

NOVEMBER 2024

2025-2034 CAPITAL HIGHWAY INVESTMENT PLAN

State highway projects selected and developed for construction over the next 10 year based on direction from the Minnesota State Highway Investment Plan

MINNESOTA 

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Purpose Of 10-Year Capital Highway Investment Plan

The 10-Year Capital Highway Investment Plan (CHIP) is updated annually to communicate the Minnesota Department of Transportation’s proposed capital investments for the next ten years. It serves as an annual check-in during MnDOT’s 20-Year State Highway Investment Plan update cycles.

Each year, MnDOT staff develops investment guidance to ensure that collectively MnDOT is achieving the outcomes established in its highway investment document, the Minnesota 20-Year State Highway Investment Plan (MnSHIP). The annual CHIP creates the opportunity to compare investments with the investment guidance established in MnSHIP, ensuring accountability. The CHIP’s primary objectives are to:

- Detail MnDOT capital investments over the next ten years on the state highway network
- Compare planned and programmed projects with the investment priorities established in MnSHIP, and explain any change in direction or outcomes
- Facilitate coordination between MnDOT districts and local units of government on future investments
- Improve the transparency of MnDOT’s proposed capital investment and decision-making

The CHIP includes projects in two time periods:

- Years 1-4, called the State Transportation Improvement Program (STIP), which represent projects MnDOT selected for funding and committed to delivering
- Years 5-10 which represent MnDOT’s planned projects

During the 2021, 2023, and 2024 Legislative Sessions, new requirements for the CHIP were included in State statute (174.03, Subd. 12). For each district, the annual CHIP must:

- Be based on expected funding during the plan period and, to the extent feasible, maximize long-term benefits
- Estimate the funding necessary to make optimal life cycle investments
- Identify bridge, pavement, geotechnical, pedestrian, bicycle, and transit investments that are funded through the trunk highway capital program
- Identify specific trunk highway segments programmed to be removed from the trunk highway system
- Deliver annual progress toward achieving the state transportation goals

Selecting projects on the state highway system is an annual process. MnDOT starts identifying potential projects 10 years in advance. MnDOT district staff work each year with MnDOT central office and specialty office staff to complete a 10-year list of projects for each district on the state highway system. MnDOT then combines the districts’ project lists into the 10-Year Capital Highway Investment Plan.

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NEW FOR THIS YEAR'S CHIP

MNSHIP INVESTMENT DIRECTION

MnSHIP was updated in 2023 and adopted in early 2024. This MnSHIP includes new investment categories and investment direction. This is the first CHIP to use the final MnSHIP investment direction. The new investment categories are:

- Advancing Technology
- Climate Resilience
- Local Partnerships
- Main Street/Urban Pavements
- Rest Areas

For more information on MnSHIP, please see <https://www.minnesotago.org/mnship-plan>.



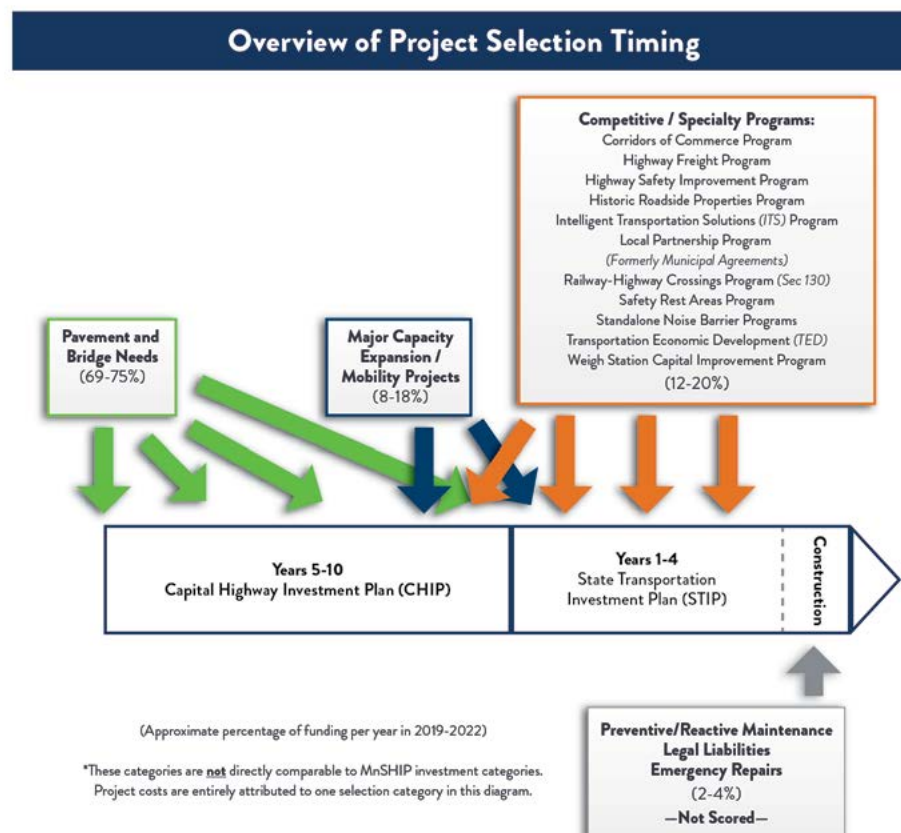
Project Selection and Investment

As required by MnDOT's Project Selection Policy, MnDOT uses scores to prioritize and select highway construction projects. Project selection is the decision to fund a project and add it to the list of projects to be constructed. Selected projects are listed in the 10-year CHIP and 4-year STIP. The score assigned to candidate projects is a key factor in the project selection decision, but MnDOT may consider other factors in addition to the score. MnDOT provides a short explanation when a high scoring project is not selected or when a lower scoring project is selected. Those explanations and the full list of candidate projects considered for selection can be found here: <http://www.dot.state.mn.us/projectselection/>.

