MINNESOTA

2018 Report on the

Transportation Economic Development Program

February 2019

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Photo on the report cover is of Louisiana Blvd and Hwy 7 in St. Louis Park

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Legislative Request

This report is issued to comply with Minnesota Statutes 174.12, subdivision 8. The language of the provision reads as follows:

174.12 TRANSPORTATION ECONOMIC DEVELOPMENT PROGRAM.

Subd. 8. Legislative report.

(a) By February 1 of each odd-numbered year, the commissioner of transportation, with assistance from the commissioner of employment and economic development, shall submit a report on the transportation economic development program to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and economic development policy and finance.

(b) At a minimum, the report must:

(1) summarize the requirements and implementation of the transportation economic development program established in this section;

(2) review the criteria and economic impact performance measures used for evaluation, prioritization, and selection of projects;

(3) provide a brief overview of each project that received financial assistance under the program, which must at a minimum identify:

(i) basic project characteristics, such as funding recipient, geographic location, and type of transportation modes served;

(ii) sources and respective amounts of project funding; and

(iii) the degree of economic benefit anticipated or observed, following the economic impact performance measures established under subdivision 4;

(4) identify the allocation of funds, including but not limited to a breakdown of total project funds by transportation mode, the amount expended for administrative costs, and the amount transferred to the transportation economic development assistance account;

(5) evaluate the overall economic impact of the program; and

(6) provide recommendations for any legislative changes related to the program.

The cost of preparing this report is under $7,000.

Summary

The Transportation Economic Development Program was established in 2010 and is a joint effort of the Minnesota Department of Transportation and the Minnesota Department of Employment and Economic Development and is governed by two statutes. Under Minn. Stat. 116J.436, the program's purpose is to fund construction, reconstruction and improvement of state and local transportation infrastructure in order to:

- create and preserve jobs
- improve the state's economic competitiveness
- increase the tax base
- accelerate transportation improvements to enhance safety and mobility
- promote partnerships with the private sector

Under Minn. Stat. 174.12M, the criteria under which projects are prioritized and selected include:

- the extent to which a project provides measurable economic benefit
- consistency with relevant state and local transportation plans
- the availability and commitment of funding or in-kind assistance from non-public sources
- the need for a project as part of an overall transportation system
- the extent to which completion of an improvement will improve the movement of people and freight
- geographic balance

The program provides state matching funds to close financing gaps for transportation infrastructure improvement construction costs on state and local transportation networks. These improvements enhance the statewide transportation system while promoting economic growth through the preservation or expansion of an existing business--or development of a new business.

There are many good, solid projects in communities across the state that – once completed – will foster economic growth. Often, there simply are not enough state or local transportation resources to fund these worthy projects. This program leverages additional resources from public and private partners who benefit most from the improvement.

TED is designed to attract and leverage other public and private funding. In the first five solicitations - years 2010, 2012, 2013, 2015, and 2017 - 45 projects were selected for a total TED/TEDI (DEED and MnDOT) investment of $124 million. The program has in turn leveraged more than $332 million in non-state and private outside investments in its projects.

Based on estimates provided by project applicants, the program supports the creation and/or retention of more than 24,000 permanent, well-paying jobs. Program administrators will continue to monitor job creation outcomes as more projects are completed and as new development occurs.

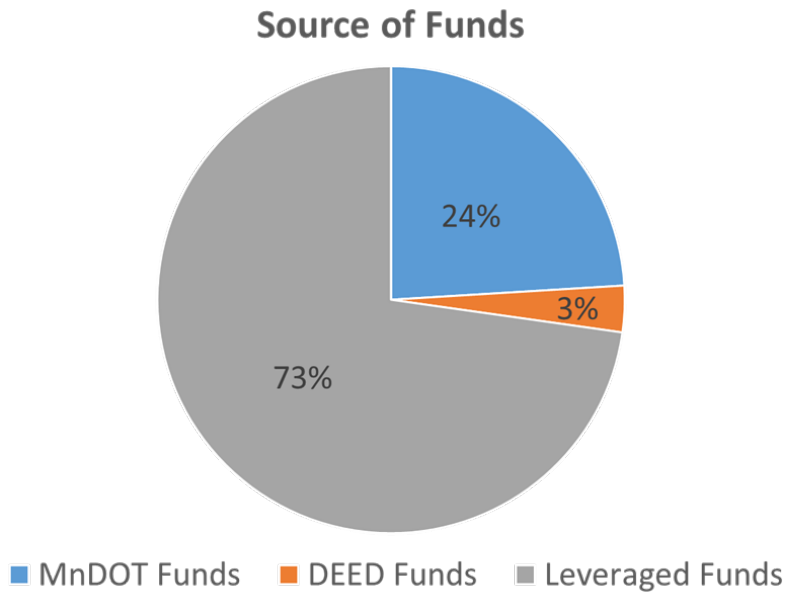
Projects ultimately selected for TED/TEDI grants are generally developed by cities, counties, MnDOT district offices and economic development authorities. They are projects that local communities want and need for their economic vitality, but may not be able to afford to do alone.

Program Summary 2010-2017

The following charts display a summary of the TED program investments and the local matching contributions over the five solicitations made from 2010 to 2017. Associated with each chart is a brief description of the data displayed. Summary tables in Appendix A provide the source data for these charts.

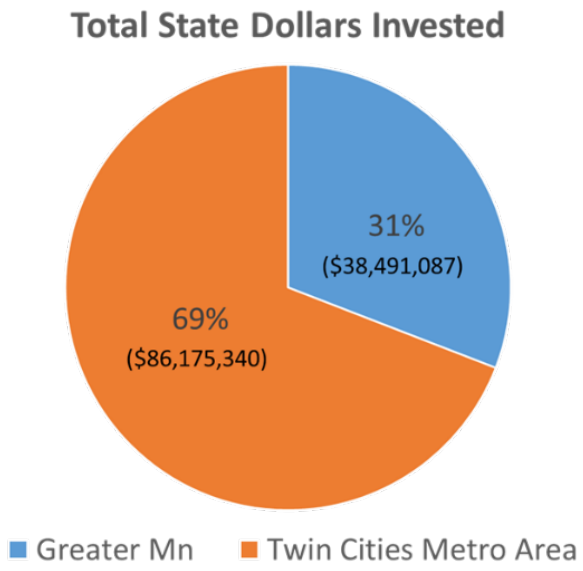
The Chart 1 pie chart shows that over the course of the five TED program solicitations, state funds were leveraged with local and private contributions at a ratio of about 3 to 1. Three percent of the program funds ($14,687,914) were provided by DEED through general fund appropriations; MnDOT construction dollars comprised 24 percent of the program funds ($109,978,513); and the local and private sector contributions provided 73 percent of the funds ($332,975,977) in program match. It should be noted that local funds can include federal program dollars committed to the project.

Chart 1: Source of Funds, 2010-2017



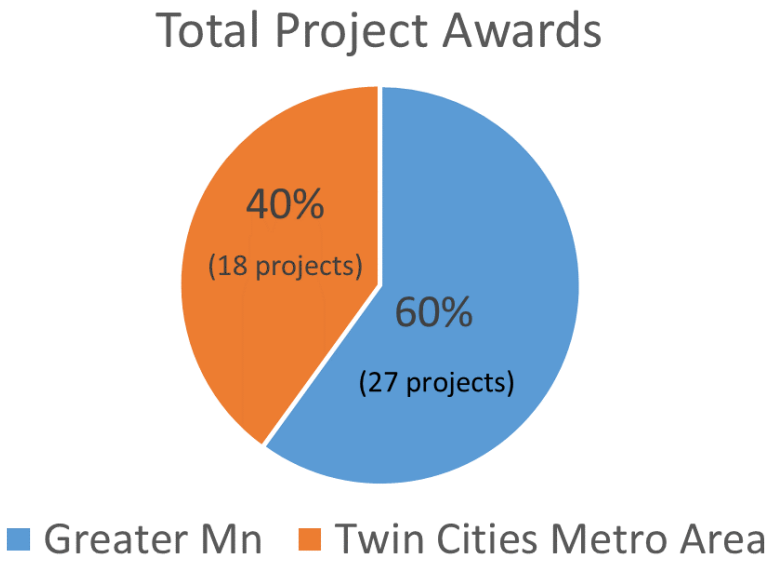
The second pie chart below shows that over the course of five TED solicitations the program awarded 31 percent of the state funds available to projects located in Greater Minnesota, which amounts to about $38,491,087. Projects located in the Twin Cities Metro Area received 69 percent of the state funds available equivalent to about $86,175,340. While more projects were awarded to projects in Greater Minnesota, the dollar value of the projects awarded in the Twin Cities Metro Area (defined as the seven county metro area) tend to be higher due to the scale of the proposals, size of the population served and land values.

Chart 2: Total State Dollars Invested, 2010-2017



The following pie chart shows that over the course of five TED solicitations the program awarded 27 projects (60 percent) to Greater Minnesota and 18 projects (40 percent) in the Twin Cities Metro Area.

Chart 3: Total Project Awards, 2010-2017



TED Program Changes Made in 2017

After a review of Minn. Stat. 116J.436 and Minn. Stat. 174.12 pertaining to the state's transportation economic development programs and review of the findings and recommendations of the Legislative Auditor, MnDOT and DEED staff developed recommendations to more thoroughly comply with state law and equitably administer the program. Meetings and feedback from a wide range of groups also helped to inform the process and adjust program provisions.

One of the most significant changes made was to split the program into two applications. Using the exact language from statute, the MnDOT program retained the Transportation Economic Development program title and the DEED program became the Transportation Economic Development Infrastructure, otherwise known as TEDI program. This change was made by MnDOT and DEED staff to reconcile the two statutes and their differences in required criteria, geographic distribution considerations and local match requirements. The decision to split the applications was made to reduce confusion about which funds applicants were applying for and the restrictions on use of those funds.

In the case of DEED funds under TEDI, most projects are smaller and funds can only be used off of the trunk highway system. Whereas with MnDOT project funding requests under TED are often larger and more complicated and only projects on the trunk highway system are eligible. Splitting the application allows MnDOT to ask for more transportation data and analysis without overburdening small, non-trunk highway projects. Splitting the program also clarified which agency had authority over the funds and who is making the final decision regarding funding allocations. MnDOT and DEED continue to participate in both agency's reviewing committee.

The formal solicitations for TED and TEDI are made at the same time. Applicants can apply for funding under both programs for the same project provided eligibility requirements are met for each source of funds.

Among the more stringent requirements added to the application process in 2017 was the request for a formal resolution from the governing body approving the application and committing to the funding match identified in the application and the inclusion of a project layout or conceptual drawing. Projects that did not include these new requirements and the other pre-existing required attachments, were ineligible for funding.

In addition to the new required attachments, applications for new or modified interchanges in the Twin Cities must now have completed the Metropolitan Council's interchange approval process prior to submitting an application for TED funding.

Under the new guidelines, projects selected for funding will start construction within 3 calendar years of the award. Extensions may be granted, but must be requested in writing.

Ranking Process and Criteria

For all five previous TED program years, a statewide solicitation process has been used. Applicants were required to provide key project data and impact information, which was then used to score the project. A selection committee composed of staff from the Minnesota Department of Transportation, the Minnesota Department of Employment and Economic Development and representatives of economic development authorities in Greater Minnesota reviewed the applications, scored them and ultimately recommended the selected projects for award. All submitted applicants were evaluated using the following four criteria areas:

- Transportation System
- Economic Development
- Financial Plan
- Project Readiness

For each criteria category there were project qualifying questions and point scoring/evaluation questions.

Scoring Criteria Revisions Made in 2017

When the TED and TEDI programs were separated for the 2017 solicitation, each program had slightly different criteria from the previous rounds of TED. However, the programs continue to have economic development and transportation criteria. For both TED and TEDI, there is an increased emphasis on quantitative measures, particularly for economic development. The following table provides a side-by-side comparison of the two new programs with the earlier TED program.

Table 1: Comparison of the 2017 TED and TEDI Programs

Factor	Pre-2016 TED	DEED TEDI	MnDOT TED
Eligible Projects	Both trunk highway and non-trunk highway	Only non-trunk highway	Only trunk highway
Required local match	Minimum 30%	No match required, but non-state leverage considered in project scoring	Minimum 30%
Maximum award	$10 million	No maximum, but total funding amount available generally limited	$10 million
Criteria	• 35% Economic Development • 35% Transportation • 20% Financial Plan • 10% Project Readiness	• 25% Job Creation • 25% Transportation • 20% Tax Base Increase • 15% Private Investment • 15% Non-state Leverage	• 40% Economic Development • 40% Transportation • 20% Project Readiness Risk Assessment Bonus Points: ◦ Non-public funding ◦ Geographic distribution

2010 Projects

Project: U.S. Highway 10 / Otter Tail County State Aid Highway 34 Interchange

Recipient: City of Perham

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
5607-42	$500,000	$3,497,480	$3,997,480	2012	$2,356,600	280

* This project was supported in part by a $270,000 contribution from the private sector.

Project Description

CSAH 34 in Otter Tail county crosses over the four lanes of U.S. Highway 10 on the west side of the city of Perham. Before this TED project was constructed, there were no on/off ramps from County State Aid Highway 34 to U.S. Highway 10. This TED project added four legs, or on/off ramps, to the intersection to create a diamond shaped interchange. The project also included constructing additional turn lanes, widening lanes, improving shoulders, curb/gutter installation, putting in signal lights and other improvements to CSAH 34.

Figure 1: Exit ramp from TH 10 to CSAH 34

Transportation Impacts

U.S. Highway 10 is a major traffic artery with 4,600 cars per day. Construction is complete on the Perham Memorial Hospital located near the interchange. The hospital generates more than 6,000 employee and patient trips per week and serves a population of more than 30,000 in the peak summer months. Ambulance traffic and emergency access to the hospital will benefit from the improvement by significantly reducing access time from the highway to the hospital.

Perham is home to a number of large manufacturers that rely on the transportation network to move freight. More than 1,200 semis travel to Perham weekly, many are routed down Main Street and residential streets. The interchange decreases reliance on the local road system to move these heavy loads.

Economic Development Impacts

This project benefitted Perham by creating a safer more secure entrance into the city. There is a strong agriculture community in and around Perham, so this interchange helps route some of the larger truck traffic in a more direct and less impactful (to residents/pedestrians) manner. This interchange also created an opportunity to install a multi-use trail connection to some of the more populated areas outside of the community. Due to the construction of the hospital the area immediately adjacent to the interchange is ripe for economic development. The city owns several lots with infrastructure available for sale near the hospital site. The interchange also promotes economic development near the vacant property located along CSAH 34.

Outcomes

Several businesses directly benefit from the TED interchange construction. Those companies are:

- The Perham Memorial Hospital is a $34 million investment in rural health care and is directly served by the interchange. The new interchange provides access for the hospital's 580 employees. Since completion of the interchange, the hospital hired an additional 50 employees.
- The new interchange allows emergency personnel to more quickly respond to incidents on the south side of Hwy 10 and accidents on Hwy 10.
- Shearer's, which now owns Barrel O' Fun Snack Food Company, directly benefits from the interchange for movement of its freight and improved access for their employees. Barrel O' Fun built a $3.5 million office building in 2010 and employs 762 in its Perham operation.
- Kenny's Candy, also owned by KLN Companies, currently employs 189 workers with the anticipation of adding 50 new jobs and $5 million worth of capital outlays within the next five years.

Project: Industrial Site Development – Versa Cold Expansion

Recipient: City of Zumbrota

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2506-69	$750,000	$398,225	$1,148,225	2013	$1,148,225	25

Project Description

This TED project was a collaborative effort between MnDOT District 6, Goodhue County and the city of Zumbrota to accommodate further industrial development and improve safety by closing an existing at-grade interchange at 445th Street and U.S. Highway 52. The project involved designating two unpaved county roads as an extension of County Road 68 and to upgrade those roadways to a 10-ton standard to allow increased industrial traffic.

Figure 2: TH 52 project completed in conjunction with the Versa Cold expansion

Transportation Impacts

The project closed an at-grade access from County Road 60 onto a very busy segment of Highway 52. This improved safety and promotes sustainability by providing a safe access to the industrial park from the existing interchange at Highway 60. The interchange also promotes the development of the entire Highway 52 corridor by closing at-grade accesses in favor of interchanges.

Economic Development Impacts

The project provides safe and efficient, grade separated access to Highway 52 for future industrial expansion of more than 440 developable acres zoned for industrial development. In the immediate term, the project accommodates the expansion of an existing business, VersaCold Logistics, a cold storage warehouse distribution facility.

Outcomes

VersaCold currently employs 35 people at the Zumbrota facility and 125 people statewide. The improvement supports an expansion of the existing facility by 75,000 square feet, adding an estimated $4.8 million in taxable market value and adding an additional 25 well-paying jobs. Additionally, there is growing interest in adjacent property for the establishment of a new business, although details on this development have not yet been released.

Project: Trunk Highway 59 Infrastructure Improvements

Recipient: City of Worthington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5304-37	$500,000	$2,800,000	$3,300,000	2013	$1,420,000	450

Project Description

The project provided for an initial extension of BioScience Drive westerly to ultimately serve 750 acres of industrial and commercial property. The project included development of full turn lanes on Trunk Highway 59 at BioScience Drive to complete the intersection east of TH 59 and allows for extension of BioScience Drive west of TH 59. The project included the Industrial Park Development elements of sanitary sewer and water main extensions west through County Ditch 12 (noted as CD 12), placement of culverts for a BioScience Drive crossing of CD 12 and storm water retention for the drainage area immediately west of CD 12. The project also allowed for a street extension through CD 12 to accommodate 14 to 16 acres of development and additional infrastructure extensions as needed to accommodate additional sites. Improvements for TH 59 were completed in 2010.

Figure 3: Trunk Highway 59 Infrastructure Improvements

Transportation Impacts

The improvements to Highway 59 reduced conflicts and crashes by implementing improved safety measures, which includes extending the four-lane divided roadway to the south so that it goes through the intersection with Bioscience Drive and installing right turning lanes at the Bioscience Drive intersection. In addition, plans call for County Ditch 12 improvement for flood mitigation plan.

