Highway Investment Plan Annual Update

2010-2019

Prepared by the Minnesota Department of Transportation
Office of Capital Programs and Performance Measures

March 2010

Your Destination...Our Priority

Minnesota Department of Transportation

Transportation Building
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

March 12, 2010

Dear Citizens of Minnesota,

I am pleased to share with you the annual update to the Minnesota Department of Transportation's 10-year Highway Investment Plan. The update is a recognition and response to projected revenues, construction costs and investment priorities. It draws from the framework established in and updates years 2010-2019 of the Statewide 20-year Highway Investment Plan 2009-2028. The update is available on the department's Web site at http://www.dot.state.mn.us/reports.

Mn/DOT projects that many key performance targets will be met between 2010 and 2019, including repair or replacement of all 120 fracture critical or structurally deficient bridges, continuing declines in total annual road fatalities and optimal speeds on statewide interregional corridors. However, with transportation needs exceeding projected revenue, it may not be possible to meet performance targets for statewide pavement conditions and traffic congestion levels in the Twin Cities Metro area.

As the state's transportation leader, Mn/DOT embraces its responsibility to uphold the vision and policies presented in the 20-year plan. The department is working on innovative approaches to stretch available revenues to address system performance concerns. They include utilizing public-private partnerships, accelerating low-cost/high benefit congestion projects, pursuing context sensitive and flexible design solutions and considering all transportation modes for improving mobility and accessibility in the Metro and in Greater Minnesota.

Mn/DOT will continue to look for opportunities to involve citizens, stakeholders and partners in the implementation of this plan and future investment and policy decisions. Together, we can realize the shared vision of a safe, efficient and sustainable transportation system.

Sincerely,

Thomas K. Sorel
Commissioner

Executive Summary

Highway Investment Plan: Annual Update 2010-2019

February 2010

Introduction

Each year Mn/DOT updates its 10-year Highway Investment Plan to respond to changes in projected revenues, construction costs and investment priorities. This report draws from the framework established in and updates years 2010-2019 of the Statewide 20-year Highway Investment Plan 2009-2028.

Several key changes since last year's 20-year plan include:

- In 2009, the Minnesota State Legislature reduced Mn/DOT's fiscal year 2010/2011 biennial budget by $150 million due to lagging dedicated state revenues (gas, motor vehicle sales and motor vehicle registration taxes). Beyond 2011 state revenues are expected to grow slower than past long-term trends;
- A one-time increase in federal revenue. Congress passed a stimulus bill in February 2009. Minnesota received $500 million in federal transportation funding for years 2009 and 2010, including $350 for state highways;
- Overall construction costs declined slightly as fewer material costs increased than decreased in 2009 compared to 2008. Costs are expected to remain at current levels in 2010 before returning to long-term trends as the economy recovers; and
- Major bridge construction cost estimates have been updated.

Summary of Planned Investments : $7.5 billion

As summarized below, investments total $7.5 billion from 2010-2019. Preservation investment in pavements and bridges total approximately $5.5 billion, or 73% of the total. Mn/DOT also invests several million annually on statewide projects not generally assigned to individual districts. An additional $10 million is available in the 2010-2013 STIP to make transportation systems compliant with the Americans with Disabilities Act (ADA).

STRATEGIC PRIORITY AREA		2010-2013 STIP		2014-2019 HIP		2010-2019 Total	
		$, millions	Share of total %	$, millions	Share of total %	$, millions	Share of total %
Infrastructure Preservation	Chapter 152	729	22%	1,242	29%	1,971	26%
	Other Bridge	182	5%	630	15%	812	11%
	Pavement	1,029	31%	1,447	34%	2,476	33%
	Other Infrastructure	109	3%	163	4%	273	4%
Traveler Safety	Roadway Enhancements	191	6%	206	5%	397	5%
	Safety Capacity	137	4%	189	4%	327	4%
Mobility	Interregional Corridors	50	2%	16	0%	66	1%
	Greater MN Trade Centers	15	0%	1	0%	16	0%
	Twin Cities Metro Area	197	6%	142	3%	339	4%
Regional Community Improvement Priorities		311	9%	179	4%	490	6%
Right-of-Way, setasides, and other		370	11%	-	-	370	5%
Total		3,321	100%	4,215	100%	7,536	100%

Highway Investment Plan 2010-2019 - Planned investments for projected revenue ($ year of construction)

Projected Performance Outlook

As a result of planned investments in 2010-2019, Mn/DOT projects that many key performance targets will be met:

- All 120 fracture critical or structurally deficient bridges, identified in Minnesota Laws 2008, Chapter 152, will be repaired or replaced by 2018;
- Statewide structural condition performance targets for all bridges will be met;
- Total annual road fatalities will decline;
- Statewide Interregional Corridor speed performance targets will be met; and
- Several Regional and Community Improvement Priority projects, including highway shoulder widening, reconstruction and 2-to-4 lane expansion will be completed.

However, with investment needs exceeding projected revenue from established state and federal sources, it may not be possible to meet all statewide performance targets. Mn/DOT projects over the 2010-2019 timeframe:

- A gradual decline in pavement conditions; and
- An increase in the duration and extent of congestion on the existing Twin Cities urban freeway system.

The department continues to work on innovative approaches to maximize available revenues to address these system performance concerns. They include utilizing public-private partnerships, accelerating low-cost/high benefit projects and pursuing context sensitive design solutions.

For Additional Information

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I. Introduction

Purpose

Each year Mn/DOT updates its 10-year Highway Investment Plan to respond to changes in projected revenues, construction costs and investment priorities. This report draws from the framework established in and updates years 2010-2019 of the Statewide 20-year Highway Investment Plan 2009-2028[1]. Its primary objectives are to:

- Detail the investment of $7.5 billion in projected revenue in the four strategic priority areas of Traveler Safety, Infrastructure Preservation, Mobility and Regional and Community Improvement Priorities; and
- Update projected performance based on planned investments.

Background

In 2009 Mn/DOT adopted a long-range Statewide Highway Investment Plan for 2009-2028. This plan identified a comprehensive set of system improvement needs and established 20-year investment priorities for projected revenue. The long-range plan is generally updated every 5 to 6 years. Within the framework of this long-range plan, Mn/DOT annually updates its 10-year capital investment plan and program for the state trunk highway system (Figure 1). The update rolls the plan forward one year, and adjusts planned improvements to reflect changes in projected revenue and construction costs, as well as any changes in investment priorities.

Figure 1: Role of Highway Investment Plan Annual Update in Mn/DOT's Planning and Programming Process

This report summarizes the 10-year capital investment plan update for 2010-2019. It is a summary of the eight individual Mn/DOT District capital investment plans. Years 2010-13 of the plan include highway improvements in the State Transportation Improvement Program (STIP). Projects identified in the STIP are generally considered commitments with well-developed scopes and cost estimates. The programmed year of construction, however, may be adjusted if actual revenues increase or decrease. Improvements included in years 2014-19 are part of the six-year Highway Investment Plan (HIP) and are still in the scoping phase of development and should not be considered commitments. Cost estimates for improvements planned for years 5-10 are still very preliminary and revenue forecasts are quite uncertain.

[1] Refer to the *Minnesota Department of Transportation Statewide 20-year Highway Investment Plan 2009-2028 for more information. Available at www.dot.state.mn.us/planning/program*

This Highway Investment Plan 2010-19 reflects several key changes since last year's plan:

- In 2009, the Minnesota State Legislature reduced Mn/DOT's fiscal year 2010/2011 biennial budget by $150 million due to lagging dedicated state revenues (gas, motor vehicle sales and motor vehicle registration taxes). Beyond 2011 state revenues are expected to grow slower than past long-term trends;
- A one-time increase in federal revenue. Congress passed a stimulus bill in February 2009. Minnesota received $500 million in federal transportation funding for years 2009 and 2010, including $350 for state highways;
- Overall construction costs declined slightly as fewer material costs increased than decreased in 2009 compared to 2008. Costs are expected to remain at current levels in 2010 before returning to long-term trends as the economy recovers; and
- Major bridge construction cost estimates have been updated.

Investment Priorities

Investment priorities for this annual update of the 10-year highway investment plan are consistent with those established in the Statewide 20-year Highway Investment Plan 2009-2028. At that time, as with this update, investment needs exceeded projected revenue from established state and federal sources. Priorities thus reflect a balanced approach to investments across the four strategic priority areas of Traveler Safety, Infrastructure Preservation, Mobility and Regional and Community Improvement Priorities. Investments aim to achieve a number highway-related goals and performance targets across several categories within each strategic priority area.

Traveler Safety: investments are intended to reduce the number of traffic-related deaths and serious injuries:

- *Roadway Enhancements* are proactive, lower-cost strategies applied system-wide to highways generally in conjunction with other types of highway projects. These strategies represent safety improvements such as edge treatments, centerline rumble strips, intersection enhancements, turn lanes and full standard shoulders that can be included in preservation projects or constructed as standalone projects.
- *Capacity Improvements* are higher-cost strategies most often initiated as standalone projects on high volume corridors (e.g., adding turn, passing or travel lanes) or intersections (e.g., changing geometrics or control, constructing grade separation or constructing an interchange).

Infrastructure Preservation: investments are intended to ensure the structural integrity of the highway transportation system:

- *The Chapter 152 Bridge Program* includes rehabilitation or replacement of 120 structurally deficient and fracture critical bridges statewide as outlined in Minnesota Laws 2008, Chapter 152. Structurally deficient bridges meet a specific condition rating for the bridge deck, superstructure and substructure or culvert. Fracture critical bridges are those with a steel superstructure whose members are arranged in a manner in which if one fails, the bridge would collapse. Note that the classification of structurally

deficient or fracture critical does not mean the bridge is inherently unsafe. Cost estimates for rehabilitation or replacement reflect careful review of all 120 bridges.

- *Other Bridge projects* include rehabilitation or replacement of bridges not included in the Chapter 152 Bridge Program. Investments include bridge and large culvert replacement, redecking, deck overlay and preventive maintenance (e.g., painting).
- *Pavement* work includes preventive maintenance, rehabilitation and replacement. Investments include crack sealing, pavement mill and overlay and full reconstruction.
- *Other Infrastructure* investments include cost-effective replacement of signs, lighting, traffic signals, intelligent transportation systems, safety rest areas and drainage infrastructure. Investment needs for signs, lighting and traffic signals are based on the life-cycle replacement data.

Mobility: investments are intended to aide travelers in reaching destinations in a timely manner:

- *Interregional Corridor* investments enhance mobility on key highways that link Greater Minnesota regional trade centers and that are performing below travel speed targets. Projects include roadway expansion, signal retiming, signal elimination, alignment modifications and access management changes.
- *Greater Minnesota Trade Center* investments preserve mobility within these centers linked by Interregional Corridors. Projects include signal retiming, intersection modification, lane extensions, access management changes and interchange conversion or expansion.
- *Twin Cities Mobility* investments help manage congestion through strategic safety capacity improvements in highway and transit as well as broad reaching innovative solutions such as peak-hour demand traffic management.

Regional and Community Improvement Priorities (RCIPs): represent system improvements identified by Mn/DOT Districts and regional or local communities and business groups as desirable and supportive of business or community development.

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II. Statewide Summary of Planned Investments

2010-2019 Total: $7.5 billion

Approximately $7.5 billion is available for investment from 2010-2019 (Figure 2).

- **Infrastructure Preservation** investments in pavement, bridge and other infrastructure total $5,532 million (73% of total investment);
- **Traveler Safety** investments related to roadway enhancements and capacity improvements total $724 million (10%);
- **Mobility** investments in the Twin Cities, in Greater Minnesota Trade Centers and on IRCs total $421 million (6%);
- **RCIPs** total $490 million (6%); and
- **Right-of-way (ROW), setasides (SA) and other expenditures** total $370 million (5%).

