



# Transportation Conference Committee

May 14, 2021

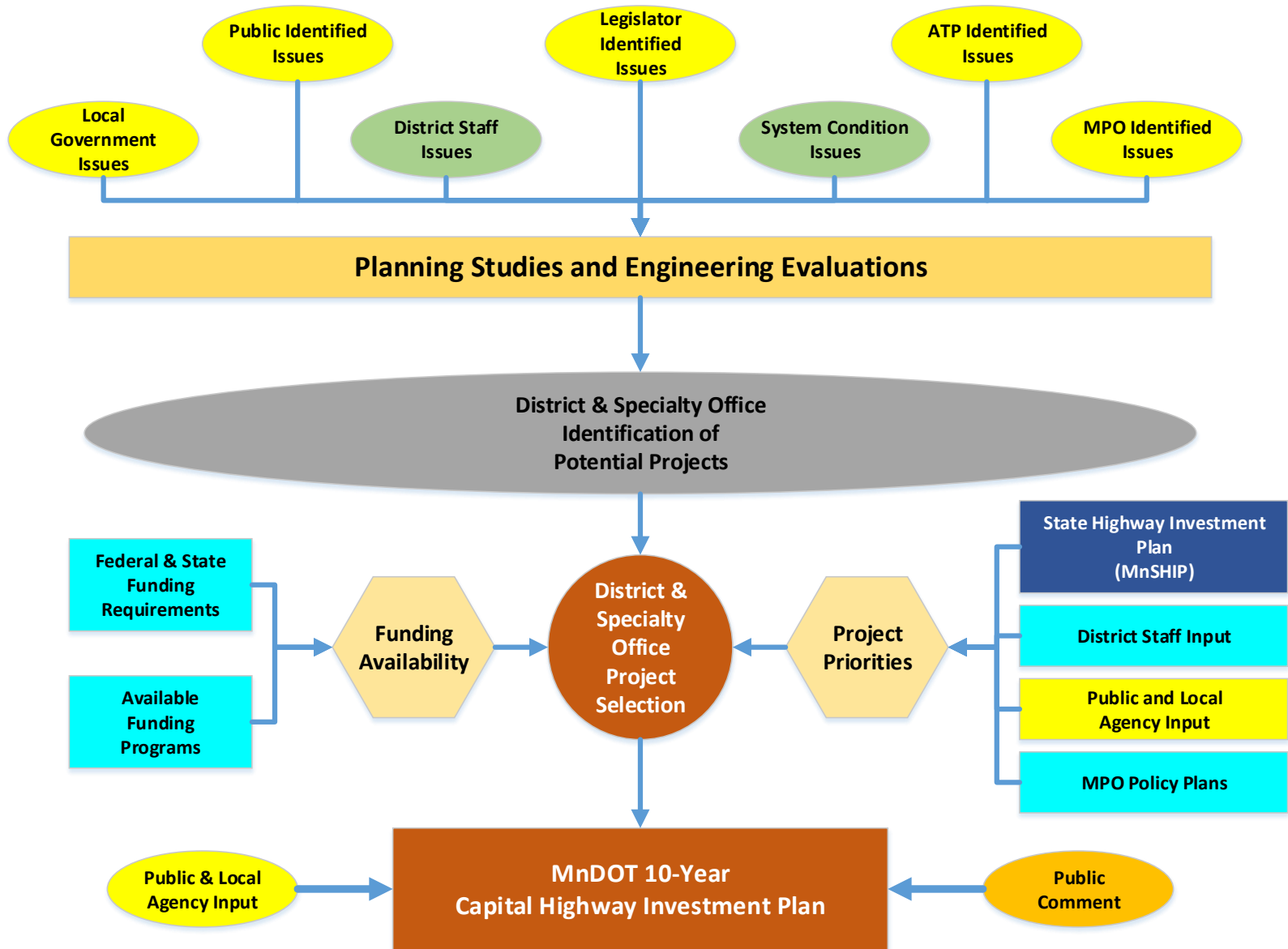
# Where MnDOT's Program Development Process Begins...