Economic Development Impacts

This TED project opened up access to 114 acres of developable land, which is the first phase of a new 750 acre industrial/commercial park located in Worthington. An additional 15 new commercial and industrial zoned lots are available for future development. The project improved access to the new 50 acre Worthington Bioscience Park on the east side of Highway 59.

The city estimated that 300 new jobs will be added in the next 10 years and that the estimated increased tax base resulting from the project will be $26 million. Bedford Technology is planning a major expansion in the industrial/commercial park and Worthington expects more business to move in the near future due to the city's multimodal transportation network of roads, rail and air.

Outcomes

Improvements to TH 59 and the Bioscience Drive intersection are beginning to generate important economic activity in the vicinity of the project. Three new businesses related to the agriculture and health industries were established since completion of the project creating more than 375 new jobs. These business are also forecasting continued growth. Additionally, approximately six new jobs have been created in the hospitality industry with a hotel and conference center located nearby.

Project: Trunk Highway 68 and Lake Road Turning/Bypass Lanes

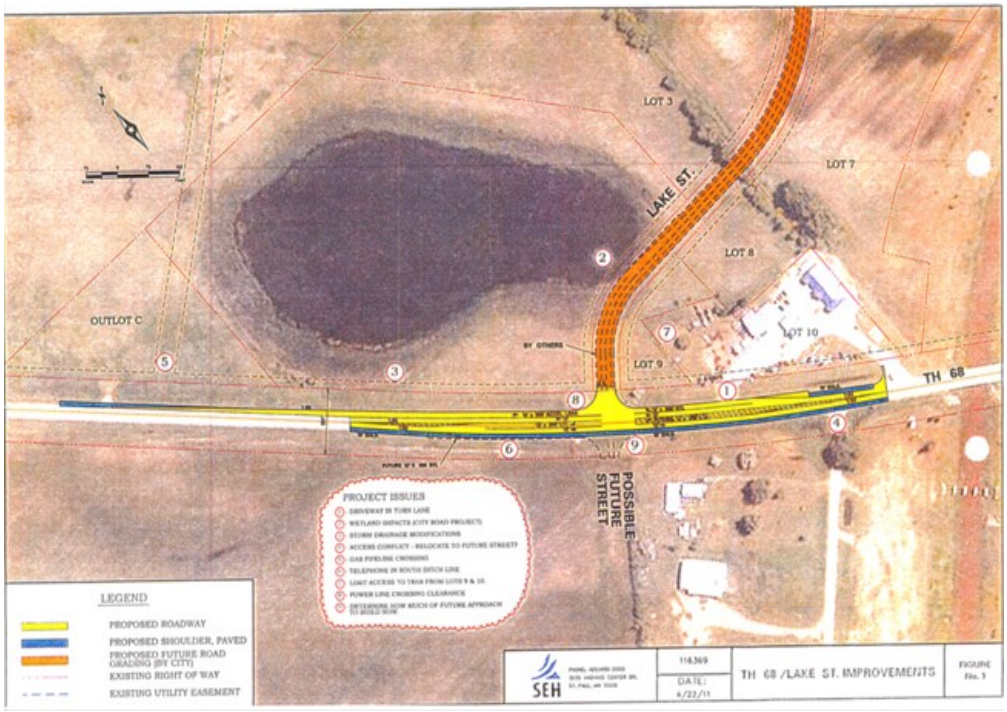
Recipient: City of Marshall

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4210-52	$500,000	$575,000	$1,075,000	2012	$247,500	75

Project Description

This TED project included the installation of a turning lane and bypass lane at the intersection of Highway 68. The project also included the installation of the Lake Road approach and truck acceleration lane on Highway 68. The improvement included excavation and embankment, drainage, gravel base, asphalt surfacing and traffic control elements to improve the safety for all vehicles at the intersection and increase the mobility and efficiency for the intersection's freight users.

Figure 4: Intersection improvement to Lake Road and TH 68



Transportation Impacts

The Highway 68 improvements provide better access for cars and trucks into and out of the developing industrial park in the northwest Marshall area. The project significantly enhances safety at the intersection of Highway 68 and Lake Road because the bypass lane allows free movement of traffic while cars or trucks turn into the industrial park. The acceleration lane enables heavy trucks and cars to safely merge into the westbound traffic.

Economic Development Impacts

The city of Marshall worked closely with two existing firms: RALCO Nutrition Inc., a livestock nutrition and health producer that provides products to 19 countries; and Runnings, a major retailer of farm, home and ranch supplies. Prior to this project, both companies were considering relocating due to inadequate access to the industrial park. This project expands access and provides safe and efficient roadways so these businesses can operate efficiently. It also allows other businesses to continue to grow and thrive, while attracting new businesses to the area.

Outcomes

All of the commercial lots in the 160 acre Sonstegard Industrial Park are full and more than $16 million of investment were made by the occupants. The park's four employers now occupy 230,000 sq. ft. of building space with significant expansions being considered by several businesses. More than 270 jobs were retained and nearly 60 new jobs were added since the TED investments were completed.

Project: Aitken County State Aid Highway 5 Reconstruction

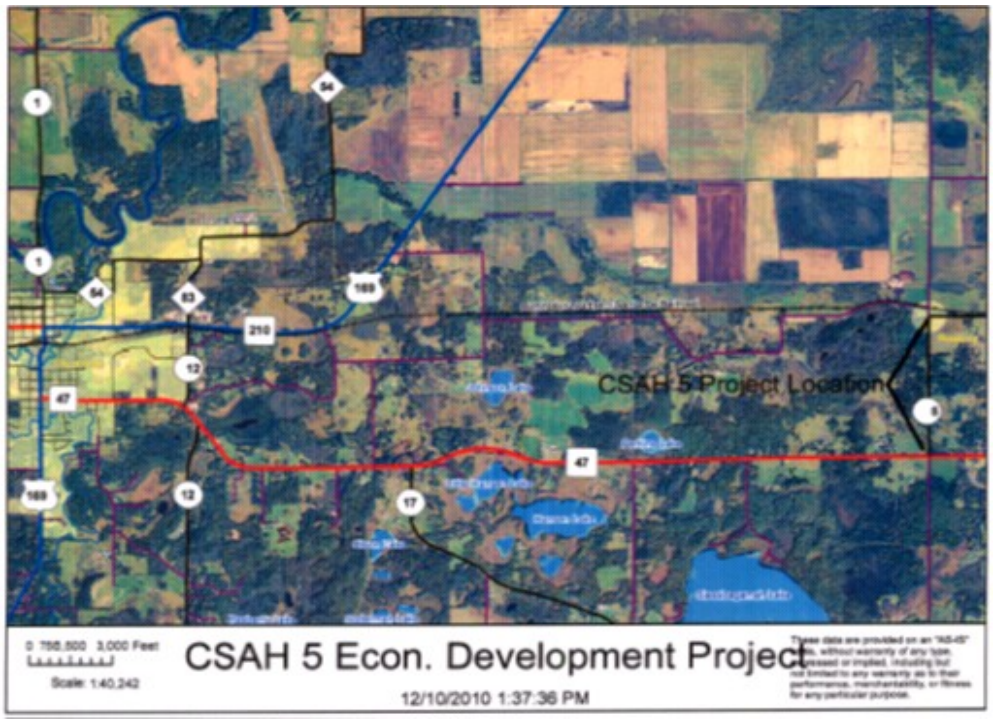
Recipient: Aitkin County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	$250,000	$0	$250,000	2012	$416,250	4

Project Description

This TED project involved the reconstruction of a one-mile segment of Aitkin County State Aid Highway 5, which is a north-south road about three miles east of the city of Aikin and extends between County Road 47 and the rail tracks a mile north. This segment was originally a gravel-surfaced road that was restricted to five tons per axle during the spring road restriction period. This project involved reconstruction of the roadway to meet current state-aid standards with a non-restricted load capacity of 10 tons per axle during the spring road restriction period.

Figure 5: CSAH 5 aerial photo with project location.



Transportation Impacts

Before the project on Highway 5 in Aitkin County, this one-mile segment was deficient in structural strength, design speed, lane and shoulder width and slopes within the roadway recovery area. This project made the segment compliant with state-aid safety standards and constructs a right turn lane to allow safe right turning movements from Highway 47 to County Highway 5.

Before this project, the annual average daily traffic on this segment was 235 vehicles. When completed the annual average daily traffic increased to 350 vehicles and heavy commercial traffic increased to approximately 45 vehicles.

Economic Development Impacts

The American Peat Technology, LLC is an expanding industry located adjacent to the segment being reconstructed. American Peat Technology started in 2004 and has steadily increased its payroll every year since. The company ships peat products throughout the country and relies on access to a roadway which can accommodate a 10-ton load.

This TED project allowed the company to cut its shipping costs and become more competitive in the market and also helped attract other industries to Aitkin that require access to a 10-ton route.

Outcomes

The company can maximize its margins by making it cost effective to ship its products. In addition, this project increases the industry's capacity to bring in fuel and biomass, which American Peat Technology, LLC uses to manufacture its products and run its equipment.

Project: State Highway 15 and 33rd Street Interchange

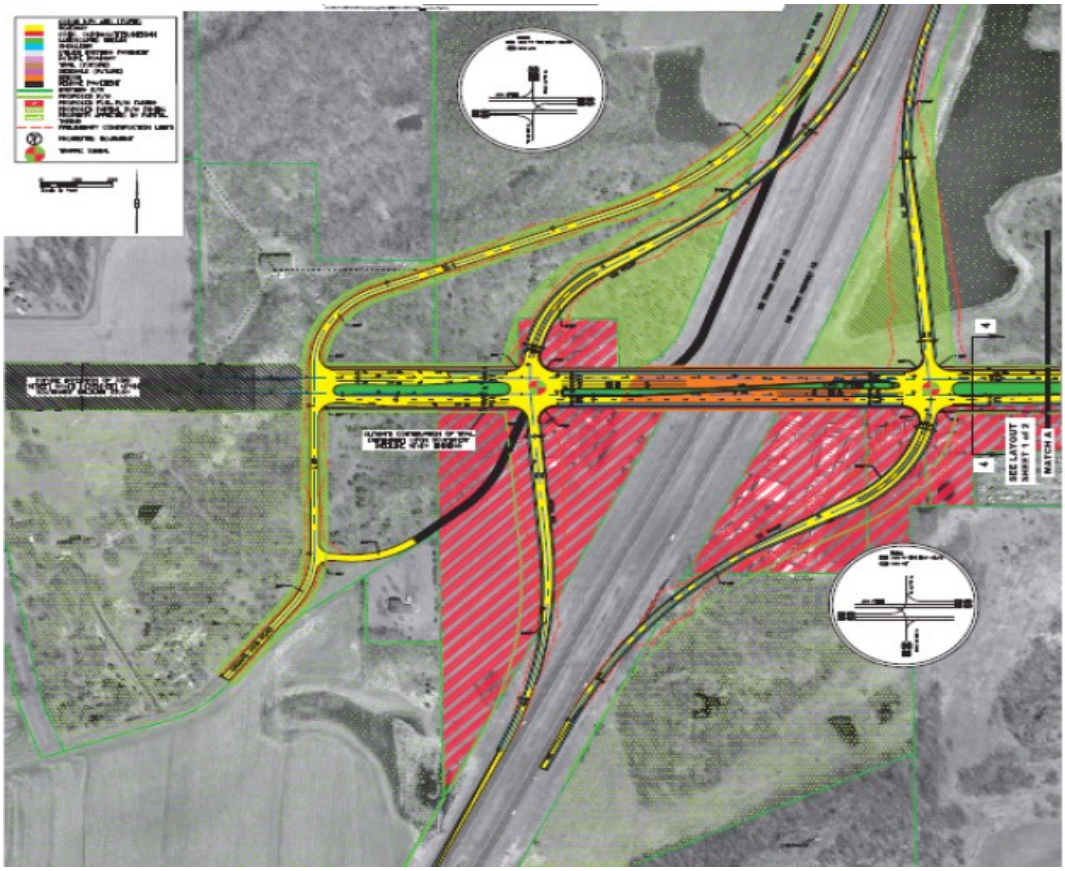
Recipient: City of St. Cloud

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
7303-48	$500,000	$8,400,000	$8,900,000	2012	$4,000,000	165

Project Description

This project involved construction of a new interchange at Trunk Highway 15 and 33rd Street South located in the southwest portion of the St. Cloud metropolitan area. This area is experiencing a significant increase in land development, traffic and population.

Figure 6: Interchange addition to TH 15 in St. Cloud



Transportation Impacts

The TED project in St. Cloud provides a fully functional east-west roadway which accommodates current and projected traffic needs in the area. The project greatly improves access to the state trunk highway system at TH 15 and to the interstate system at Interstate 94.

Prior to completion of this project, the system provided limited access from the trunk highway network, forcing travelers to choose between two indirect routes in order to reach the prime business sites near the highway. The first route required an additional six mile winding route north beyond the project area along TH 33 to the 2nd Street intersection and then to double back along County Road 74. The other required a similar detour from the I-94/CSAH 75 intersection and then reversing direction for three miles westerly to the project area. These routes create congestion on the city street network and contribute to safety concerns.

Economic Development Impacts

The city's Joint District Plan identifies land adjacent to the project area as the primary growth area in the region due to the availability of existing wastewater infrastructure. Many local businesses expressed support for the project and anticipate future job growth as a direct result. Lumber One, a developer and home-builder in central Minnesota invested $3.5 million in land near the project site. Crowne Pointe Development, which represents local businesses such as Marcus Theaters, Arby's Restaurant and Cabela's, indicated that these businesses would be able to expand with development of the new interchange.

Outcomes

Anticipated economic development associated with this project is starting to materialize. Recent developments include a new St. Cloud Tech High School and construction of a new medical office building project that began in late 2018. . Lumber One altered its Stone Gate Planned Unit Development to provide more commercial space. The construction of two new residential subdivisions are also underway.

Project: Interstate 90 Business Park Development

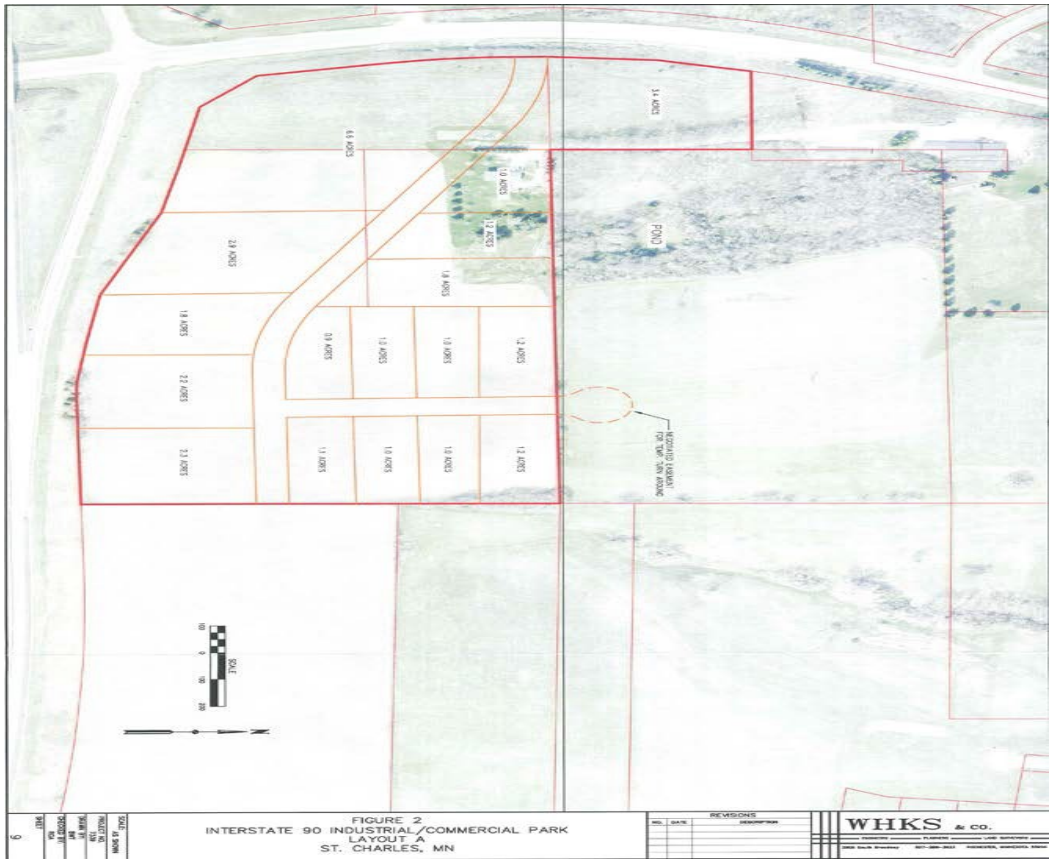
Recipient: City of St. Charles

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	$500,000	$0	$500,000	2012	$2,030,000	45

Project Description

This TED project provides direct access to a new industrial park in St. Charles from I-90. This 37-acre industrial park will attract new businesses to replace North Star Foods, which was lost in a fire in 2009.

Figure 7: Interstate 90 Business Park access road



Transportation Impacts

This TED project consisted of new turn lanes to Highway 74 in order to provide easier and safer access to the new industrial park. The project is located immediately adjacent to I-90. The city envisioned the industrial park area as an untapped opportunity for growth due to the proximity to this major transportation corridor.

Economic Development Impacts

Since its completion, the project supported existing business expansion and new business development in the area. Active Tool and Die relocated its manufacturing operation to the St. Charles industrial park, expanding to a 12,000 sq. ft. plant and shop and adding 10 new jobs. Planning is also underway for plant expansion that could add 20 new employees. Ground breaking occurred for Envirolastech, a new manufacturer of construction grade materials made from recycled plastics and glass. It is estimated that this operation will add 14 new jobs in year one and 26-30 new jobs by year two.

