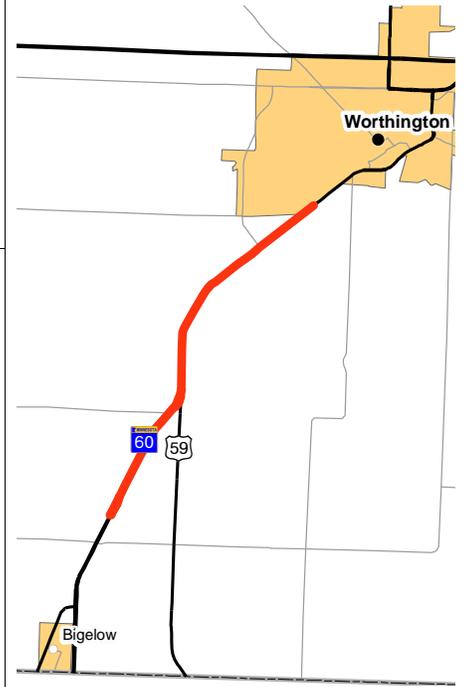


PROJECT SUMMARY

Hwy 60
Bigelow to Worthington
Bridge 53008
State Project No. 5305-51, 5305-56, 5305-58, 5305-59
<http://www.dot.state.mn.us/d7/projects/hwy60/index.html>

Substantially Complete



Primary Purpose:

Regional & Community Improvement Priority

Investment Category:

*This project was designed and scoped before the current highway investment plan MnSHIP was developed, which breaks projects into investment categories.

Recent Changes and Updates

The last roadway project was substantially complete in the fall of 2013, and the landscaping project was substantially complete in the fall of 2014. The actual costs were lower than the baseline estimate because many risks were successfully managed to reduce costs.

Project History:

The existing road was constructed in the 1930s, and the corridor was identified for four-lane expansion in the 1960s. Initial baseline estimates did not include full scoping, soil investigations were not complete, and the alignment had not been set in the Worthington area. MnDOT constrained the construction limits, spent less than anticipated on right of way, and reduced other costs as the project was developed and contingencies were retired. In addition, using alternate bid pavement and breaking the corridor into smaller, low-risk, projects allowed better bids in a very competitive market. The EIS was approved on 3/23/2005 and re-evaluated on 3/31/2010.

Project Description:

This project constructs a 4-lane expressway along the existing alignment from Hwy 4 in Nobles County to I-90. The project also reduces access locations, removes skew at intersections, replaces bridge #53008 over the Union Pacific Railroad and urban section area landscaping.

Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2009

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 59.1	\$ 45.3
Other Construction Elements:	\$ 17.5	\$ 7.4
Engineering:	\$ 19.3	\$ 6.9
Right of Way:	\$ 22.7	\$ 13.1
Total:	\$ 118.6	\$ 84.4

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

Key Cost Estimate Assumptions:

The baseline estimate costs are adjusted to midpoint of construction year assuming 5 percent annual inflation.

Project Risks:

Project risks were addressed.

Schedule:

Environmental Approval Date: 3/31/2010
Municipal Consent Approval Date: 08/17/2009
Geometric Layout Approval Date: 2/5/2009
Construction Limits Established Date: 02/28/2009
Original Letting Date: 03/01/2010
Current Letting Date: 07/09/2010
Construction Season: 2010 / 2013
Estimated Substantial Completion: Fall 2014



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District Engineer: Greg Ous
Project Manager: Rolin Sinn

Revised Date: 12/15/2015