62 commons area and addition of a High Occupancy Vehicle (HOV) lane between 46th Street in Minneapolis and I 494 in Richfield/Bloomington; the addition of a general purpose lane on I 35W between Highway 62 and 46th Street and additional capacity on Highway 62 through the Commons Area. The project also includes a proposed new access ramp to westbound Highway 62 from Lyndale Avenue and closure of the existing access to westbound Highway 62 from Portland Avenue.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 6/26/1905

	Baseline Est.	Current Est.
Construction Letting:		$ 288.0
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 0.0
Total:		**$ 288.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is under construction, completion anticipated in December 2010

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Steve Barrett

Original date of Posting:
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

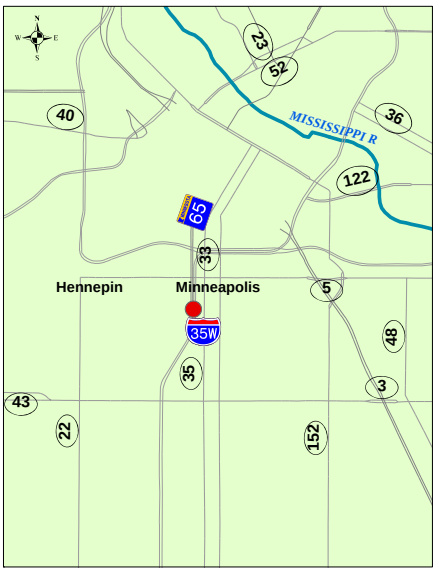
PROJECT SUMMARY

I 35W

I 35 South Bound over Highway 65 North Bound

Bridge 27871, 27868

State Project No. 2782-278



Schedule:

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: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion:

Project History:

Bridge 27871 was built in 1967 and had a low slump concrete wear surface installed in 1995. This bridge is structurally deficient, has a sufficiency rating of 44.1, and has NBIS condition ratings of 5 for the deck, 5 for the superstructure, and 4 for the

Project Benefits:

Reduces weave for southbound I-35W traffic destined for future potential Lake Street exit

Project Risks:

May require replacement of Bridge 27868 (Ped @ 24" Street over I 35W, TH 65) to accommodate new bridge profile, requires realignment of TH 65 southbound

Project Description:

Replace Bridge 27871 (I 35W southbound over Hwy. 65 northbound) and Bridge 27868 (24th Street Pedestrian over I 35W and Hwy. 65). Adjust horizontal and vertical alignment of I 35W southbound, and adjust horizontal alignment of Hwy. 65 southbound.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 52.9
Other Construction Elements:		$ 0.0
Engineering:		$ 8.1
Right of Way:		$ 0.0
Total:		**$ 61.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study beginning in early 2010

Key Cost Estimate Assumptions:

Assumes replacement of Bridge 27871 and 27868, assumes realignment of TH 65 southbound to left of I 35W southbound

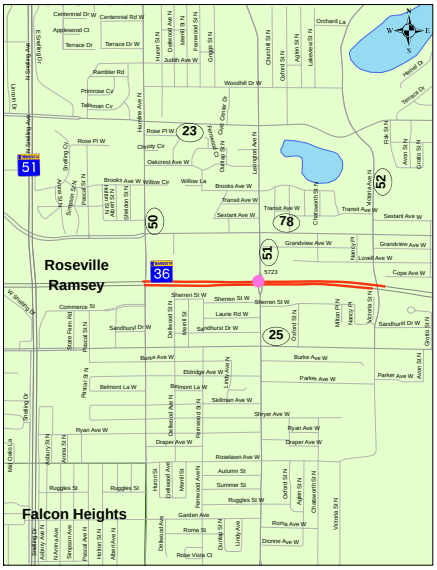
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting: January-09
Revised Date:

PROJECT SUMMARY

Hwy. 36
Hamline Avenue to Victoria Avenue
Bridge 5723
State Project No. 6212-148



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 7/25/2014
Current Letting Date: 07/25/2014
Construction Season: 2014-2015
Estimated Substantial Completion: 2015

Project History:

Built in 1938, NBI condition ratings: deck-4, superstructure: 4, substructure: 5, deck replaced in 1956, bituminous overlay in 1999. This bridge is structurally deficient and functionally obsolete. The bridge needs to be replaced to provide a safe structure for the traveling public that meets current standards.

Project Benefits:

New bridge that is structurally sound and meets current standards, improved roadway safety by updating 3 ramps to current standards, improved ride, improve Lexington Ave. by extending turn lanes, widening shoulders and providing for future through lanes under new bridge.