Project: Interstate 35W Northbound Entrance Ramp from 4th Street South

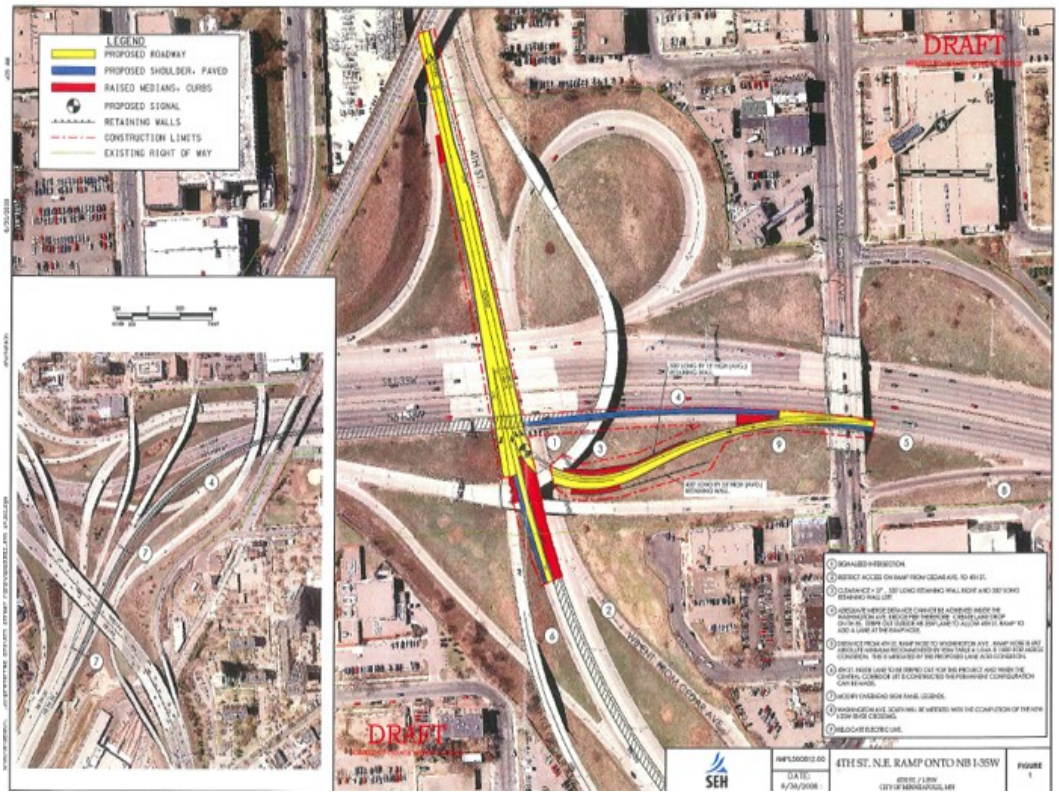
Recipient: Hennepin County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2783-136	$0	$9,358,375	$9,358,375	2015	$4,046,400	170

Project Description

This TED project is located to the east of downtown Minneapolis in the Cedar/Riverside neighborhood at I-35W and 4th Street South. It provides a new entrance ramp to I-35W northbound from 4th St S as well as an auxiliary lane on northbound I-35W from University Ave SE to the Stinson Blvd NE exit. In addition to the construction of these elements, the project also included retaining walls, signals and lighting.

Figure 8: Interstate 35W northbound entrance ramp



Transportation Impacts

This project improves traffic flow on the roadway network serving trips from downtown Minneapolis to the northern Twin Cities Metropolitan Area. Before the TED project, the demand to use the Washington Avenue South interchange exceeded its capacity, as did the access northbound to I-35W from downtown Minneapolis. As a result, congestion routinely backed up for several blocks and there was a deteriorating level of service for all trips through and across Washington Avenue South and from downtown Minneapolis to I-35W. This project implemented safer and more efficient driving conditions for motorists in the downtown Minneapolis area.

Economic Development Impacts

The project supports a mixed use high density multimodal area, a hotbed of growth industries that employs more than 27,000 people in predominantly well-paying jobs. Furthermore, it has a number of high quality developable sites, including one created for the new home of the American Academy of Neurology (120 new jobs). This project supports and encourages private sector investment by providing better access to an area currently gridlocked for hours every day.

Project: Interstate 494 and 34th Avenue Interchange

Recipient: City of Bloomington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
2785-388	$0	$4,673,000	$4,673,000	2013	$1,800,000	3,264

* This project was supported in part by a $900,000 contribution from the private sector.

Project Description

The I-494 and 34th Avenue South interchange is located at the border of the Minneapolis-Saint Paul International Airport and the city of Bloomington, between Airport Lane and American Boulevard East. The improvement converted the existing diamond interchange to a diverging diamond interchange, increasing capacity and decreasing queue lengths and conflict points.

Figure 9: Bird's eye view of the I-494 34th Ave Interchange

Transportation Impacts

The former interchange type caused extensive queuing during peak hours that extended approximately two-thirds of the length of the eastbound exit ramp and the interchange was unable to safely and efficiently accommodate the growing vehicular and transit demand. With the improvements resulting from this TED project, the I-494 and 34th Ave. interchange significantly reduced queues, making the interchange much more efficient and much safer.

Economic Development Impacts

Improvements to the interchange have been a critical component of both the Minneapolis-Saint Paul International Airport's and the city of Bloomington's long range plans. Capacity enhancements at Humphrey's Terminal 2 and growth within the city of Bloomington depend on increased carrying capacity at the interchange, which serves as a primary gateway to each of these regional centers.

Outcomes

The city of Bloomington reports that movements through the diverging diamond at the interchange are much smoother and safer than under the old design. With the growth of airline traffic at Terminal 2, added safety directly benefits travelers and commuters in the corridor.

2012 Projects

Project: Eastwood Energy Industrial Park Access Development

Recipient: City of Mankato

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	$969,218	$0	$969,218	2013	$415,380	405

Project Description

This project constructed Energy Drive to provide direct access to Eastwood Energy Industrial Park providing the industrial park with the opportunity to add 70 acres of industrial development. This project was necessary because significant traffic was generated by the adjacent Wal-Mart distribution center at the intersection of Victory Drive and Energy Drive. The new roadway also created an additional access point to the Trail Creek neighborhood on the north side of Eastwood Energy Industrial Park.

Figure 10: Eastwood Industrial Energy Park access road

Transportation Impacts

Construction of this project created safe access to the industrial park. The new access alleviates congestion on the high volume Victory Drive and reduces the threat of crashes. It also provide a more direct route for emergency vehicles.

Economic Development Impacts

The addition of 70 acres of prime industrial land enhances the city's ability to meet the development and transportation needs of both new and existing businesses. There are local projects that were planned or under development, including a Wal-Mart distribution center and a new data center. Both of these developments spurred additional supporting businesses.

The city estimates the project supports 162jobs within the first two years and possibly 405 new jobs within five years.

Project: State Highway 10 and County Road 3 Interchange

Recipient: Benton County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
0502-107	$0	$2,934,000	$2,934,000	2014	$1,956,000	50

* This project was supported in part by a $688,000 contribution from the private sector.

Project Description

This TED project improved an interchange at Highway 10 and County Road 3 in the city of Sauk Rapids. The existing diamond interchange was reconfigured to a partial cloverleaf, which converted the entrance ramp to north-westbound Highway 10 to a loop configuration. In addition, the existing two-lane bridge on County Road 3 was extended to three lanes with roundabout intersections on both ends.

Figure 11: State Highway 10 and County Rd 3 Interchange

Transportation Impacts

This project addresses roadway capacity, traffic operations and safety concerns for truckers and other motorists by eliminating closely spaced intersections and reducing long queues that form to get on and off Highway 10.

Traffic delays, which were significant prior to construction, were eliminated with the installation of the roundabouts on County Road 3. The efficient movement of large trucks through the corridor was greatly enhanced.

Economic Development Impacts

This corridor serves two industrial parks located on either side of Highway 10, which provide more than 1,000 jobs. The improvements promoted economic development by enhancing traffic flow around existing businesses and by bringing new or expansion of businesses to the area including Nahan Printing, HDL Hardware Distributors, C4 Welding and Golden Plump.

Project: Business Park Access Development

Recipient: City of Delano

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
8602-51	$1,000,000	$605,500	$1,605,500	2014	$3,313,000	100

Project Description

This TED project created better access to an industrial park located in Delano. Access to the industrial park is directly off of Highway 12. In addition, the project extended a local collector, Davidson Avenue, from County Road 30 through the existing Delano Northwest Business Park.

Figure 12: Delano Business Park access road

Transportation Impacts

This TED project had two key transportation outcomes. First, it provided access to the newly developed industrial park. Second, it provided a north-south collector street that was critical in supporting additional economic development as the city continued to grow.

Economic Development Impacts

The project resulted in the development of 60 acres of land in Delano, providing industrial development opportunities for Delano area manufacturers to continue to grow and new businesses ample space to incubate. It also provided utilities to an area master-planned for further utility extension and growth as needed. Prior to this project, all available land in Delano for industrial expansion was consumed by business growth and expansions in 2011.

Project: North Industrial Park Infrastructure Improvements

Recipient: City of Windom

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1706-26	$549,540	$544,960	$1,094,500	2013	$805,500	35

Project Description

This project improved access along Highway 71 at the entrance to the North Windom Industrial Park. The access improvements included a right turn lane, a northbound acceleration lane, a southbound bypass lane and a new road leading into the 80-acre industrial park.

Figure 13: Fast Sprayers manufacturing facility along North Industrial Park access road

Transportation Impacts

This project provided safety improvements to Highway 71 allowing shippers and motorists to safely access the industrial park while maintaining mobility on the highway. The primary access needs addressed by this project include a right turn, a northbound acceleration lane and a southbound bypass lane on Highway 71.

Economic Development Impacts

This project promotes additional economic development in the city of Windom, which is the economic engine for Cottonwood County, constituting more than 75 percent of the county's total sales. The project provides existing businesses with opportunities for growth and attracts new business to the development. Toro currently operates out of Windom, and with the new industrial park, Toro completed a 60,000-80,000 square foot expansion, although no net new jobs were created. Fast Global Solutions employs 160 people and anticipates expanding to 300 employees by 2020. In all, more than $10 million in private investment has occurred in Windom as a result of this transportation improvement.

Project: Mille Lacs County Road 132/Hawkins Sawmill Road Project

Recipient: Mille Lacs County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
N/A	$300,000	$0	$300,000	2013	$950,000	10

* This project was supported in part by a $175,000 contribution from the private sector.

Project Description

This project involved reconstruction of a two-mile stretch of County Road 132 in Mille Lacs County. The project replaced the former five-ton gravel road and replaced it with a nine-ton bituminous surface route that will support heavier vehicles transporting lumber from the area sawmill.

Figure 14: Construction of the nine-ton road surface on County Road 132

Transportation Impacts

Before this project, the roadway segment had limited structural capacity that would, on occasion, create partial obstruction in the roadway. Since the road was gravel, there were also issues with dust. These problems were eliminated with this project. The final product was a paved roadway allowing for safe two-way traffic year round.

Economic Development Impacts

Hawkins Sawmill is a regional mill that buys and processes hardwood for the homebuilding industry. Trucks travel this road all year to service Hawkins Sawmill. Before this project, the five-ton gravel road limited Hawkins Sawmill shipping ability by forcing them to ship out smaller partial loads and then reassemble them at an off-site location to make full loads. Improvements to CR 132 consisted of grading and paving a gravel road that was susceptible to spring load restrictions. The road had a history of becoming impassable during a severe spring; however, with the completion of this project, Hawkins Sawmill is able to have full loads shipped in and out throughout the year, which ensures this mill continues to be a viable contributor to the local economy.

Not only did Hawkins benefit from improvements to the roadway, the adjoining property owners benefitted by a reduction of dust and noise. The reduction in dust and noise from the roadway was enough incentive for the adjoining property owners to donate temporary easements allowing for construction.

Project: Multimodal Transportation Warehouse and Distribution Center

Recipient: City of International Falls

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	$657,000	$0	$657,000	2014	$300,000	50

Project Description

This project improves multimodal transportation and other infrastructure including rail spurs, sewer, water and other utilities in order to support the development of a 77.1 acre multimodal transportation hub. International Falls is partnering with Nexus Distribution, a leading third party logistics provider, to provide flexible and integrated warehousing and transportation solutions that will promote regional economic development.

Figure 15: Multi-modal site development ready

Transportation Impacts

The project improves supply chain productivity to the existing manufacturing facility in International Falls. This project allows better management of vendor supply and product distribution along the existing supply chain, which is valued at more than $100 million per year. In addition, the project creates an expanded multimodal hub to serve the largest rail port of entry in North America and reduces shipping regulations that currently require products to be shipped to Chicago.

Economic Development Impacts

The development of a modern warehouse/distribution center promotes the consolidation of distribution operations of a major manufacturer and regional employer that currently uses facilities in Chicago, Calgary and Toronto. Utilities, including water, sewer and gas lines have been installed on the site. However, the rail spur and subsequent warehouse have not yet been completed. Advanced development of the site has not occurred because of the paper mill closing in International Falls in 2013.

Project: Extension of Industrial Park Road and Reconstruction of Rice County Road 76

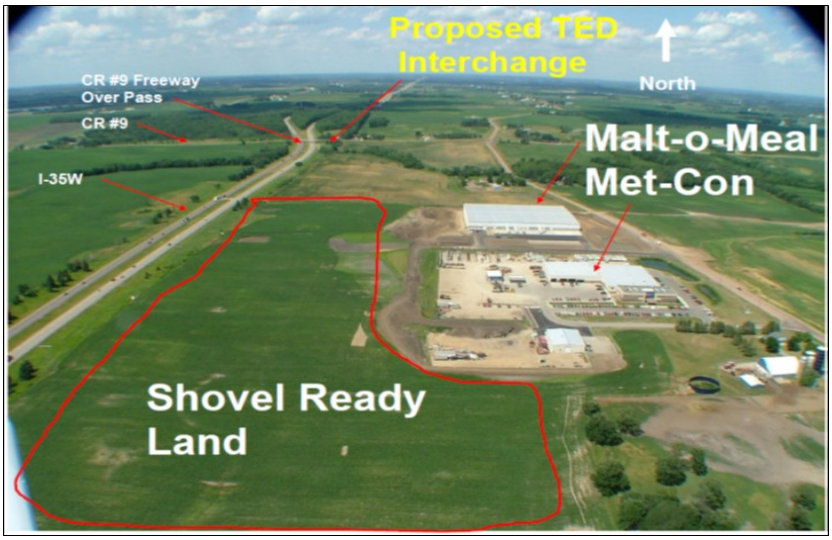
Recipient: Rice County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
N/A	$1,000,000	$0	$1,000,000	2015	$1,740,000	93

Project Description

This project reconstructed 2.1 miles of County Road 76/Acorn Trail to improve access to the existing city of Faribault Northern Industrial Park and to provide better access to developable properties north of the current city limits along the I-35W corridor. The project included upgrading the entire roadway section along with widening driving lanes, adding wider and paved shoulders and incorporating a 10-ton pavement design. This newly designed road accommodates year round freight movements, provides safety and mobility improvements and offers further economic growth potential by creating improved access in and out of the industrial park.

Figure 16: Extension of Industrial Park Road and reconstruction of Acorn Trail



Transportation Impacts

The reconstruction of this segment of County Road 76 fostered immediate and long-term development opportunities along this entire corridor. The pavement was designed for a 10-ton axle load to accommodate year round freight movements without spring load restrictions. New turn lanes were constructed at appropriate intersections and access points to accommodate turning movements.

Economic Development Impacts

The area where this project was constructed is in a high growth corridor. So far, one business located within the business park, B & B Manufacturing & Assembly, LLC. The company moved to the Park mid-year 2015 and made a $1,665,000.00 investment. At the end of 2015, B & B Manufacturing and Assembly reported that the company provided 22 jobs, up from 16 jobs in 2012.

The improvement supported planned business expansion, including SAGE Electrochromics, a manufacturer of specialized window glass. The project also supported business development at the city's northern most industrial park where several companies moved, such as Aldi's Incorporated, Met-Con Companies and Malt-O-Meal.

Project: Interstate 394 Ridgedale Drive Westbound On-Ramp

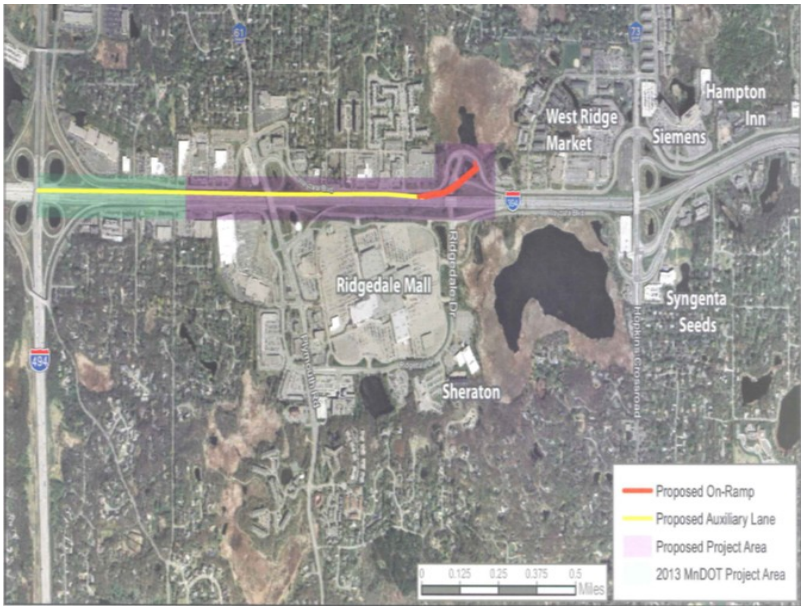
Recipient: City of Minnetonka

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2789-141	$0	$1,603,965	$1,603,905	2014	$6,396,035	450

Project Description

This project constructed a westbound I-394 on-ramp at Ridgedale Dr., improving the interchange to a full access interchange. The interchange was previously sub-standard, allowing only three of four movements (eastbound off-ramp, eastbound on-ramp and westbound off-ramp). In addition, the project added a westbound I-394 auxiliary lane from the on-ramp to just west of Plymouth Road. From this point, the auxiliary lane was extended to I-494 as part of a MnDOT project that split the existing I-394 westbound single exit to the I-494/Carlson Parkway collector distributor road into two exits. The coordination and combination of the projects resulted in an auxiliary lane from Ridgedale Dr. to I-494.