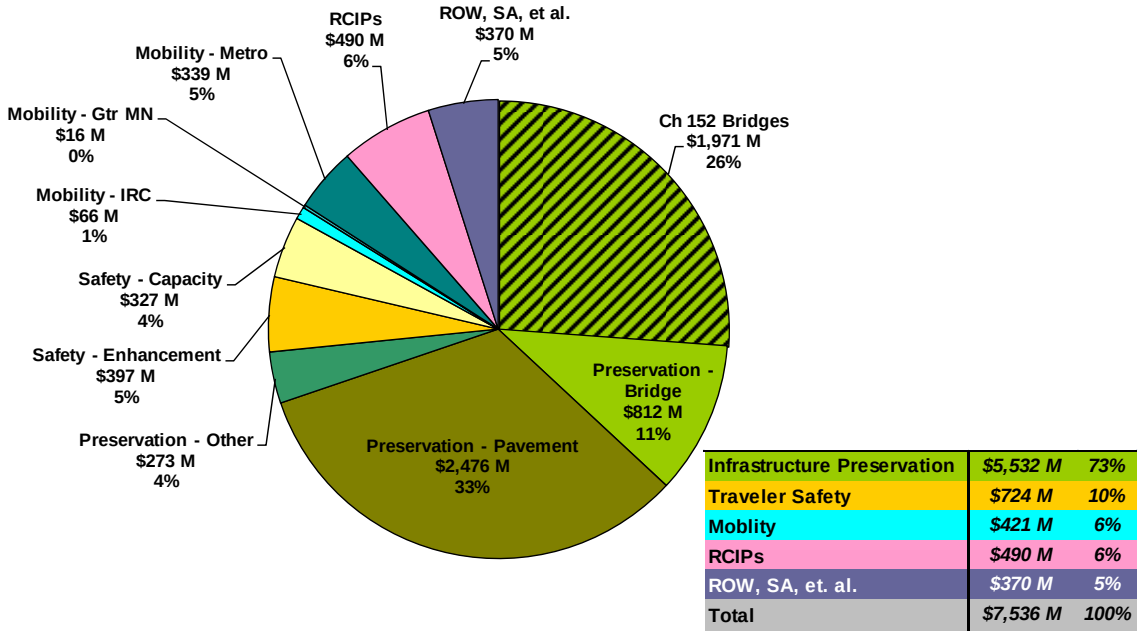


Figure 2: 2010-2019 Total planned investments for projected revenue ($ year of construction)

2010-2013 STIP: $3.3 billion

Approximately $3.3 billion is available for investment in the 2010-2013 STIP (Figure 3). Balance among the four strategic investment priority areas is similar compared to the 2009-2012 STIP (completed as part of the Statewide 20-year Highway Investment Plan 2009-2028). Mn/DOT also invests several million annually on statewide projects not generally assigned to individual districts. An additional $10 million is available in the 2010-2013 STIP to make transportation systems compliant with the Americans with Disabilities Act (ADA). A breakdown is as follows:

- **Infrastructure Preservation** investments in pavement, bridge and other infrastructure total $2,049 million (62% of total investment);
- **Traveler Safety** investments related to roadway enhancements and capacity improvements total $328 million (10%);
- **Mobility** investments in the Twin Cities, in Greater Minnesota Trade Centers and on IRCs total $263 million (8%);
- **RCIPs** total $311 million (9%); and
- **Right-of-way (ROW), setasides (SA) and other expenditures** total $370 million (11%).

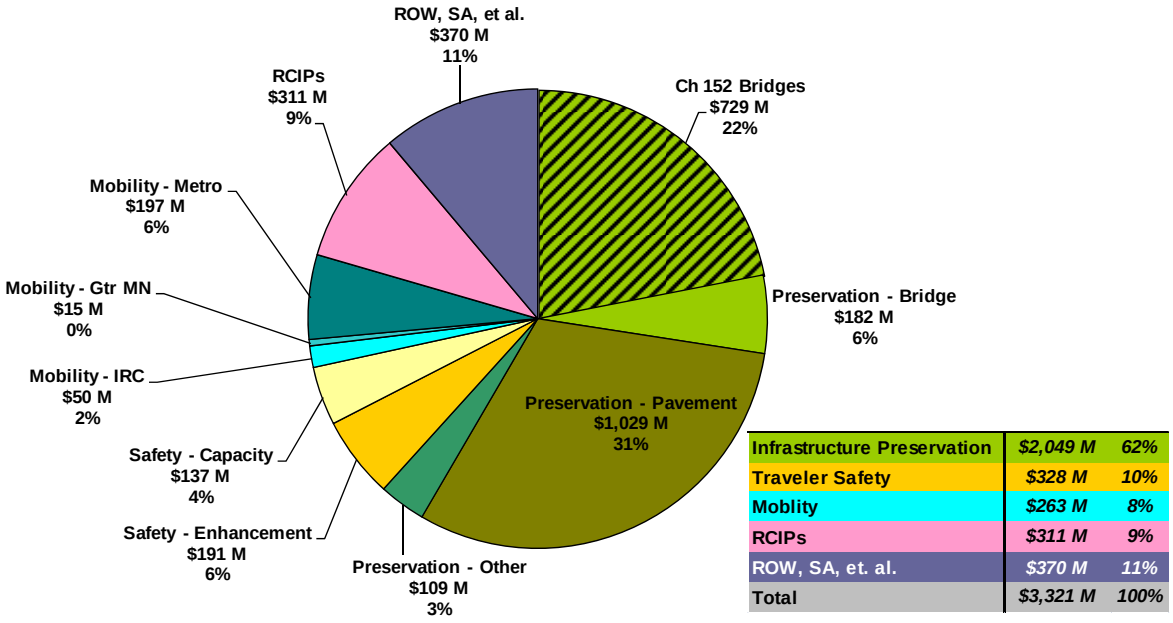


Figure 3: 2010-2013 STIP planned investments for projected revenue ($ year of construction)

Annual 2010-2013 STIP investments are in Figure 4. Year 2010 investments total over $1.2 billion; the large total relative to other STIP years can be attributed to a large number of bonds for Chapter 152 bridges and $185 million in unlet funds from the 2009 American Recovery and Reinvestment Act. Annual differences in years 2011-2013 are due mainly to fluctuations in bonds available for Chapter 152 bridges.

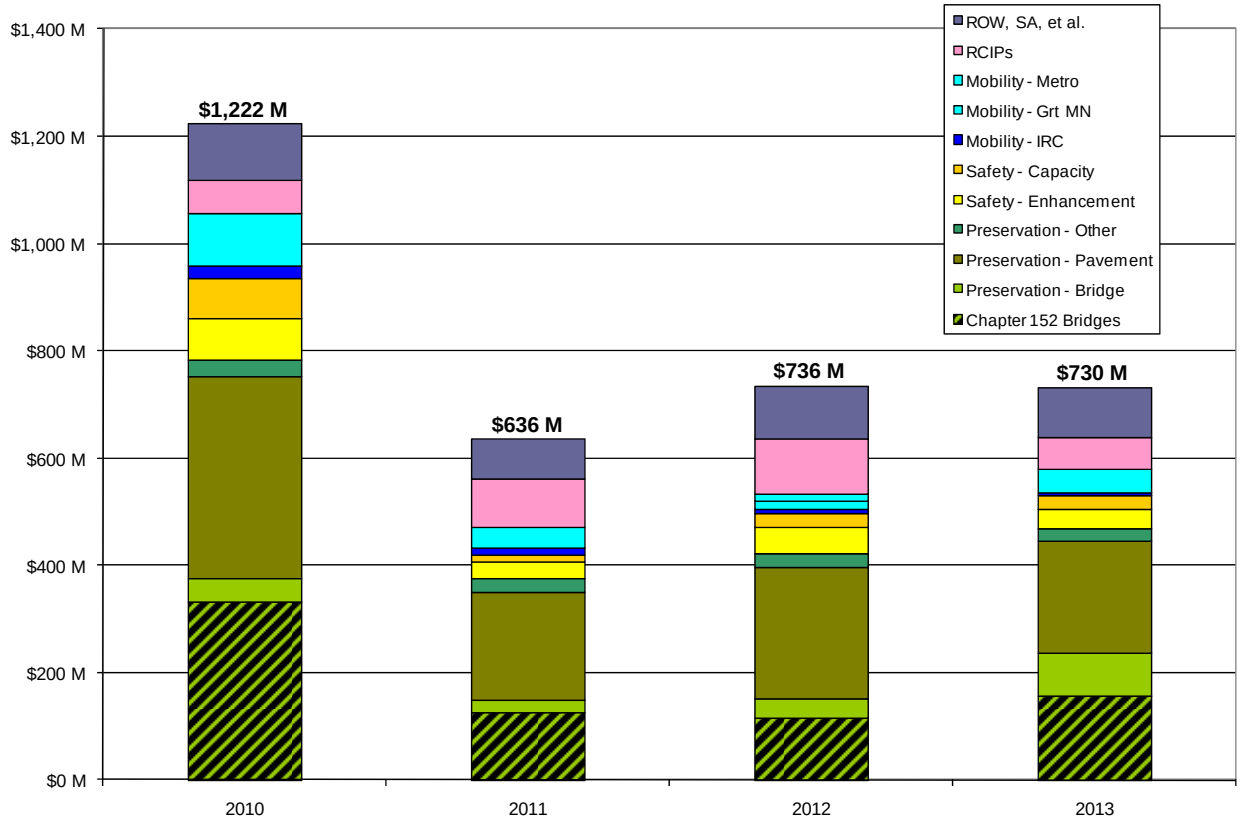


Figure 4: Annual 2010-2013 STIP planned investments for projected revenue ($ year of construction)

2014-2019 HIP: $4.2 billion

Approximately $4.2 billion is available for investment in the 2014-2019 HIP (Figure 5). Balance among the four strategic investment priority areas is similar compared to the 2013-2018 HIP (completed as part of the Statewide 20-year Highway Investment Plan 2009-2028). A breakdown is as follows:

- **Infrastructure Preservation** investments in pavement, bridge and other infrastructure total $3,482 million (83% of total investment);
- **Traveler Safety** investments related to roadway enhancements and capacity improvements total $396 million (9%);
- **Mobility** investments in the Twin Cities, in Greater Minnesota Trade Centers and on IRCs total $158 million (4%); and
- **RCIPs** total $179 million (4%).

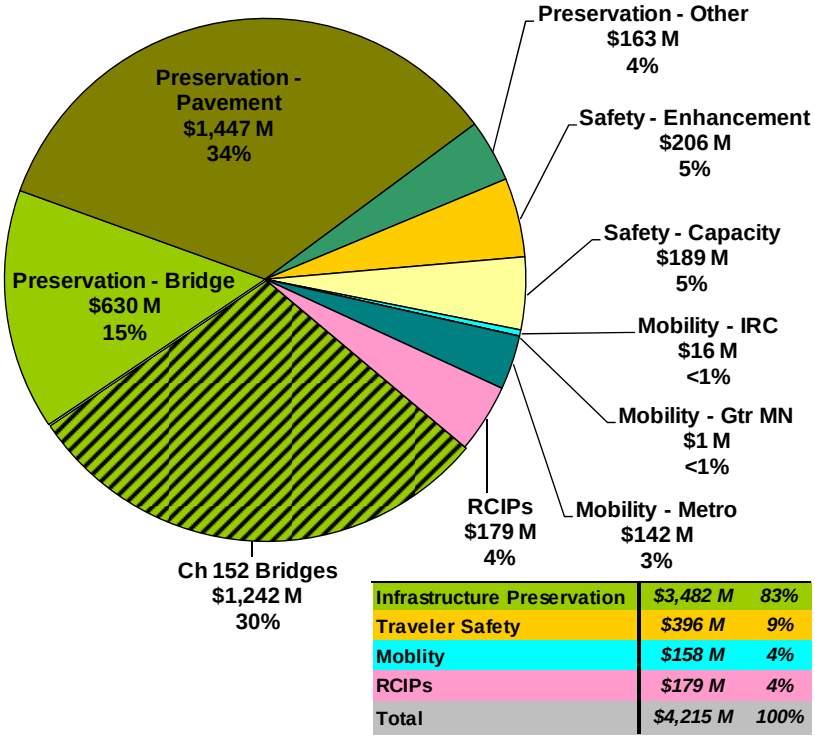


Figure 5: 2014-2019 HIP planned investments for projected revenue ($ year of construction)

Annual 2014-2019 HIP investments are in Figure 6. Annual differences are due mainly to fluctuations in bonds available for Chapter 152 bridges.

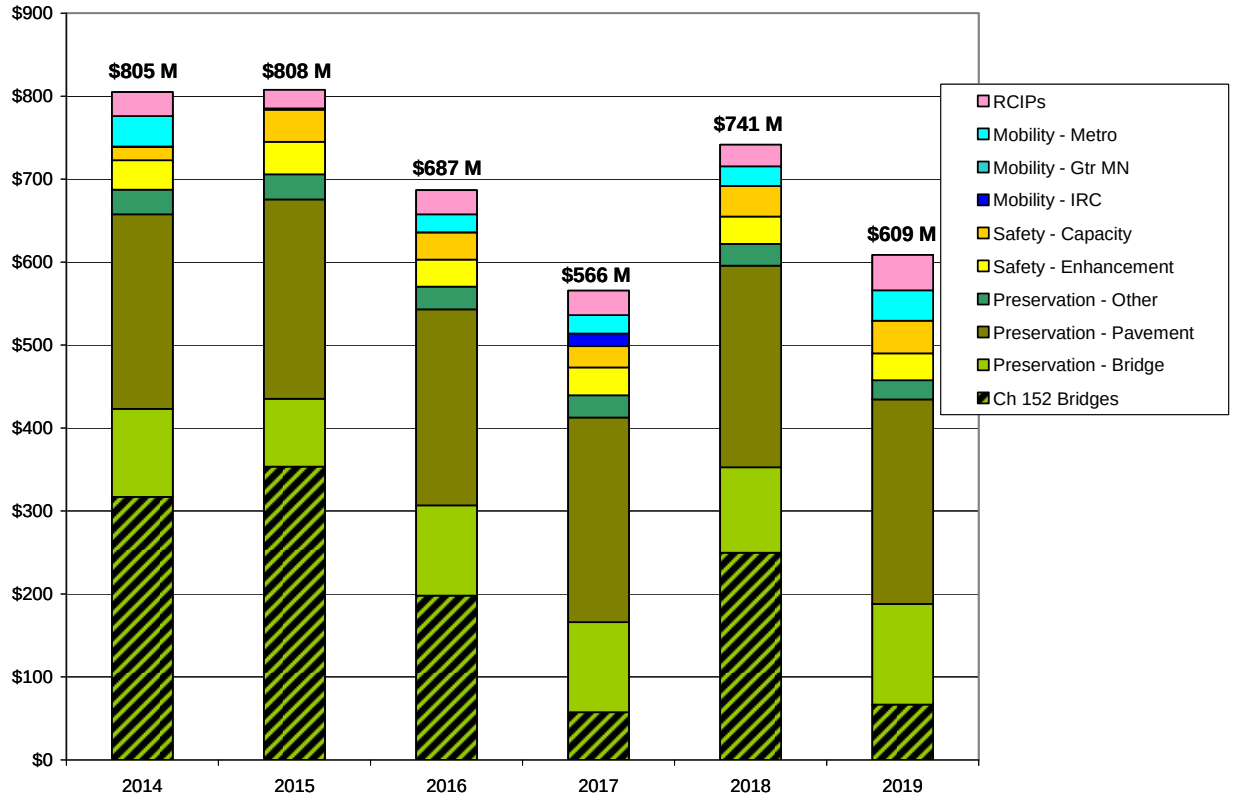


Figure 6: Annual 2014-2019 HIP planned investments for projected revenue ($ year of construction)

III. Statewide Projected Performance Outlook

The Highway Investment Plan 2010-2019 is a snapshot in time. Anticipated project timing and projected highway system performance will change as revenues are realized and construction costs change. Mn/DOT annually tracks the impact of planned investments using system performance targets and responds with appropriate changes to investment priorities for the following year's Highway Investment Plan Annual Update.