MnDOT scores and selects pavement sections and specific bridges that need work typically five to ten years before construction. Once selected, MnDOT identifies and evaluates alternatives as well as other legal requirements, opportunities to advance legislative goals, objectives in state plans, and other repairs and improvements that make sense to do at the same time. The department follows a complete streets approach, which considers the needs of all system users, regardless of mode choice, who will use the road or bridge. MnDOT balances all of the identified needs and opportunities against the funding guidance of MnSHIP and looks for cost-effective and affordable solutions. MnDOT also works with local and regional partners, metropolitan planning organizations, tribal governments and regulatory agencies and seeks public input during the development of the project.

The chart below provides an overview of the timing of MnDOT's project selection categories and programs.

Figure 1: Overview of Project Selection Timing



For other types of projects, such as targeted safety improvements or major expansions of the system, MnDOT usually selects projects three to six years before construction. MnDOT manages a variety of special programs with specific objectives. Each program scores candidate projects against a set of criteria. Cities, counties, tribal governments, and other groups may apply for funding or suggest specific project ideas for many of these programs. Examples include the Highway Safety Improvement Program, Transportation Economic Development Program, and Corridors of Commerce Program.

MnDOT also sets aside funding to fix and maintain assets like rest areas, traffic cameras and ramp meters, historic roadside properties, truck weigh stations, noise walls, and other infrastructure. Each of these programs has its own selection process. Projects are typically scored and selected two to five years before construction.

Finally, MnDOT holds a small amount of funding to fix damage caused by each winter season or to make emergency repairs. The department selects these projects the same year they are constructed. They are not selected using numeric scoring and are not included in the CHIP.

PROGRAM FUNDING DISTRIBUTION

MnDOT's selection of state highway construction projects follows the policy direction established in the Statewide Multimodal Transportation Plan (SMTP) and the investment guidance in MnSHIP.

MnSHIP establishes an overall distribution of expected revenue to meet the objectives, strategies and performance measures in the SMTP on the state highway system. The plan also includes expected outcomes and performance targets the agency uses to inform project selection. MnSHIP dedicates the majority of funding to fixing pavement and bridges, but also allocates funding to other categories such as safety, congestion relief, other roadside infrastructure, and improvements for pedestrians, bicyclists and freight.

Based on the investment guidance in MnSHIP and federal and state laws, MnDOT divides available and planned funding into programs and categories within which projects are selected. For projects selected within each of the agency's eight districts (**Figure 2 next page**), MnDOT distributes anticipated funding using formulas, which consider the condition of pavement and bridges, size of the network, and use of the system within each district.