Figure 17: I-394 On-Ramp at Ridgedale Drive



Transportation Impacts

The project provides full access to the I-394/Ridgedale Drive intersection. This improves traffic operations by reducing congestion and providing additional access for westbound motorists. It also allows motorists to use the MnPASS lane between Plymouth Road and I-494, which reduces congestion and accidents as well as promoting carpooling and transit use along the I-394 corridor. The project has had a positive impact on traffic safety as officers have noted reduced congestion for westbound motorists and additional access improvement modifications at Ridgedale Center.

Economic Development Impacts

The project generated increased development and job growth. Construction of the I-394/Ridgedale Drive on-ramp increased the opportunities for businesses to locate in this highly vibrant area. Since the awarding of the grant, Ridgedale Mall expanded, adding another major tenant, Nordstrom, and additional mall space expansion equaling nearly 300,000 square feet of new retail space and more than $80 million of property value. The city is experiencing other redevelopment investments in surrounding properties including a more than $30 million dollar mixed use development with 115 residential apartment units and an additional 16,000 square feet of retail space.

Project: State Highway 36 and English Street Interchange

Recipient: City of Maplewood

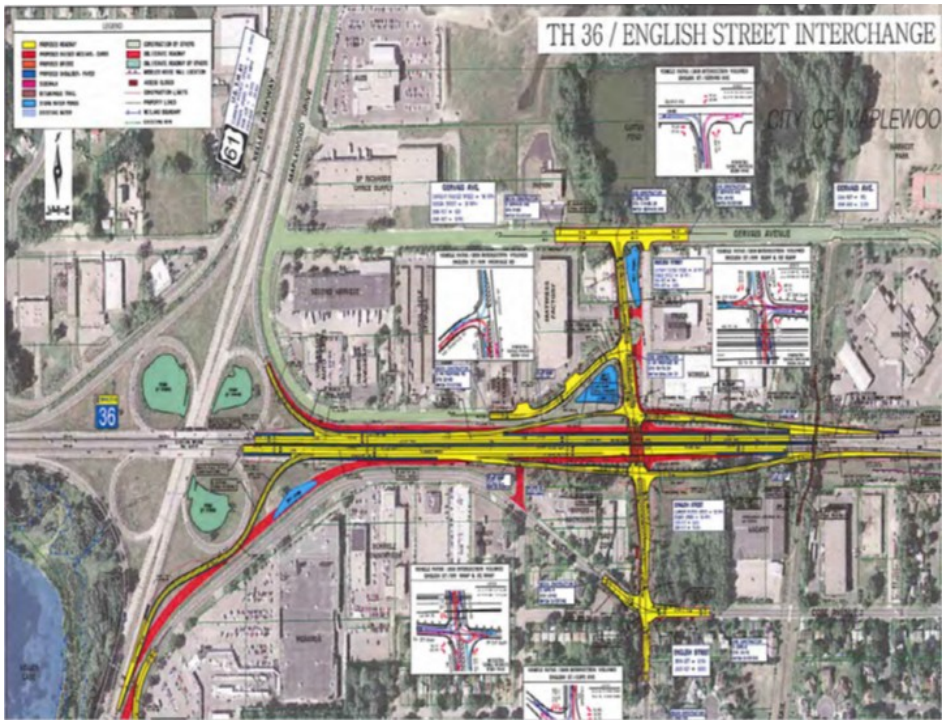
State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
6211-90	$0	$1,000,000	$1,000,000	2013	$21,997,000	230

* This project was supported in part by a $1 million contribution from the private sector.

Project Description

This project included construction of a tight diamond interchange that replaced the existing at-grade signalized intersection. English Street is now grade-separated with a bridge over Highway 36, which includes entrance/exit ramps to the highway. Additional improvements include the elimination of right-in/right-out access points along Highway 36 at Atlantic Street and Hazelwood Streets, as well as other minor improvements to Highway 36 and other local roadways.

Figure 18: State TH 36 and English Street Interchange



Transportation Impacts

Highway 36 is a principal arterial roadway that connects a number of employment centers and commercial nodes within the cities of Maplewood, Roseville, Stillwater and other communities. The project preserved roadway capacity and improved traffic operations and safety along this busy corridor. This intersection consistently ranked high on MnDOT's Top 200 Highest Crash-Cost Intersections and traffic volumes were projected to grow along this corridor.

Economic Development Impacts

Maplewood's economic competitiveness depends on opportunities for existing businesses to expand or the development of new businesses along the Highway 36 corridor. With the construction of this new interchange, there was more opportunities for business expansion in this area by providing long-term efficiency and reliability and by improving movement of goods and services in the area. This corridor is also critical as a connector between western Wisconsin, the east metropolitan area and jobs in the Twin Cities metropolitan core.

Outcomes

This project enabled the location of several new business on parcels adjacent to the new interchange including a new auto dealership, a fueling station and convenience store, a storage business and a heating and cooling business. Employment data, including the number of jobs and average wage rate for those jobs could not be obtained.

Project: Lexington Avenue Congestion Mitigation

Recipient: Ramsey County

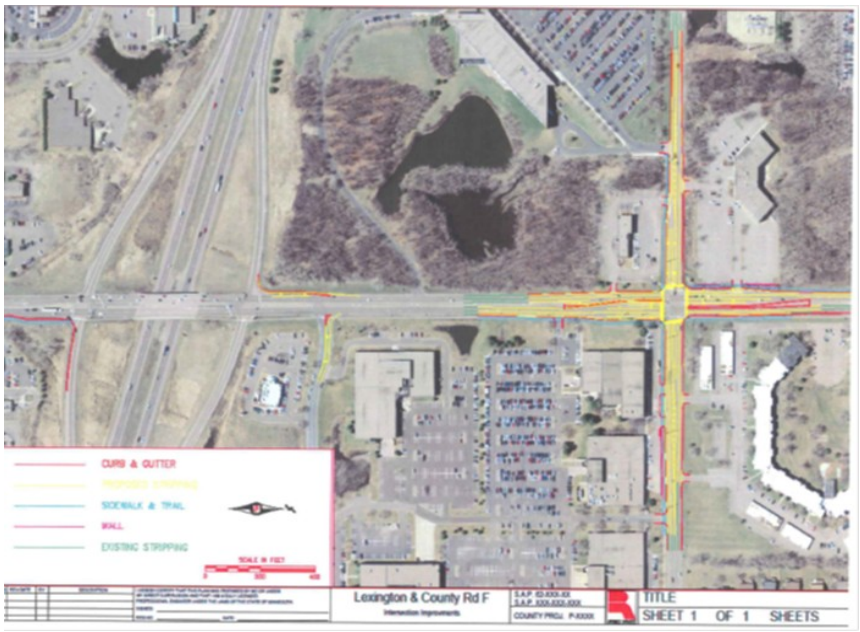
State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
N/A	$1,000,000	$0	$1,000,000	2016	$1,617,298	100

* This project was supported in part by donation of right-of-way by the private sector.

Project Description

This project is located just north of Interstate 694 on Lexington Avenue and alleviates traffic congestion by providing additional turn lanes at the I-694 ramps and at the intersection with County Road F, which is located approximately one third mile north of I-694. The project supports economic growth in the surrounding area because Lexington Avenue provides access to the primary employment centers in the cities of Arden Hills and Shoreview.

Figure 19: Lexington Ave and County Road F intersection improvement



Transportation Impacts

The project improves mobility by reducing congestion, and improves safety by providing dedicated turn lanes at the I-694 interchange ramp to the Lexington Avenue/County Road F intersection.

Economic Development Impacts

This project benefits several businesses in close proximity of the project area, most notably Boston Scientific Corporation and Land O'Lakes, Inc. Boston Scientific occupies approximately 95 acres north of County Road F and employs about 3,000 employees. Improvements on Lexington Avenue are important to Boston Scientific not only to maintain its current levels of service but also to expand operations, which may create close to 1,500 jobs in the next two to five years. Land O'Lakes, which is headquartered west of Lexington Avenue and employs 2,000 people in the Arden Hills facility, has begun a 155,000 sq. ft. expansion and anticipates adding 850-1,000 new jobs at this location. Many other businesses in this fully developed area will benefit from improvements made on Lexington Avenue.

Project: South Shady Oak Road Improvements

Recipient: City of Eden Prairie

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds*	5-Year Job Estimate
2763-49	$0	$7,000,000	$7,000,000	2015-2016	$24,700,000	3,500

* This project was supported in part by an $8.5 million contribution from the private sector.

Project Description

Shady Oak Road (County Road 61) serves as a primary access point to Eden Prairie's Golden Triangle Area and City West business parks. This project included widening and reconstruction of Shady Oak Road from the intersection of Flying Cloud Drive to approximately 800 feet north of Rowland Road. The project also replaced and expanded the existing Shady Oak Road Bridge over Highway 212. With added turn lanes, a median and trails along Shady Oak Road, the project also significantly enhances operational and safety benefits along the corridor.

Figure 20: South Shady Oak Road interchange improvements at TH 212

Transportation Impacts

Shady Oak Road and the Highway 212 / Shady Oak Road interchange is one of only four access points for the 20,000 plus employees that work in the Golden Triangle Area (area bounded by Highway 212, Highway 169 and I-494) and City West business parks. Due to the heavy daily commuter demand and the insufficient capacity of the interchange, significant delays were often experienced during peak travel periods. The improvements to Shady Oak Road and the Highway 212 / Shady Oak Road interchange provides improved access for existing and future employees in the area.

Another benefit of the project is that it serves as an alternative route for the congested I-494 and Highway 169 corridors. The project provides a multimodal function, including multi-use trails on both sides of the Shady Oak Road corridor. With this project, access to the proposed Golden Triangle Area and City West Southwest LRT stations and potential park and ride facilities has been improved.

Economic Development Impacts

This project serves two large business parks in the immediate vicinity: the Golden Triangle Area and City West Business Park.

The Golden Triangle Area is widely recognized as one of Minnesota's largest and most diverse business parks, and when combined with the City West area supports more than 20,000 jobs and nearly 600 businesses. It encompasses 900 acres of land area and 10 million square feet of office, industrial and commercial uses. It is headquarters to some of the largest and most recognized companies in Minnesota including: Lifetime Fitness, Evine Live, Starkey, Dell, Lifetouch, CIGNA, Bluestem, Optum (UHG) and Climatech. With its strategic location within the I-494 ring and good proximity to the international airport, demand for investment and redevelopment of the area remains high. The city anticipates significant growth in jobs in the area through expansion of existing businesses as well as through new development and redevelopment.

One project alone - United Health Group's subsidiary Optum recently approved plans to add 1.5 million square feet of office space and 6,700 jobs in the City West area - generating enough traffic demand to justify the complete reconstruction of the interchange. Phase 1 of the development project is complete and includes two eight-story office buildings totaling more than 500,000 square feet, a 2,500 parking space ramp and around 2,300 employees. Phase 2 includes a 15- story office building with more than 500,000 square feet, another 2,500 parking space ramp and another 2,300-2,500 employees.

In addition, the Margaret A Cargill Philanthropies expanded its existing site at 6889 Rowland Rd acquiring land to the east, doubling its former building footprint.

Project: Highway 7 and Louisiana Avenue Interchange Project

Recipient: City of St. Louis Park

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2706-226	$0	$3,000,000	$3,000,000	2014	$22,008,000	450

Project Description

This project provided a grade separated interchange (tight diamond with roundabouts) at Highway 7 and Louisiana Avenue, promoting job creation and retention and balancing the mobility needs of the regional transportation system.

Figure 21: Completed TH 7 and Louisiana Ave Interchange

Transportation Impacts

In recent years as the community has grown, Highway 7 experienced safety problems, travel delays and capacity concerns. To remedy these issues, this project removed three signal systems along Highway 7 and two right-in/right-out intersections. In its place, a grade separated interchange was constructed. This project also enhanced the pedestrian/bicycle facilities along this area to facilitate movements throughout the area greatly reducing delays and enhancing air quality. The safe movement of emergency vehicles to and from Methodist Hospital was also improved. Accidents, while not eliminated, have been significantly reduced and are lower in severity.

Economic Development Impacts

The construction of the interchange provides long-term efficiency and reliability for the movement of workers and goods to and from the area and helped ensure the viability of area businesses. The city has completed a master plan for the Southwest LRT Station development. The master plan accommodates a mix of uses including higher-density residential on the upper floors of the space and commercial office uses on the street level. With the completion of the interchange project, the city anticipates redevelopment within the next 5 years and anticipates the addition of some 450 jobs.

Several important developments are complete or are underway since completion of the project in 2014. These include Methodist Hospital's completion of a $140 million renovation and facility expansion; Hardcoat metal finishing adding 45 jobs; Oak Hill Medical Office Building opening with 50 jobs; and the Cardinal Glass expansion adding research and development positions. With Sam's Club moving out of the SE quadrant of the interchange, the 13 acre site is receiving significant interest from developers and business.

2013 Projects

Project: Highway 5 Improvements

Recipient: City of Waconia

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1002-106	$0	$4,500,000	$4,500,000	2015	$6,559,103	360

* This project was supported in part by a $100,000 contribution from the private sector.

Project Description

The city of Waconia requested $4.5 million for an $11.1 million Highway 5 improvement project. The project upgraded 1.4 miles of two-lane roadway to an urban four-lane divided road with multiple intersections.

Figure 22: TH 5 Improvements through Waconia

Transportation Impacts

Prior to construction this highway was a two-lane rural-design highway with many access points and was inadequate for a growing community in mobility, access, safety and function. Annual Average Daily Traffic exceeds 15,000 and is expected to double by 2030. The improvements addressed safety concerns by widening and reducing the number of accesses to and from Highway 5, which had a crash rate four times the state average.

The project included a new signal for Ridgeview Medical Center and closure of 10th Street access along with the creation of a partial frontage road system. The wider road has improved emergency vehicle response times to the hospital.

Pedestrian facilities were also included. This project improved pedestrian modes and supports heavy commercial traffic, which is 6 percent of all traffic through this corridor.

Economic Development Impacts

The project supports job creation for many employers in the area. For example:

- Ridgeview Medical (two-year jobs estimate: 130; five-year jobs estimate: 260)
- Good Samaritan Society (two-year jobs estimate: 30; five-year jobs estimate: 30)
- Waconia Ford (two-year jobs estimate:1; five-year jobs estimate:2)
- Waconia Mill IV (two-year jobs estimate: 25; five-year jobs estimate:40)
- Auburn Homes and Services (five-year jobs estimate: 30).

The salaries for these jobs range from $40,000-$62,000. Waconia is a rapidly growing community with a population of approximately 11,000 today, and it is expected to grow to 20,000 in 2020.

Ridgeview Medical expanded in 2015 to add 130 new jobs.

Additional expansions are planned in 8-10 years adding another 130 jobs, and several other retail, restaurants and a housing development are expected in the area. New property tax collections from these developments are projected to generate an estimated $395,000 per year.

Project: 7th Street Off-Ramp and Repurposed 5th Street Off-Ramp at Interstate 94

Recipient: City of Minneapolis

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2781-462	$0	$6,790,000	$6,790,000	2016	$2,910,000	5,000

Project Description

A new westbound I-94 off ramp was constructed in the city of Minneapolis to re-orient traffic entering downtown Minneapolis via westbound I-94 from the current 5th St. entrance to 7th St. The existing I-94 5th St. off ramp is being repurposed to provide a multimodal connection between the Cedar Riverside neighborhood and the downtown core.

Figure 23: New 7th Street off-ramp and re-purposed 5th street off ramp at I-94

Transportation Impacts

Re-orienting the off-ramp improved efficiency of downtown Minneapolis' one-way street network. Redirecting traffic moved traffic away from a bottlenecking conflict point with the Blue Line Light Rail.

The repurposed ramp improved connections between Cedar Riverside and the downtown area for pedestrians and bikers. Congestion in this area created back-ups on local streets in all directions, moved traffic onto parallel routes and generally shut down the functionality of the street network for hours every weekday.

Economic Development Impacts

Although the direct tax and job benefits from the project could not be determined because the project serves the highest density developed area in Minnesota, currently the downtown core of Minneapolis employs 162,500 people. It is expected that 183,000 could be employed in the area by 2030. A large share of more than $1 billion in projects the city of Minneapolis approved in 2012 is slated to take place in downtown. The area's largest employers are the Hennepin County Medical Center, the University of Minnesota, Fairview Hospital, the new Vikings stadium, Augsburg College and Wells Fargo.

Project: Olmsted County Road 16 and Trunk Highway 63 Interchange Reconstruction

Recipient: Olmsted County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5509-80	$0	$2,224,000	$2,224,000	2016	$9,295,000	450

Project Description

An interchange at Highway 63 and County Highway 16 was reconstructed in Olmsted County. The project improves access to the Rochester International Airport and surrounding industrial parks.

Figure 24: County Road 16 and TH 63 Interchange reconstruction and airport access project

Transportation Impacts

The project reconstructs and realigns the interchange at Highway 63 and County State Aid Highway 16 south of Rochester near the Rochester International Airport. The existing bridge was in poor condition, had poor sight lines, no turning lanes and limited accommodations for non- motorized travel. CSAH16 is a National Highway System Intermodal Connector, one of only 11 roads in Minnesota that provide access between a major multimodal facility and the National Highway System. The interchange is three miles north of the Highway 63/I-90 interchange.

This project is consistent with the long range plan for the area, which involves converting Highway 63 from an expressway to a freeway. A second phase of the project involves construction of a frontage road system and reduction of the number of accesses to Highway 63. Traffic counts along the corridor are high: north of the interchange sees 30,500 Annual Average Daily Traffic and 1,600 Heavy Commercial Annual Average Daily Traffic; south of the interchange AADT is 21,900 and 1,150 for Heavy Commercial AADT. By 2040, AADT is expected to grow to 36,400 (north) and 32,800 (south).

