



US 169 Rural Safety & Mobility Interchange Project PROJECT BUDGET

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



Rendering of Interchange project

Project Type: Rural Capital Project

Eligible Project Costs: \$49,680,000

2023 RAISE Funds Requested: \$25,000,000

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Supporting Information can be found at:

<https://www.srfconsulting.com/sherburne-county-us-169/>





US 169 Rural Safety & Mobility Interchange Project

Submitted by Sherburne County

FY 2023 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM

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Project Budget

PROJECT COSTS

Total Eligible Project Cost: \$49.7 million

FY 2023 RAISE Grant Request: \$25 million
(50 percent of total project cost)

Availability and commitment of funding sources:

This funding request will fulfill the critical funding gap to construct the US 169 Rural Safety and Mobility Interchange Project. All funding identified below is available and is formally committed to this project (see [documentation](#)).

Cost Information: The project cost was estimated based on 30 percent design. A [detailed cost estimate](#) is included with the funding documentation below. One hundred percent of the project costs will be expended within Census Tract 301.01.

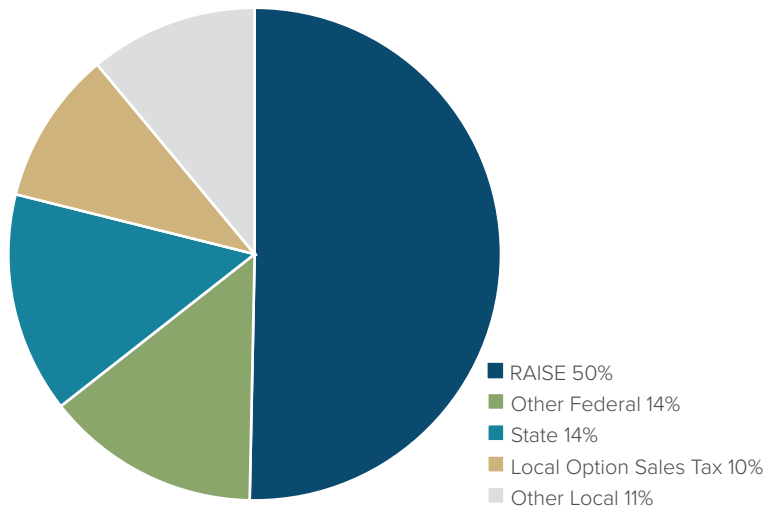


Figure 1 Funding Source Breakdown

Table 1 Project Budget

Funding Source	Project Components						Funding Source Total	Percent of Total Eligible Project Cost
	Major Roadway Items	Structural Items	Lump Sum Construction Items (A)	Percentage Items (B)	ROW Acquisitions	Final Engineering Costs		
RAISE	\$14,879,000	\$8,962,000	\$1,159,000	-	-	-	\$25,000,000	50%
Other Federal	-	-	\$5,666,000	\$1,334,000	-	-	\$7,000,000	14%
State	-	-	-	-	-	\$7,200,000	\$7,200,000	14%
Local Option Sales Tax	-	-	-	\$5,000,000	-	-	\$5,000,000	10%
Other Local	-	-	-	3,680,000	\$1,800,000	-	\$5,480,000	11%
Component Total	\$14,879,000	\$8,962,000	\$6,825,000	\$10,014,000	\$1,800,000	\$7,200,000	Total Eligible Project Cost \$49,680,000	
Percent of Total Eligible Project Cost	30%	18%	14%	20%	4%	14%		

(A) Lump Sum Construction Items include signal removal, utility relocation, lighting, and drainage.

(B) Percentage Items include mobilization, removals, landscaping, traffic control, and contingencies.

NON-FEDERAL FUNDING SOURCE

Sherburne County Funding

Sherburne County has served as the champion of the Project and to date has spent over \$3 million in previously incurred expenses studying the project, conducting various studies and designing the intersection. The County has committed \$5 million in local option sales tax funds to the project.



To fill the remaining \$5.5 million construction costs and right-of-way acquisitions, Sherburne County and the City of Zimmerman have reserves of State Aid funds for the County State Aid Highway and Municipal State Aid Routes that are a portion of the project. For the remaining portion, Sherburne County has \$10.48 million in **Local Option Sales Tax fund reserves for transportation purposes related to the interchange project.**

State of Minnesota

MnDOT and local agencies have successively partnered on more than \$240 million in roadway construction projects in Sherburne County. Those projects include: 1) \$160 million to the state funded Corridor of Commerce project through Elk River, which removed five signals and constructed four grade separated interchanges; 2) the Restricted Crossing U-Turn (RCUT) project south of Zimmerman; and 3) \$80 million in improvements along US Highway 10 just east of Elk River which remove signals and convert the existing expressway to a grade separated facility.

Throughout project development and design, Sherburne County has had discussions with MnDOT District Staff.

MnDOT is actively participating in the project development and design. Sherburne County and MnDOT have had multiple discussions directly related to their participation. MnDOT anticipates providing the soft costs for construction project management of \$7.2 million. Should they not be able to provide those services, depending on when project construction funding becomes available, Sherburne County is prepared and able to cover the anticipate \$7.2M in construction administration costs.

OTHER FEDERAL FUNDING SOURCES

Sherburne County has received \$7 million in Federal Congressionally Directed Spending to help the construction of this project.

RAISE Funding Need

If the RAISE grant is not awarded, the proposed safety and mobility improvements would be significantly delayed, and the county would be unable to deliver the project. None of the planned innovative or safety improvements within the Project would be constructed. Sherburne County would likely seek other funding opportunities, however significant delays would be expected.