Project Risks:

Staged construction of bridge needed for Lexington Ave. to remain open, possible need for ponding, possible need for retaining walls, utility impacts, earthwork - due to no soil borings along new alignment

Project Description:

Replace Lexington Ave. Bridge 5723 and reconstruct interchange at Lexington Ave., leave WB Hamline ramps open, leave Lexington Ave. open during construction, reconstruct Lexington from Laurie Rd to Grandview Ave., diamond interchange

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 20.1 - $ 27.1
Other Construction Elements:		$ 0.8 - $ 1.1
Engineering:		$ 3.9 - $ 5.3
Right of Way:		$ 0.1 - $ 0.1
Total:		**$ 24.9 - $ 33.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

The cost estimate was updated in 2008. The major project risks that could affect funding are the possible staged construction of the bridge, possible need for retaining walls and ponding, and potential utility impacts.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

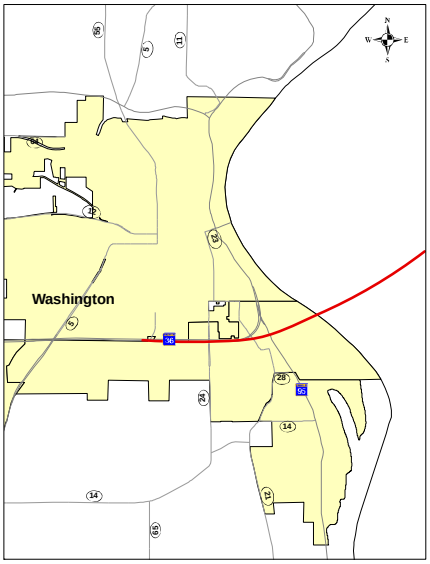
PROJECT SUMMARY

Hwy. 36/95

St. Croix River Crossing

State Project No. 8214-114

http://www.dot.stae.mn.us/metro/projects/stcroix/index.htm



Schedule:

Environmental Document Approval Date: 11/13/2006
Municipal Consent Approval Date: Approved (2 of 3)
Geometric Layout Approval Date: 2006
Construction Limits Established Date:
Original Letting Date: 07/01/2013
Current Letting Date: 07/01/2013
Construction Season: 2013-2016
Estimated Substantial Completion: 2016

Project History:

The Stillwater Lift Bridge was built in 1930. The structure is structurally deficient and functionally obsolete. The bridge has a sufficiency rating of 32.8 (last inspected 6/28/10). A detailed purpose and need statement can be found in the project's 2004 Supplemental Draft Environmental Impact Statement (SDEIS). The project purpose is to improve TH36 between Hwy. 5 in Stillwater, Minnesota and 150th Avenue in the Town of St. Joseph, Wisconsin to provide a safe, reliable and efficient transportation corridor by reducing congestion, improving roadway safety, and providing an adequate level of service for forecasted 2030 traffic volumes, while avoiding, minimizing, or mitigating unavoidable impacts to the area's social, economic, cultural, and natural environment.

Project Benefits:

Increase safety, increase mobility, provide a reliable river crossing

Project Risks:

The Extradosed Bridge type is unique (no internal expertise), project delivery method design-build vs design-bid-build, congressional issues, Wisconsin funding

Project Description:

Major river bridge replacement, two intersections, one interchange in Minnesota, one interchange, one overpass in Wisconsin. Project costs are split with WisDOT, costs shown are Mn/DOTs share at the mid-point of construction in 2015

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 281.0
Other Construction Elements:		$ 22.0
Engineering:		$ 30.0
Right of Way:		$ 22.0
Total:		**$ 355.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Minnesota portion funded in part through Chapter 152. Letting date is planned for July 2013. Project cost estimate was updated in Fall 2010. The National Park Service (NPS) vetoed the project in October 2010 with a negative section 7a determination under the Wild and Scenic Rivers Act. Congress will need to exempt the project from the ACT for the project to move forward.

Key Cost Estimate Assumptions:

* Commitments made in Supplemental Final Environmental Impact Study are implemented.
* The letting date is July 2013 with substantional completion fall 2016

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Todd Clarkowski

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

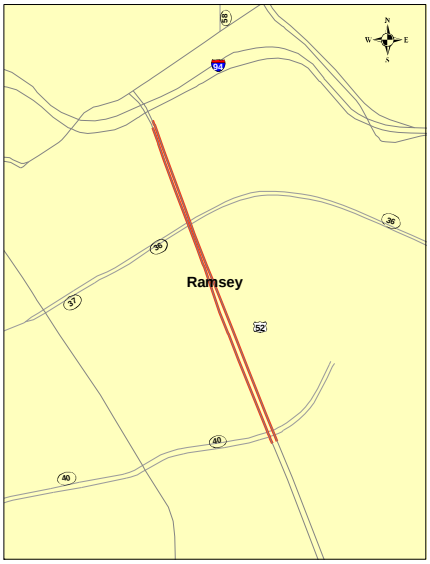
PROJECT SUMMARY

Hwy. 52

Lafayette River Bridge over Mississippi River (Lafayette)

State Project No. 6244-30

http://www.dot.state.mn.us/metro/projects/hwy52-stpaul/



Schedule:

Environmental Document Approval Date: Summer 2009
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 10/21/2011
Current Letting Date: 11/19/2010
Construction Season: 2011-2014
Estimated Substantial Completion: 2014

Project History:

The Lafayette Bridge was built in 1968. The span over the Mississippi River is considered fracture critical. The project will replace the river bridge and reconstruct or redeck the Hwy. 52 bridges over Plato Blvd and I-94. Mn/DOT in partnership with St. Paul and a citizen's committee have looked at alternatives for alleviating congestion and enhancing traffic safety for the connections to East 7th Street and I-94. The preferred alternative (also recommended by a value engineering study in 9/08) is shown.