Economic Development Impacts

The Rochester International Airport employs more than 270 people and serves more than 320,000 commercial airline passengers per year. The airport generates $161.5 million in economic impact in the region. The airport is expecting a 27 percent increase in passengers by 2025.

According to the county, some 875,000 people come to Rochester per year for activities related to the Mayo Clinic. It is estimated that 25 percent of those arrive via air. Mayo is planning a major expansion that will double the number of patients and add 20,000 employees. The Rochester airport is planning the construction of a new terminal. In addition to the essential transportation service the airport provides to the Mayo and other area businesses, several industrial parks near the project area have benefitted from the expanded capacity with the addition of new warehouse facilities.

In 2012, FedEx shipped 18 million metric tons of air cargo through Rochester. It currently operate an 80,000 square foot facility at the airport and is opening another 60,000 square foot facility three miles south in Stewartville. Other businesses in the area include Tri-State Cold Storage, Mallard Seed Co., AgStar Financial and AmericInn. There is also room for new businesses with vacant industrial lots available.

Project: Highway 169 and Pumpkin Hill Road Access and Rest Area Improvements

Recipient: City of Le Sueur

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
4013-54	$0	$2,072,571	$2,072,571	2017	$ unknown	200

Project Description

This project was let in May 2015. This TED proposal was unique, in that it included the conveyance of land with an existing rest area to a private company and construction of new replacement rest area. (This legislative authority was sought and approved during the 2013 legislative session - see 2013 Minnesota Session Laws Chapter 127—Senate File Number 1270, Sec. 63).

The transportation elements of the project included:

- construction of a Reduced Conflict Intersection at Highway 169 and County Road 28
- realignment of Pumpkin Hill Road
- constructed left turning lanes and deceleration lanes
- closure of Doppy Lane to Highway 169
- closure of Highway 128 access to Highway 169
- construction of a new local road connecting Doppy Lane with frontage road
- construction of east frontage road connecting with CSAH for existing and future development

Figure 25: A Portion of the completed project; Le Sueur TH 169

Note: This project scored for the economic development criteria because of the proposed expansion of the Cambria Manufacturing facility, but due to the unique nature of the "rest area swap", a detailed analysis was required to arrive at a fair and reasonable cost share distribution that complied with MnDOT's cost participation policy. In addition, because this recommended funding award did not cover the entire request, a formal agreement was required to ensure any state funds committed to the project were only provided once it was assured the proposed development would actually occur.

Transportation Impacts

Highway 169 is a principal arterial roadway that provides critical connections between southwestern Minnesota and the Twin Cities. It carries commuter traffic and serves as a conduit for commercial, agricultural and manufacturing products. The highway is well travelled, with Annual Average Daily Traffic at 38,000, including 1,200 to 3,700 heavy commercial vehicles.

There are existing problems and safety concerns for truck traffic entering and/or exiting Highway 169. The median does not offer protection to large trucks trying to exit the Cambria manufacturing facility to head southbound, or for those trying to enter the facility from the north, where they are required to cut across oncoming traffic.

The recent removal of a controlled intersection along Highway 169 in Belle Plaine has exacerbated these "spacing" problems in Le Sueur. Cambria currently generates 2,000 truck trips per month. That will increase to 8,000 under the current expansion and is expected to increase as the company continues to grow.

Economic Development Impacts

Cambria currently employs 537 full-time employees in Minnesota, including 250 in Le Sueur. Cambria has is completed an expansion in Le Sueur that added 277,000 square feet and 220 full-time positions. The current expansion is expected to increase truck traffic by 150 percent. Several other new and promising business prospects are taking shape in the area but none have yet confirmed development.

2015 Projects

Project: East Bush Lake Road Interstate 494 Westbound Entrance Ramp

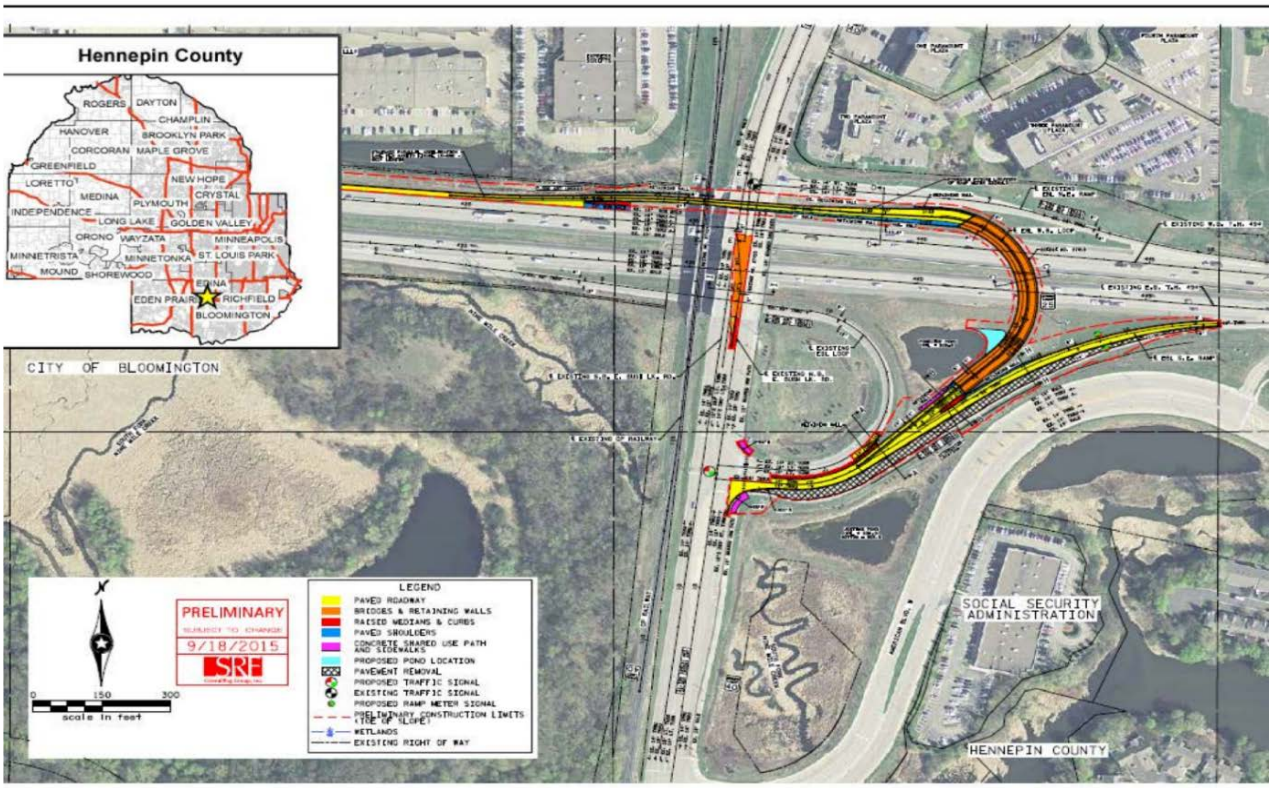
Recipient: City of Bloomington

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
2785-400	$0	$8,000,000	$8,000,000	2018	$15,780,000	2600

Project Description

This project provided an inverted loop ramp onto westbound I-494 from East Bush Lake Road. The total estimated cost of this project was $23,780,000.

Figure 26: Preliminary layout of proposed East Bush Lake Road I-494 Westbound Entrance Ramp



Transportation Impacts

The project is designed to alleviate traffic on the I-494/TH 100 interchange, serve Metro Transit and provide freeway access from American Blvd. This project is currently under construction.

Economic Development Impacts

There are now 21,000 jobs within a one-mile radius of the project and the project sits in the middle of multiple development districts in the cities of Bloomington and Edina zoned for industrial, office, residential and commercial land uses. Multiple large scale projects are in various stages of redevelopment including 255,000 sq. ft. of office space. The location also contains 80 acres of undeveloped land. Employment growth in the area in two years is expected to exceed 2600 medium to high paying jobs.

Project: Trunk Highway 41 Expansion

Recipient: Carver County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
1008-85	$0	$3,500,000	$3,500,000	2019	$13,260,000	300

Project Description

This project provides a one mile expansion of Minnesota State TH 41 in the city of Chaska between TH 212 and County State Aid Highway 14. The total estimated cost of this project is $16,760,000.

Figure 27: Preliminary layout of proposed TH 41 Expansion in Chaska, Carver County

Transportation Impacts

This improvement is needed because traffic volumes have increased and will continue to grow as land uses intensify and existing businesses add new employment. Chaska has increased from 8,350 people to 23,700 people since TH 41 was constructed in 1977, and the city continues to see strong growth in population and jobs. TH 41 improvements will include expansion of the roadway from 2 lanes to 4 lanes, construction of a center island, dual turn lanes at CSAH 14, lengthening a northbound turn lane at Hundertmark Road and construction of a bike-pedestrian underpass at CSAH 14. This project is currently under construction.

Economic Development Impacts

Six businesses are expected to expand and add 300 new jobs. A large portion of these are high paying jobs in bioscience, technology and manufacturing. A private sector contribution to the project is valued at $1,250,000.

Project: Trunk Highway 52/County State Aid Highway 42 Interchange Reconstruction

Recipient: Dakota County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
1906-68	$0	$3,100,000	$3,100,000	2017	$19,191,168	322

Project Description

This project reconstructed the TH 52 and CSAH 42 interchange and widened CSAH 42 to four lanes through the interchange. The total cost of this completed project was $22,291,168.

Figure 28: Ariel View of TH 52-CSAH 42 Interchange reconstruction, Dakota County

Transportation Impacts

The project introduced protected left turn lanes on CSAH 42 at all intersections with ramps, at designated local roads and at intersections with major driveways. In addition, this project extended the 4- lane section of CSAH 42 past the interchange to remove the lane drops and transitions at the interchange. The replacement of the bridge removed existing sight line obstructions, such as the piers and allows for better sight distance for traffic accessing CSAH 42 from TH 52. These improvements reduced conflict points and allowed for safer turning movements at the interchange. The project improved travel time and safety for the existing trucking firms and a proposed distribution facility in area.

Economic Development Impacts

This project was proposed and accepted with the understanding that a major distribution center would locate near this interchange. The new facility was anticipated to provide 153 full-time and 281 part-time jobs within 2 years and 172 full-time and 322 part-time jobs in 5 years. Since the project was awarded, however, that operation did not locate its facility at this site. Dakota County elected to proceed with the improved bridge, access and site geometrics anyhow to improve the desirability of the adjacent land for development.

Two potential economic development projects have emerged that benefit from the new interchange, although details are not yet public. Both possible developments are on the west side of TH 52 and are located near in the University of Minnnesota, UMore Park vicinity.

Project: US Highway 169-Trunk Highway 41-County State Aid Highway 78 Interchange

Recipient: Scott County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
7005-121	$0	$10,000,000	$10,000,000	2020	$28,075,533	528

Project Description

This project will construct an interchange at the intersection of US Highway 169 and MN TH 41/CSAH 78. The total estimated cost of this project is $38,075,533.

Figure 29: Preliminary layout of proposed TH 41-U.S. 169 Interchange in Scott County

Transportation Impacts

Project components include bridge and ramp construction, retaining wall, signal systems, frontage roads and access modifications. The US 169/TH 41/CSAH 78 intersection experiences the most crashes of all intersections in Scott County and is in the top 200 in Minnesota for crash-cost in 2011-2013. This project will continue efforts to remove signalized intersections from the US 169 Corridor to improve safety and mobility. The frontage road system will eliminate exposure of slow-moving, industrial/mining vehicles on the US 169 mainline. Increased efficiency in commercial truck traffic flow will enhance freight mobility along the US 169 Corridor. Preliminary work is underway with land acquisitions and clearing. Construction on the project will begin in 2019.

Economic Development Impacts

This interchange will benefit the regional construction economy by improving mobility for trucking to and from the adjacent mining, construction materials and landfill sites. An additional 353 jobs are expected within two years of the project. Within five years, 528 additional jobs are expected. A private sector contribution to the project is valued at $1,154,760.

Project: Highway 36 and County State Aid Highway 35/Hadley Avenue Interchange Project

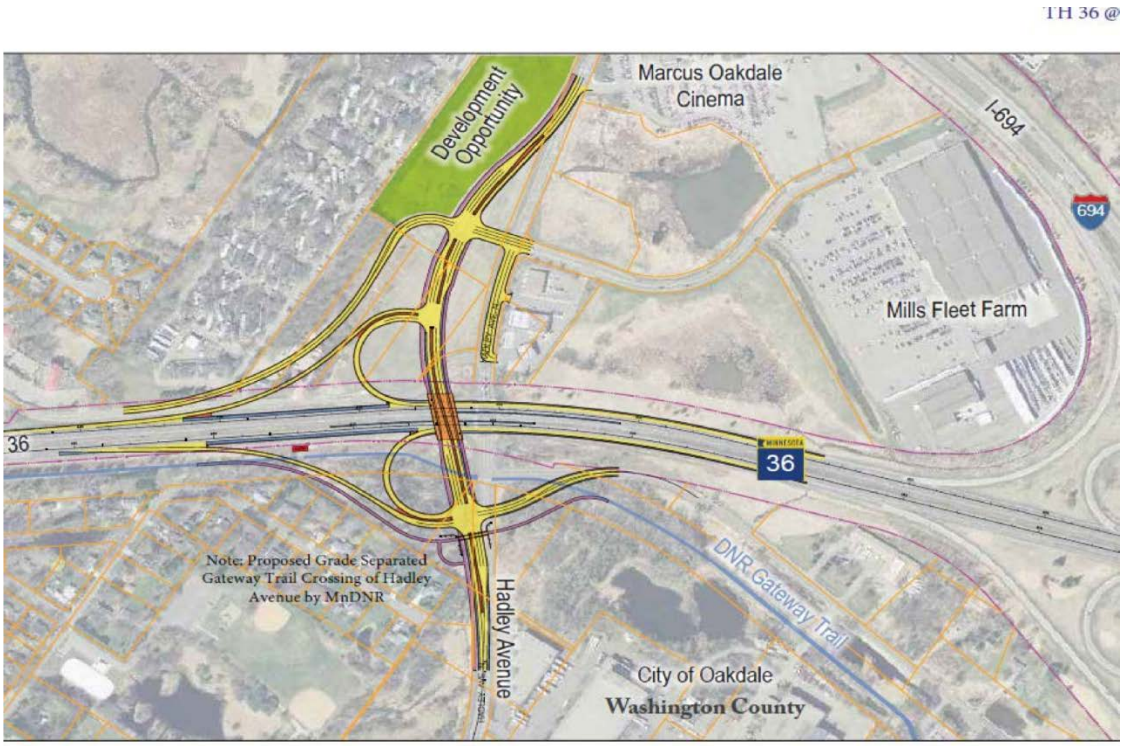
Recipient: Washington County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
8204-72	$0	$4,000,000	$4,000,000	2020	$14,857,000	275

Project Description

This project constructs a new interchange to replace the existing at-grade intersection of TH 36 and CSAH 35 (Hadley Avenue) in Oakdale. A private sector contribution to the project is valued at $2,570,000. The total estimated cost of this project is $18,857,000.

Figure 30: Preliminary layout of proposed TH 36 – Hadley Avenue Interchange in Washington County



Transportation Impacts

Within the project area, TH 36 is a four-lane divided expressway section. Traffic volumes have increased at the existing intersection to the point that the traffic demand is exceeding the capacity which in turn results in extended periods of heavy congestion and an unacceptable level of service during peak hours.

Economic Development Impacts

Major economic development benefits from this project come from making the TH 36 corridor more efficient for commercial traffic with more than 40,000 vehicles currently traveling through this corridor daily. Large undeveloped areas near the interchange are zoned commercial and industrial. The project may create as many as 275 jobs in five years.

Project: State Highway 101/Highway 19/71-Union Drive Intersection (Municipal State Aid Street 112) Traffic Signal

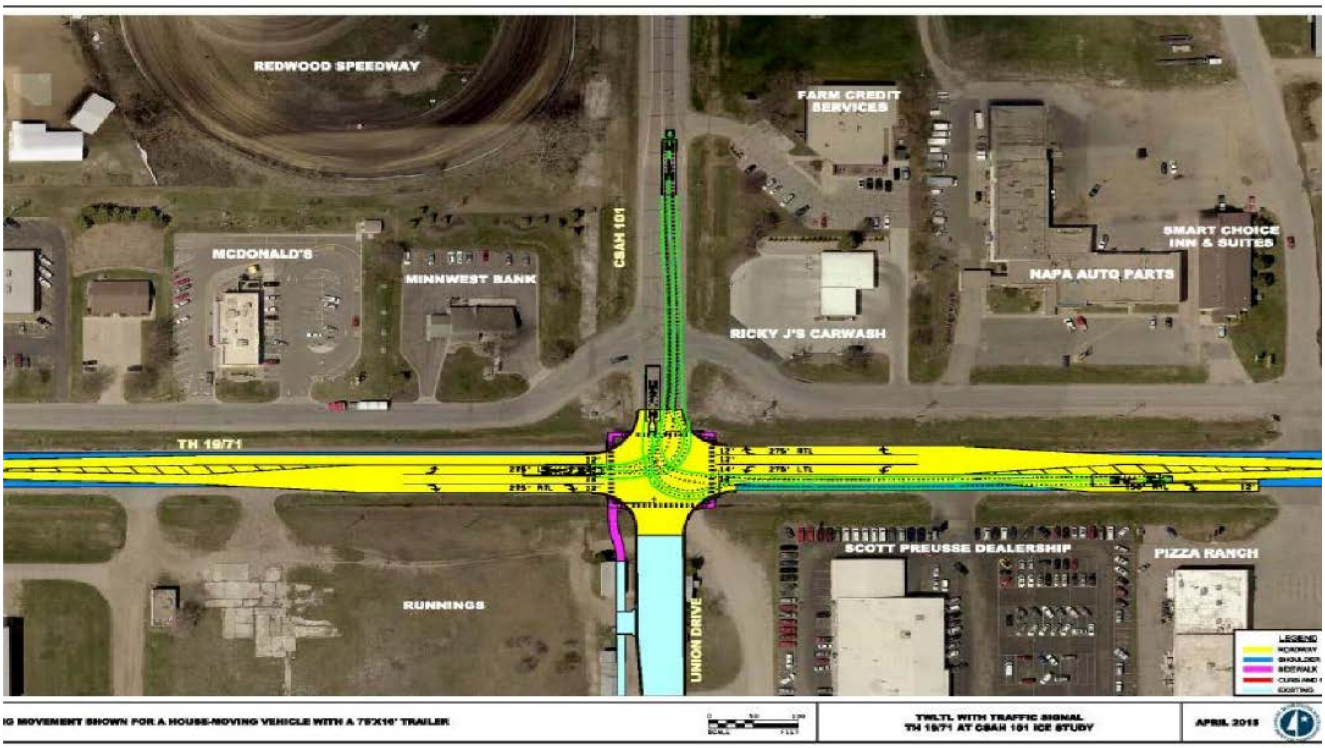
Recipient: City of Redwood Falls

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
6404-94	$0	$280,000	$280,000	2018	$200,000	770

Project Description

This project signalizes the intersection of County State Aid Highway 101/Trunk Highway 19/71-Union Drive (MSAS 112) and develops a two-way-left turn lane on TH 19 significantly enhancing safety on the roadway. The total estimated cost of this project is $480,000.