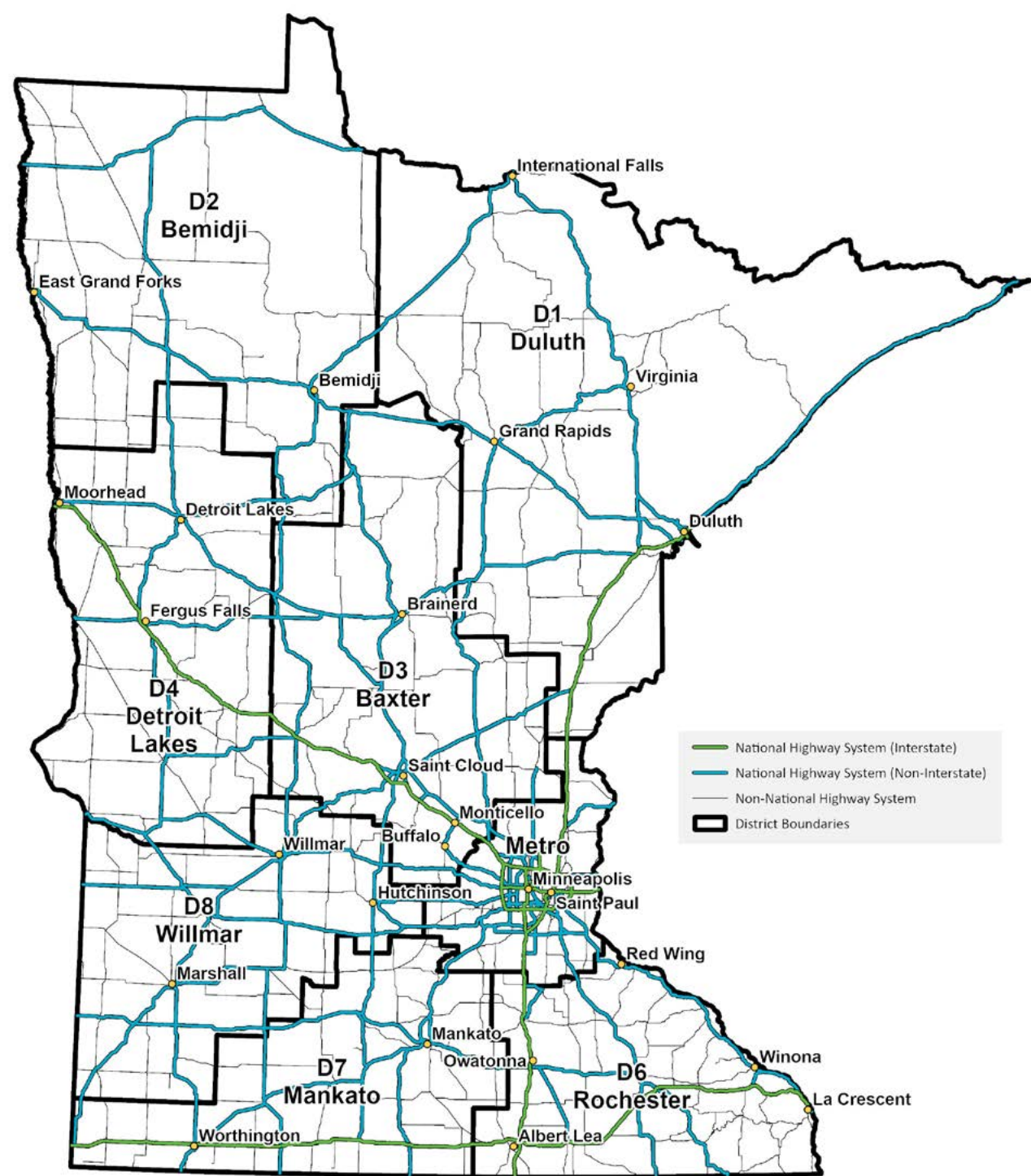
PROJECT SELECTION PROCESSES

MnDOT selects projects within categories based on project type and within specialty and competitive programs. Each category and program has a separate process to evaluate, prioritize and select projects.

The majority of MnDOT projects are selected within project categories based on the guidance of the MnSHIP. These categories include:

- Asset management: the rehabilitation and replacement of pavement, bridges and other infrastructure
- Targeted safety improvements: improvements to reduce the number of crashes and people injured or killed on Minnesota state highways
- Mobility and capacity expansion: improvements to traffic flow, congestion relief, travel time reliability, the movement of freight or connections for active transportation users

Figure 2: State Highways and MnDOT District Funding Boundaries



ASSET MANAGEMENT PROJECTS

Projects selected under the asset management category include the rehabilitation and replacement of pavement, bridges and other infrastructure.

The majority of MnDOT highway construction projects are pavement and bridge projects. MnDOT scores these projects based on pavement and bridge needs. Projects are selected to address a primary pavement or bridge need and added to the 10-year CHIP.

The selection of pavement and bridge projects are informed by district staff, experts from MnDOT's bridge and materials offices and two asset management software programs: the Highway Pavement Management Application and the Bridge Replacement and Improvement Management System. MnDOT's approach to managing pavement and bridge conditions is based on:

- Investment direction, performance measures and planned outcomes in MnSHIP
- National goals and performance targets for interstates and the National Highway System
- Guidance and strategies in the Transportation Asset Management Plan

Pavement and bridges on the National Highway System (NHS) are scored and selected separately from non-NHS pavement and bridges.

A project selected to maintain roads or bridges can also address other needs. Projects may move years based on local coordination, project delivery, timing of other nearby construction projects, and funding shifts. The need score remains unchanged unless the project no longer addresses the precipitating need, or if the project changes to meet one of the thresholds for major capacity expansion and mobility projects.

TARGETED SAFETY IMPROVEMENTS

MnDOT evaluates options to improve safety as part of every project. Not every safety concern can always be addressed on every project, but MnDOT makes a concerted effort to address the safety of all users during the project development process.

MnDOT also manages the Highway Safety Improvement Program, which specifically targets improvements that reduce the number of fatal and serious injury crashes. In addition, the Railway-Highway Crossings Program, Intelligent Transportation Systems Program and Safety Rest Area Program each fund projects that increase and support safe travel on state highways. Other competitive programs such as the Corridors of Commerce Program, Minnesota Highway Freight Program, Local Partnership Program, and Transportation Economic Development Program include safety factors in the scoring process.

MOBILITY AND CAPACITY EXPANSION

MnDOT evaluates options to improve the safety, efficiency and functionality of the transportation system as part of every project. When developing pavement and bridge projects, MnDOT looks for opportunities to make targeted improvements that address traffic flow and improve travel time reliability, the movement of freight, or connections for people walking, rolling or biking. Most significant capacity expansion and mobility projects (for example, converting a signalized intersection into an interchange or adding lanes to a freeway) are now selected through competitive programs like the Corridors of Commerce Program, Minnesota Highway Freight Program or the Transportation Economic Development Program. However, MnSHIP does allocate some funding to address congestion relief and improve mobility, primarily in the Twin Cities metropolitan area.

Smaller improvements (costing less than \$10 million) identified through the Congestion Management Safety Plans, Metropolitan Planning Organization Long Range Transportation Plans, or the Greater Minnesota Mobility Study do not need a separate score if delivered as part of a pavement or bridge project. Projects initiated by cities and counties on the state highway system meeting one of the criteria above that receive competitive funding through the Metropolitan Council's Regional Solicitation or federal competitive programs like INFRA do not need to be scored to receive MnDOT match funds. They are considered selected through that competitive process.

SPECIALTY AND COMPETITIVE PROGRAMS

MnDOT manages a variety of special programs with specific objectives. The programs either are established in state or federal statutes, have a limited specialized purpose and/or use a competitive application process to select projects. Cities, counties and other groups may apply for funding or suggest specific project ideas for most of these programs.