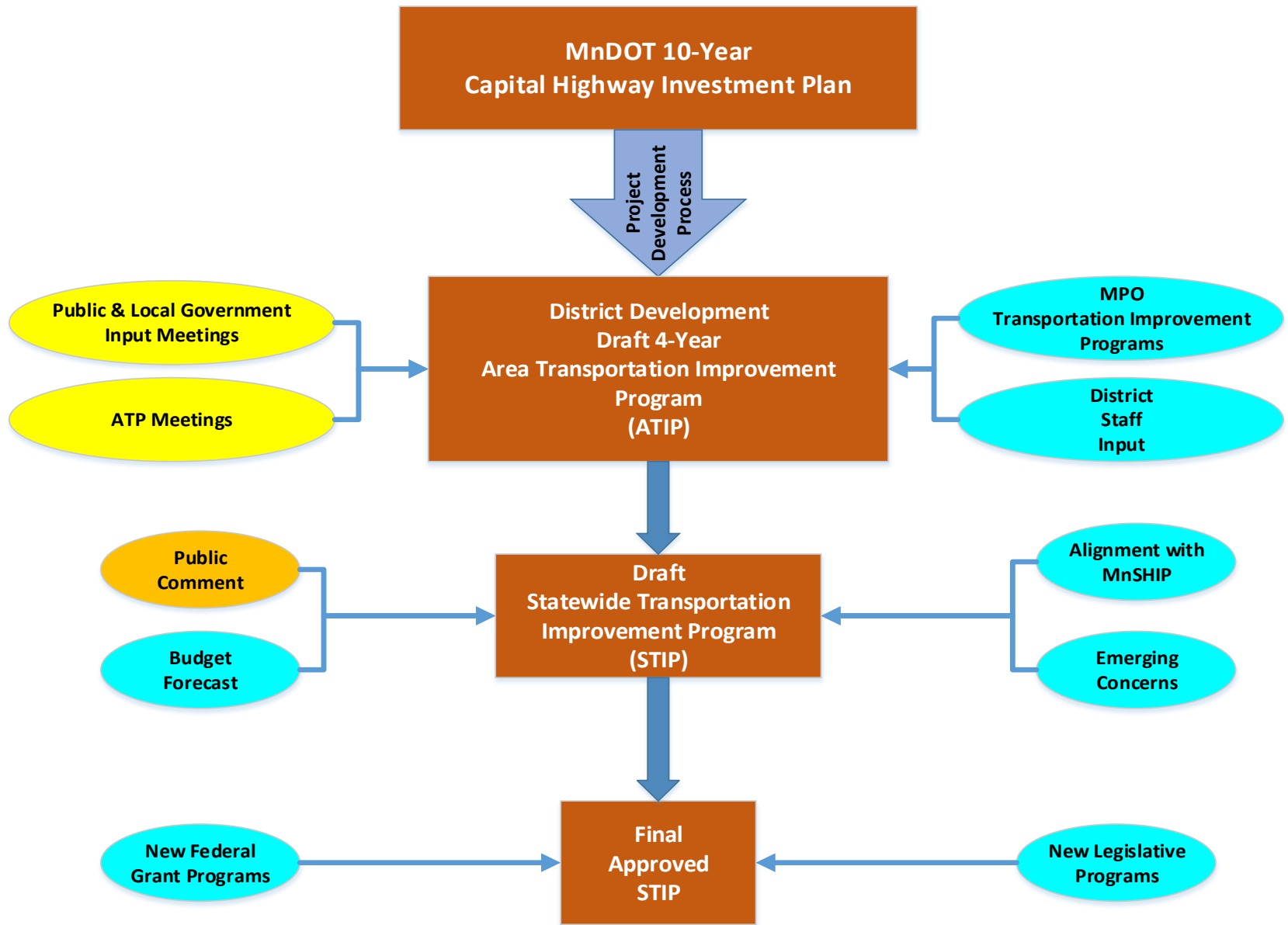


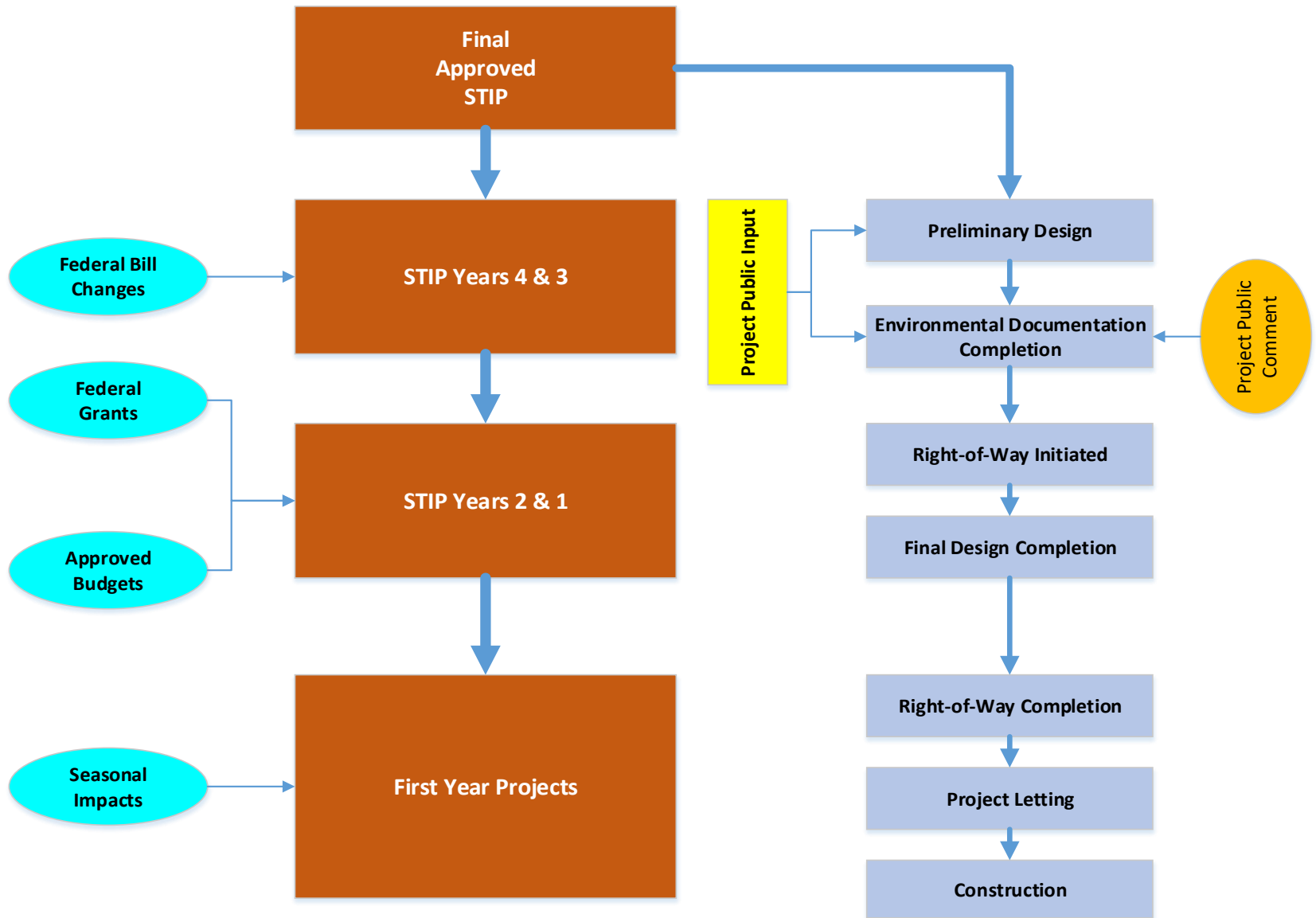
# Top 5 Investment Priorities Chosen by the Public/Stakeholders

(MnDOT's 2017 Highway Investment Plan)