Figure 31: Preliminary layout of proposed CSAH 101/TH 19-71 Union Drive Intersection (MSAS 112) Traffic Signal



Transportation Impacts

The signal with the left turn lanes is necessary due to movements of large truck/super loads in and out of the industrial park. Significant safety benefits are anticipated with completion of this project due to heavy volumes of traffic in the area and a large number of oversized loads.

Economic Development Impacts

Schult Homes is a manufactured housing business that uses the intersection to move modular homes. Schult is planning to increase its business by 10 percent in two years which will increase the number of employees needed by 47 from its current number of 212 employees. Other jobs located in the industrial park served by the intersection include manufacturing, rendering and electronics. Jobs are projected to increase in two years to about 700 and in five years to 770 as a result of plant expansions.

Project: Wells Business Park Access

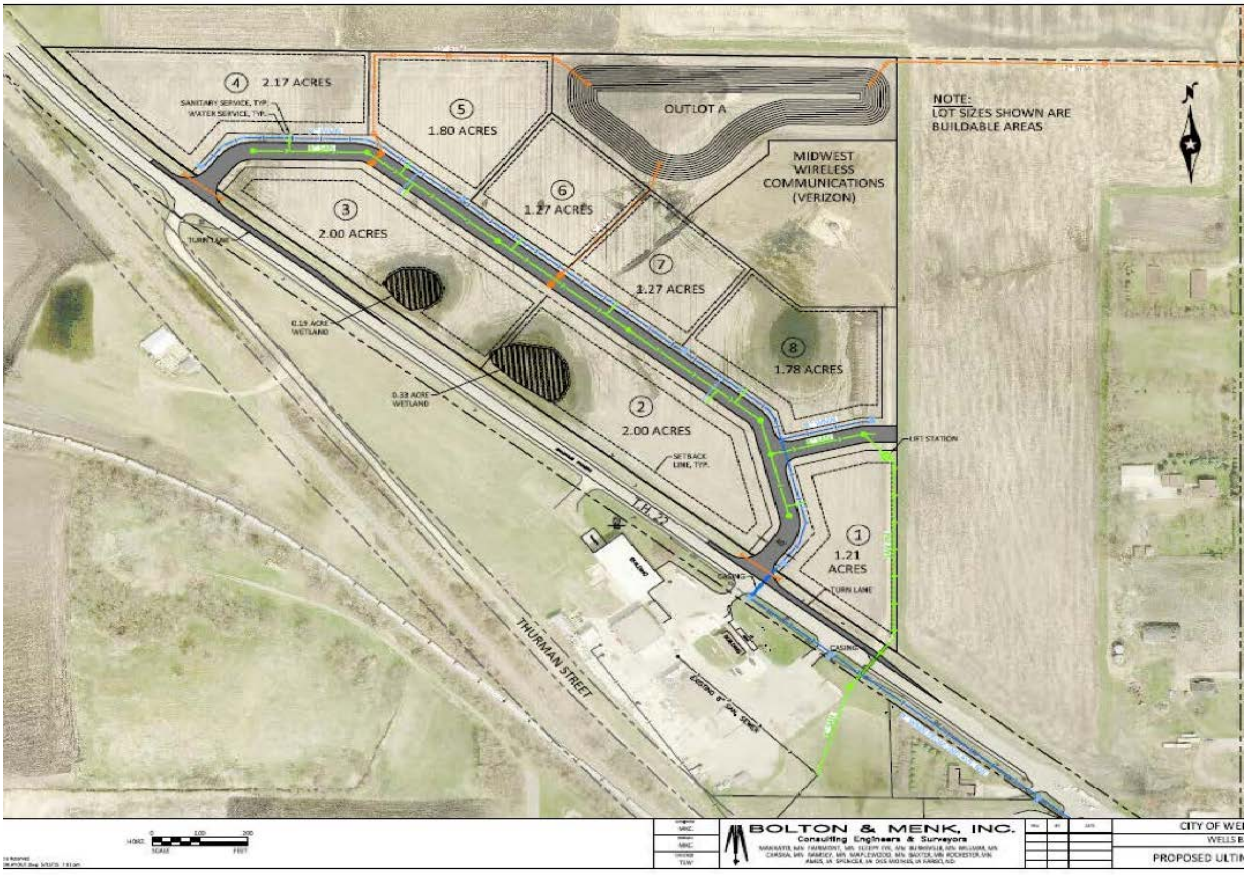
Recipient: City of Wells

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
2205-11	$295,864	$147,800	$443,664	2018	$2,027,852	140

Project Description

This project provides two turn lanes off of Trunk Highway 22 and develops an internal road and infrastructure for a new business park. The total estimated cost of this project is $4,164,600.

Figure 32: Preliminary Layout Wells Business Park Access, City of Wells



Transportation Impacts

The project constructs two 300' right turn lanes on TH 22 and constructs the internal road system for the business park consisting of a 40' wide paved urban 10 ton roadway.

Economic Development Impacts

The city of Wells has filled the existing business park areas available for development and local businesses that want to expand are unable to do so at their current locations. Based on an assumption of 10 employees per acre, the City estimates a total of 190 jobs upon full build out of the area. The project will add 30 total new jobs in 2 years and 140 in 5 years with 5 of the 8 parcels developed.

Project: Adams Street Extension

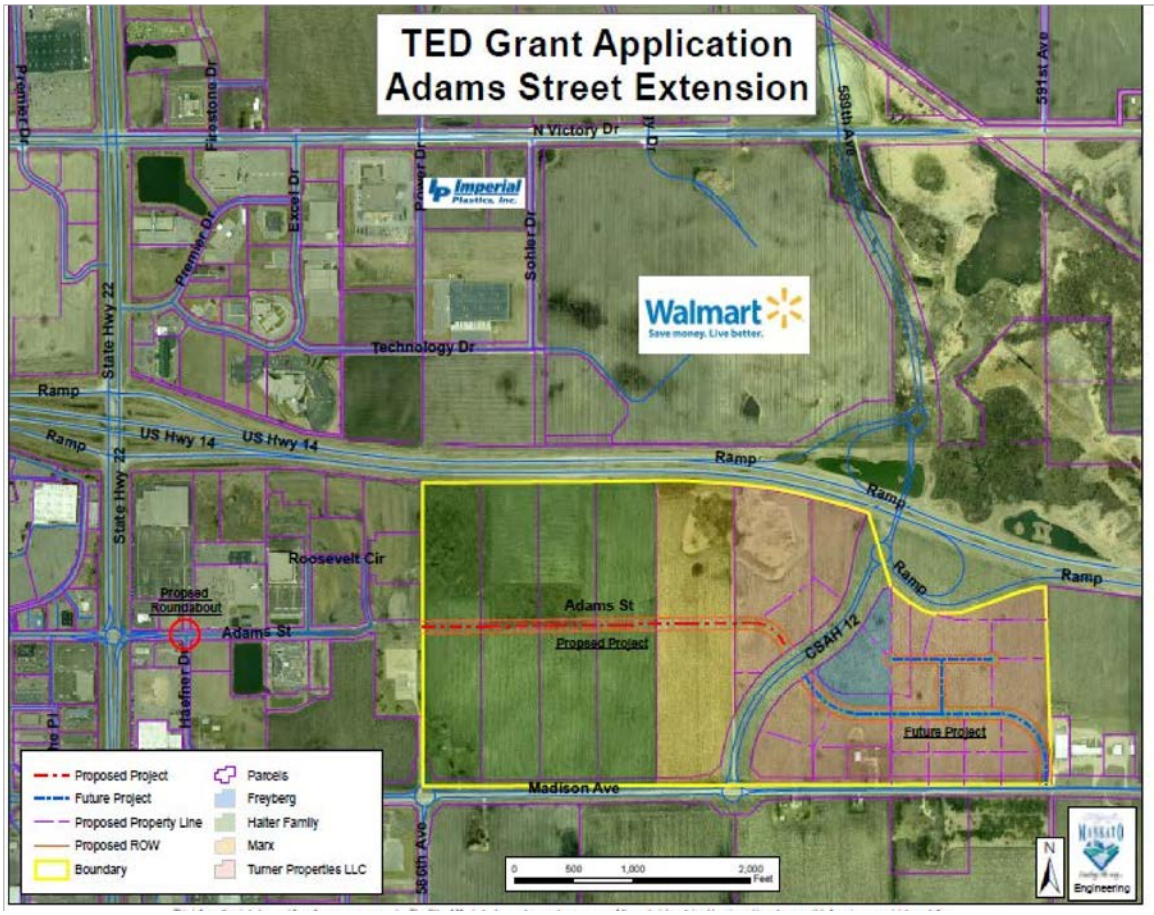
Recipient: City of Mankato

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
-	$813,233	$0	$813,233	2018	$4,917,069	367

Project Description

This project extended Adams Street from Roosevelt Circle to County State Aid Highway 12 and provides access to 170 acres of industrial land adjacent to US Highway 14 and secondary access to a main commercial/retail center. The total estimated cost of this project is $5,730,302.

Figure 33: Preliminary Layout Adams Street Extension, Mankato



Transportation Impacts

The project constructed 3400 ft. of new roadway and a new roundabout at an existing intersection. The new roundabout and the secondary access to TH 22 greatly improves capacity and safety in the area and the Adams Street connection with the new CSAH 12, CSAH 22 and US Hwy 14 interchange.

Economic Development Impacts

Recent industrial park development in the area was absorbed quickly and it is expected that these new parcels will be developed soon creating as many as 367 new jobs in 5 years.

Project: Trunk Highway 68-Michigan Road Turning/Bypass Lanes

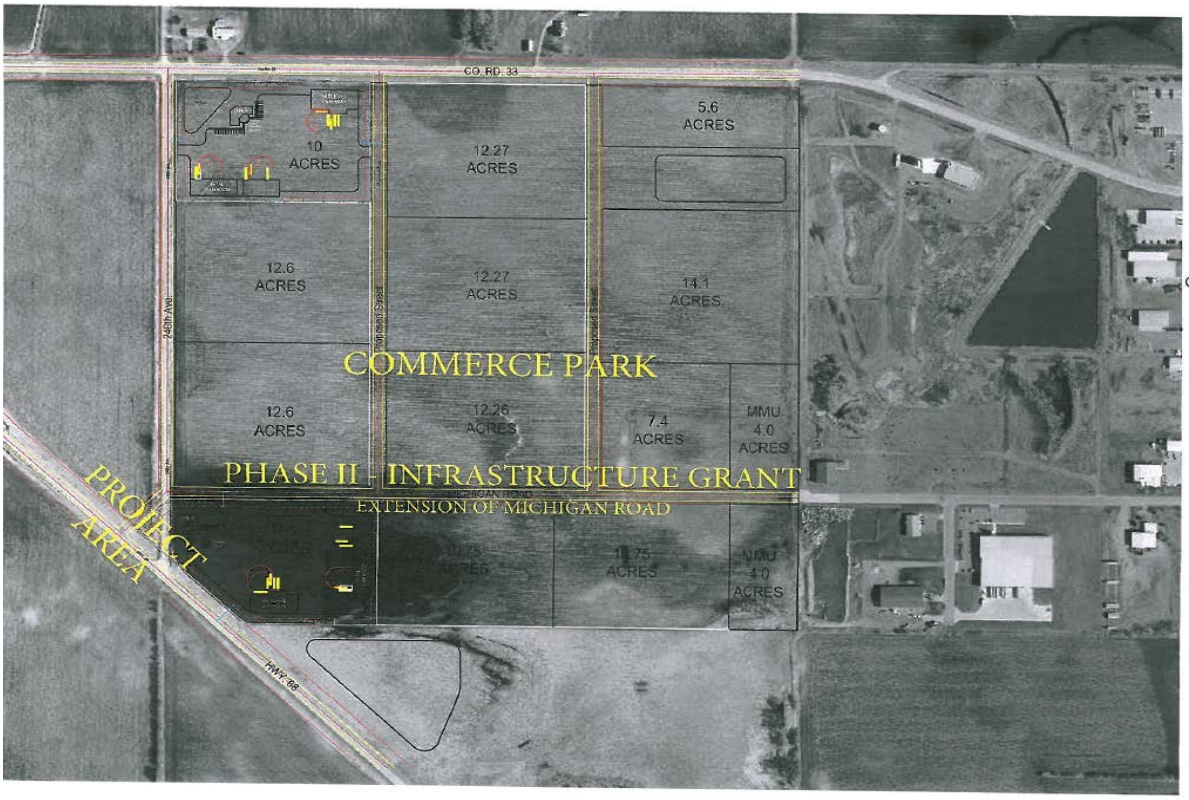
Recipient: City of Marshall

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
10044-10	$0	$666,000	$666,000	2017	$2,821,300	40

Project Description

This project installed turning lanes, a bypass lane and a truck acceleration lane among other improvements on TH 68 to provide improved access to a newly developed industrial park in Marshall. Total project cost is $3,487,300.

Figure 34: Preliminary layout Commerce Park, TH 68-Michigan Road, Marshall



Transportation Impacts

The project provides access to and from the new industrial park and improves safety at the intersection with Michigan Road in anticipation of the traffic growth from new occupants of the industrial park. The project installed left-hand turn lanes on TH 68 into the industrial park. Interior road construction within the industrial park is currently underway.

Economic Development Impacts

This project was necessary because the existing industrial park in Marshall is nearly full and prospective occupants have expressed interest in the new industrial park. These businesses are expected to create 20 jobs in two years and 40 jobs in five years.

Project: City of Princeton Trunk Highway 95 Roundabout and Business Park Access

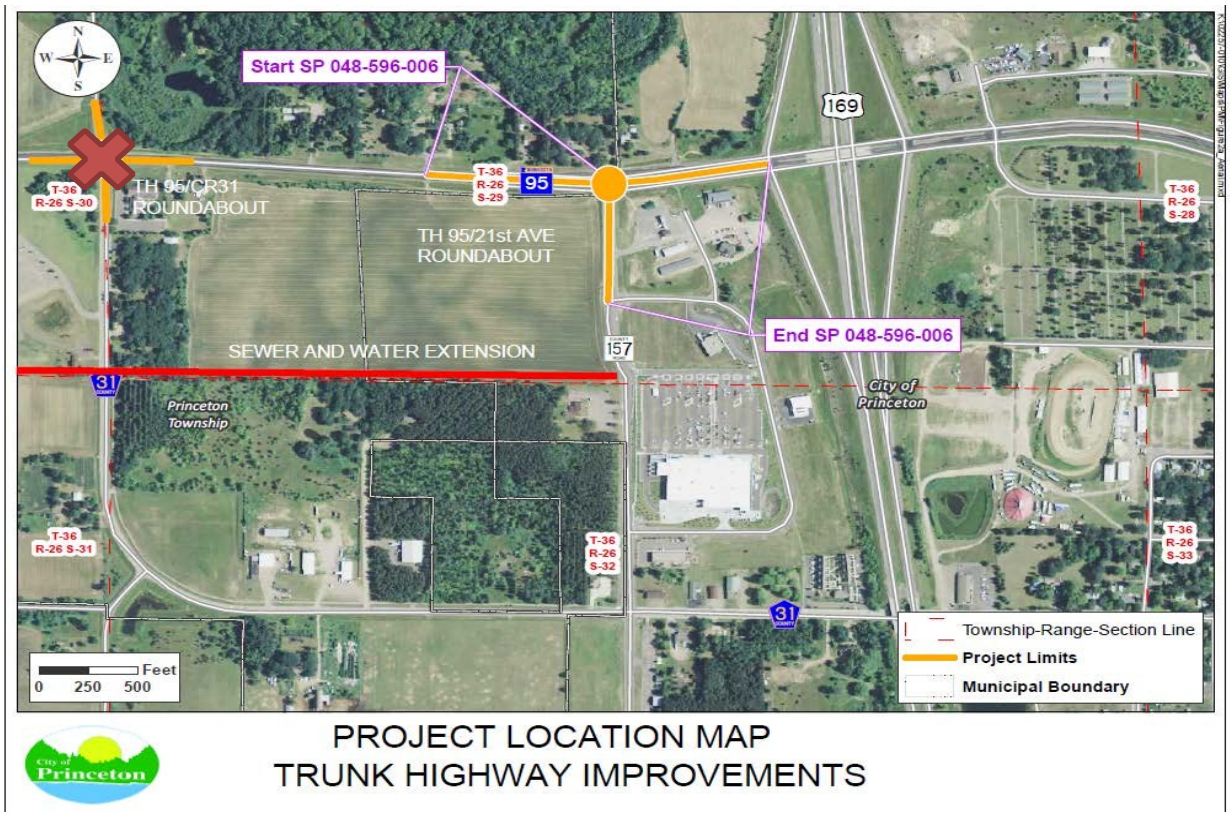
Recipient: Mille Lacs County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Leveraged Funds	5-Year Job Estimate
4809-29	$0	$110,187	$110,187	2018	$1,218,750	400

Project Description

This project includes the installation of a roundabout on TH 95 and County Road 157 (21st Avenue) in Princeton. Construction was initiated in spring of 2018.