The current list of competitive programs includes:

- Corridors of Commerce Program: funds additional highway capacity on segments where there are currently bottlenecks in the system or projects that improve the movement of freight and reduce barriers to commerce.
- National Highway Freight Program: funds projects with measurable benefits for freight transportation.
- Highway Safety Improvement Program: funds projects that reduce fatal and serious injury crashes.
- Local Partnership Program: funds locally initiated improvements to state highways, particularly locations where the local transportation network intersects with the state system and an improvement would benefit both systems.
- Railway-Highway Crossing Program: funds the elimination of hazards at railway-highway crossings, including the closure and consolidation of crossings, replacement of antiquated equipment and new grade crossing controls.
- Stand Alone Noise Barriers Program: fund construction of new noise barriers along state highways in locations where no noise abatement measures currently exist and no major construction projects are currently programmed.
- Transportation Economic Development Program: funds projects that support job creation and retention as well as other improvements with measurable economic benefits.

Other current specialty programs include:

- Historic Roadside Properties Program: funds the repair, rehabilitation and preservation of roadside properties that are either listed on, or eligible for, the National Register of Historic Places.
- Intelligent Transportation Systems Program: funds the installation of new or upgrade of existing electronics, communications, or information processing systems or services to improve the efficiency and safety of the state highway system.
- Safety Rest Area Program: funds construction, repair and rehabilitation of rest areas and waysides.
- Weigh Stations Capital Improvement Program: funds the installation, repair and replacement of the physical infrastructure necessary for the enforcement of state and federal weight and size commercial motor carrier laws.
- Active Transportation Program: provides grants and technical assistance to fund planning and infrastructure improvements for walking and bicycling.

ROLE OF PUBLIC AND STAKEHOLDER INVOLVEMENT

The public and stakeholders can influence MnDOT construction projects through participation in the planning, programming and project development processes.

MnDOT conducts public and stakeholder involvement when developing the SMTP, MnSHIP and other plans, which set the framework for project selection and how projects are developed. Participation in other MnDOT, metropolitan, regional and local plans and studies also shape individual projects and project prioritization.

MnDOT engages partners, stakeholders and the public in the project development process. Involvement at this stage influences the details of what is included and not included in a project, as well as the timing, delivery mechanism, and traffic mitigation of a project among other details.

While involvement in the planning process and project development offer the greatest opportunity to influence the projects MnDOT delivers, the public and stakeholders can also review and comment on MnDOT's draft project selection decisions. As part of the project selection process, MnDOT districts work with a broad range of stakeholders through Area Transportation Partnerships (ATPs). These partnerships provide a collaborative decision-making process for the selection of projects that are recommended to receive federal funds. In addition, ATPs provide a local perspective on potential state-funded projects. Prior to finalizing the STIP, MnDOT posts a draft for public review and comment. Beginning with the 2020-2023 STIP, MnDOT also posts the scores for projects considered but not selected and the reasoning behind selection decisions with the drafts.

In urban areas with populations of 50,000 or more, project selection happens as part of a cooperative, continuous and comprehensive planning process between MnDOT and a Metropolitan Planning Organization. All federally funded and regionally significant MnDOT highway construction projects within MPO planning boundaries must be included or consistent with the metropolitan long-range transportation plan and included in the MPO's four year Transportation Improvement Program (TIP). Each MPO in the state posts their draft TIP for public review and comment.

MnDOT develops the CHIP to improve early project stakeholder coordination. The District CHIP documents include the scores for projects. MnDOT also posts the scores for projects considered but not selected and the reasoning behind selection decisions. The public and stakeholders can review and submit comments on the CHIP at any time through the comment form on [MnDOT's CHIP webpage](#).

A few competitive programs, such as the Corridors of Commerce Program, allow the public and stakeholders to submit project ideas as well as express support for specific candidate projects.



DESCRIPTION OF INVESTMENT CATEGORIES

MnDOT invests in the state highway system through various types of capital improvement projects. Some projects enhance the condition of existing infrastructure, whereas others add new infrastructure to the system. MnDOT tracks capital investment in highways by investment categories which are components of projects. A single MnDOT project can include investment from multiple different investment categories. The 2023 MnSHIP includes 14 investment categories. The individual categories are separated in five major objective areas as illustrated in **Figure 3**. There are many competing priorities for investment along the state highway system. MnDOT is responsible for selecting investments that best balance these priorities.