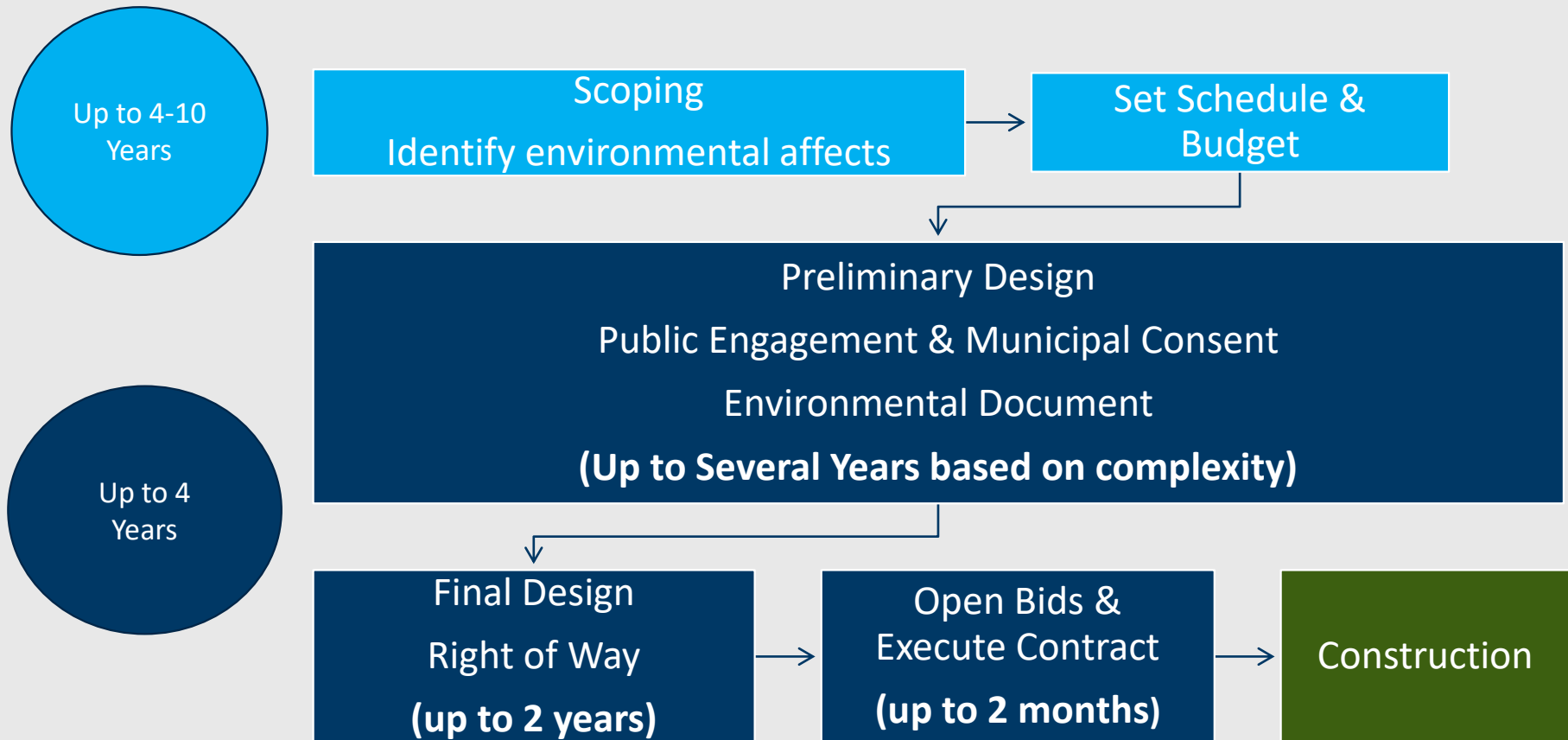
1. Pavement Condition
2. Bridge Condition
3. Roadside Infrastructure
4. Regional & Community Investment Priorities
5. Traveler Safety