Figure 35: Preliminary layout of proposed TH 95 Roundabout and Business Park Access



Transportation Impacts

This roundabout will reduce the number of high-speed crashes and increase highway capacity on TH 95. The 21st Avenue corridor serves as direct access to the Aero Business Park and the Princeton Public Safety Building. Construction is currently underway.

Economic Development Impacts

Nine businesses have expressed a desire to locate or expand in the Princeton Business Center and the Aero Business Park with employment growing from 200 jobs two years after completion of the project to 400 jobs after five years. A portion of the original project was canceled due to sale of the land to a buyer who does not want immediate development or sewer and water extensions.

Project: First Avenue West Upgrade

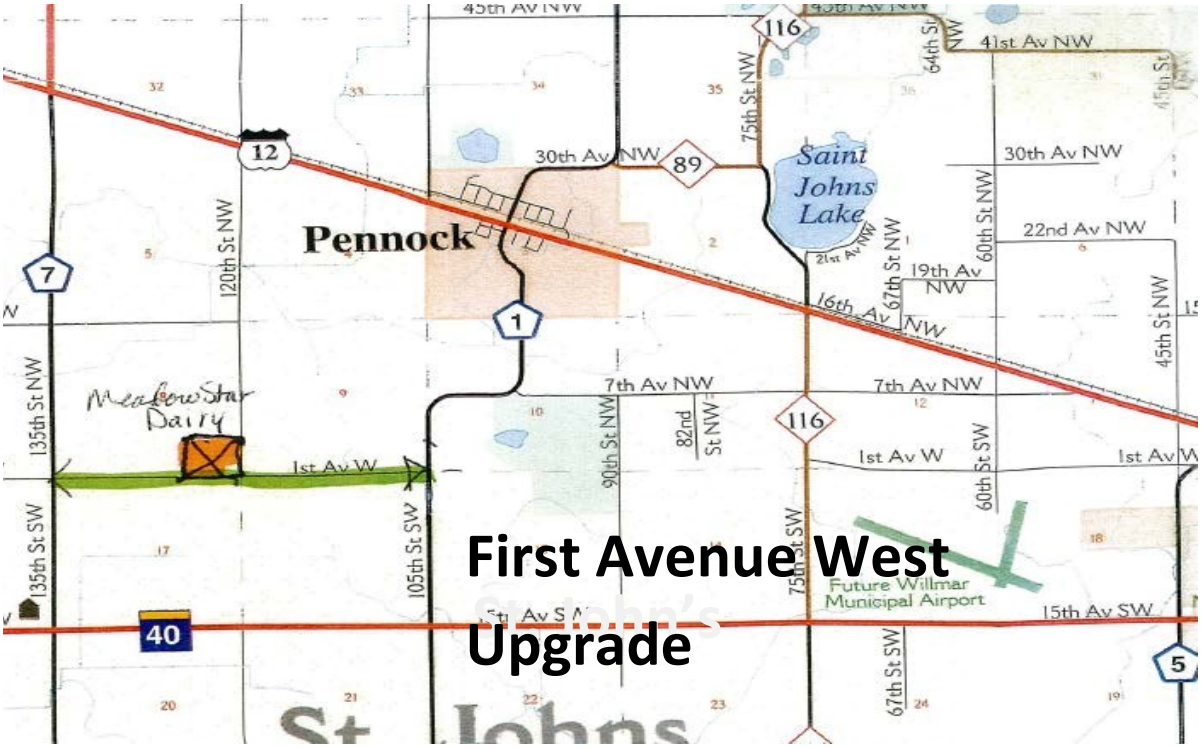
Recipient: St. John's Township

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
-	$393,059	$0	$393,059	2016	$399,963	52

Project Description

This project upgraded 2 miles of First Avenue West, which was a minimum maintenance road, and provides access to Meadow Star Dairy, a large dairy operation with more than 9,000 cows. A private sector contribution to the project is valued at $399,963. Total project cost is $839,963.

Figure 36: 1st Avenue West reconstruction, Meadow Star Dairy, St. John's Township



Transportation Impacts

Before this project, the road was a 20’ wide road rated for a 5 ton capacity. Improvements to the road included an upgrade to a 10 ton capacity “all weather" road that is 28' wide. Other enhancements include improved site lines that were a safety issue for converging traffic.

Economic Development Impacts

The dairy produces 7 semi-truck loads of milk a day. It is serviced by a high volume of large trucks and there are also employee vehicles all operating 24 hours a day. Meadow Star Dairy has created 52 jobs in the first two years since completion.

2017 Projects

Project: US 169 / 101st Avenue North Interchange

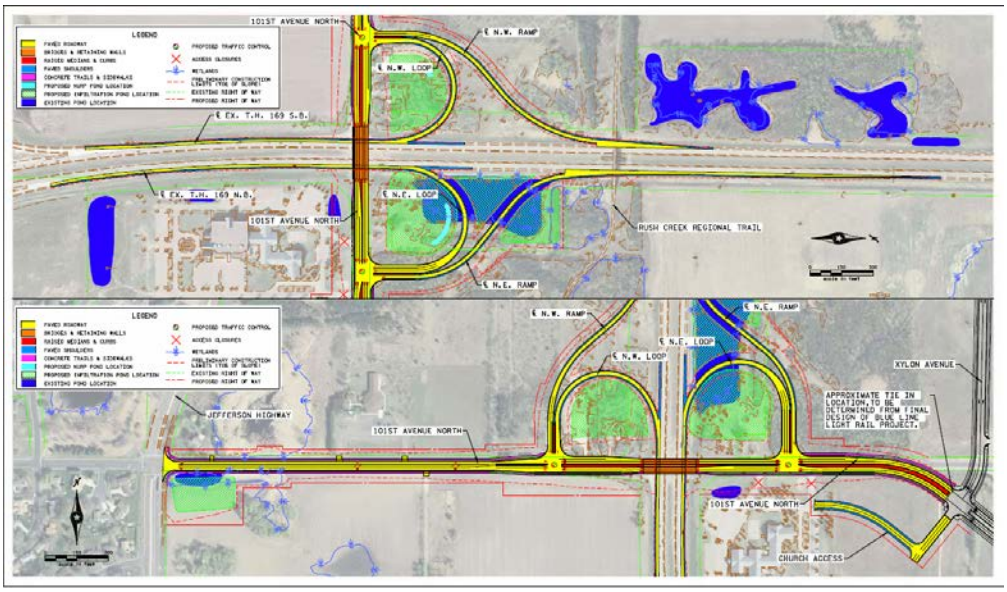
Recipient: Brooklyn Park

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
110-129-006	$1,500,000	$10,000,000	$11,500,000	2020	$14,500,000	1400

Project Description

The project is designed to provide regional access to the area by constructing a folded diamond interchange on the current alignment of 101st Ave. N. at U.S. Highway 169. As part of this project, a new bridge along 101st Avenue North will be constructed over US Hwy 169, and auxiliary lanes will be constructed on northbound and southbound US Hwy 169 between TH 610 and 101st Avenue North. 101st Avenue North will be reconstructed as a four lane urban section roadway between Jefferson Highway and future Xylon Avenue. Access to Grace Fellowship Church will be moved to Xylon Avenue as part of this project. US Hwy 169 connects north and south to regional connectors such as TH 610, Interstate 94 / 694, TH 55 and Interstate 494. The project will benefit Hennepin County and the cities of Brooklyn Park, Osseo, Maple Grove and Champlin with improved access. Furthermore, local traffic operations will be improved in the area by connecting neighborhoods divided by US Hwy 169. Bicycle and pedestrian travel is supported by a proposed multiuse trail.

Figure 37: Plan View of US 169/101st Avenue Interchange Layout



Transportation Impacts

Regional access for freight is a driving factor for the interchange at US Hwy 169 and 101st Ave. N. In its current configuration, trucks accessing US Hwy 169 are required to take routes through local neighborhoods. Access to US Hwy 169 is currently limited at the 101st Ave. N. intersection. Given the large volumes of freight being generated near the project area, accessing US Hwy 169 at other locations is not desirable. The proposed interchange separates freight traffic from local roads and residential neighborhoods, and provides direct access to the highway.

Economic Development Impacts

Over a third of all jobs within a mile of the project area are in the manufacturing and distribution sector. Furthermore, the interchange will serve three business parks. Combined, these business parks account for over 2,500,000 square feet of industrial, manufacturing and warehouse space. Target Corporation, which owns property in the area, has agreed to contribute a portion of the project cost.

Project: MN 41 / CSAH 18 Roundabout

Recipient: Carver County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
1008-94	$0	$1,500,000	$1,500,000	2020	$1,840,000	129

Project Description

This project reconstructs the CSAH 18 (Lyman Boulevard) and Trunk Highway 41 intersection in Chaska. The CSAH 18 and TH 41 intersection is currently controlled by a temporary traffic signal and the proposed project installs a roundabout that allows freight, passenger vehicles, pedestrians and cyclists to pass through safely. This improvement is needed because the current intersection is over-burdened, unsafe and traffic volumes continue to grow as nearby vacant land is developed and nearby businesses expand and hire new employees.

Figure 38: Plan View of Hwy 41 and Lyman Boulevard Roundabout

Transportation Impacts

The intersection of CSAH 18 and TH 41 serves as a critical point for freight vehicles travelling to businesses near the intersection, and using TH 41 and CSAH 18 as a main connector route to nearby principal arterial roadways such as TH 212, TH 7 and TH 169. Current traffic and freight movements at the signalized intersection are substandard. Installation of a roundabout facilitates improvements to overall traffic and freight performance, provides acceptable capacity, minimizes delay, and allows freight, passenger vehicles, pedestrians and cyclists to travel through the intersection safely.

Economic Development Impacts

The cities of Chaska and Chanhassen are becoming increasingly important as employment centers in the Southwest Metro Area. Their combined total employment has grown by more than 30 percent (up 5,000 jobs) in the last 6 years, per DEED data. Nearly 50 percent of the jobs in the project area are in the manufacturing industry and more than 10 percent are in wholesale trade. At least 10 of the businesses in the area, ranging in size from five employees to more than five hundred employees are actively hiring for positions in the project area.

Project: US 10 / 169 Safety and Mobility Improvements

Recipient: Anoka County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
0202-108	$0	$5,000,000	$5,000,000	2022	$19,997,000	15

Project Description

This project will reconstruct Highway 10/169 from Greenhaven Road/Main Street to the Anoka/Ramsey City limits, including grade separations and improvements to crossing locations and the local roadway network. Highway 10/169 will be regraded/reconstructed for approximately 6,500' and will be elevated over Fairoak Avenue and Thurston Avenue. Upon completion of the project, all vehicles will travel this segment of Highway 10/169 uninterrupted, greatly improving the regional movements through this area.

Figure 39: Plan View of US 10 / 169 Safety and Mobility Improvements

Transportation Impacts

The Highway 10/169 ramps at Main Street are substandard in design. This project will lengthen the acceleration lane for northbound Main Street to the westbound Highway 10/169 entrance from 300' (existing) to 1,200.' This new length, which meets engineering standards, will allow heavy vehicles to merge into traffic at appropriate speeds. The current acceleration length of 300' only allows vehicles to reach speeds of approximately 30 mph prior to merging; heavy commercial vehicles travel even slower. This large discrepancy in travel speed between vehicles on the mainline (posted 60 mph) and vehicles entering the highway causes mainline vehicles to slow and creates a shockwave/queuing effect. Large speed discrepancies also have a higher potential for crashes. Upon completion of the project, freight and deliveries will access the community from Thurston Avenue or Main Street interchanges and will use standard intersections designed to handle large truck movements.

Economic Development Impacts

The Highway 10/169 project will support the economic development of businesses located within the project area, and the people and freight travelling through the project corridor by means of improved efficiency and safety. Maintaining and improving upon both the regional and local aspects of the area's transportation network will improve the attractiveness of this area for doing business. This is anticipated to spur investment and allow companies to expand and add jobs, positively affecting the state, regional and local economy.

Project: Chaska Brickyard Improvements

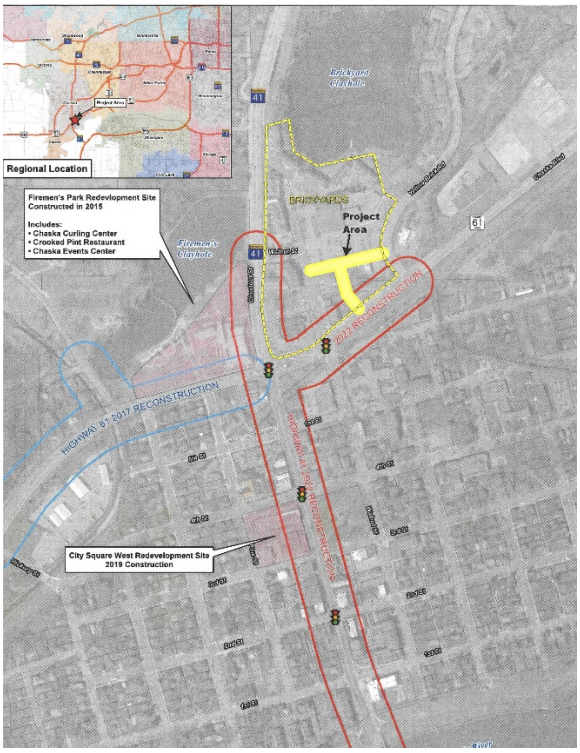
Recipient: Chaska

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
NA	$650,000	$0	$650,000	2020	$430,000	125

Project Description

This project will assist the City of Chaska with the construction of a new local street in downtown Chaska to provide better access to a redevelopment area. The street is needed because of the reconstruction of County Road 61 that removes accesses to several businesses along the corridor. The businesses that are impacted by the CR61 reconstruction project and that will be assisted by this project are Cooper Foods, Java Companies, Alliance Contracting, a proposed restaurant and office/commercial space.

Figure 40: Location of Chaska Brickyard Improvements



Transportation Impacts

With a new median being installed on County Road 61 safety will be improved by reducing conflicts that result from turning movements into nearby businesses or cutting through a parking lot. This new road will allow a formal local street to access those businesses.

Economic Impacts

This project is anticipated to create 72 jobs and retain 53 jobs within 5 years.

Project: MN 32 / CSAH 16 Mark Boulevard Roundabout

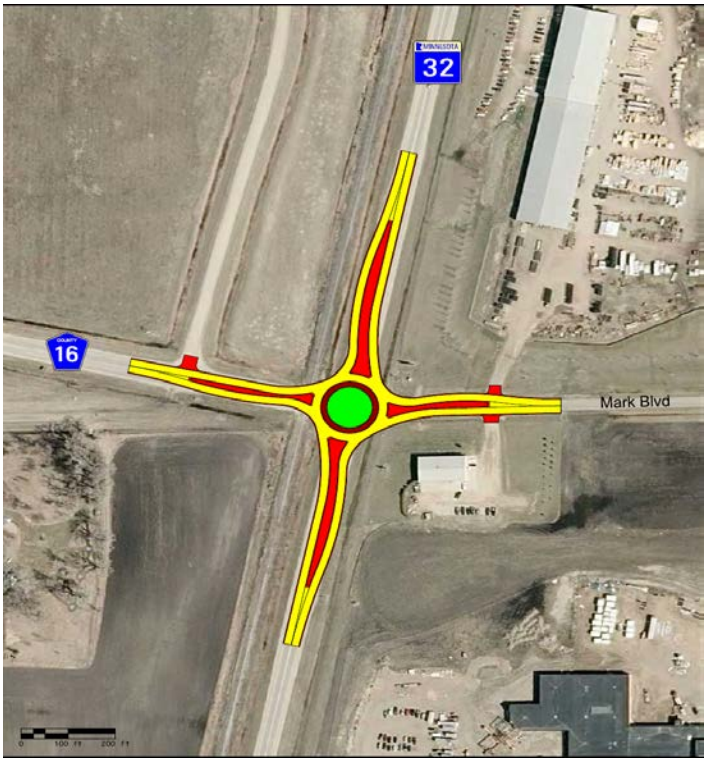
Recipient: Pennington County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
5703-49	$1,000,000	$1,000,000	$2,000,000	2020	$1,770,000	100

Project Description

This project constructs a roundabout at Trunk Highway 32 and County State Aid Highway 16 in Thief River Falls. TH 32 is a two-lane north-south roadway through the intersection. On the west leg, CSAH 16 is a two-lane roadway with a westbound acceleration lane and southbound right turn lane (stop controlled). The east leg is Mark Boulevard, a two-lane roadway with stop control at TH 32. When complete, Mark Boulevard will be designated as CSAH 8 so the entire intersection will consist of two trunk highway legs and two county highway legs.

Figure 41: Plan View of MN 32 / CSAH 16 Mark Boulevard Roundabout



Transportation Impacts

To support the proposed project and in an effort to improve freight flow, quality of life and enhance economic development, Pennington County and the City of Thief River Falls have made a number of investments to reroute truck traffic out of downtown Thief River Falls via a designated truck route on CSAH 16, Mark Boulevard, and CSAH 8. The intent of the truck route is to get the heavier freight vehicles out of urbanized downtown and get the through truck traffic and truck traffic destined to the more industrialized area of the community away from residential and commercial areas. In particular, the truck route will serve large corporations such as Digi-Key and Arctic Cat. The truck route is also intended to provide a more direct connection to the industrial areas and to provide better access to the regional airport located just south of CSAH 8. The airport is used by Digi-Key and Arctic Cat for high-value shipments and deliveries.

Economic Development Impacts

This project supports the creation of 1,000 new jobs (500 by 2022) for Digi-Key within the City of Thief River Falls. The project benefits the movement of freight for Digi-Key, Arctic Cat and other manufacturers in the area. It also supports multimodal transportation by improving freight access, redirecting freight traffic out of downtown Thief River Falls and improving access to the regional airport. Finally, it improves access to the Sanford Medical Center for visitors, employees and especially emergency service vehicles.