Project Benefits:

Replace a fracture critical bridge, provide a reliable river crossing, improve mobility, address traffic safety at East 7th Street, provide a new pedestrian crossing over the Mississippi River

Project Risks:

Probable environmental contamination, potential for needing to Built LRT Bridge footings in river, permits required from FAA, Coast Guard, location of CCLRT maintenance facility, relocation of utilities - Xcel transmission lines, watermain, bridge type

Project Description:

Major river bridge replacement, ramps, loops to Hwy 94 and connection to East 7th Street, replace/rehab Hwy 52 Bridge over Plato Blvd and Hwy 52 Bridge over Hwy 94, Ped Bridge full length

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 130.4	$ 130.4
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 26.1	$ 26.1
Right of Way:	$ 16.2	$ 16.2
Total:	**$ 172.7**	**$ 172.7**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Funded through Bridge Replacement program in STIP (FY 2011), LETTING DATE IN October 2010, modified due to Cost Risk Assessment and Value Engineering (CRAVE) recommendations (September, 2008)

Key Cost Estimate Assumptions:

Proceeding with the layout recommended by CRAVE study with north end option that ties into proposed local road system (Kittson) that St. Paul will be constructing

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Jennie Read

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 61
Hastings Bridge over Mississippi River (Hastings)
Bridge 5895
State Project No. 1913-64
http://www.dot.state.mn.us/metro/projects/hastingsbridge/index.html

Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: 11/16/2009
Geometric Layout Approval Date: Oct-2009
Construction Limits Established Date: 01/01/2009
Original Letting Date: 10/24/2014
Current Letting Date: 6/4/2010
Construction Season: 07/01/2010
Estimated Substantial Completion: Jun,2014

Project History:

RFP language and prelim design - Fall 2009
Municipal Consent and layout - Fall 2009
FONSI - Fall 2009
Property Acquisition - Fall 2009
RFQ - late August 2009
Shortlist D-B teams - mid October 2009
Issue design-build RFP - Fall 2009
Select D-B Contractor -

Project Benefits:

Provide bridge with 100 year design life, increase capacity by providing continuity between adjacent 4-lane sections, reduce congestion, decrease maintenance, improve pedestrian access, provide future transit advantages

Project Risks:

Rehabilitating the existing bridge, first "planned" major structure in D-B, design a load path redundant arch, poor soils north of main river span, impacts to Hudson Manufacturing, contaminated soil in staging area and on Hudson parcel, construction vibra

Project Description:

Rehabilitate or replace existing bridge 5895, replace 2 lane bridge with 4 lane bridges (s), maintain navigational clearances, provide ped/bike shared - use trail, provide walls, grading, roadways, utility work, and storm sewer as necessary for alignment

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 191.0	
Other Construction Elements:	$ 6.1	
Engineering:	$ 18.8	
Right of Way:	$ 11.7	
Total:	**$ 227.6**	

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

The scoping study has been completed which provided detailed costs for the 4 bridge alternatives. The alignments for all of these alternatives have generally been determined and allowing costs for the roadway work to be computed. With the alignment, rig

Key Cost Estimate Assumptions:

Contractors may choose either a Tied-Arch or Cable Supported bridge. Hudson Manufacturing will remain in operation during and after the project.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Steve Kordosky

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

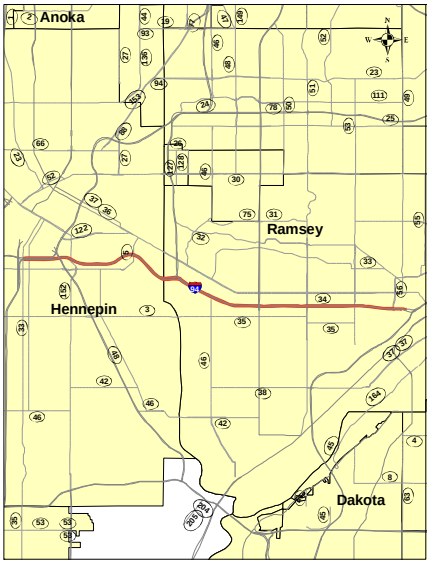
PROJECT SUMMARY

I 94

Lowry Hill Tunnel to John Ireland Boulevard

State Project No. 2781-415, 2781-443, 2781-443

http://www.dot.state.mn.us/metro/projects/i94study/



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: Mpls Approved, St. Paul i
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 1/23/2009
Current Letting Date: 11/19/2010
Construction Season: 2011
Estimated Substantial Completion:

Project History:

This project was developed from the I 94 managed lane study that was recently completed in 2009. The eastern segment SP 6282-187 will be let Feb 2011. This segment will be funded via ARRA funding. The western segment will be let Feb 2011 and will include the technology components of the project.

Project Benefits:

This project will provide a managed corridor from Minneapolis to St. Paul, which will provide congestion relief and a transit advantage.

Project Risks:

New traffic technology similar to the I 35W UPA project will be used.

