Project History

1932
Trunk Highway 75 constructed near Kent, MN.
Bridge No. 5185 & No. 5186 constructed.
Record low flow of Red River of the North documented.

1932 - 2012
Periodic flooding that instigates road closures, lengthily detours, & road repairs.

April, 1997
Whiskey Creek floods again, detour initiated, undesirable conditions result in the Wagner Family Tragedy (3 fatalities).

December, 2008
A preliminary estimate for the replacement of Bridge No. 5186 completed.
State Project 8408-44 (Replacement of Bridge No. 5186) was scoped and signed with an attentive letting date of January 2016.

March, 2012
MnDOT District 4 applied for flood mitigation funding to pursue a new bypass around Kent, MN that would raise the profile of Trunk Highway 75 above the flood plain.

April, 2012
MnDOT District 4 was awarded six million dollars of flood mitigation money.

May 1, 2012
It was decided to pursue the design and construction of a new bypass.
Started the preliminary layout of a new bypass. (Layout 1)

May 22, 2012
Reviewed layout number one in-house and decided to pursue a different alignment option to get away from the wetlands. (Layout 2)

June 5, 2012
Sent the Geometric Design Unit a draft of the proposed bypass alignment.

June 21, 2012
Received comments from the Geometric Design Unit concerning the first submitted draft of the bypass alignment. Some considerable changes needed to be done with the proposed alignment pertaining to County Road 24 intersecting Truck Highway 75 on a curve.

June 22, 2012
Created a new bypass alignment that integrates best design practices that include minimizing wetland impacts and right of way acquisition, as well as, safety concerns relating to the intersection of Trunk Highway 75 and County Road 24. (Layout 3A)

July 10, 2012
Met with the Wilkin County to discuss issues of the bypass. Wilkin County made comment that they want to permanently remove County Bridge #84502, located on County Road 24 in Kent.

July 11, 2012
Pursued a layout that removed the County Road 24 access into Kent. (Layout 3B)

August 14, 2012
Reviewed the layout with the Geometric Design Unit at an informal meeting held at MnDOT's central office.

August 27, 2012
Held a public meeting in Kent to discuss the bypass.

November 29, 2012
Held a meeting with McCauleyville township and Wilkin County. Proposed turning portions of inplace TH 75 into a township road that would allow access to all relevant land owners & limit access points on the proposed TH 75 alignment. (Layout 3C)

January 2, 2013
Decided to utilize design flexibility and match the existing roadway typical of a 14 foot paved surface & 8 foot gravel shoulder. (Layout 3D)

February 1, 2013
Submitted a draft of Layout 3D to the Geometric Design Unit for review.

February 4, 2013
Recieved comments back from the Geometric Design Unit, regarding Layout 3D. Some items of concern were the radii at the cross road intersections being a little large, and turn lanes being a bare minimum.
We discussed the issues in-house and decided to change the radii from 75 feet to 50 feet and to lengthen the turn lanes to 400 feet. (Layout 3E)

February 14, 2013
Completed the level one layout of the Kent bypass and submitted to District 4 management for approval.

February 26, 2013
Layout 3E and Profile 2 was signed and approved by the state geometrics office.

March 20, 2013
Burlington Northern Santa Fe Railroad decided they would like only an access road on the West side of the existing tracks. This created a shorter span length of the proposed Bridge #84004, which allowed the profile of the proposed Trunk Highway 75 to be lowered one and one-half foot. (Layout 4A)

April 1, 2013
Completed the level one layout (Layout 4A) of the Kent bypass and submitted to District 4 management for approval.

LAYOUT No. 4A COPY No. ____
T.H. 75 VICINITY OF KENT, MN
FROM 500 FEET +/- NORTH OF C.S.A.H. 1 TO
500 FEET +/- SOUTH OF C.S.A.H 22.
Prepared April 1, 2013 Scale: Hor. 1 inch = 100 ft.
By Jeremy Flatau

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 04/24/13	The traffic volumes shown are estimated for year 2036. Prepared DECEMBER 2012

S.P. 8408-44 T.H. 75 A.J. T45666 PPMS Activity 1140
S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____
S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____
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DESIGN FILE: IP_PWP:d1505832\4p840844_lo16.dgn
DATE: 01-APR-2013

Level 1 LAYOUT APPROVAL

Programmed Letting Date 1 - 22 - 2016

Prepared By ____ 4-2 2013
District Design or Preliminary Design Engineer

Reviewed By ____ 4-2 2013
District Traffic Engineer

Reviewed By ____ 04/24 2013
State Geometrics Engineer

Approved By ____ 4-1 2013
Transportation District Engineer

Approved By ____ 4-24 2013
State Design Engineer