Project: MN 56 Turn and Bypass Lanes

Recipient: Dodge County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
2005-29	$0	$135,450	$135,450	2019	$58,050	55

Project Description

This project provides a bypass lane for southbound traffic and a related right-hand turn lane for northbound traffic on MN 56. The project is located about 1.5 miles south of the intersection with MN 14 in Dodge Center.

Figure 42: Location of Hwy 56 Bypass and Turn Lane Improvements

Transportation Impacts

This project promotes expansion and increases access for three businesses immediately south of Dodge Center. It will also permit safer, faster and less disruptive passing for through traffic.

Economic Development Impacts

This project will facilitate future expansion of businesses along MN 56 especially Con-Tech Manufacturing. Con-Tech, one of the largest employers in Dodge County, anticipates growth of the employee base by 55 positions in the next 5 years. Suppliers for the Con-Tech operation in the immediate area will also benefit.

Project: Kayak Bay Intersection Signalization

Recipient: Duluth

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
118-600-001	$0	$247,000	$247,000	2020	$107,000	213

Project Description

The Kayak Bay intersection signalization project, which is located at Grand Avenue (MN 23) and Warwick Street, includes the design and installation of a new traffic signal at the base of the Spirit Mountain Recreation Area. The City of Duluth and St. Louis County have partnered and secured funding for the right-of-way acquisition and construction of a new city street, Kayak Bay Road. This future street will create a new four-way intersection on MN 23 and, in concert with concurrent development plans and existing recreational amenities, will increase traffic at the intersection's legs. The signalized intersection is necessary to ensure vehicle and pedestrian safety.

Figure 43: Plan View of Kayak Bay Intersection Signalization

Transportation Impacts

The traffic signal control option allows for acceptable overall intersection operation and manageable queue lengths. Signalization is better at accommodating changes in traffic conditions and can be coordinated with other area interconnected signal systems for optimized flow along MN 23. Further, pedestrian and bicycle crossings to the Willard Munger State Trail, the Western Waterfront Trail, the Superior Hiking Trail and the DWP Trail can be accommodated by incorporating pedestrian crossing indicators and push buttons at the signalized intersection. Additionally, according to the Duluth Transit Authority, a signal is necessary to extend routes into the Spirit Mountain Recreation Area; the current speed and flow of traffic on MN 23 makes exiting Warwick Street difficult and is less safe for buses. This is a particular challenge during the snow season as ridership increases to Spirit Mountain from local college and university students. The SMRA is a recreational amenity valued throughout Duluth and the region.

Economic Development Impacts

Signalization of the MN 23 and Warwick intersection will act as the catalyst for a 26-acre mixed-use development, creating much-needed new housing stock and offering commercial opportunities in Duluth's western-most neighborhoods. The Riverside Small Area Plan community engagement sessions identified the following priorities regarding future development in the corridor: promote mixed land uses that provide new multi-family and commercial opportunities, increase and improve the neighborhood's housing stock and establish the area as a recreation/tourism destination.

Project: Waseca Industrial Road Improvements

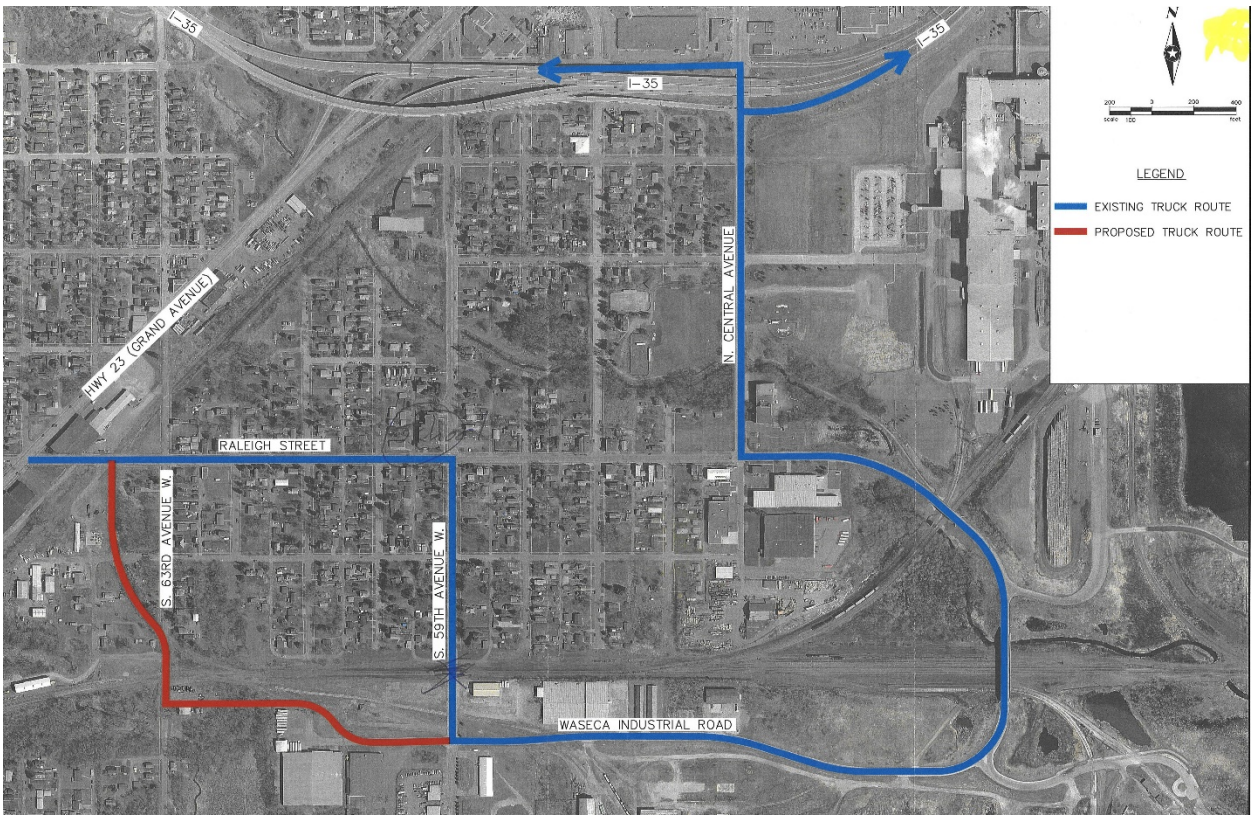
Recipient: Duluth

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
NA	$1,100,000	$0	$1,100,000	2019	$1,180,993	620

Project Description

This project will assist the City of Duluth with the extension of Waseca Industrial Park Road. The project replaces a railroad crossing that is being closed and provides better access for trucks to MN 23 without driving through a residential neighborhood and near an elementary school. Businesses assisted include Verso, IPS Crane, North Shore Track Services, Moline Machinery and Loll Designs.

Figure 44: Location of Waseca Industrial Road Improvements



Transportation Impacts

The project will extend Waseca Industrial Park Road in Duluth. This extension will enhance traffic safety by avoiding the inherent conflict of heavy commercial traffic within a residential neighborhood and past an elementary school.

Economic Impacts

The project is estimated to create 351 jobs and retain 269 jobs within 5 years.

Project: Canola Oil Processing Plant Frontage Road

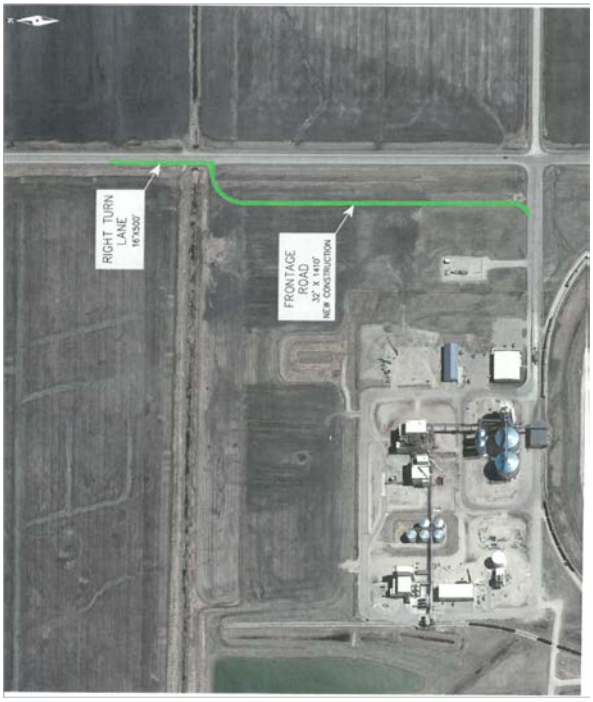
Recipient: Kittson County

State Project #	DEED Funds	MnDOT TH Funds	Total Award	Construction Completion Year	Non-State Leveraged Funds	5-Year Job Estimate
3508-28	$0	$315,000	$315,000	2019	$135,000	8

Project Description

Along US 75 south of Hallock, CHS operates a Canola Plant that was built in 2012. The entrance road to the plant has room to park and stack 18 trucks. The plant receives nearly 60 trucks per day and anticipates significant growth over the next 20 years. Trucks are forced to queue along the shoulders of US 75 during peak periods of harvest or when the plant has technical issues with the scale. This situation occurs 8-12 days a year. The existing shoulder is 8-ft, leaving very little separation between the trucks and through traffic in a rural high speed environment. The queued trucks block sight lines for vehicles exiting the plant and westbound vehicles on CSAH 10. State Patrol has received a number of complaints on this issue. The project would also include a right turn lane for trucks to decelerate prior to turning into the plant and lighting at the intersection.

Figure 45: Plan View of Canola Oil Processing Plant Frontage Road



Transportation Impacts

This project will address congestion concerns near the Canola plan enhancing safety for the traveling public. The project reroutes the Canola Plant entrance 1,400-ft to the north, which will provide stacking room for an additional 40 trucks and ensure that trucks no longer queue along Highway 75.

Economic Impacts

The processing plant has the space available to double production and this project may help plans for an expansion to move forward resulting in more jobs and boosting the local, regional and state economy.

Appendix A: Transportation Economic Development Program Summary

Five Project Solicitations: 2010, 2012, 2013, 2015 and 2017

Table 1: Year 2010 Solicitation

2010							
Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 Year Jobs Estimate**
Perham (I)	US 10 / CSAH 34 Interchange	2012	$500,000	$3,497,480	$3,997,480	$2,356,600	280
Zumbrota	Northwest Industrial Development	2013	$750,000	$398,225	$1,148,225	$1,148,225	25
Worthington	US Highway 59 / BioScience Dr.	2013	$500,000	$2,800,000	$3,300,000	$1,420,000	450
Marshall	TH 68 Lake Rd Turning Lanes	2012	$500,000	$575,000	$1,075,000	$247,500	75
Aitkin County	CSAH 5 Reconstruction	2012	$250,000	$0	$250,000	$416,250	4
St. Cloud (I)	TH 15 and 33rd St.	2012	$500,000	$8,400,000	$8,900,000	$4,000,000	165
St. Charles	I-90 Business Park / TH 74	2012	$500,000	$0	$500,000	$2,030,000	45
SUBTOTAL			$3,500,000	$15,670,705	$19,170,705	$11,618,575	1,044

Metro	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 Year Jobs Estimate**
Hennepin Co - 4th St (I)	4th St and 35W interchange	2015	$0	$9,358,375	$9,358,375	$4,046,400	170
Bloomington MAC (I)	494 and 34th Ave interchange	2013	$0	$4,673,000	$4,673,000	$1,800,000	3,264
SUBTOTAL			$0	$14,031,375	$14,031,375	$5,846,400	3,434
2010 Totals			$3,500,000	$29,702,080	$33,202,080	$17,464,975	4,478

Table 2: Year 2012 Solicitation

2012							
Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Mankato	Eastwood Energy Industrial Park	2013	$969,218	$0	$969,218	$415,380	405
Benton Co (I)	US 10 / CSAH 3 Interchange	2014	$0	$2,934,000	$2,934,000	$1,956,000	50
Delano	Delano NW Business Park	2014	$1,000,000	$605,500	$1,605,500	$3,313,000	100
Windom	N Windom Industrial Park Improvements	2013	$549,540	$544,960	$1,094,500	$805,500	35
Mille Lacs Co.	CR 132 - Hawkins Sawmill Rd - 9-ton	2013	$300,000	$0	$300,000	$950,000	10
International Falls	Multimodal Distribution Center	2014	$657,000	$0	$657,000	$300,000	50
Rice Co.	Extension of Industrial Park Rd & CR 76	2015	$1,000,000	$0	$1,000,000	$1,740,000	93
SUBTOTAL			$4,475,758	$4,084,460	$8,560,218	$9,479,880	743

Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Minnetonka (I)	I-394 Ridgedale Dr westbound on ramp	2014	$0	$1,603,965	$1,603,965	$6,396,035	450
Maplewood (I)	TH 36 / English St Interchange	2013	$0	$1,000,000	$1,000,000	$21,997,000	230
Ramsey County	Lexington Ave - Congestion Mitigation	2016	$1,000,000	$0	$1,000,000	$1,617,298	100
Eden Prairie (I)	S. Shady Oak Rd Improvements	2015-16	$0	$7,000,000	$7,000,000	$24,700,000	3,500
St. Louis Park (I)	TH 7 / Louisiana Interchange	2014	$0	$3,000,000	$3,000,000	$22,008,000	450
SUBTOTAL			$1,000,000	$12,603,965	$13,603,965	$76,718,333	4,730
2012 Totals			$5,475,758	$16,688,425	$22,164,183	$86,198,213	5,473

Table 3: Year 2013 Solicitation

2013							
Metro	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Waconia	TH 5 Improvements	2015	$0	$4,500,000	$4,500,000	$6,599,103	360
Minneapolis	I-94 7th Street Off Ramp and Repurposed 5th Street Off Ramp	2016	$0	$6,790,000	$6,790,000	$2,910,000	5,000
SUBTOTAL			$0	$11,290,000	$11,290,000	$9,509,103	5,360

Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Olmstead Co.	CSAH 16 & TH 63 Interchange Reconstruction and Airport Access Improvement Project	2016	$0	$2,224,000	$2,224,000	$9,295,000	450
Le Sueur	TH 169 Le Sueur Hill Access and Rest Area Improvements	2017	$0	$2,072,571	$2,072,571	Significant but still unknown	200
SUBTOTAL			$0	$4,296,571	$4,296,571	$9,295,000	650
2013 Totals			$0	$15,586,571	$15,586,571	$18,804,103	6,010

Table 4: Year 2015 Solicitation

2015							
Metro	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Bloomington	East Bush Lake Road I-494 Westbound Entrance Ramp	2018	$0	$8,000,000	$8,000,000	$15,780,000	2,600
Carver County	TH 41 Expansion in Chaska	2019	$0	$3,500,000	$3,500,000	$13,260,000	300
Dakota County	TH 52/CSAH 42 Interchange Reconstruct	2017	$0	$3,100,000	$3,100,000	$19,191,168	322
Scott County	US 169 – TH 41 – CSAH 78 Interchange	2020	$0	$10,000,000	$10,000,000	$28,075,533	528
Washington County	TH 36 - CSAH 35 – Hadley Ave Interchange	2020	$0	$4,000,000	$4,000,000	$14,857,000	275
SUBTOTAL			$0	$28,600,000	$28,600,000	$91,163,701	4,025

Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Redwood Falls	CSAH 101/TH 19-71 Union Drive Intersection (MSAS 112) Traffic Signal	2018	$0	$280,000	$280,000	$200,000	770
Wells	Wells Business Park Access	2018	$295,864	$147,800	$443,664	$2,027,852	140
Mankato	Adams Street Extension	2018	$813,233	$0	$813,233	$4,917,069	367
Marshall	TH 68 – Michigan Road Turning/Bypass Lanes	2017	$0	$666,000	$666,000	$2,821,300	40
Mille Lacs County	City of Princeton TH 95 Roundabout and Business Park Access	2018	$0	$110,187	$110,187	$1,218,750	400
St. John's Township	First Avenue West Upgrade	2016	$393,059	$0	$393,059	$399,963	52
SUBTOTAL			$1,502,156	$1,203,987	$2,706,143	$11,584,934	1,769
2015 Totals			$1,502,156	$29,803,987	$31,306,143	$102,748,635	5,794

Table 5: Year 2017 Solicitation

2017							
Metro	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Brooklyn Park	US 169 / 101st Avenue North Interchange	2020	$1,500,000	$10,000,000	$11,500,000	$14,500,000	1400
Carver County	MN 41 / CSAH 18 Roundabout	2020	$0	$1,500,000	$1,500,000	$1,840,000	129
Anoka County	US 10/169 Safety and Mobility Improvements	2022	$0	$5,000,000	$5,000,000	$19,997,000	15
Chaska	Chaska Brickyard Improvements	2020	$650,000	$0	$650,000	$430,000	125
SUBTOTAL			$2,150,000	$16,500,000	$18,650,000	$36,767,000	1,669

Greater Minnesota	**Project Name**	**Completion Date**	**DEED Funds**	**MnDOT Funds**	**Total Funds**	**Leveraged Funds**	**5 year Jobs Estimate**
Pennington County	MN 32 and CSAH 16/Mark Boulevard Roundabout	2020	$1,000,000	$1,000,000	$2,000,000	$1,770,000	100
Dodge County	MN 56 Turn and Bypass Lanes	2019	$0	$135,450	$135,450	$58,050	55
Duluth	Kayak Bay Intersection Signalization	2020	$0	$247,000	$247,000	$107,000	213
Duluth	Waseca Industrial Road	2019	1,100,000	$0	$1,100,000	$1,180,993	620
Kittson County	Canola Oil Processing Plant Frontage Rd	2019	$0	$315,000	$315,000	$135,000	8
SUBTOTAL			$2,100,000	$1,697,450	$3,797,450	$3,251,043	996
2017 Totals			$4,250,000	$18,197,450	$22,447,450	$40,018,043	2,665

Total for all Solicitations			**$14,727,914**	**$109,978,513**	**$124,706,427**	**$265,233,969**	**24,420**