As a result of planned investments in 2010-2019, Mn/DOT projects that many key performance targets will be met:

- All 120 fracture critical or structurally deficient bridges, identified in Minnesota Laws 2008, Chapter 152, will be repaired or replaced by 2018;
- Statewide structural condition performance targets for all bridges will be met;
- Total annual road fatalities will decline as Towards Zero Death initiatives are implemented, including greater spending on proactive roadway design enhancements and new safety legislation enforcement;
- Statewide Interregional Corridor speed performance targets will be met; and
- Several Regional and Community Improvement Priority projects, including highway shoulder widening, reconstruction and 2-to-4 lane expansion will be completed.

However, with investment needs exceeding projected revenue from established state and federal sources, it may not be possible to meet all statewide performance targets. Mn/DOT projects over the 2010-2019 timeframe:

- A gradual decline in pavement conditions. The number of state highway miles with good pavement condition will decrease and the number of state highway miles with poor pavement condition will increase; and
- An increase in the duration and extent of congestion on the existing Twin Cities urban freeway system.

The department continues to work on innovative approaches to maximize available revenues to address these system performance concerns. They include utilizing public-private partnerships, accelerating low-cost/high benefit projects, pursuing context sensitive and flexible design solutions and considering all transportation modes for improving mobility and accessibility in the Metro and in Greater Minnesota.

A complete discussion of performance measures and how well the transportation system is working will be available in the Mn/DOT 2009 Annual Transportation Performance Report[2].

[2] A*vailable at www.dot.state.mn.us/planning/program*

The chart on the following page details the statewide projected performance outlook based on planned investments from 2010-2019. It has several components.

- Identification of highway-related performance measures and accompanying targets;
- Actual system performance in years 2008 and 2009, if data is available;
- Projected performance in 2013 based on the 2010-2013 STIP and projected performance in 2019 based on the 2010-2013 STIP and 2014-2019 HIP;
- Specialty office (e.g., Bridge and Materials) outlook in 2013 and 2019. Bridge, pavement and statewide connection outlooks in 2013 and 2019 are modeled on planned investments in the STIP and HIP. Remaining outlooks in other areas are based on forecasts and are not fully validated by data; and
- An analysis of performance and any related issues.

As an example, there are three bridge structural condition performance measures under the statewide plan policy of bridge preservation. Only the "% of bridges in fair and poor condition" measure met the performance target in 2008. However, the Mn/DOT Bridge Office anticipates, based on planned investments, meeting targets for all three measures by 2019.

Statewide

Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: ● **Green:** At or above target ▲ **Yellow:** Moderately below target ⬢ **Red:** Seriously below target ↑ → ↓ **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Traveler Safety	**Minnesota Traffic Fatalities** - All State and Local Roads	● 2008	455	**≤500 (2008) ≤400 (2010)**	--	--	--	▲ 2019	Road fatalities have decreased steadily the last 6 years as Toward Zero Death initiatives have been implemented, including greater spending on proactive roadway enhancements and new safety legislation and enforcement. Long-term challengers include motorcycle fatalities increasing, more distracted driving, more older drivers and complacency.
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	▲ 2008	53.4%	**55%**	53.2%	55%	--	● 2019	Over the HIP years, conditions should continue to improve due to Chapter 152 Bridge Program, assuming projects are not deferred.
	Bridge Condition – Principal Arterials – % Fair & Poor	● 2008	11.5%	**16%**	12.6%	11%	--	● 2019	
	Bridge Condition – Principal Arterials – % Poor	▲ 2008	3.2%	**2%**	3.5%	3%	--	● 2019	
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	▲ 2008	67.0%	**70%**	--	67%	60%	▲ 2019	-ARRA (2009-2010) resulted in a slight improvement in pavement conditions; -Overall miles in poor pavement condition will increase 52% in the STIP (2010-2013); -Overall miles in poor pavement condition will increase 162% (2008-2019); -HIP pavement spending (2014-2019) is 43% of amount needed to meet performance targets by 2018; -Only D6 & Metro expected to improve overall pavement conditions in the HIP (2014-2019); and -Principal Arterial system predicted to reach GASB 34 threshold by 2019 (at which the State of Minnesota's ability to sell bonds could be affected)
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	▲ 2008	3.4%	**2%**	--	5%	9%	⬢ 2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	▲ 2008	60.2%	**65%**	--	56%	56%	▲ 2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	⬢ 2008	5.9%	**3%**	--	9%	15%	⬢ 2019	
Other Infrastructure Preservation	***Under development***	*Under Development*			--	--	--	--	Investments to focus on timely replacement in kind within or adjacent to right of way and include signs, lighting, traffic signals, intelligent transportation systems (ITS), safety rest areas, and drainag infrastructure.
Statewide Connections	**Interregional Corridors - Greater MN - % of Miles Meeting or within 2 mph of Target Speed**	● 2008	98%	**95%**	98%	98%	98%	● 2019	System performance is forecasted to remain at 98% through 2019.
Twin Cities Metro Area Mobility	**Twin Cities Urban Freeway System Congestion - % of Miles Below 45 mph in AM or PM Peak**	2008	17.3%	**No target**	--	--	--	↓	Expected to plateau or decrease in short term due to project completions and economic downturn. In long-term growth trends will resume.
	Clearance Time for Urban Freeway Incidents	▲ 2008	37.1 minutes	**35 minutes**	--	--	--	▲ 2019	Average clearance time expected to increase slightly because the system monitored is growing faster than the trucks deployed to assist in incidence clearance.
Greater MN Trade Centers Mobility	**Congestion in Regional Trade Centers - Number of Principal Arterial Miles with a Volume-to-Capacity Ratio > 0.85**	*No target*			--	--	--	--	Miles likely to increase at several intersections and along several corridors due to forecasted growth in traffic volumes
Regional and Community Improvement Priorities	***No measure at this time***	*No target*			--	--	--	--	Investments have been identified by local communities and businesses as desirable and supportive of local economic or community development goals. RCIPs are currently being studied and better defined, though many needs will not be addressed by 2019 based on projected available funding and established investment goals.

Note 1: 2013 and 2019 Bridge, Pavement, and Statewide Connection Outlook based on planned STIP+HIP investments modeled by Specialty Office. Remaining Outlook based on forecasts and not fully validated by data.

IV. Summary of Planned Investments by District

The following three figures summarize the Highway Investment Plan 2010-2019 by Mn/DOT District (Figures 7-9). While Mn/DOT District's follow the same investment priorities, each has a distinct investment plan. Districts face a unique set of investment needs, have different material and labor costs, respond to varying stakeholder needs and must occasionally address legislative priorities. All of these differences influence the priorities in each individual district. Note the statewide total does not precisely match the summation of District investments due to small amounts of revenue in the STIP not yet programmed by District.

2010-2019 Total

		DISTRICT								State
STRATEGIC PRIORITY AREA ($, millions)		1	2	3	4	M	6	7	8	
Infrastructure Preservation	Chapter 152 Bridge	123	73	1	33	1,257	401	68	16	1,971
	Other Bridge	72	44	104	14	405	110	57	7	812
	Pavement	363	220	276	293	537	387	128	271	2,476
	Other Infrastructure	50	18	16	13	136	16	16	7	273
Traveler Safety	Roadway Enhancements	51	36	49	13	124	67	41	16	397
	Safety Capacity	0	0	133	0	108	54	32	0	327
Moblity	Interregional Corridors	0	0	1	15	7	0	0	44	66
	Greater MN Trade Centers	0	0	0	0	-	0	0	1	16
	Twin Cities Metro Area	-	-	-	-	339	-	-	-	339
Regional Community Improvement Priorities		87	21	15	9	72	57	202	6	490
Right-of-way, setasides, et. al.		26	3	48	23	193	43	25	8	370
Total		772	417	643	413	3,178	1,136	569	373	7,536

Figure 7: 2010-2019 Total planned investments for projected revenue by District ($ year of construction)

2010-2013 STIP

STRATEGIC PRIORITY AREA ($, millions)		DISTRICT 1	2	3	4	M	6	7	8	State
Infrastructure Preservation	Chapter 152 Bridge	99	10	1	4	491	114	11	0	729
	Other Bridge	17	17	31	5	88	15	10	0	182
	Pavement	157	80	122	123	246	143	57	100	1,029
	Other Infrastructure	27	15	7	4	39	11	6	0	109
Traveler Safety	Roadway Enhancements	22	23	18	4	63	33	24	5	191
	Safety Capacity	0	0	29	0	24	54	32	0	137
Moblity	Interregional Corridors	0	0	1	0	7	0	0	43	50
	Greater MN Trade Centers	0	0	0	0	-	0	0	0	15
	Twin Cities Metro Area	-	-	-	-	197	-	-	-	197
Regional Community Improvement Priorities		75	8	15	2	60	29	101	1	311
Right-of-way, setasides, et. al.		26	3	48	23	193	43	25	8	370
Total		423	156	272	165	1,407	441	265	157	3,321

Figure 8: 2010-2013 STIP planned investments for projected revenue by District ($ year of construction)

2014-2019 HIP

STRATEGIC PRIORITY AREA ($, millions)		DISTRICT 1	2	3	4	M	6	7	8	State
Infrastructure Preservation	Chapter 152 Bridge	25	63	0	28	766	288	57	16	1,242
	Other Bridge	55	28	73	9	317	95	46	7	630
	Pavement	206	140	153	171	291	244	71	171	1,447
	Other Infrastructure	23	3	10	9	97	5	11	6	163
Traveler Safety	Roadway Enhancements	29	13	31	9	61	34	17	11	206
	Safety Capacity	0	0	105	0	85	0	0	0	189
Moblity	Interregional Corridors	0	0	0	15	0	0	0	1	16
	Greater MN Trade Centers	0	0	0	0	-	0	0	1	1
	Twin Cities Metro Area	-	-	-	-	142	-	-	-	142
Regional Community Improvement Priorities		12	14	0	7	12	28	101	4	179
Total		349	260	372	248	1,771	695	304	216	4,215

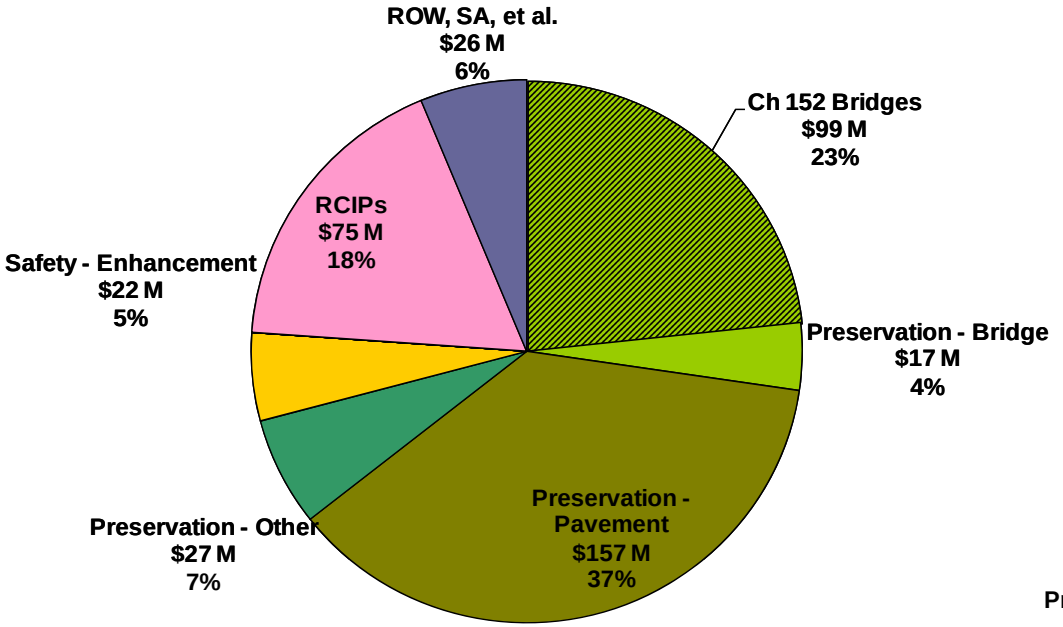
Figure 9: 2014-2019 HIP planned investments for projected revenue by District ($ year of construction)

V. Summary Charts by District: Planned Investments and Projected Performance

The following charts summarize the Highway Investment Plan 2010-2019 for each of the eight Mn/DOT Districts. The first page details in chart form planned investments in the 2010-2013 STIP and 2014-2019 HIP. The second page reports projected performance based on planned investments.