Project Description:

Mill and Overlay and develop a managed corridor using advance traffic technology.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 50.0	$ 50.0
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 5.0	$ 5.0
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 55.0**	**$ 55.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

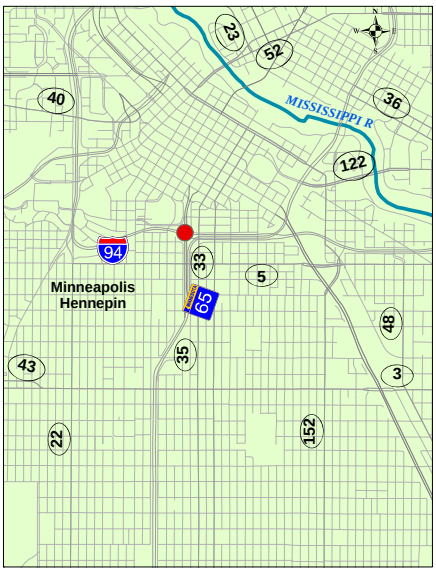
Original date of Posting: Jan 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

I 94

I 94 on ramp over I 94 and Highway 65

Bridge 27842, 27843,



Schedule:

Environmental Document Approval Date: Being evaluated
Municipal Consent Approval Date: Being evaluated
Geometric Layout Approval Date: Being evaluated
Construction Limits Established Date: Being evaluated
Original Letting Date: 2018
Current Letting Date: 2018
Construction Season: 2018
Estimated Substantial Completion: 2020

Project History:

Bridge 27842 was built in 1966 and had a Low Slump Concrete Wear Surface installed in 1996. This bridge is structurally deficient, has a sufficiency rating of 64.8, and has NBIS condition ratings of 4 for the Deck (10% unsound), 4 for the superstructure, and 6 for the substructure. This bridge is included in the legislatively mandated Chapter 152 bridge program.

Project Benefits:

Left hand entrance concept improves lane utilization on I 94 westbound and improves traffic flow on I 35W northbound

Project Risks:

May require replacement of Bridge 27843 (TH 65 over I 94) to realign I-94 westbound travel lanes to accommodate new bridge

Project Description:

Replace Bridge 27842 (Hwy. 65 northbound to I 94 westbound ramp)and bridge 27843 (Hwy. 65 over I 94). Adjust horizontal and vertical alignment of westbound I 94 (to accommodate added lefthand lane), vertical alignment of I 94 eastbound, and vertical alignment of Hwy. 65.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		
Other Construction Elements:		
Engineering:		
Right of Way:		
Total:		**$ 90.0 - $ 110.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is not fully scoped. Project will be reviewed as part of the I-35W Transit / Access Study beginning in early 2010. Design details are being as part of Lake Street Transit and Access Project.

Key Cost Estimate Assumptions:

Assumes replacement of Bridge 27842 and 27843; assumes realignment of I 94 westbound to accommodate lefthand entrance

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 100
36th Street to 25 1/2 Street
Bridge 5308, 5309, 5462, 5598,
State Project No. 2734-33

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2016
Current Letting Date: 11/20/2015
Construction Season: 2016-2018
Estimated Substantial Completion: 2018

Project History:

Concept layout with CORSIM analysis was developed for reconstruction of a 4-lane freeway to a 6-lane freeway including bridge replacements by 2005. In 2006, low cost temporary improvements were made to add a third lane in each direction in preparation for the Crosstown Project. Concept project is being rescoped to reduce costs and address substandard bridges. Preferred alternative should be selected by the end of 2010, early 2011. Municipal consent is expected to be completed by the end of 2011.

Project Benefits:

Replace Tier 2 bridges over CSAH 5 and TH 7, replace railroad bridges for horizontal safety reasons, correct flooding problems, address noise mitigation, correct geometric deficiencies, improve drainage and water quality

Project Risks:

Funding and timing, acceptable traffic operations with rescoped project, municipal consent. In 2006, a concept was developed for major reconstruction in 2015. That concept has since been abandoned with efforts to rescope a project that accomplishes the goals of the original project at a reduced cost. Currently 4 concept alternatives are being evalutated for a letting in 2015.

Project Description:

Freeway and interchange reconstruction from West 36th Street to Cedar Lake Rd. Replace Bridges 5308, 5309, 5462, 5598, 27012, grading surfacing, drainage, utilities, noise and retaining walls, TMC

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:	$ 110.8	$ 60.0
Other Construction Elements:	$ 4.0	$ 4.0
Engineering:	$ 20.1	$ 13.0
Right of Way:	$ 7.8	$ 3.0
Total:	**$ 132.7**	**$ 80.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project will be rescoped to reduce the overall cost of the project. Currently there is $60M of bonding money identified for the bridge replacements as part of the project.

Key Cost Estimate Assumptions:

Assumes approval of the reduced scope design standards.