Figure 3: Investment Category Descriptions

INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Pavement Condition	Pavement Condition investments include preventive maintenance, overlays, mill and overlays, concrete pavement repair, and reconstruction of existing roads.
Bridge Condition	Bridge Condition investments include replacement, repair, and maintenance of state highway bridges.
Roadside Infrastructure	Roadside Infrastructure elements include culverts, traffic signals, signs, lighting, retaining walls, fencing, noise walls, guardrails, overhead structures, Intelligent Transportation Systems (ITS), and pavement markings.
Rest Areas	Rest Areas investment category includes the repair and maintenance of existing state highway rest area buildings, sites, and parking lots including investments to make them compliant with the Americans with Disabilities Act.
Climate Resilience	Climate Resilience includes flood mitigation projects, proactive resilient infrastructures, snow fence projects, and planting and implementation of green assets.
Transportation Safety	MnDOT currently uses a combination of three types of safety investments in its effort to improve safety and reduce the number of fatalities and serious injuries on Minnesota roads: proactive lower cost, high-benefit safety features; improvements at sustained crash locations; investments and coordination as part of the Towards Zero Deaths initiative.
Advancing Technology	Advancing Technology includes investments in ITS, Transportation System Management and Operations, and Connected and Automated Vehicles. Investments in this category expand technology infrastructure to address transportation safety and mobility needs.
Highway Mobility	The Highway Mobility investment category focuses on improving the movement of people and freight on the NHS. MnDOT's strategy for maintaining travel reliability in the Twin Cities metropolitan area has moved away from traditional highway expansion. The investments in this category follow a tiered, phased approach focused on implementing lower cost, spot improvements and transit-supportive investments. Highway Mobility strategies include four types of mobility improvements: • Active Traffic Management (ATM), Travel Demand Management (TDM) and transit-supportive investments (Twin Cities Metro) • Spot mobility improvements • Managed lanes (Twin Cities Metro) • Strategic capacity investments Capacity expansion projects on the state highway system may be funded through other programs like Corridors of Commerce or through the Metropolitan Council's regional solicitation.

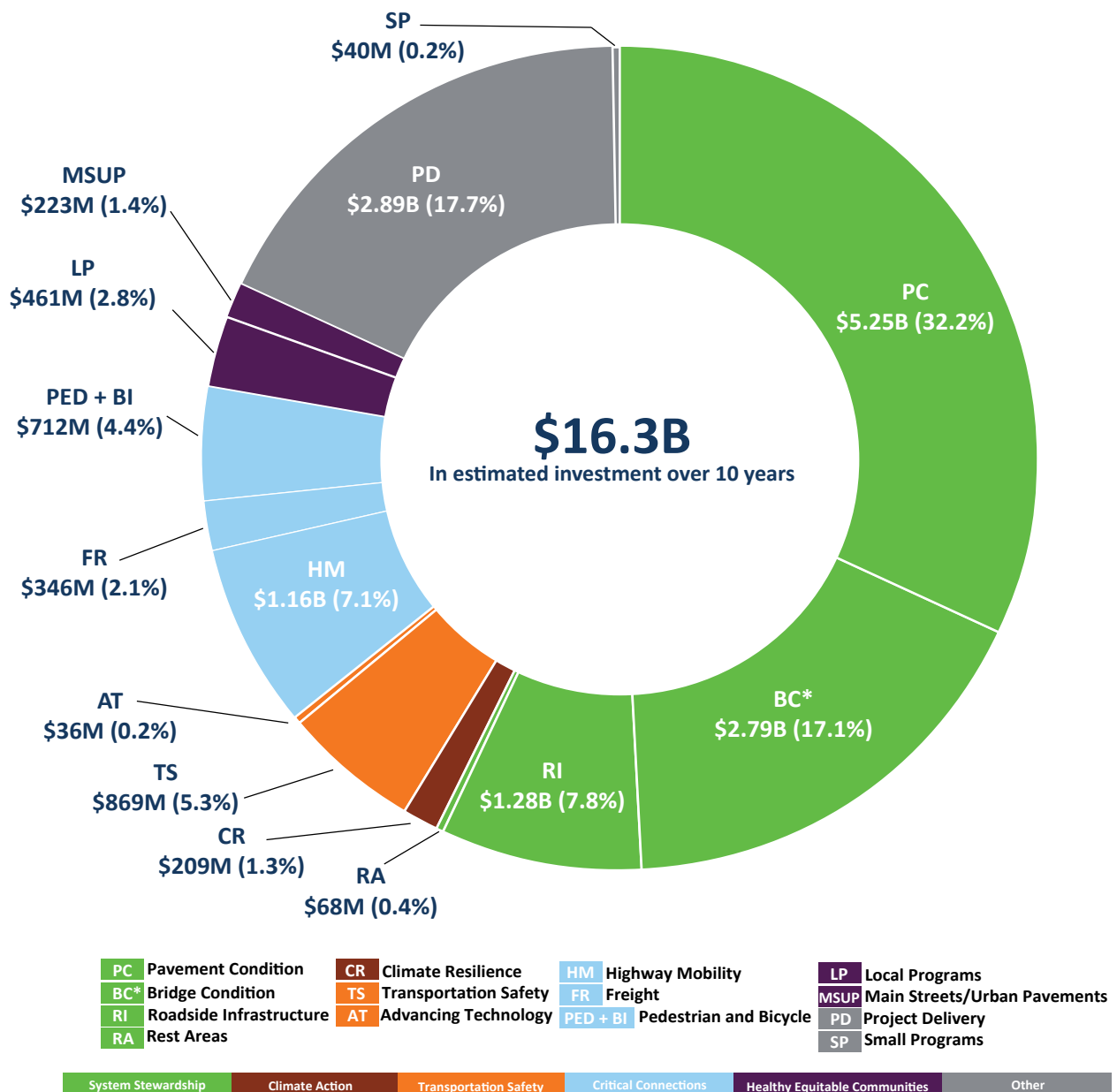
INVESTMENT CATEGORY	CATEGORY DESCRIPTION
Freight	The Freight category includes projects that are eligible for funding as part of the National Highway Freight Program. These include addressing freight bottlenecks, freight safety and mobility improvements, first-last mile connections and intermodal freight improvements. Freight investments also include preservation and upgrades for truck weigh stations, at-grade rail crossings on the state highway system, and truck parking at the state's rest areas.
Pedestrian and Bicycle	Pedestrian and bicycle investments provide infrastructure for people to walk and bicycle safely along and across state highways. Examples of MnDOT investments include sidewalks, accessible curb ramps, accessible pedestrian signals at intersections, shared use paths or separated trails, bicycle lanes, and grade-separated facilities.
Local Partnerships	Local Partnerships investments support local priorities on the state highway system where MnDOT partners with local communities to deliver improvements to the state highway system. These include landscaping/beautification projects, improvements supporting economic development, safety and improvements that help to integrate the highway into the local community and improve livability. The category also includes highway ownership realignment agreements where the roadway is transferred from one roadway authority to another.
Main Street/Urban Pavements	Investment in Main Streets/Urban Pavements provides additional funding for projects in cities and towns to deliver more improvements along state highways. This includes segments of the state highway that are non-freeways and function both as a state highway and as a city street in an urban context. Additional improvements addressed could be local utilities under the road, drainage infrastructure, a longer-term ADA fix, or redesigning the roadway to meet the community's quality of life, and transportation equity needs. Specifically, the Main Streets/Urban Pavements funding covers additional pavement costs related to adding a project in an urban area or changing the scope of a planned pavement resurfacing project to allow more substantial work in conjunction with the project.
Project Delivery	Project Delivery includes components of projects that are critical to ensure the timely and efficient completion of highway projects. These components include right of way costs, consultant services, supplemental agreements and construction incentives.
Small Programs	Small Programs is used to fund short-term, unforeseen issues and one-time priorities/needs as they arise. Some programs do not easily fit into a MnSHIP investment category. Small Programs includes funds for historic properties, flood and slide repair and cleaning up contaminated materials Project Selection