# General Project Development Process



# Status of Proposed Projects

Up to 4  
Years

Preliminary Design  
Environmental Documentation  
Final Design  
Right-of-Way Acquisition

TH 8 (Chisago County)  
TH 169/CSAH 9 Interchange (Scott County)  
I-694 Gold Line Bridge (Wash. County)



# Status of Proposed Projects

Up to  
4-10  
Years

Planning and Scoping Phase  
Identify environmental affects

US 10 Becker Interchange

TH 65 at 99<sup>th</sup> in Blaine

TH 29 Culvert in Douglas County

US 10 in St Cloud Access Study

I-35 in Rice County Interchange Study

I-35 Interchange Study in Dakota County

I-35 Interchange Study in Lakeville

US 10 Coon Rapids Expansion

US 61 Lighting in Cottage Grove

TH 14/104 Interchange Olmstead County

US 10 Ramsey Gateway

TH 3 Rosemount

TH 41 in Chanhassen

TH 55 Medina Study

TH 55 Rosemount & Hastings

TH 77 Apple Valley & Bloomington

TH 169 Cross Range Expressway

TH 169 Zimmerman Interchange

TH 212 Norwood Young America

Wadena Access Road

I-94 Land Bridge St Paul / Rondo

# General Project Development Timeline

<b>Project Type</b>	<b>Years Before Construction that Planning Begins</b>
Expansion Projects	10-20
Preservation	6-10
Seasonal Response	1

# Project Selection Task Force Proposal

- Based on Vehicle Registration Task Force model
- Legislators and other stakeholders study trunk highway project selection and make recommendations to improve transparency
- Examine state and federal requirements, public input opportunities, and key decision points in project selection
- Includes specialty programs like Corridors of Commerce
- Issue report and recommendations by Feb. 15, 2022

# Construction Manager/General Contractor

- The intent of CM/GC is to allow an integrated approach to planning, designing and constructing a project
- MnDOT works collaboratively with the designer, builder and stakeholders during design to develop a plan to meet project goals and avoid pitfalls that can lead to schedule delays and increased costs
- This collaborative process makes CM/GC well suited to unique or complex projects that present significant risk, and has proved very successful for cost effective, high quality project delivery

# Construction Manager/General Contractor

- There has been an assertion that MnDOT's very preliminary cost estimates shown in the CM/GC request for proposals are project "budgets"
- These early cost estimates are not budgets, but rather prepared when MnDOT has an incomplete understanding of project's scope and risks
- These early cost estimates are prepared prior to hiring a CM/GC contractor and independent cost estimators



*Highway 53 Relocation  
in Virginia*

# Construction Manager/General Contractor

- MnDOT will eliminate evaluation criteria that are difficult for proposing contractors to demonstrate outside of the CM/GC procurement method
- MnDOT will conduct CM/GC training and outreach with industry partners
- MnDOT will further limit the number of projects that will be selected for CM/GC to no more than three per year



*Winona Bridge*