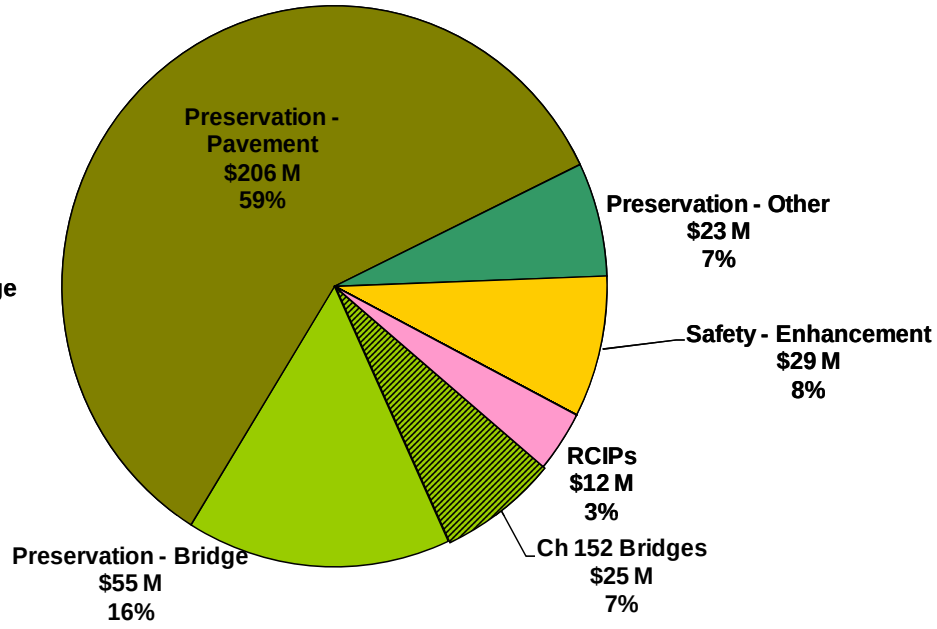
Mn/DOT reports a number of performance measures at the statewide level only. The second page of each District Summary Chart only identifies actual and projected performance for those measures reported at the district level: bridge and pavement preservation.

2010-2013 STIP – $424 million



Infrastructure Preservation	*$300 M*	*71%*
Traveler Safety	*$22 M*	*5%*
Moblity	*$ M*	*0%*
RCIPs	*$75 M*	*18%*
ROW, SA, et. al.	*$26 M*	*6%*

2014-2019 HIP – $349 million



Infrastructure Preservation	*$308 M*	*88%*
Traveler Safety	*$29 M*	*8%*
Moblity	*$ M*	*0%*
RCIPs	*$12 M*	*4%*

District 1

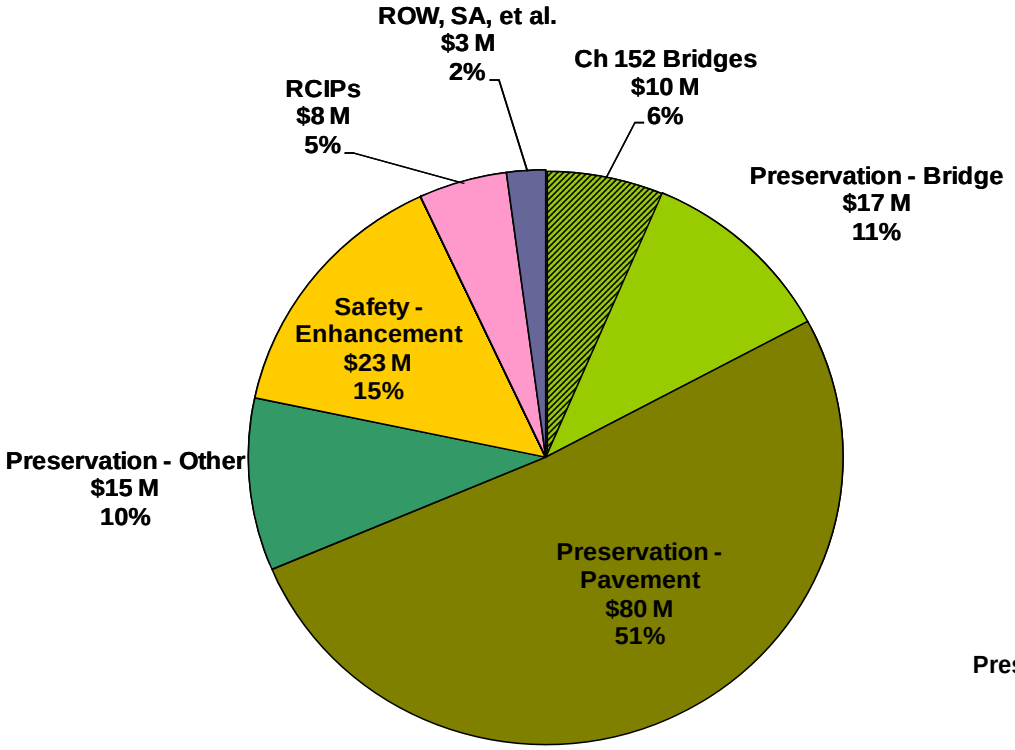
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: **Green:** At or above target **Yellow:** Moderately below target **Red:** Seriously below target **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	2008	34.0%	**55%**	31.9%	36%	--		Significant improvement in condition by 2013 due to STIP spending;
	Bridge Condition – Principal Arterials – % Fair & Poor	2008	12.4%	**16%**	16.0%	14%	--		Low number of brides in Good condition indicates a large number in Satisfactory condition that could drop into the Fair category if not maintained by 2019
	Bridge Condition – Principal Arterials – % Poor	2008	2.4%	**2%**	5.6%	3%	--		"Can of Worms" bridges will need to be addressed after year 2019.
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	2008	62.1%	**70%**	--	63%	57%	2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	2008	3.7%	**2%**	--	8%	14%	2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	2008	57.4%	**65%**	--	44%	48%	2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	2008	5.7%	**3%**	--	16%	30%	2019	

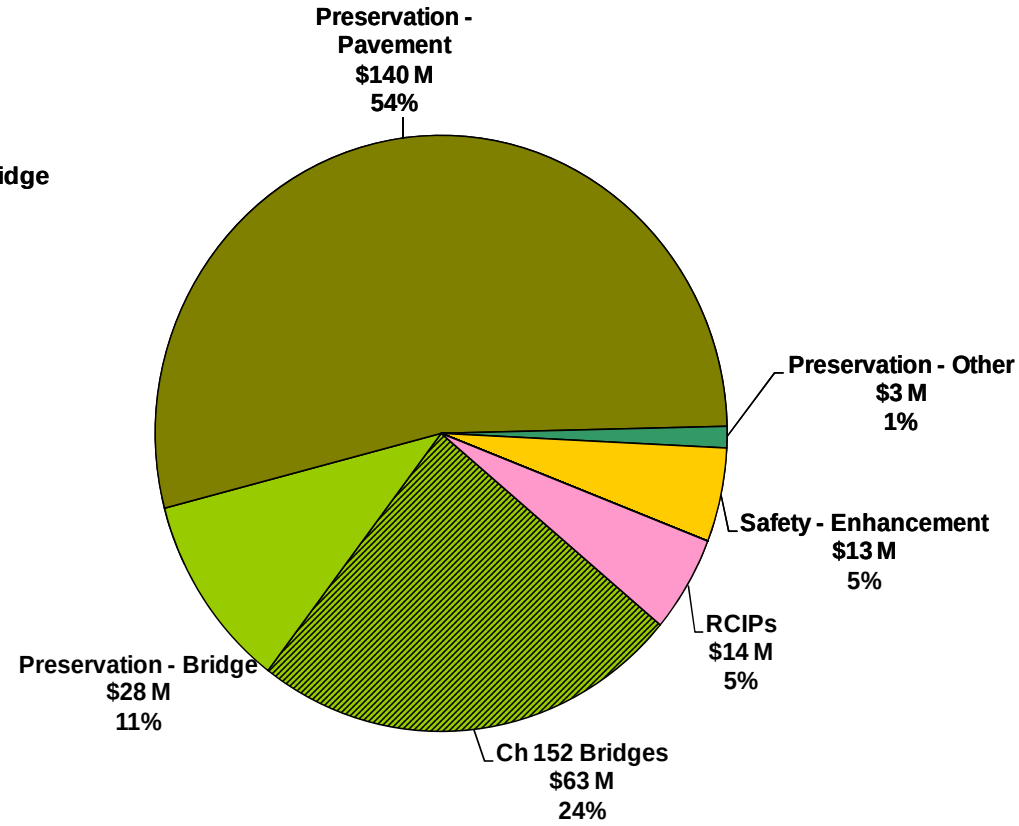
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $156 million



Infrastructure Preservation	*$122 M*	*78%*
Traveler Safety	*$23 M*	*15%*
Moblity	*$ M*	*0%*
RCIPs	*$8 M*	*5%*
ROW, SA, et. al.	*$3 M*	*2%*

2014-2019 HIP – $260 million



Infrastructure Preservation	*$233 M*	*90%*
Traveler Safety	*$13 M*	*5%*
Moblity	*$ M*	*0%*
RCIPs	*$14 M*	*5%*

District 2

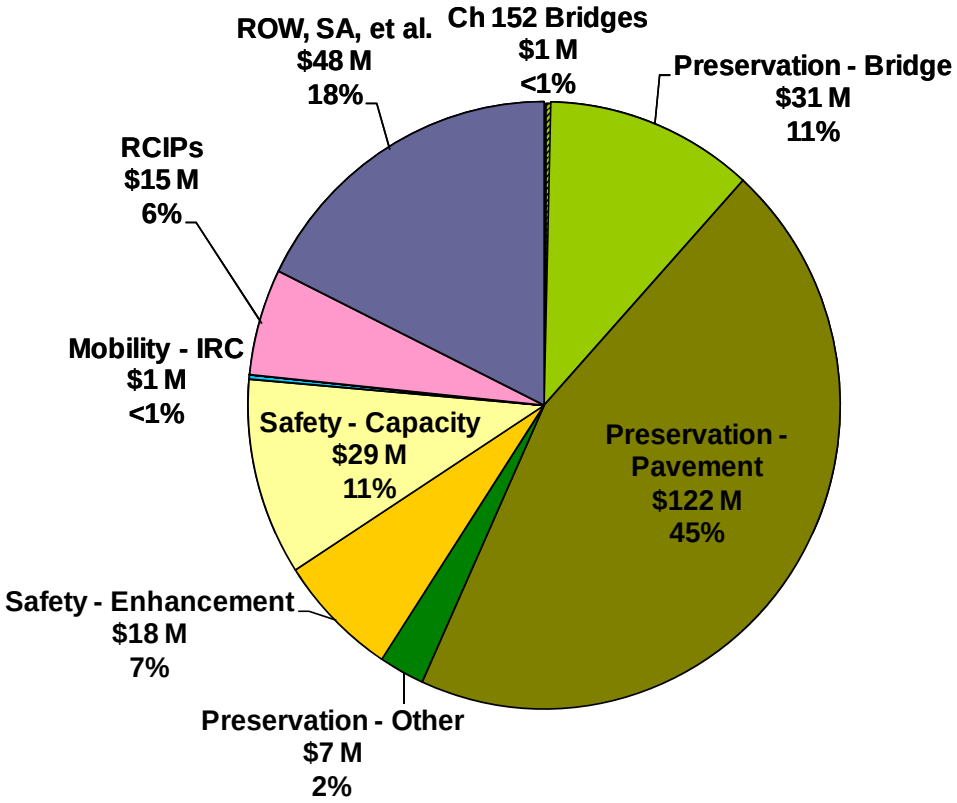
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: **Green:** At or above target **Yellow:** Moderately below target **Red:** Seriously below target **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	2008	16.0%	**55%**	16.0%	18%	--		High number of bridges in Fair condition need to be addressed in the HIP else they will fall into Poor condition by 2019; Three major bridges (Kennedy, Baudette, and Sorlie) planned to be addressed by 2019 as part of Chapter 152.
	Bridge Condition – Principal Arterials – % Fair & Poor	2008	37.6%	**16%**	50.6%	48%	--		
	Bridge Condition – Principal Arterials – % Poor	2008	0.0%	**2%**	0.0%	0%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	2008	85.5%	**70%**	--	80%	52%	2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	2008	0.6%	**2%**	--	2%	5%	2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	2008	74.9%	**65%**	--	78%	71%	2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	2008	2.7%	**3%**	--	3%	7%	2019	