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 169
At County Road 81 and County Road 109
State Project No. 2750-57
http://www.dot.state.mn.us/metro/projects/169triangle/

SUBSTANTIALLY COMPLETE

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date:
Current Letting Date: 6/6/2008
Construction Season: July-08 - July-11
Estimated Substantial Completion:

Project History:

The Highway 169 corridor in the Metro area is an at risk high priority interregional corridor. In 2005, the intersection of Hwy. 169 and County Road 81 was ranked as the busiest signalized intersection in the Metropolitan area. The intersection of Hwy. 169 and County Road 109 ranked fourth on the statewide Top 200 High Crash Cost Intersections list. The Hwy. 169/County Road 81 intersection ranked third on the statewide Top 200 High Crash Cost Intersections list. With the forecasted increases in traffic volumes within the next twenty years, the current amount of delay and the number of stopped vehicles is expected to increase significantly. Several alternatives were considered and the selected alternative was to raise Hwy. 169 over the railroad, County Road 81, and County Road 109 via a tight diamond interchange and direct access from Hwy. 169 southbound to County Road 81 southbound via a "flyover" ramp.

Project Benefits:

Reduce congestion, increase capacity, improve safety

Project Risks:

Project is under construction. Risks may include field conditions that don't match what was expected during design and contractor delays

Project Description:

Hwy. 169 from south of County Road 81 to north of County Road 109 in Brooklyn Park. Build Hwy. 169 over the top of County Road 81, County Road 109 and BNSF railroad tracks, enabling Hwy. 169 traffic to move unimpeded through the "triangle" area. A diamond interchange at County Road 109 is included.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 50.0
Other Construction Elements:		$ 0.0
Engineering:		$ 4.0
Right of Way:		$ 4.6
Total:		**$ 58.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is substantially completed. Work will be 100% by the summer of 2011

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

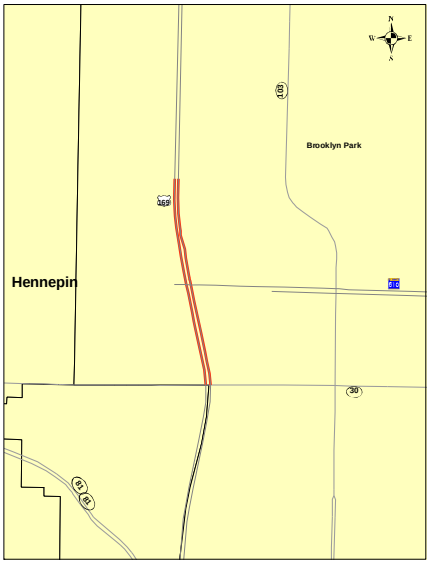
District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting: Jan, 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

PROJECT SUMMARY

Hwy. 169
At 93rd Street in Brooklyn Park
State Project No. 2760



Schedule:

Environmental Document Approval Date: Pending Approval
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 10/20/2012
Current Letting Date: May, 2012
Construction Season: 2012-2013
Estimated Substantial Completion: 2013

Project History:

Brooklyn Park received interchange bond money and is currently the project proposer. MnDOT is doing the design and contract administration for the project. Hennepin County and Brooklyn Park will be buying the R/W

Project Benefits:

The new service interchange will eliminate the last signal on this segment of TH 169 completing the conversion to a freeway corridor south of the Minnesota River to the new TH 610 freeway.

Project Risks:

The City of Brooklyn Park received Interchange Bond money as part of the Metro District solicitation. The full funding package needs to be identified.

Project Description:

Converts the intersection of 93rd Street (CSAH 30) and TH 169 into a half interchange with loops to and from the south

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 12.0	$ 12.0
Other Construction Elements:	$ 0.6	$ 0.6
Engineering:	$ 2.4	$ 2.4
Right of Way:	$ 8.0	$ 8.0
Total:	**$ 23.0**	**$ 23.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Brooklyn Park is the lead agency.

Key Cost Estimate Assumptions:

Current estimate is in 2012 dollars

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting: Jan, 2009
Revised Date: 1/15/2011

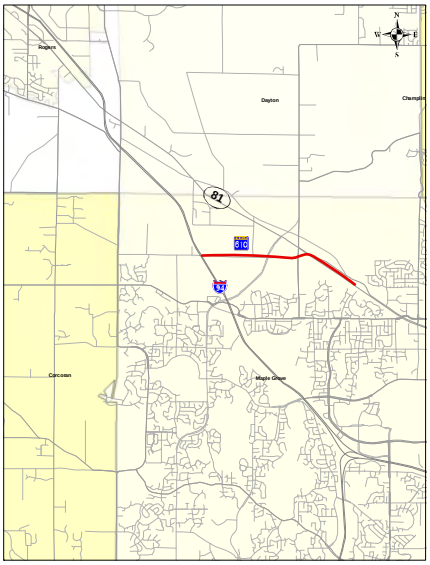
PROJECT SUMMARY

Hwy. 610

New alignment from County Road 81 (Elm Creek Blvd.)to I-94 in Maple Grove and Brooklyn Park.

