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The Minnesota Department of Transportation oversees transportation by all modes including land, water, air rail, walking and bicycling in the U.S. state of Minnesota. The cabinet-level agency is responsible for maintaining the state's trunk highway system, funding municipal airports and maintaining radio navigation aids, and other activities. Minnesota Department of Transportation Agency overview JurisdictionMinnesota Headquarters395 John Ireland Boulevard Saint Paul, Minnesota Agency executives

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The Minnesota Department of Transportation, located in Mankato, MN, is a government agency that oversees Mankato transportation systems and infrastructure. The Department of Transportation creates and implements plans to develop an efficient, accessible, and convenient transportation network in Mankato.

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At MnDOT, we recognize that the road is not your destination. But whether you are traveling to the lake, the big game or simply home, we're happy to help you get there. MnDOT's mission is to plan,...

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Minnesota is the second northernmost U.S. state (after Alaska) and northernmost contiguous state, as the isolated Northwest Angle in Lake of the Woods county is the only part of the 48 contiguous states north of the 49th parallel.The state is part of the U.S. region known as the Upper Midwest and part of North America's Great Lakes Region.It shares a Lake Superior water border with Michigan ...

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Minnesota Department of Transportation Redwood Falls, MN 16 minutes ago Be among the first 25 applicants See who Minnesota Department of Transportation has hired for this role

The Minnesota Department of Transportation (MnDOT) operates 137 truck stations and 18 headquarter sites. Replacement of 80 of these truck stations will be required within the next 20 years based on expected life cycles. There is a need to optimize the locations of truck stations on a statewide basis. Truck stations serve several functions for MnDOT maintenance operations. They exist to maintain the state ' s trunk highway system and provide a base of operation for many personnel and maintenance vehicles. Alternative locations were developed for each truck station and optimized individually. Truck station locations were optimized using a GIS optimization model to determine operational outputs. The outputs of each optimization model were used in a cost-analysis model to determine the 50-year life-cycle savings of each alternative. The cost analysis included factors for the number of events per year, number of cycles per event, wages, over time versus straight time, and vehicle operating costs. Implementation optimization was conducted to determine which alternatives should be implemented and in what order. The implementation modeling was an iterative process where each optimal location replaced the existing location and became the baseline scenario to which the next iteration was compared. Results indicated that 123 truck stations should be rebuilt on site, 24 should be relocated, and 2 should be combined. The total expected cost savings from implementing the optimal alternatives over a 50-year period is \$23,362,000. The implementation plan recommends the order for truck station replacement for each district based on age, condition, and implementation priority.

This report brings together several aspects of land development dynamics that have been examined in previous reports of the Twin Cities Regional Dynamics section of the Transportation and Regional Growth Study, in a series of place-based case studies of Minor Civil Divisions (MCDs) and school districts within the Minneapolis-St. Paul metropolitan region. The report focuses on the local property tax as the locus of interaction between municipal revenue generation and service provision, and the K-12 education finance system in the State of Minnesota. The report finds that local units of government are vulnerable to larger spatial trends over which they have little control, and thus an absence of region-wide or statewide policies to equalize support for PreK-12 education funding and delivery of services will encourage competition for development dollars and uneven development across the region. The report is part of a series, "Transportation and Regional Growth," funded by the Minnesota Department of Transportation.

Cracking of the concrete decks on newly constructed bridges in Minnesota has become a significant concern. Since 2005 MnDOT has been collecting bridge deck construction and early age cracking information on a "Bridge Deck Placement Data Form." The information collected has been entered into a database, along with early age crack surveys, concrete mix design information and concrete testing information. There currently is information on over 120 bridges stored in the database. Crack surveys were performed on 20 of the bridges contained in the database. A statistical analysis of the data, including the updated crack surveys, was performed to determine if there were any relationships between variables collected on the forms and crack frequency, type, or time of development. The analysis showed that, in general, the data collected was not sufficiently consistent to draw significant conclusions. A relationship for temperature restraint cracking for bridges with integral abutments was developed for lineal feet of cracking as a function of bridge deck age, water/cementitious material ratio, and total cementitious content. Recommendations were made for modifications to current construction practices and improving the uniformity of the data collected on the "Bridge Deck Placement Data Form" in the future, so that additional analysis could be performed with more consistent data.

The project was initiated to obtain installation, operations, maintenance, and evaluation data on Highway Advisory Radio (HAR) in a surveillance and control network. The site selected for the project was a segment of I-35W between I-494 and 66th Street within the I-35W Traffic Management System operated by the Minnesota Department of Transportation. This report describes the operating agency's experiences and assessment of HAR. It covers the installation and operations of HAR for a one year period. The report includes an analysis of major system elements, message characteristics, motorist use and acceptance, and various system costs.

This report investigates the effect of the type of coarse aggregate used in concrete on chloride ions penetrability as indicated by the rapid chloride penetration test (RCPT). Twelve coarse aggregate types, commonly used in Minnesota Department of Transportation highway construction projects, were identified and used for this study. The coarse aggregate types were subjected to laboratory testing to determine their physical properties and ambient chloride content. The aggregate types were used to prepare fresh concrete according to Mn/DOT specifications in which silica fume and fly ash were used. In order to characterize the concrete in terms of resistance to chloride ions penetration, concrete specimens made of these aggregate types were subjected to the rapid chloride permeability test at different ages. All mix parameters including gradation and quantities of different aggregates were held constant in different mixes. The only variable was the aggregate type. For concrete specimens tested at 28 days of age, the average total charge passed varied between 1,452 and 2,606 Coulombs, which can be described as "low" to "moderate" chloride ions penetrability, according to AASHTO designation. The average total charge passed decreased with time (age) for all of the concrete specimens tested. Considering specimens at 91 days of age, the average total charge passed ranged from 601 to 1,236 Coulombs, which can be characterized as "very low" to "low" chloride ions penetrability. The aggregate type has a noticeable influence on the RCPT results for the concrete mix design that was utilized.