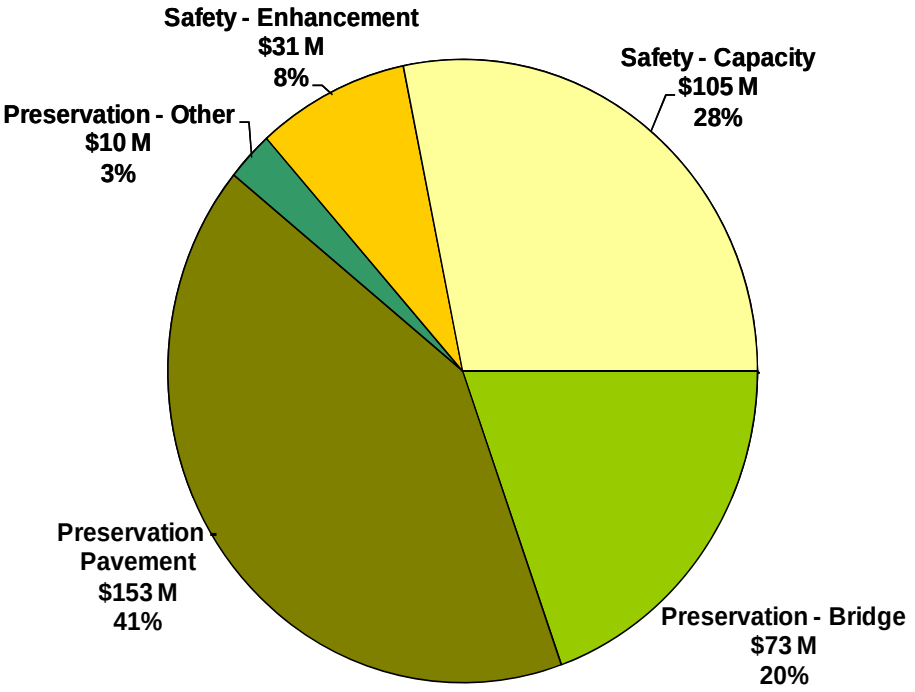
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $272 million



Infrastructure Preservation	*$161 M*	*59%*
Traveler Safety	*$47 M*	*17%*
Moblity	*$1 M*	*0%*
RCIPs	*$15 M*	*6%*
ROW, SA, et. al.	*$48 M*	*18%*

2014-2019 HIP – $372 million



Infrastructure Preservation	*$236 M*	*63%*
Traveler Safety	*$136 M*	*37%*
Moblity	*$ M*	*0%*
RCIPs	*$ M*	*0%*

District 3

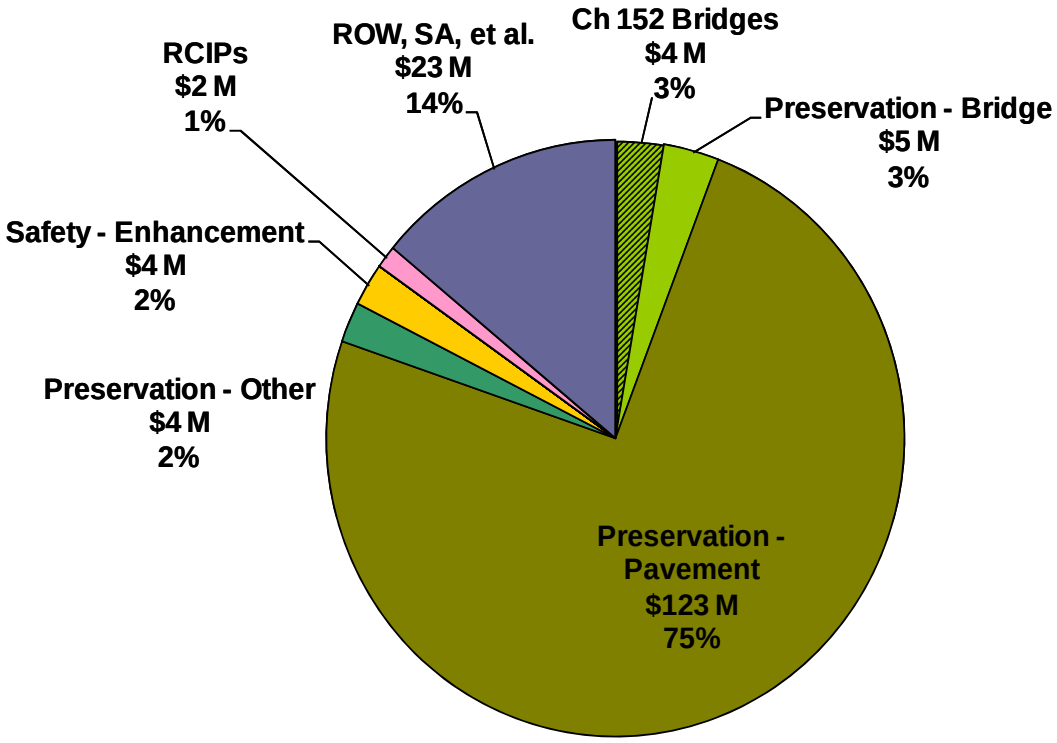
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: ● **Green:** At or above target ▲ **Yellow:** Moderately below target ⬢ **Red:** Seriously below target ↑ → ↓ **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	● 2008	63.8%	**55%**	64.5%	66%	--		All Chapter 152 bridges addressed by 2010; Addressed 5 other bridges with American Recovery and Reinvestment Act funding; Replacement of the Desoto Briddge had a big impact on reducing the Poor condition result
	Bridge Condition – Principal Arterials – % Fair & Poor	● 2008	13.1%	**16%**	9.9%	9%	--		
	Bridge Condition – Principal Arterials – % Poor	⬢ 2008	6.3%	**2%**	3.2%	3%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	▲ 2008	65.8%	**70%**	--	77%	74%	● 2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	▲ 2008	2.2%	**2%**	--	2%	6%	⬢ 2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	● 2008	78.2%	**65%**	--	72%	56%	▲ 2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	● 2008	2.9%	**3%**	--	2%	6%	⬢ 2019	

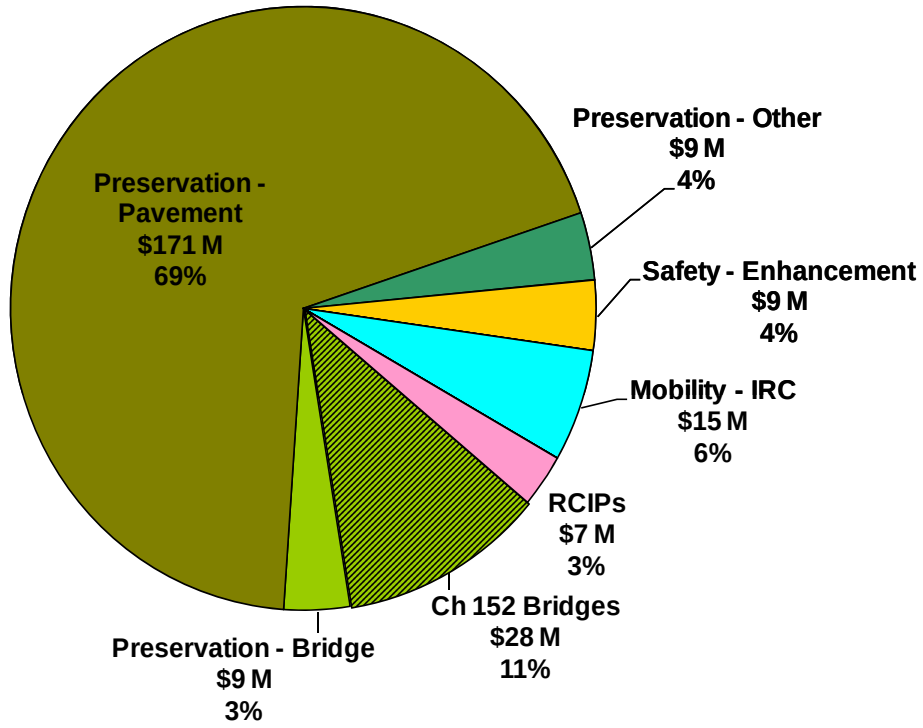
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $165 million



Infrastructure Preservation	*$136 M*	*82%*
Traveler Safety	*$4 M*	*2%*
Moblity	*$ M*	*0%*
RCIPs	*$2 M*	*1%*
ROW, SA, et. al.	*$23 M*	*14%*

2014-2019 HIP – $248 million



Infrastructure Preservation	*$217 M*	*87%*
Traveler Safety	*$9 M*	*4%*
Moblity	*$15 M*	*6%*
RCIPs	*$7 M*	*3%*

District 4

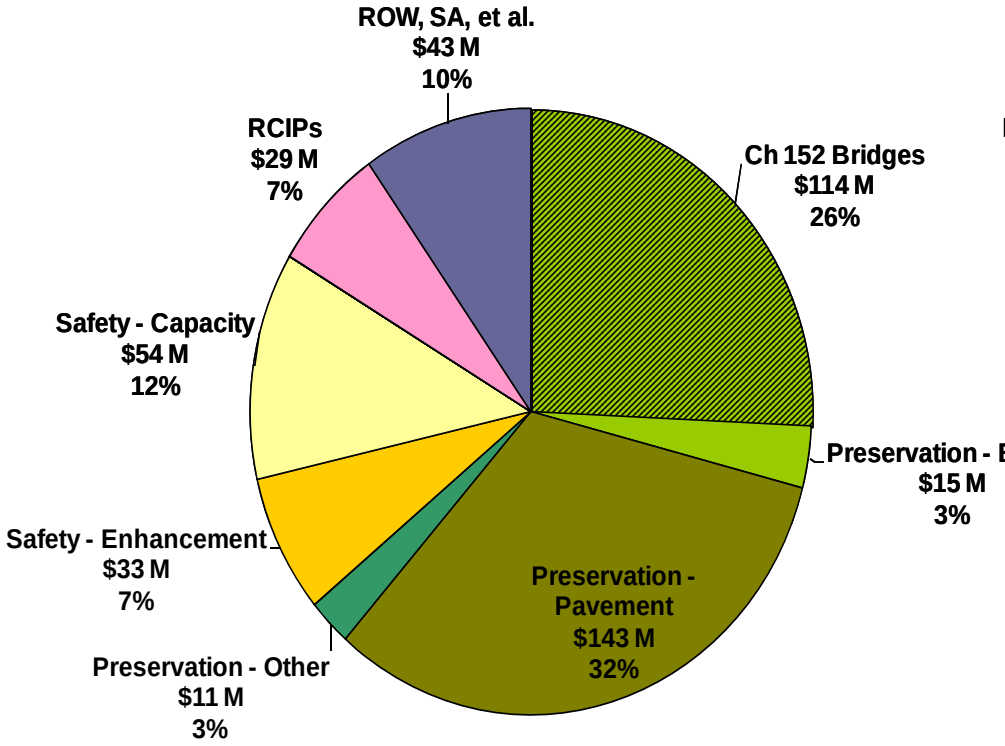
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: **Green:** At or above target **Yellow:** Moderately below target **Red:** Seriously below target **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	2008	43.7%	**55%**	43.5%	44%	--		Chapter 152 Bridges being addressed by 2017, many in the Hip years; Good bridges are under target due to large number of bridges in satisfactory condition.
	Bridge Condition – Principal Arterials – % Fair & Poor	2008	12.4%	**16%**	13.2%	13%	--		
	Bridge Condition – Principal Arterials – % Poor	2008	2.0%	**2%**	2.7%	3%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	2008	76.5%	**70%**	--	69%	56%	2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	2008	3.1%	**2%**	--	2%	11%	2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	2008	56.4%	**65%**	--	51%	60%	2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	2008	3.0%	**3%**	--	7%	15%	2019	