State Project No. 2771-37

http://www.dot.state.mn.us/metro/projects/610/



Schedule:

Environmental Document Approval Date: Being re-evaluated
Municipal Consent Approval Date: Need Unknown
Geometric Layout Approval Date: Need Unknown
Construction Limits Established Date: Need Unknown
Original Letting Date: 2020
Current Letting Date: 2020
Construction Season: 2020-2025
Estimated Substantial Completion: 2025

Project History:

Hwy. 610 is a four-lane, Principal Arterial roadway in the northwestern Metro suburbs. The 1981 draft Environmental Impact Statement showed a need for a principal arterial in this area. The first phases of Hwy. 610 were constructed during 1987 and between 1997 and 2001, which completed work between Hwy. 10 and Hwy. 169. The remaining portion of the corridor to be completed will extend Hwy. 610 from Hwy. 169 to I 94, - the first project will build the corridor from Hwy. 169 to County Road 81 and the second project will complete the corridor from County Road 81 to I 94. This document addresses the second project.

Project Benefits:

Provide another Principal Arterial in the NW Metro to relieve congestion along I 94, improve safety by removing traffic demand on the surrounding local roadway system

Project Risks:

Project is in the early stages of scoping. Risks will be identified as the project moves through the scoping process.

Project Description:

This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hennepin County Road 81 to I 94 on new alignment. The project will help complete the next step in extending the National Highway System between I 94 and I 35W in the northern Twin Cities metropolitan area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		
Other Construction Elements:		
Engineering:		
Right of Way:		
Total:		**$ 135.0 - $ 175.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project not fully scoped. MnDOT is in the process of hiring a consultant to preparre preliminary plans for this segment. It includes the connection to I-94 and Hennepin County's extention to the west. It is anticipated that the consultant work will be completed by the end of 2012.

Key Cost Estimate Assumptions:

Mn/DOT will be prioritizing key components with their stakeholders to make the connection to I 94.

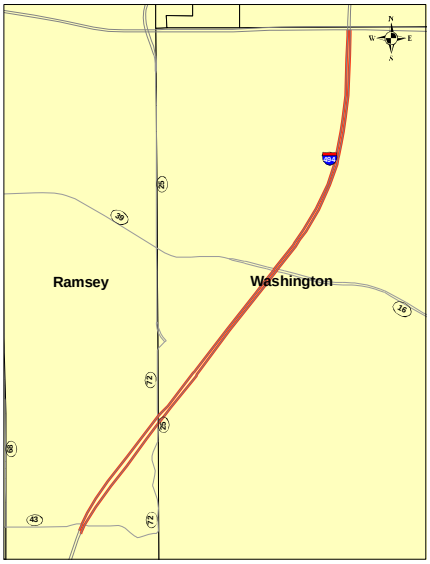
Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting: Jan, 2010
Revised Date: 1/15/2011

PROJECT SUMMARY

I 494
Lake Road to I-94
Bridge 9775
State Project No. 8285-93, 8285-94
http://www.dot.state.mn.us/metro/projects/i494and694/



Schedule:

Environmental Document Approval Date: 03/06/2009
Municipal Consent Approval Date: Woodbury: 3/25/09
Geometric Layout Approval Date: 3/19/2009
Construction Limits Established Date:
Original Letting Date: 01/22/2010
Current Letting Date: 4/24/2009; 2/12/2010
Construction Season: 2009-2010
Estimated Substantial Completion: 2010

Project History:

Poor and mismatched pavement conditions. Last JRCP section rehab is nearing end of its useful life. Rough ride due to numerous bit patches in failed concrete areas, mid-panel cracking causing faulting of slabs, longitudinal centerline cracking. Traffic studies indicate congestion and safety degradation is developing.
Project will improve ride and restore pavement structure to this pavement. Two lanes in each direction with auxilary lanes between interchanges.

Project Benefits:

Pavement preservation, improved ride, added capacity, safety improvements

Project Risks:

Project Description:

SP 8285-93: Majority of project grading, bituminous widening to NB and SB median, temporary bypass construction, widen Bridge 9775 at Century, majority of new drainage.
SP 8285-94: Place unbonded concrete overlay, pave shoulders, guardrail, median barrier, impact attenuators and provided continuous 3rd lane.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 21.3
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 0.0
Total:		**$ 21.3**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project completed in 2010

Key Cost Estimate Assumptions:

Costs reflect low bid amount

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Harvey Scheffert

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

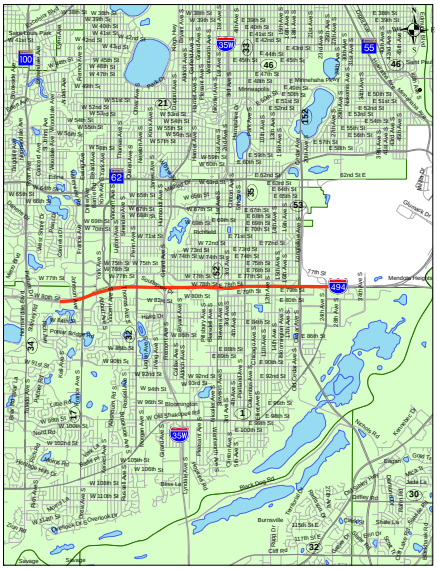
PROJECT SUMMARY

I-494

34th Ave to France Ave

Bridge 9126

State Project No. 2785-367, 2785-364, 2785-378



Schedule:

Environmental Document Approval Date: Approved - Being r
Municipal Consent Approval Date: Pending Approval
Geometric Layout Approval Date: Pending Approval
Construction Limits Established Date: Pending Approval
Original Letting Date: 6/14/2013
Current Letting Date: 11/16/2012
Construction Season: 2013
Estimated Substantial Completion: 2013

Project History:

The mill & overlay was the first project programmed in this set of projects. The Xerxes Ave bridge was being scoped for a 2015 letting.. With a bridge replacement programmed, and the ability to place the bridge abutments in a desired location, the auxillary lane which was identified on the CMSP list could now be advanced if funding could be found.