SUMMARY OF INVESTMENT PLAN

Investments by category in MnDOT's 10-Year CHIP (2025-2034) are shown in the pie chart below (**Figure 4**).

The investment priorities in this plan are consistent with those established in MnSHIP (see **Figure 22** for comparison). As in MnSHIP, investments are focused on system stewardship (pavement condition, bridge condition, roadside infrastructure, and rest areas) with a lesser mix of other investments. The individual projects in the 10-Year CHIP have been mapped and are available at [MnMAP](#), MnDOT's online mapping application. Projects are also displayed in the [District Investment Plans](#).

Figure 4: 10-Year Capital Highway Investments, 2025-2034



*MnDOT and Wisconsin DOT received a federal INFRA grant to replace the Blatnik Bridge linking Duluth with Superior, WI. MnDOT's share of this grant is \$497 million, which is included in the statewide Bridge Condition investment total.

INVESTMENT OVERVIEW AND PERFORMANCE OUTCOMES

As part of the 10-Year CHIP process, MnDOT projects performance outcomes based on planned projects. The following pages display projected performance through 2034 by investment category.

With the investments in the 10-Year CHIP, conditions for some asset types are projected to be worse than the MnSHIP outcomes. Pavement condition projections on the Interstate system are consistent with MnSHIP projections, while pavement projections on the Other NHS and Non-NHS are worse than those established in MnSHIP.

Bridge conditions on the NHS and Non-NHS are projected to be worse than the projected outcomes in MnSHIP. While investment levels in the CHIP are comparable to MnSHIP, revised estimates of future bridge projects identified higher project costs leading to fewer bridges being addressed with allocated funding.

The performance outcomes in other categories are more difficult to project as they are subject to changes in the economy, driving behavior, and demographics, and are not entirely the result of MnDOT investments. Given that the spending levels for these categories are similar to the levels established in MnSHIP, MnDOT expects the outcomes in these categories for the 10-Year CHIP to be similar.

PAVEMENT INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Pavement Condition:

- Focus on preventive maintenance activities to keep good pavements in good condition
- Use of operational budget for maintenance of pavements
- Apply a mix of fixes to extend useful life and reduce life-cycle costs

OUTCOMES

Despite significant investment, pavement conditions on all systems are projected to worsen over the next ten years and exceed most state system targets. Interstate pavement is projected to be 2.0% poor, which is at the statewide target. Poor pavement on the non-interstate NHS is projected to increase from 0.5% in 2023 to 7.5% in 2034, exceeding the 4% target. Non-NHS poor pavement is projected to increase from 1.5% to 9.7% in 2034, exceeding the target of 8% poor.