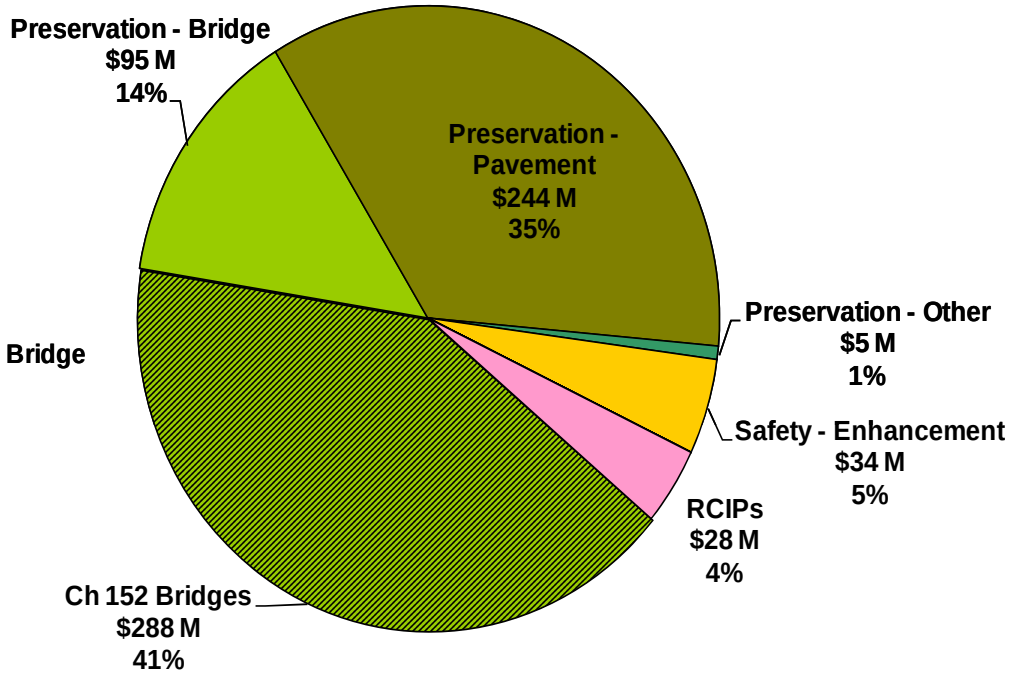
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $441 million



Infrastructure Preservation	*$282 M*	*64%*
Traveler Safety	*$86 M*	*20%*
Moblity	*$ M*	*0%*
RCIPs	*$29 M*	*7%*
ROW, SA, et. al.	*$43 M*	*10%*

2014-2019 HIP – $695 million



Infrastructure Preservation	*$633 M*	*91%*
Traveler Safety	*$34 M*	*5%*
Moblity	*$ M*	*0%*
RCIPs	*$28 M*	*4%*

District 6

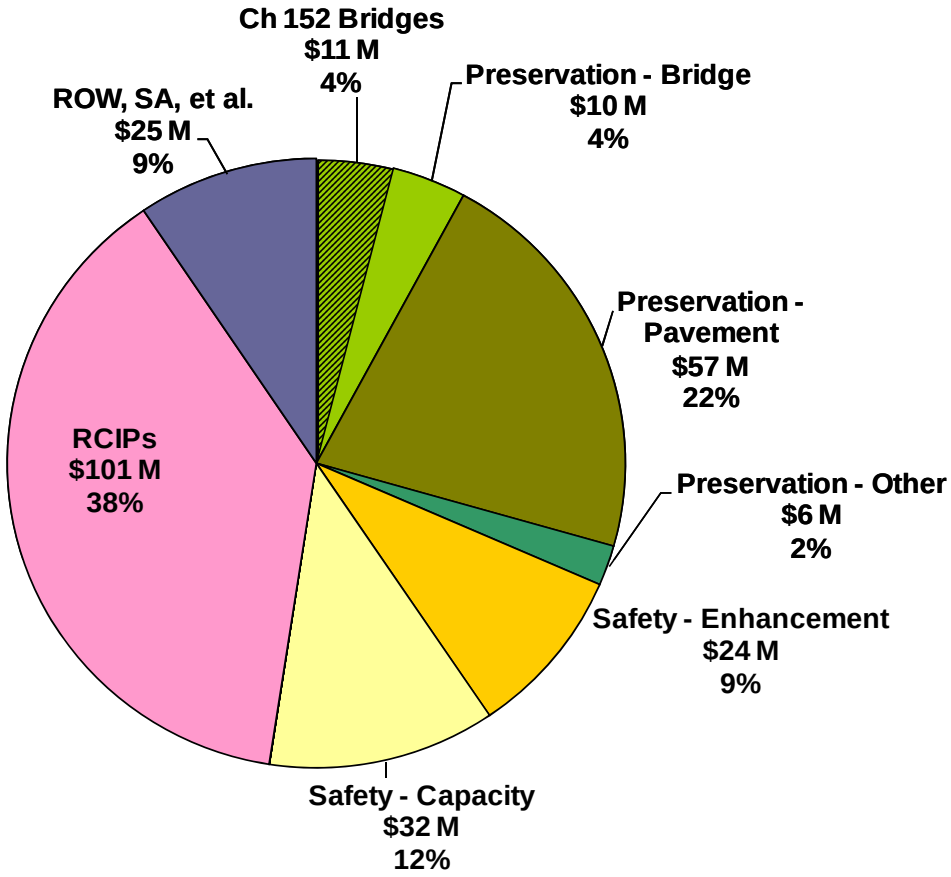
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: **Green:** At or above target **Yellow:** Moderately below target **Red:** Seriously below target **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	2008	38.5%	**55%**	38.9%	43%	--		Significant improvement by 2019 due to spending in the STIP, including replacement of the Dresbach bridge in 20212;
	Bridge Condition – Principal Arterials – % Fair & Poor	2008	23.0%	**16%**	22.8%	19%	--		High number of bridges in Satisfactory condition need to be addressed in the HIP else they will fall into Fair condition by 2019;
	Bridge Condition – Principal Arterials – % Poor	2008	2.3%	**2%**	2.5%	2%	--		High number of bridges in Fair & Poor but condition wihen Winona and Red Wing bridges are addressed by 2018.
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	2008	56.8%	**70%**	--	69%	59%	2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	2008	9.5%	**2%**	--	5%	11%	2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	2008	37.1%	**65%**	--	62%	70%	2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	2008	17.7%	**3%**	--	14%	4%	2019	

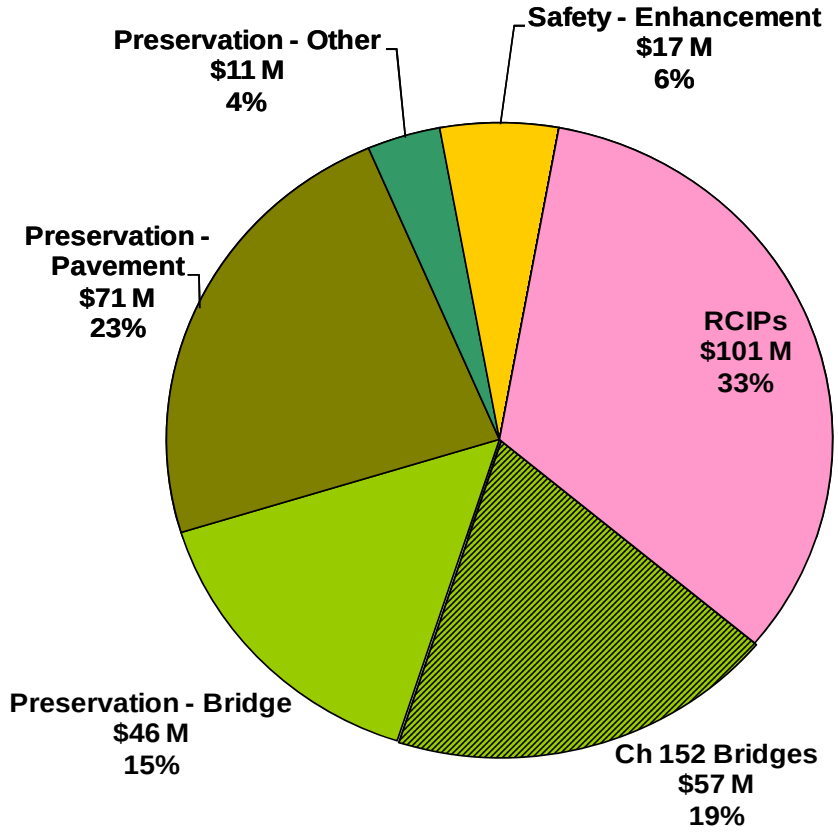
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $265 million



Infrastructure Preservation	*$83 M*	*32%*
Traveler Safety	*$55 M*	*21%*
Moblity	*$ M*	*0%*
RCIPs	*$101 M*	*38%*

2014-2019 HIP – $304 million



Infrastructure Preservation	*$185 M*	*61%*
Traveler Safety	*$17 M*	*6%*
Moblity	*$ M*	*0%*
RCIPs	*$101 M*	*33%*

District 7

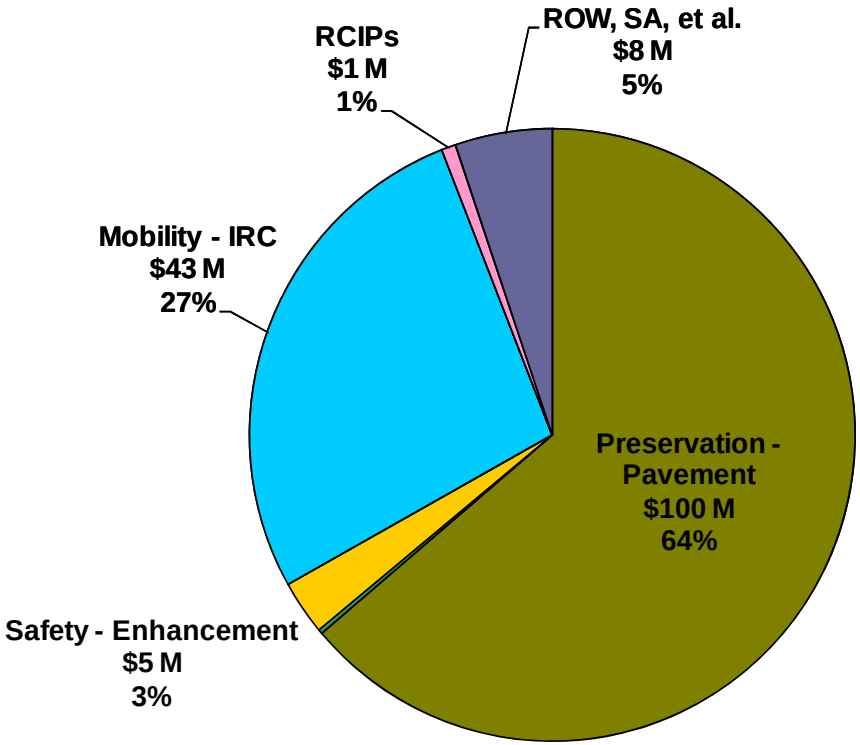
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: ● **Green:** At or above target ▲ **Yellow:** Moderately below target ⬢ **Red:** Seriously below target ↑ → ↓ **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	● 2008	60.0%	**55%**	60.5%	61%	--		Bridge investments adequate to meet targets; Most Chapter 152 bridges will be addressed by 2013; U.S. 14 New Ulm bridge will be addressed in approximately year 2018.
	Bridge Condition – Principal Arterials – % Fair & Poor	● 2008	10.9%	**16%**	10.7%	11%	--		
	Bridge Condition – Principal Arterials – % Poor	● 2008	0.9%	**2%**	1.0%	1%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	● 2008	73.9%	**70%**	--	58%	42%	⬢ 2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	▲ 2008	2.7%	**2%**	--	4%	11%	⬢ 2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	● 2008	65.6%	**65%**	--	43%	29%	⬢ 2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	▲ 2008	3.4%	**3%**	--	10%	28%	⬢ 2019	

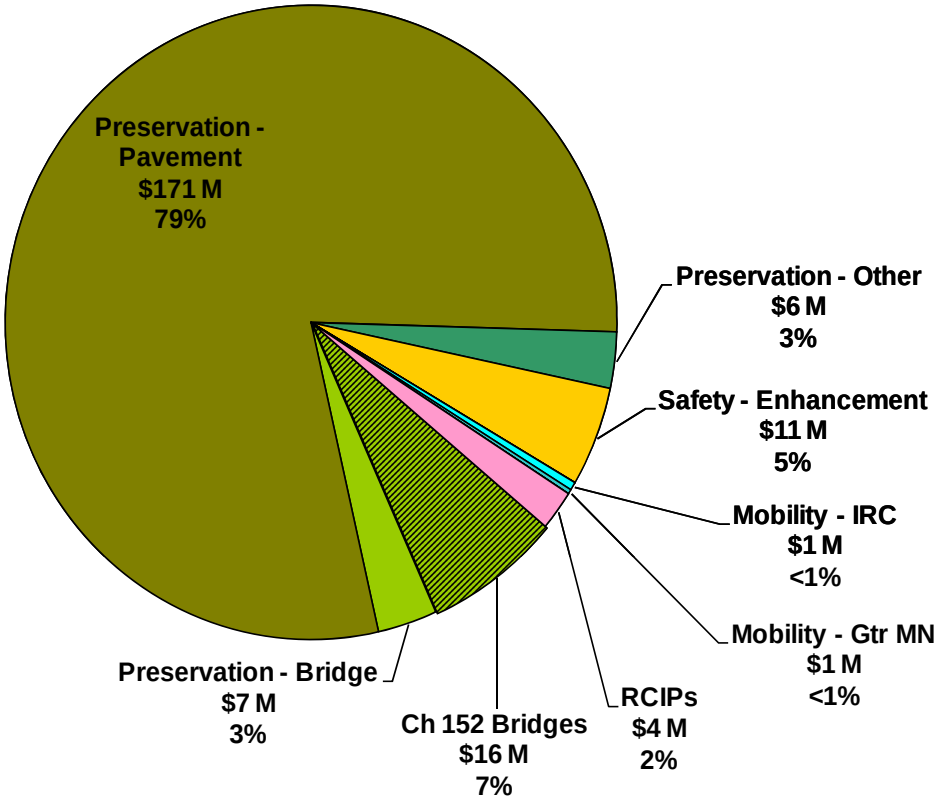
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $157 million