Project Benefits:

The mill & overlay will provide an improved driving surface for several years, the Xerxes Ave bridge replacement is a preservation project with the added benefit of allowing for an increase in capacity for the auxillary lane. The auxillary lane will provide some needed capacity to WB I-494.

Project Risks:

Funding for the auxillary lane has not been identified, the advancement of the Xerxes Ave bridge from 2015 to 2012 will need some coordination. Additional capacity on I-494 has been identified by Met Council and MnDOT's long range plan as being managed.

Project Description:

Mill & Overlay, construct WB Aux lane from Penn Ave to NB TH 100,. Replace Xerxes Ave Bridge

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:		$ 31.5 - $ 40.5
Other Construction Elements:		$ 0.0 - $ 0.0
Engineering:		$ 3.5 - $ 4.5
Right of Way:		$ 0.0 - $ 0.0
Total:		**$ 35.0 - $ 45.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Projects 2785-364, 2785-378 are currently not in STIP.

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Scott Pedersen

Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 610

New alignment Hwy. 169 to Hennepin County Road 81 (Elm Creek Blvd)

State Project No. 2771-38

http://www.dot.state.mn.us/metro/projects/610/

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 2023
Current Letting Date: 8/14/2009
Construction Season: 2009-2011
Estimated Substantial Completion:

Project History:

Hwy. 610 is a four-lane, Principal Arterial roadway in the northwestern Metro suburbs. The 1981 draft Environmental Impact Statement showed a need for a principal arterial in this area. The first phases of Hwy. 610 were constructed during 1987 and between 1997 and 2001, which completed work between Hwy. 10 and Hwy. 169. The remaining portion of the corridor to be completed will extend Hwy. 610 from Hwy. 169 to I 94, - the first project will build the corridor from Hwy. 169 to County Road 81 and the second project will complete the corridor from County Road 81 to I 94. This document addresses the first.

Project Benefits:

Provide another Principal Arterial in the NW Metro to relieve congestion along I 94, improve safety by removing traffic demand on the surrounding local roadway system

Project Risks:

Design-Build

Project Description:

This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hwy. 169 to Hennepin County Road 81 on new alignment. The project will help complete the next step in extending the National Highway System between I 94 and I 35W in the northern Twin Cities metropolitan area.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 47.8
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 12.0
Total:		**$ 49.8**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project is over 70% completed end of 2010. Work will be 100% by the summer of 2011

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Ramankutty Kannankutty

Original date of Posting: Jan, 2009
Revised Date: 1/15/2011

PROJECT SUMMARY

Hwy. 169 / I 494

Interchange

Bridge 27R25-29, 27V95-97, 27V91, 27A16-18, widen, 27589, redeck, box, culvert

State Project No. 2776-03

http://www.dot.state.mn.us/metro/projects/169

Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date:
Geometric Layout Approval Date: 2010
Construction Limits Established Date: 2010
Original Letting Date:
Current Letting Date: 9/30/2010
Construction Season: Nov 10 - Nov 12
Estimated Substantial Completion:

Project History:

Mn/DOT assumed jurisdictional responsibility for Hwy. 169 after the Hennepin County reconstructed CR 18 to expressway standards in the early 1990s. The signal at Highwood Drive was part of that project. In the mid to later 1990s, Mn/DOT replaced the Hwy. 169 over I-494 bridges and reconfigured the diamond interchange to a three-quarter cloverleaf while retaining the north and south ramp terminal signals that were necessary for system and local movements through the interchange. In 2003, the interchange reconstruction project was identified to receive BAP funding to accelerate thep roject. During these years, the corridor south of I 494 was designated a high priority interregional corridor. The project was developed for letting, but the BAP funds for the project were taken to make up for funding shortfalls on other projects. There hasb een approximately $7.5M in HPP dollars assigned to project for right of way acquisitions of which $6.0M has been encumbered. Following layout approval and with no identified funding, the project was moved to the last year of the Metro District ten-year program. The PM was then directed to rescope the project to a lower cost. Original project construction cost in 2008 dollars is $145M with the rescoped project cost in 2008 dollars of $105M. Project is being considered for the Federal Economic Stimulus Bill - TIGER Grant funding.

Project Benefits:

Improve mobility (system and local), reduce travel times, decrease congestion, improve safety and reduce accidents, preserve right of way for future third lane on TH 169, and address high priority interregional corridor deficiencies.

Project Risks:

Potential failure of the FHWA to approve the Interstate Access Request for rescoped project, municipal approval by the three cities, continued lack of identified funding to complete the project, and noise barrier/visual barrier issues resolution.