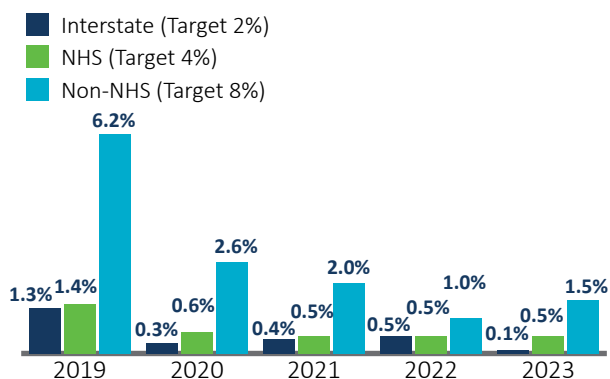


Figure 5: Historic Pavement Condition

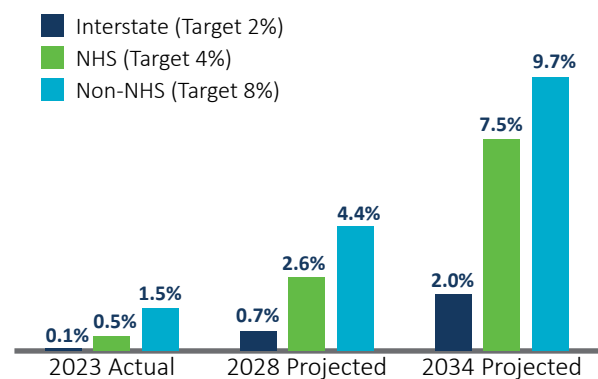


Figure 6: Projected Percent of Pavements in Poor Condition

Figure 7: MnDOT Pavement and Bridge Assets

DISTRICT	CENTERLINE MILES*	NUMBER OF BRIDGES (INCLUDING BRIDGE CULVERTS)
1	1,554	544
2	1,802	363
3	1,586	432
4	1,571	338
6	1,436	867
7	1,269	475
8	1,406	353
Metro	1,081	1,450
TOTAL	11,705	4,822

* Centerline miles represent the total length of a given road from its starting point to its end point. The number and size of the lanes on that road are ignored when calculating its centerline mileage.

BRIDGE INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Bridge Condition:

- Perform maintenance activities focused on preventive repairs
- Complete individual bridge management plans for high priority preservation bridges
- Evaluate deterioration models and performance targets to better forecast investment needs

OUTCOMES

Bridge condition on the NHS is projected to deteriorate from 6.7% poor in 2023 to 8.1% by 2034. Non-NHS bridges will also worsen going from 3.4% to 12.2% poor. (Figure 9).

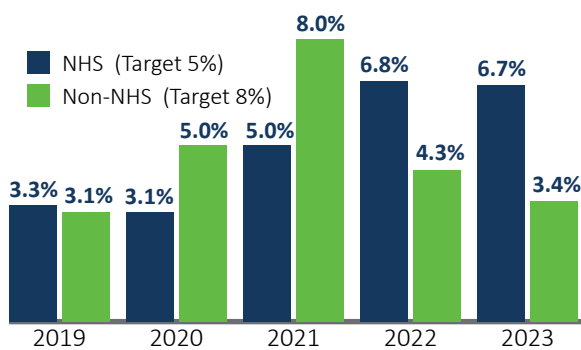


Figure 8: Historic Bridge Condition

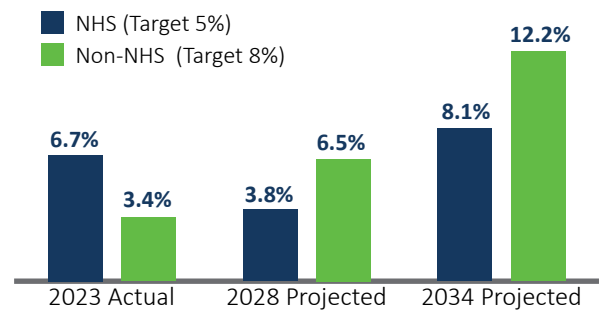


Figure 9: Projected Percent of Bridges in Poor Condition

ROADSIDE INFRASTRUCTURE INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Roadside Infrastructure:

- Repair and replace infrastructure in poor condition or infrastructure beyond its service life
- Replace infrastructure with greatest exposure to the traveling public, mostly through pavement and bridge projects
- Apply the risk mitigation strategies identified in the Transportation Asset Management Plan
- Institute a ten-year cycle of inspections for retaining walls to ensure that they meet the performance target

OUTCOMES

In general, the system's roadside infrastructure elements are expected to worsen relative to today's levels. However, NHS routes will receive more frequent upgrades to roadside infrastructure elements compared to non-NHS routes due to the relative frequency of pavement and bridge projects on those roads. Geotechnical assets including retaining earth systems are not reported separately but are a part of the roadside infrastructure investment category.

REST AREA INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with Rest Areas:

- Prioritize health- and safety-related repairs to rest areas unless replacement is warranted
- Prioritize ADA improvements
- Coordinate rest area improvements with truck parking improvements and pavement projects

OUTCOMES

With increased investment in rest areas in MnSHIP, ADA compliance will be addressed at all rest area locations by the end of the plan. However, the percentage of facilities needing significant renovation or replacement is projected to increase.

CLIMATE RESILIENCE INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Climate Resilience:

- Coordinate on planned and programmed projects to identify resilience needs
- Implement priorities identified in the Resilience Improvement Plan and the Carbon Reduction Strategy
- Implement priorities identified in the SMTP
- Implement actions in the 2022 Minnesota Climate Action Framework and 2023 Resilience Improvement Plan

OUTCOMES

Districts will fund a range of resilient infrastructure projects based on their needs. Investments will include flood mitigation projects, proactive resilient infrastructure, snow fence projects, and planting and implementation of green assets. This is a new investment category in MnSHIP and most of the investments have not yet been identified in the CHIP.