Infrastructure Preservation	*$101 M*	*64%*
Traveler Safety	*$5 M*	*3%*
Moblity	*$43 M*	*27%*
RCIPs	*$1 M*	*1%*
ROW, SA, et. al.	*$8 M*	*5%*

2014-2019 HIP – $216 million



Infrastructure Preservation	*$199 M*	*92%*
Traveler Safety	*$11 M*	*5%*
Moblity	*$1 M*	*1%*
RCIPs	*$4 M*	*2%*

District 8

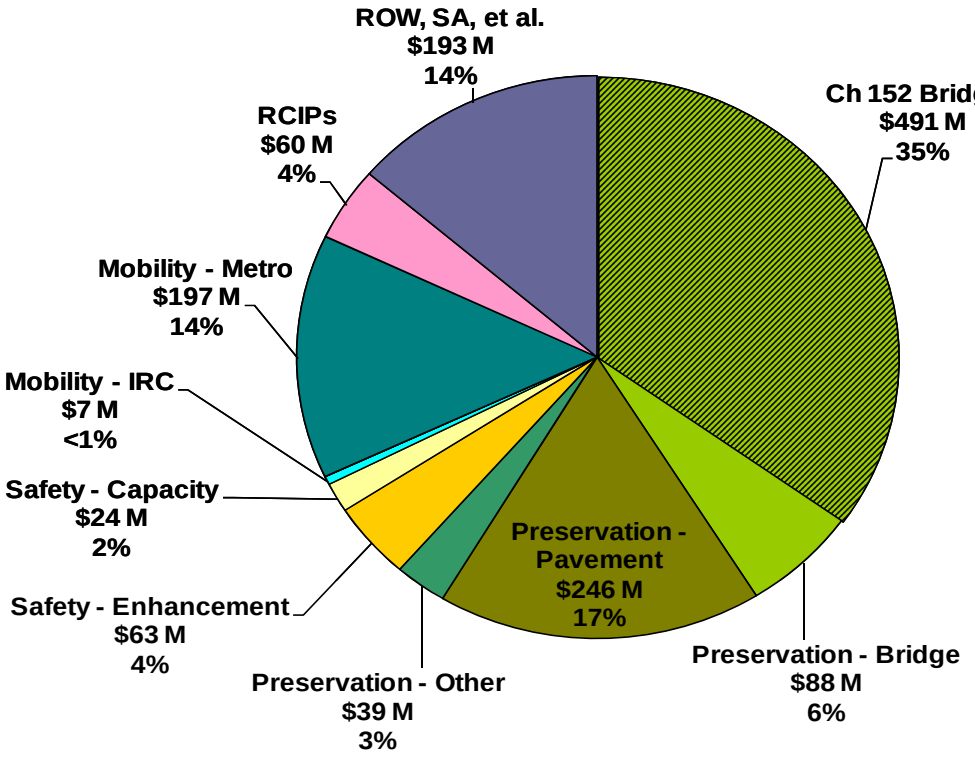
Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: **Green:** At or above target **Yellow:** Moderately below target **Red:** Seriously below target **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	2008	81.4%	**55%**	78.8%	78%	--		Bridge investments adequate to meet targets; Lac Qui Parle Bridges to be addressed in 2014.
	Bridge Condition – Principal Arterials – % Fair & Poor	2008	1.5%	**16%**	2.0%	3%	--		
	Bridge Condition – Principal Arterials – % Poor	2008	0.0%	**2%**	0.7%	2%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	2008	65.3%	**70%**	--	61%	58%	2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	2008	1.3%	**2%**	--	6%	11%	2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	2008	61.0%	**65%**	--	47%	45%	2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	2008	0.7%	**3%**	--	5%	19%	2019	

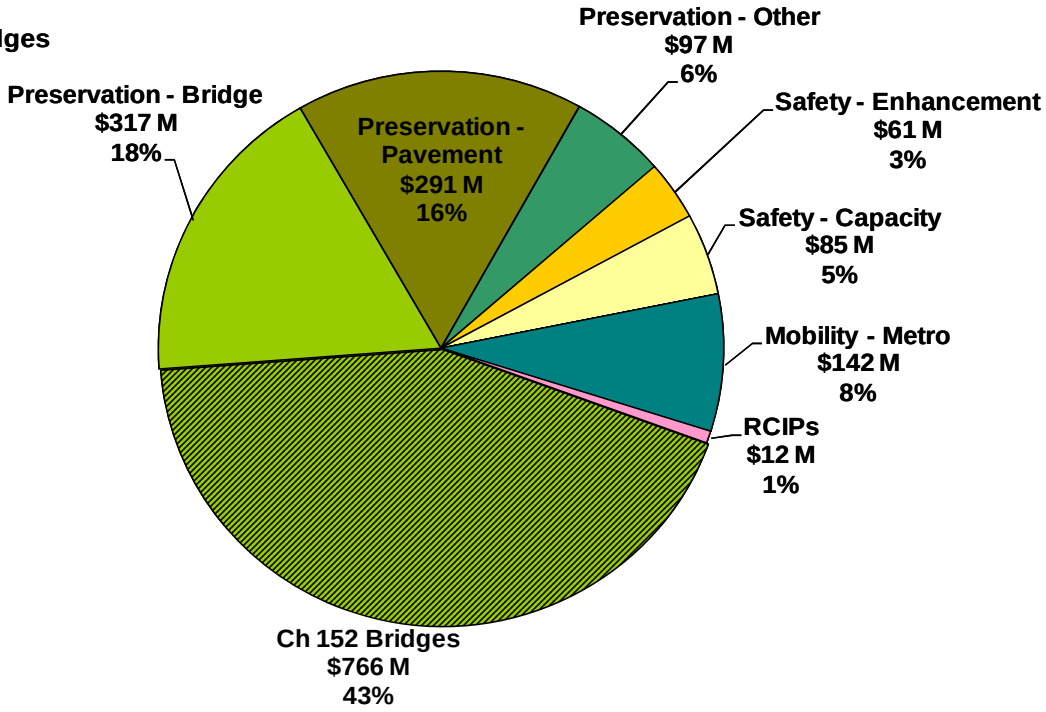
Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

2010-2013 STIP – $1.4 billion



Infrastructure Preservation	*$864 M*	*61%*
Traveler Safety	*$86 M*	*6%*
Moblity	*$204 M*	*15%*
RCIPs	*$60 M*	*4%*
ROW, SA, et. al.	*$193 M*	*14%*

2014-2019 HIP – $1.7 billion



Infrastructure Preservation	*$1,471 M*	*83%*
Traveler Safety	*$146 M*	*8%*
Moblity	*$142 M*	*8%*
RCIPs	*$12 M*	*1%*

Metro District

Actual Performance and Projected Performance Based on the Highway Investment Plan 2010-2019
Performance Data as of October 13, 2009

KEY: ● **Green:** At or above target ▲ **Yellow:** Moderately below target ⬢ **Red:** Seriously below target ↑ → ↓ **Data Trend:** Improved, same, or worsened

Statewide Plan Policy	Measure	2008 Score vs. Target	2008 Actual	2008 Target	2009 Actual	2013 Projected	2019 Projected	2019 Specialty Office Outlook [1]	Performance Analysis and Issues
Bridge Preservation	**Bridge Condition – Principal Arterials – % Good**	● 2008	59.9%	**55%**	59.8%	62%	--		Decrease in structurally deficient bridges can be attributed to projects in the STIP, including 2 major bridge replacements (Hastings and Lafayette); Replacements made in the HIP years by 2019 including St. Croix and Cayuga Bridges, along with a re-deck of the High Bridge will continue to improve conditions.
	Bridge Condition – Principal Arterials – % Fair & Poor	● 2008	8.6%	**16%**	9.7%	8%	--		
	Bridge Condition – Principal Arterials – % Poor	▲ 2008	3.8%	**2%**	3.8%	3%	--		
Pavement Preservation	**Pavement – Ride Quality Good - RQI** - Principal Arterials, % of miles	▲ 2008	61.1%	**70%**	--	59%	73%	● 2019	
	Pavement – Ride Quality Poor - RQI - Principal Arterials, % of miles	▲ 2008	3.3%	**2%**	--	7%	6%	⬢ 2019	
	Pavement – Ride Quality Good- RQI – Non-Principal Arterials, % of miles	⬢ 2008	48.6%	**65%**	--	57%	66%	● 2019	
	Pavement – Ride Quality Poor- RQI – Non-Principal Arterials, % of miles	⬢ 2008	13.4%	**3%**	--	14%	12%	⬢ 2019	
Twin Cities Metro Area Mobility	**Twin Cities Urban Freeway System Congestion - % of Miles Below 45 mph in AM or PM Peak**	2008	17.3%	**No target**	--	--	--	↓	Expected to plateau or decrease in short term due to project completions and economic downturn. In long-term growth trends will resume.
	Clearance Time for Urban Freeway Incidents	▲ 2008	37.1 minutes	**35 minutes**	--	--	--	▲ 2019	Trend shows a slight reduction in clearance times for the next 3 years.

Note 1: 2013 and 2019 Bridge and Pavement Outlook based on planned STIP+HIP investments modeled by Specialty Office.

VI. District Major Highway Projects

The following pages list by Mn/DOT District anticipated major highway projects in the 2010-2013 STIP and 2014-2019 HIP. These projects are a subset of planned investments in eacheach these periods. The list provides projected year of construction, location, a brief description and a cost estimate as well as identifies the strategic investment priority area. For this report, a major highway project:

- Has a total project cost estimate (TPCE) of greater than $25 million in Metro District and $10 in Greater Minnesota Districts;
- Has a TPCE inclusive of construction, engineering and right-of-way whereas project cost in the STIP and HIP is for construction only; and
- May include project costs that will be covered by local partners as well as Mn/DOT.

The list on the following pages does not include projects currently under construction nor does it include projects under development for construction beyond 2019. For additional information, please reference the Mn/DOT Annual Report on Major Highway Projects[3].

[3] *Available at www.dot.state.mn.us/planning/program*

DISTRICT 1 **2010-2019 Anticipated Major Highway Projects**

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2010	Hwy. 169	0.23 miles southwest of Itasca County Road 15 to 2.8 miles east of Nashwauk	Infrastructure Preservation - Pavement	Pavement reclamation, pipe culvert replacement	$13.2	3116-132
2010	Hwy. 65	North limits of Nashwauk to Hwy. 1	Infrastructure Preservation - Pavement	Pavement reclamation, pipe culvert replacement	$16.2	3112-34
2010-2011	Hwy. 61	Split Rock River to Chapins Curve	Traveler Safety - Roadway Enhancement	Reconstruction of 3.5 miles, construct bicycle/pedestrian underpass, construct bridge to replace existing box culvert	$19.5	3806-60
2010-2011	I 35	North of Sturgeon Lake to south of Mahtowa	Infrastructure Preservation - Pavement	Unbonded concrete overlay, concrete pavement repairs	$33.5	0980-137 0980-138 5880-176
2010-2012	I 35	Boundary Avenue to 26th Avenue East	Infrastructure Preservation - Pavement	Bridge and pavement replacement and repair, new access road, culverts, ramp repairs, signing and lighting	$93.6	6982-290
2011	I 35	North of Hinckley to north of Rutledge (southbound)	Infrastructure Preservation - Pavement	Bituminous overlay, unbonded concrete overlay	$21.2	5880-177
2011-2012	Hwy. 53	4.5 miles south of Junction Hwy. 1 to south limits of Cook	RCIP	Roadway reconstruction, new alignment, bridge construction, pipe culvert replacement	$42.7	6920-48
2012-2013	Hwy. 1	0.3 Miles west of Six Mile Rd to Deer Haven Rd	RCIP	Reconstruction of 4.8 miles, pipe culvert replacement and addition of turn lanes	$14.2	6904-46
2013	I 35	St. Louis River to Boundary Avenue	Infrastructure Preservation - Pavement	Bituminous overlay, culvert replacement and repairs	$9.4 - $12.5	0980-139 6982-287
2014-2019 HIP						
2014	Hwy. 2	Bong Bridge	Infrastructure Preservation - Other Bridge	Bridge repair	$12.7 - $17.3	6937-69100D