Project Description:

Remove three signals, connect the north and south frontage roads under Hwy. 169, convert expressway to freeway with partial-directional interchange reconstruction, construct noise barriers/visual barriers, and construct drainage and water quality facilities.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 125.2
Other Construction Elements:		$ 25.0
Engineering:		$ 0.0
Right of Way:		$ 20.0
Total:		**$ 170.0**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project received conditional approval from FHWA to move forward with the performance based design which will have 6 of the 8 system moves. Project was awarded to McCrossan-Kramer & Sons Design Build Team on Sept 30, 2010.

Key Cost Estimate Assumptions:

Design Build delivery process. Bid letting amount was $125.2 M

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Michael Beer

Original date of Posting:
Revised Date: 1/15/2011

PROJECT SUMMARY

I 694

I-94 to 40th Street Bridge

Bridge 82805,6,7,8, &, 82817,8

State Project No. 8286-64

http://www.dot.state.mn.us/metro/projects/i494and694/

Schedule:

Environmental Document Approval Date: 10/26/09
Municipal Consent Approval Date: Not Needed
Geometric Layout Approval Date:
Construction Limits Established Date: 11/16/2009
Original Letting Date: 01/22/2010
Current Letting Date: 1/22/2010
Construction Season: 2010
Estimated Substantial Completion: summer 2010

Project History:

Poor pavement conditions and bridge conditions are the primary reason for this project. The existing pavement is a bituminous overlay over CRC pavement. The underlying pavement has failed in many areas and requires frequent repairs. All four bridges have deck condition issues, the R/R bridge decks are 60% unsound and there are lead paint issues. Bridges at 4th and 10th need joint and curb repairs.

Project Benefits:

Pavement preservation, improve ride, bridge improvement

Project Risks:

Project Description:

Redeck four bridges, NB and SB 694 over Hwy 5 and northbound and southbound over UP R/R, unbonded concrete overlay, pave shoulders, guardrail, cable median barrier

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP:

	Baseline Est.	Current Est.
Construction Letting:		$ 13.2
Other Construction Elements:		$ 0.0
Engineering:		$ 0.0
Right of Way:		$ 0.0
Total:		**$ 13.2**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Project completed in 2010

Key Cost Estimate Assumptions:

Costs reflect low bid amount

Minnesota Department of Transportation
District M
1500 West County Road B2
(651) 234-7500

District Engineer: Scott McBride
Project Manager: Dan Rowe

Original date of Posting: Jan 2009
Revised Date: 1/15/2011

SUBSTANTIALLY COMPLETE

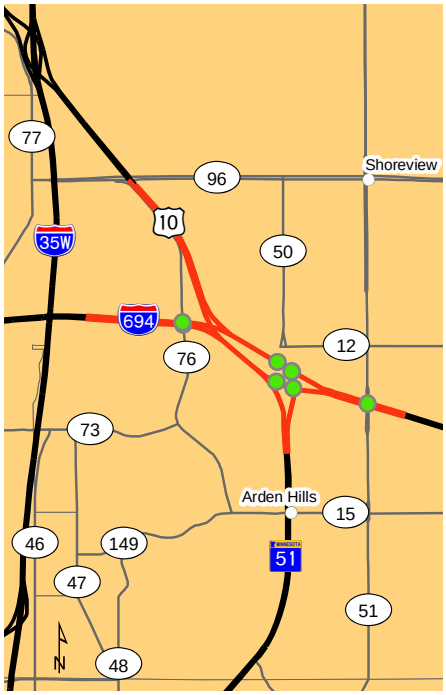
PROJECT SUMMARY

I-694

From Lexington Avenue to west of Old Highway 10

Bridge 62051, 62052, 62716, 62717, 62719, 62720, 62723, 62724

State Project No. 6285-135



Schedule:

Environmental Document Approval Date:
Municipal Consent Approval Date: MC Appeal
Geometric Layout Approval Date:
Construction Limits Established Date:
Original Letting Date: 12/17/2010
Current Letting Date: 4/22/2011
Construction Season: 2011-2013
Estimated Substantial Completion: 2013

Project History:

Project Benefits:

Replace 9 aging bridge structures, replace pavement and add one lane in each direxction on I-694, and remove merge between TH 10 and I-694

Project Risks:

Municipal consent appeal process

Project Description:

US 10 southbound to eastbound left entrance to I-694 and merge to Snelling and southbound Hamline to eastbound I-694 - interchange reconstruction

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 12/21/2010

	Baseline Est.	Current Est.
Construction Letting:	$ 58.8	$ 58.8
Other Construction Elements:	$ 0.0	$ 0.0
Engineering:	$ 11.8	$ 11.8
Right of Way:	$ 0.0	$ 0.0
Total:	**$ 70.6**	**$ 70.6**

Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OCPPM.

Recent Changes and Updates:

Key Cost Estimate Assumptions:

Minnesota Department of Transportation
District M
1500 West County Road B2
(651)234-7500

District Engineer: Scott McBride
Project Manager: Mark Lindeberg

Original date of Posting:
Revised Date: 1/15/2011