Table 2 RAISE Funding Breakdown

Funding Source	Dollars	Percent
RAISE Request	25,000,000	50%
Other Federal	7,000,000	14%
Non-Federal	17,680,000	36%
Total Eligible Project Costs	49,680,000	

Funding Documentation

Links to funding documents are included as follows:

Sherburne County - https://projects.srfconsulting.com/raise/sherburne-county-us-169/1_Sherburne-County-2023-RAISE-Support-Resolution.pdf

All supporting documents and the RAISE grant application narrative are also available to view at the following webpage: <https://www.srfconsulting.com/sherburne-county-us-169/>

Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)				
REMOVE BITUMINOUS PAVEMENT	SY	81,000	\$ 6.00	\$ 486,000
REMOVE CONCRETE MEDIAN	SF	12,200	\$ 2.00	\$ 24,400
REMOVE CURB AND GUTTER	LF	14,400	\$ 7.00	\$ 100,800
EXCAVATION - COMMON	CY	38,700	\$ 12.00	\$ 464,400
COMMON EMBANKMENT (CV)	CY	147,600	\$ 8.00	\$ 1,180,800
AGGREGATE BASE (CV) CLASS 5	CY	37,200	\$ 35.00	\$ 1,302,000
SELECT GRANULAR EMBANKMENT (CV)	CY	85,200	\$ 15.00	\$ 1,278,000
TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	1,100	\$ 102.00	\$ 112,200
TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	59,400	\$ 102.00	\$ 6,058,800
CURB AND GUTTER B424	LF	1,100	\$ 30.00	\$ 33,000
CURB AND GUTTER B612	LF	6,100	\$ 25.00	\$ 152,500
CURB AND GUTTER B618	LF	5,200	\$ 28.00	\$ 145,600
CURB AND GUTTER B624	LF	16,100	\$ 40.00	\$ 644,000
CURB AND GUTTER D424	LF	9,900	\$ 30.00	\$ 297,000
CURB AND GUTTER R424	LF	1,100	\$ 30.00	\$ 33,000
CURB AND GUTTER S524	LF	1,800	\$ 35.00	\$ 63,000
CONCRETE MEDIAN BARRIER	LF	3,400	\$ 150.00	\$ 510,000
6" CONCRETE WALK	SF	4,800	\$ 45.00	\$ 216,000
4" CONCRETE WALK	SF	28,300	\$ 20.00	\$ 566,000
4" CONCRETE MEDIAN	SF	51,200	\$ 20.00	\$ 1,024,000
GUARDRAIL	LF	2,800	\$ 67.00	\$ 187,600
Subtotal				\$ 14,879,000
STRUCTURAL ITEMS				
STRUCTURAL CONCRETE	CY	900	\$ 1,100.00	\$ 990,000
MOD S 36" BARRIER	LF	3,200	\$ 150.00	\$ 480,000
REINFORCEMENT BARS	LBS	270,700	\$ 3.00	\$ 812,100
MODULAR BLOCK RETAINING WALL	SF	3,800	\$ 100.00	\$ 380,000
MECHANICALLY STABILIZED EARTH WALL	SF	44,500	\$ 85.00	\$ 3,782,500
BRIDGE	SF	9,500	\$ 265.00	\$ 2,517,500
Subtotal				\$ 8,962,000
All Roadway Construction Subtotal				
				\$ 23,841,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS				
REMOVE SIGNAL SYSTEM	LS	1	\$ 20,000.00	\$ 20,000
UTILITY RELOCATIONS (WATERMAIN & SANITARY)	LS	1	\$ 375,000.00	\$ 375,000
CITY UTILITIES (WATERMAIN)	LS	1	\$ 370,000.00	\$ 370,000
CITY UTILITIES (SANITARY)	LS	1	\$ 280,000.00	\$ 280,000
(4) LIGHTING	LS	1	\$ 510,000.00	\$ 510,000
(5) URBAN DRAINAGE	LS	1	\$ 4,770,000.00	\$ 4,770,000
(6) MUCK EXCAVATION	LS	1	\$ 500,000.00	\$ 500,000
Subtotal				\$ 6,825,000
PERCENTAGE ITEMS				
MOBILIZATION	5%		of all roadway	\$ 1,192,100
MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	\$ 357,700
SIGNING & PAVEMENT MARKINGS	3%		of all roadway	\$ 715,300
TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	\$ 1,192,100
LANDSCAPING/STREETSCAPE	3%		of all roadway	\$ 596,100
TRAFFIC CONTROL/STAGING	5%		of all roadway	\$ 1,192,100
CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	\$ 4,768,200
Subtotal				\$ 10,014,000
Construction Cost (2024 Dollars)				\$ 40,700,000
Anticipated Right-of-Way/Easement Cost (2024 Dollars)				\$ 1,800,000
Engineering Cost (2024 Dollars)				\$ 7,200,000
Total Cost (2024 Dollars)				\$ 49,700,000

Notes:

1. Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
2. County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
3. Local road pavement section assumed is 4 inch bituminous pavement, 6 inch aggregate base, and 24 inch sand.
4. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base.
4. Includes wire, conduit, source of power, base, etc. Assuming MnDOT's LED-40 foot standard poles.
5. Storm sewer cost is 20% of roadway construction cost.
6. Geotechnical investigation and analysis is not yet complete, therefore the muck excavation cost required at the interchange is unknown.

Figure 2 Detailed Project 30% Cost Estimate, November 30, 2022