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2010	Hwy. 11	Frontier to Indus	Infrastructure Preservation - Pavement	Reclaim bituminous road surface, install geo-grid, shoulder widening, culvert replacement, construct bypass lane and one turn lane, realign road intersections, minor grade adjustment	$16.6	3604-69
2010-2011	Hwy. 71	3.0 miles south of Hubbard/Beltrami County line to Hwy. 197 in Bemidji	Traveler Safety - Roadway Enhancement	Five-lane expansion, center left turn lane addition, grade and surface, bridge construction and rehabilitation, signal installation, pavement rehabilitation	$26.5	0409-12
2011	Hwy. 34	Park Rapids to Akeley	Infrastructure Preservation - Pavement	Full width bituminous reclaim, shoulder paving, turn lane and bypass lane construction, cattle pass removal, catch basin replacement, upgrade guardrails realignment	$13.4	2902-39
2013	Hwy. 1	Red River of the North at Oslo	Infrastructure Preservation - Chapter 152 Bridge	Remove and replace or rehabilitate Bridge 9100	$18.7	4509-05
2013	Hwy. 200	Hwy. 75 to Ada	Infrastructure Preservation - Pavement	Pavement rehabilitation	$10.7	5407-31
2014-2019 HIP						
2016	Hwy. 2	Kennedy Bridge in East Grand Forks (Kennedy)	Infrastructure Preservation - Chapter 152 Bridge	Rehabilitate existing Bridge 9090 including enhanced pigeon abatement, new paint system, new bridge deck	$12.8 - $17.4	6018-02
2018-2019	Hwy. 2	US 2B over Red River in East Grand Forks (Sorlie)	Infrastructure Preservation - Chapter 152 Bridge	Remove and replace Bridge 4700. Will include improved access for pedestrians and bicyclists	$45.5 - $61.5	6015-07
2018-2019	Hwy. 72	Rainy River Bridge in Baudette	Infrastructure Preservation - Chapter 152 Bridge	Replace Mn/DOT Bridge 9412	$52.4 - $70.8	3905-09

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2009-2010	I 94	Replace Bridge 86813 and 86814 with New Bridges 86819 and 86820 east of Monticello	Infrastructure Preservation - Other Bridge	Bridge replacement	$13.2	8680-142
2010-2011	Hwy. 10	Westbound lanes from St. Cloud to Clear Lake	Infrastructure Preservation - Pavement	Pavement replacement	$20.3	7103-51
2011	Hwy. 371	From Design Drive in Baxter to Nisswa	Infrastructure Preservation - Pavement	Mill and overlay, pave shoulders, construct left turn lanes	$13.3	1810-95
2011-2012	Hwy. 23	Hwy. 95 to Hwy. 25 in Foley	Traveler Safety - Capacity Improvement	Expand existing 2-lane to 4-lane, mill and overlay	$40.5	0503-75
2013	Hwy. 15	Stearns County Road 120 in St. Cloud/Sartell	RCIP	Construct new interchange	$17.5	7321-47
2014-2019 HIP						
2015-2016	Hwy. 25	Buffalo to Monticello	Traveler Safety - Capacity Improvement	Reconstruction from undivided 2-lanes to divided 4-lanes	$59.8 - $57	8605-44
2016	Hwy. 24	Replace Bridge 6557 over Mississippi River in Clearwater	Infrastructure Preservation - Other Bridge	Bridge replacement	$21.3 - $29.4	7108-23
2018-2019	Hwy. 210	Replace Bridge 5060 over Mississippi River in Brainerd	Infrastructure Preservation - Other Bridge	Bridge replacement	$11.2 - $15.2	1805-74
2018-2019	Hwy. 371	Nisswa to Jenkins (Phase 1)	Traveler Safety - Capacity Improvement	Expansion of 16 miles of existing 2-lane to divided 4-lane	$76.0	1810-92

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2010	I 94	Hwy. 336 to Downer Exit	Infrastructure Preservation - Pavement	Unbonded concrete overlay, replace bituminous shoulders, replace off and on ramp shoulders, re-deck and new approach panels for bridge	$14	1480-142
2010	Hwy. 55	West Douglas County Line to Glenwood	Infrastructure Preservation - Pavement	Mill bituminous, reclaim, paving, culvert replacements, bridge replacement	$12.3	2107-09 (6107-11)
2013	Hwy. 10	Boyer Lake to Detroit Lakes - Westbound Lanes - Including Detroit Lakes Frontage Road (Morrow Ave. to Walmart Rd)	Infrastructure Preservation - Pavement	Unbonded concrete overlay	$19.4	0301-46
2014-2019 HIP						
2015	Hwy. 29	Bridges in Alexandria over I-94	Infrastructure Preservation - Chapter 152 Bridge	Replace bridge, construct approach panels, grade and concrete surface tie-ins	$19.3 - $33.7	2102-58
2016	I 94/Hwy. 75	I 94 and Hwy. 75 Interchange	Mobility - Greater MN Trade Centers	I 94/Hwy. 75 interchange modification	$16.9 - $28.5	1406-66

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2009-2010	Hwy. 14	I 35 to West Steele County line	Traveler Safety - Capacity Improvement	Four-lane expansion	$67.3	7401-34
2010	I 90	From 2.2 Miles east of Hwy. 74 to west Junction Hwy. 43 Eastbound Lanes (St. Charles-Lewiston)	Infrastructure Preservation - Pavement	Unbonded concrete overlay	$17.6	8580-156
2010	Hwy. 52	Elk Run interchange	RCIP	Construct interchange	$43.9 - $59.3	2505-48
2011	I 90	Hwy. 43 to Hwy. 76 (Eastbound Lane)	Infrastructure Preservation - Pavement	Add unbonded concrete overlay	$13.1	8580-152
2012	I 90	Dresbach Bridge over Mississippi River (Dresbach)	Infrastructure Preservation - Chapter 152 Bridge	Replace Bridge 9320 and roadway approaches	$231.3	8580-149
2014-2019 HIP						
2014	Hwy. 43	Winona Bridge over Mississippi River	Infrastructure Preservation - Chapter 152 Bridge	Replace Bridge 5900	$276.6 - $374.3	8503-46
2017-2018	Hwy. 52	Chatfield to I 90	Infrastructure Preservation - Pavement	Reconstruct Highway 52	$44.8 - $61.2	5507-60
2018	TH 250	Replace Bridge 6975 and 6977	Infrastructure Preservation - Chapter 152 Bridge	Bridge replacement	$13.9 - $18.9	
2018-2019	Hwy. 63	Red Wing Bridge over Mississippi River (Red Wing)	Infrastructure Preservation - Chapter 152 Bridge	Replace Bridge 9040	$286.2 - $383.7	2515-21
2019	Hwy. 52	Cannon Falls interchange	RCIP	Construct interchange	$34.3 - $42.7	2506-52

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2008-2011	Hwy. 14	County Road 2 to Waseca-Steele County line	Capacity Improvement	Construct 4-lane divided highway, realignment of highway, construct 10 new bridges	$76.7	8103-49
2010 - 2013	Hwy. 60	Bigelow to Worthington	RCIP	Construct 4-lane expressway, reduce access locations, remove skew, replace union pacific railroad bridge	$150.6	5305-56 5305-58 5305-59
2013-2018	Hwy. 60	Windom to St. James	RCIP	Construct 4 lane divided roadway in two-lane gap areas, re-align 3 county roads to lessen skew	$77.8 - $112.2	1703-69 1703-70 8308-44
2013-2014	Hwy. 99	Bridge over Minnesota River in St. Peter (St. Peter Bridge)	Chapter 152 Bridge	Rehabilitation of bridge or new bridge on existing alignment	$44.2 - $50.8	4008-25
2014-2019 HIP						
2018-2019	Hwy. 14	Bridge over the Minnesota River in New Ulm (Minnesota River Bridge)	Chapter 152 Bridge	Replace bridge, provide pedestrian crossing, adjust ramps	$44.1 - $51.4	0804-81

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2010	Hwy. 23	Russell to Marshall, including all 2 and 4 lane sections.	Infrastructure Preservation - Pavement	Mill and concrete overlay	$21.7	4203-46
2010-2012	Hwy. 23	Paynesville bypass	Mobility - Interregional Corridor	Construction of 4-lane bypass on new alignment	$68.9	3408-15
2014-2019 HIP						
2017	Hwy. 23	Cottonwood to Granite Falls	Infrastructure Preservation - Pavement	Mill and concrete overlay	$30 - $40.6	4203-50

Projected Year of Construction	TH	Project Location	Investment Category	Project Description	TPCE (Total Project Cost Estimates (Millions)[23]	State Project No.
2010-2013 STIP						
2009-2010	I 494	Lake Road to I-94	Infrastructure Preservation - Pavement	Bituminous widening, temporary bypass construction, widen Bridge 9775, majority of new drainage and project grading, unbonded concrete overlay, pave shoulders, guardrail, median barrier, impact attenuators	$34	8285-93 8285-94
2009-2011	Hwy. 610	New alignment Hwy. 169 to Hennepin County Road 81	Mobility - Twin Cities Metro Area	This project is to continue the construction of Hwy. 610. It will extend a four-lane freeway section from Hwy. 169 to Hennepin County Road 81 on new alignment.	$49.8	2771-38
2010	Hwy. 61	Hastings Bridge over Mississippi River (Hastings)	Infrastructure Preservation - Chapter 152 Bridge	Rehabilitate or replace Bridge 5895, replace 2-lane bridge with 4-lane bridge, maintain navigational clearances, provide ped/bike shared-use trail, provide walls, grading, roadways, utility work and storm sewer	$227.6	1913-64
2010	I 694	I-94 to 40th Street Bridge	Infrastructure Preservation - Pavement	Concrete overlay, 4 bridge deck replacements, and 2 bridge repairs	$14	8286-64
2010-2011	Hwy. 36	At Rice Street	Infrastructure Preservation - Other Bridge	Reconstruct CSAH 49 from Transit Ave. to Burke Ave. W. and TH 36 Interchange; replace BR 5427 with BR 62631, and construct new BRs 62632 and 62633	$18 - $25	
2010-2012	Hwy. 169 / I 494	Interchange	Mobility - Twin Cities Metro Area	Remove three signals, connect north and south frontage roads under Highway 169, convert expressway to freeway, construct noise barriers/visual barriers, construct drainage and water quality facilities	$140 - $160	2776-03
2011	I 94	Lowry Hill Tunnel to John Ireland Boulevard	Infrastructure Preservation - Pavement	Mill and Overlay and develop a managed corridor using advance traffic technology.	$42 - $55	2781-415
2011-2013	Hwy. 52	Lafayette River Bridge over Mississippi River (Lafayette)	Infrastructure Preservation - Chapter 152 Bridge	Bridge replacement, ramps, loops to Hwy. 94 and connection to East 7th Street, replace/rehab Hwy. 52 Bridge over Plato Blvd and Hwy. Bridge over Hwy. 94	$230 - $260	6244-30

2012	I 35	From 0.8 miles north of Hwy. 8 to Exit Ramp to Hwy. 95 in North Branch, Wyoming, Stacy	Infrastructure Preservation - Pavement	Pavement Preservation, Misc Drainage and Safety Improvements	$18 - $23	1380-63
2012-2014	Hwy. 169	From 93rd Street to 101st in Hwy. 610 in the City of Brooklyn Park	Traveler Safety - Capacity Improvement	System and service Interchanges	$15 - $25	2760-54
2012-2014	Hwy 13	At County Road 5	Mobility - Twin Cities Metro Area	Converstion of intersection to interchange, access management	$35 - $45	
2013-2016	Hwy. 36/95	St. Croix River Crossing	Infrastructure Preservation - Chapter 152 Bridge	Bridge replacement, two intersections and one interchange in Minnesota, one interchange and one overpass in Wisconsin	$424.7	8214-114

2014-2019 HIP

2014	I 35E	Maryland Avenue Bridge	Infrastructure Preservation - Chapter 152 Bridge	Replacement bridge and approach work, drainage, traffic signals and lighting	$11 - $15	6280-353
2014-2015	Hwy. 36	Hamline Avenue to Victoria Avenue	Infrastructure Preservation - Chapter 152 Bridge	Replace bridge and reconstruct interchange	$12 - $25	6212-148
2014-2016	I 35E	Cayuga Bridge between University Avenue and Maryland Avenue (Cayuga)	Infrastructure Preservation - Chapter 152 Bridge	Bridge replacements of 6515, 9265 and 6517, replace Pennsylvania interchange with interchange at Cayuga, geometric improvements, reconstruction and lane addition on 35E	$150 - $210	6280-308
2016-2018	Hwy. 100	36th Street to Cedar Lake Road	Infrastructure Preservation - Chapter 152 Bridge	Freeway and interchange reconstruction, replace Bridges 5308, 5309, 5462, 5598, 27012, grading surfacing, drainage, utilities, noise and retaining walls, TMC	$70 - $100	2734-33
2018	I 35W	I 35 South Bound over Highway 65 North Bound	Infrastructure Preservation - Chapter 152 Bridge	Replace Bridge 27871 and 27868, adjust horizontal and vertical alignment of I 35W and adjust horizontal alignment of Highway 65 southbound	$40 - $65	2782-278
2018	I 35W	At Ramsey County Road E2	Infrastructure Preservation - Chapter 152 Bridge	Rebuild interchange	$5 - $25	
2018	I 94	I 94 on ramp over I 94 and Hwy 65	Infrastructure Preservation - Chapter 152 Bridge	Replace Bridge 27842, 27843, 27V25, adjust horizontal and vertical alignment of westbound I 94, vertical alignment of 8-94 eastbound and vertical alignment of Hwy. 65	$75 - $100	2782-278