



Minnesota Highway 19 Reconstruction Project

PROJECT READINESS

2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program



Project Name: Minnesota Highway 19 Reconstruction Project

Project Type: Rural Capital Project - Road, Repair/Rehabilitation

Total Project Cost: \$29.09M

2023 RAISE Funds Requested: \$15.39M

Contact Information:

Jesse Vlaminc, Project Manager

Minnesota Department of Transportation District 8

2505 Transportation Road, Willmar, MN 56201

320.212.0206 | jesse.vlaminck@state.mn.us

Supporting Information can be found at:

<https://www.srfconsulting.com/mn-th19-raise-grant/>

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PROJECT READINESS

ENVIRONMENTAL RISK ASSESSMENT

The Project was initiated in 2019 and has steadily maintained its major milestones as per the project schedule. Project activities including public engagement, traffic analysis, environmental documentation, and preliminary design have either been completed or are close to completion. The detailed project schedule can be found [here](#).

Schedule

MnDOT guarantees that all necessary activities will be completed to allow FY23 RAISE funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2027). The non-federal match and other federal funds allocated to the Project are already programmed in Minnesota Statewide Transportation Improvement Program (STIP) as Project No. 4204-40, as of Fall 2022. The Project is currently in preliminary engineering design phase. The project layout was approved in July 2021, along with an

additional approval for the work on Bruce Street issued in September 2022. The current cost estimates are based on 30 percent engineering design. Public engagement for the Project was initiated in January 2019 and is planned to occur until 2024. There have been 33 unique events conducted so far, including outreach and input from disadvantaged communities in census tract 3605 which is designated as an Area of Persistent Poverty (APP).

All property and right-of-way (ROW) acquisition will be completed in accordance with 49 CFR Part 24 and other Federal regulations by December 2024. MnDOT has an experienced ROW acquisition staff who have been actively involved in the project development process. MnDOT anticipates construction will begin March 2025 and be completed by November 2026. Figure 1 shows the Project [schedule](#).

Figure 1 [Project Schedule](#)



Required Approvals

MnDOT has closely coordinated with federal, state, and local partners throughout the preliminary design phase of the Project. As a result of this coordination, the Project is expected to achieve all approvals necessary to begin construction in November 2023.

Environmental Permits and Reviews

The Project is currently proceeding through a CATEX process. The Purpose and Need was prepared in Spring

2021 and the environmental documentation is currently 80 percent complete. A Phase I Environmental Site Assessment (ESA) to evaluate potential contaminated materials was completed in May 2021. The Phase I ESA identified no high-risk sites. Level II (field) Wetland Delineation was also completed in October 2021. The remaining tasks towards the completion of environmental documentation are Section 106 Phase I/II and Section 4(f) de minimis processes, which will be completed by November 2023.

Right-of -Way Acquisition Plans

The vision for the Project focused on utilizing the existing right of way, owned by MnDOT, to serve the various users of the corridor (pedestrians, bicyclists, business owners, residents, and vehicular traffic including oversized truck loads). MnDOT may acquire smaller partial permanent or temporary easements prior to construction. The Project will maintain access to business and residents throughout the construction phase and will minimally disrupt communities, thereby, maintaining community cohesion.

State and Local Approvals

There is a broad base of state and local support for the project, as shown by the [Letters of Support](#) submitted for this application. The Project is included in the State of Minnesota’s approved 2023-2026 STIP as of Fall 2022 as Project No. 4204-40. All required State and Local approvals will be obtained prior to construction per Table 1.

Assessment of Project Risks and Mitigation Strategies

MnDOT has completed an extensive risk assessment for the Project to be able to anticipate and mitigate risks to the Project’s schedule and cost. The risk assessment includes identifying the probability the risk occurs, identifying the impact of the risk, and calculating a severity that combines the probability and impact. Based on the risks identified, mitigation methods have also been identified. With the proactive approach taken, MnDOT does not anticipate any of the identified risks to significantly alter the schedule or costs. The results of the completed risk assessment can be found [here](#).

Table 1 Required Approvals

Permits/Approvals	Agency	Action Required (Status)
Municipal Consent	City of Marshall	Complete
Public Water Work Permit	DNR	To be acquired
Wetland Conservation Act (WCA) Permit	DNR	To be acquired
County Ditch Orders	Lyon County	To be acquired
National Pollutant Discharge Elimination System (NPDES) Permit	MnPCA	To be acquired

TECHNICAL CAPACITY ASSESSMENT

- **MnDOT is substantially through the Project’s preliminary engineering phase.** Design and environmental work done to-date lowers uncertainty around scope, impact, and cost. Project layout was approved by MnDOT in July 2021 and the environmental documentation will be completed by March 2024.
- **Project limits are established.** The Project footprint is substantially within state right of way and negotiations with impacted landowners are to begin in the near future.
- **The Project is noncontroversial and supported by Project partners.** MnDOT has maintained ongoing

coordination with FHWA, Lyon County, the City of Marshall, and other Project partners. MnDOT has been collaborating with local agencies to develop a project that meets the needs of all involved partners.

- **MnDOT has secured funding sufficient to cover 47% of project costs.** MnDOT has successfully delivered several large-scale projects completed through the National Environmental Policy Act (NEPA) review process. The selected alternative will be advanced to begin construction in March 2025 and will conform to all current USDOT, AASHTO, and MnDOT standards for roadway design

and ADA compliant pedestrian infrastructure. Preliminary [design layout and typical sections](#) have been completed for the Project, which demonstrate the Project can be designed effectively to meet the needs of the corridor and surrounding communities.

- **MnDOT has extensive experience** with procuring and developing transportation improvement projects using federally awarded funds. In the last ten years, MnDOT and its partners have procured 12 federal grants used

to increase efficiency and safety on the MnDOT system. Additionally, MnDOT, as a recipient of federal financial assistance, complies with [Title VI of the Civil Rights Act of 1964](#), 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964), [Buy America provisions](#), ADA regulations, Federal Motor Vehicle Safety Standards (FMVSS), and the Federal Motor Carrier Safety Regulations (FMCSR), and related statutes and regulations.

SUPPORTING DOCUMENTS

All supporting documents and the RAISE grant application narrative are also available to view at the following webpage:

<https://www.srfconsulting.com/mn-th19-raise-grant/>

