City of Dellwood

Highway 244 / Dellwood Ave Potential Turnback Discussion

Cara L. Geheren, PE
City Engineer
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Introduction & Purpose

Presentation Overview

- Introductions
- What is a turnback?
- Why is TH 244 being considered?
- Financial considerations
- Opportunities and challenges
- Next steps and public input

The City is evaluating whether accepting ownership of TH 244 is in Dellwood's long-term best interest.

Obtaining feedback from the public is part of that process.

Understanding TH 244



- MnDOT Jurisdiction
- 1.8 miles
- Pre-1949 construction
- Roadway function – connecting communities to higher functioning roadways
- Average Annual Daily Traffic – 3,800+
- Pavement condition “poor”
- Preservation project – 2030+/-

What is a Turnback?

Transfer of Ownership

A turnback transfers roadway ownership from the State of Minnesota to a local government when the roadway no longer serves a primary state highway function.

Today

- MnDOT owns and maintains TH 244

After Transfer

- City owns and maintains TH 244
- Public access remains unchanged
- Future roadway decisions are made locally

Key Takeaway: The roadway stays open and continues to function as it does today. Ownership is what changes.

Why is 244 Being Considered?

MnDOT's position is that TH 244 functions more as a local roadway than a regional trunk highway.

Average Annual Daily Traffic

- Hwy 244: 3,800+(Dellwood)
- Hwy 244: 6,000+(Mahtomedi)
- Hwy 96: 9,000+(west of 244)
- Hwy 61: 20,000+(south of 96)
- Hwy 36: 50,000+(east of 694)

Potential benefits of local ownership:

- Decisions made locally
- Greater flexibility in future improvements
- Better alignment with community priorities
- Opportunity to preserve corridor character

Financial Considerations

MnDOT would provide a Lump Sum payment of $11.57 Million

The City's financial evaluation focuses on:

- Potential reconstruction costs
- Future maintenance costs
- Long-term pavement preservation needs
- Financial risks and opportunities

Potential Financial Considerations

Path A
REBUILD THE CORRIDOR

Estimated Cost
$11.57 Million
Includes Full Reconstruction
Engineering,
Right-of-Way
Ped Crossing at YBYC

Maintenance to be paid by city taxes

Path B
REBUILD WITHIN THE PAYMENT

Estimated Cost
$9.5 Million
Includes Capped Improvement
Engineering,
Right-of-Way
Ped Crossing at YBYC TBD
$2 Million invested for ongoing maintenance for 40 years (crack seal, seal coat, overlay, reclaim)

Path C
PRESERVE AND INVEST

Estimated Cost
$1.45 Million
Includes Reclaim and Overlay
$5.1 Million invested for ongoing higher cost of maintenance for 40 years (crack seal, seal coat, overlay, reclaim)

$6.5 Million available for other roadway needs

All dollars presented are based on 2026 estimates and do not account for inflation or investment income

All scenarios subject to final approval of legal terms and agreements with MnDOT

Opportunities & Considerations

Potential Opportunities

- Local control
- Flexible use of turnback funds
- Ability to prioritize improvements
- Corridor planning that reflects community values

Important Considerations

- City assumes maintenance responsibility
- City assumes future infrastructure risk
- Long-term costs become a local obligation

Options & Next Steps

Upcoming Council Meetings: November 10th and December 8th

POSSIBLE COUNCIL DIRECTION / ACTION

- Request additional information before making any decisions.
- Approve continued discussions with MnDOT regarding a turnback
- Decline the turnback

If the City declines the turnback, MnDOT retains ownership and will continue making future investment decisions

Community Discussion & Questions

The Council Wants Your Feedback – As the City evaluates this opportunity…

- What concerns do you have?
- What opportunities do you see?
- What future vision should guide TH 244?
- What factors should drive the City's decision?

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