TRANSPORTATION SAFETY INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Transportation Safety:

- Invest in high priority, lower cost proactive projects such as rumble strips, high tension cable barrier and intersection lighting
- Reactively install roundabouts and J-turns at sustained crash locations
- Implement non-motorized safety countermeasures at priority locations
- Modify the design of highways for appropriate speeds based on land use context and user needs

OUTCOMES

After remaining steady for the last ten years, fatalities on Minnesota roads increased sharply in 2021. Fatalities decreased in both 2022 and 2023, but are still above the statewide targets (**Figure 10 and Figure 11**). Serious injuries have risen each year since 2020. Non-motorized fatalities and serious injuries rose in 2021 and 2022, but declined in 2023 (**Figure 12 through Figure 15**). All these categories are above the statewide crash targets

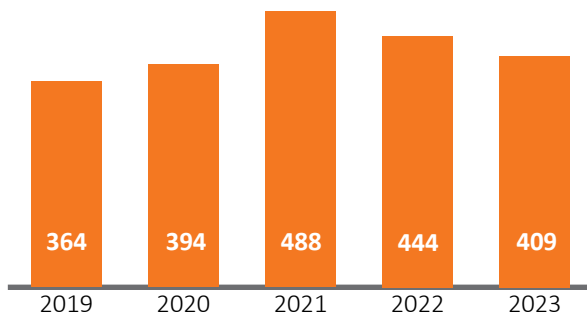


Figure 10: Historic Traffic Fatalities

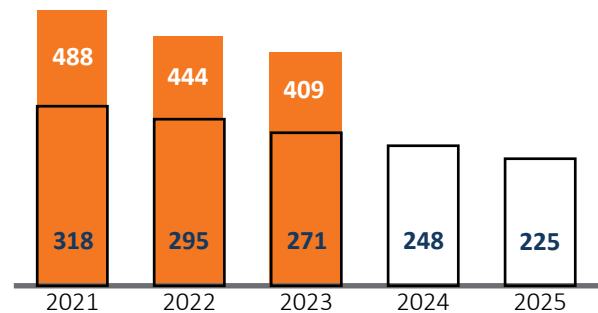


Figure 11: Yearly Targets for Reduction in Traffic Fatalities

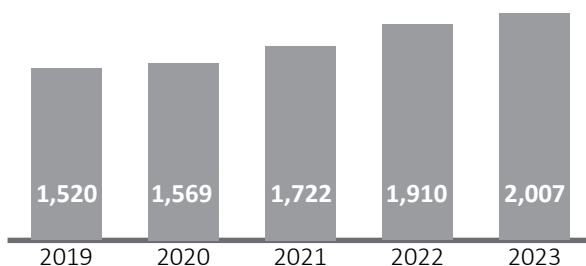


Figure 12: Historic Serious Injuries

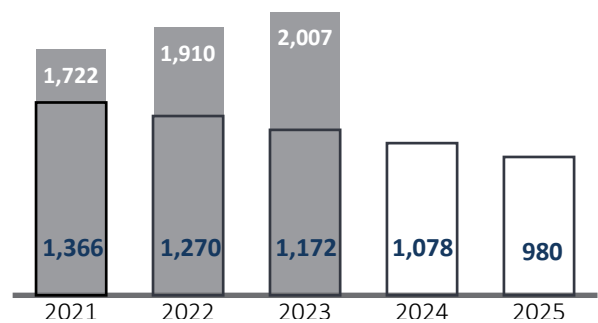


Figure 13: Yearly Targets for Reduction in Serious Injuries

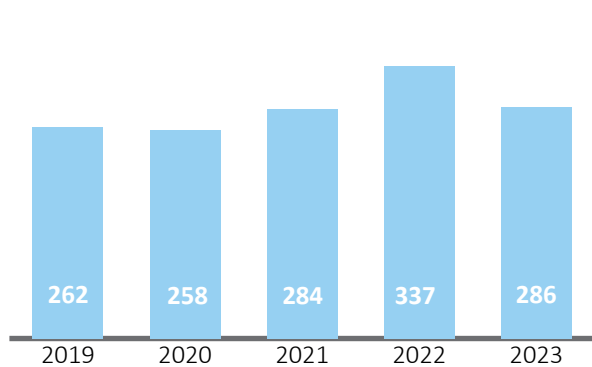


Figure 14: Historic Non-Motorized Fatalities and Serious Injuries

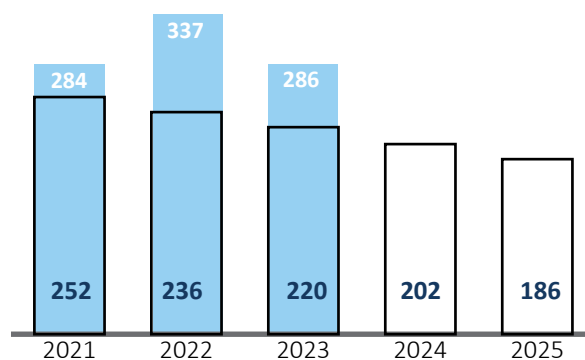


Figure 15: Yearly Targets for Reduction in Non-Motorized Fatalities and Serious Injuries

While MnDOT will continue to make investments in traveler safety, the goal of TZD cannot be achieved through infrastructure improvement alone. Full implementation of all identified safety projects will have a great effect on overall safety, but may fall short of preventing those fatalities and serious injuries that occur on the many local systems throughout the state or are a result of driver behavior such as distracted or impaired driving.

ADVANCING TECHNOLOGY INVESTMENT STRATEGIES

MnDOT may implement any of the following strategies to address the risks that remain with the level of investment in Advancing Technology:

- Traveler information: Provides current and anticipated travel and weather conditions, route and mode options (and other information) via dynamic message signs, 511, web, social media and text
- Invest in road weather management systems
- Utilize traffic signal optimization currently available
- Develop adaptive ramp optimization and monitoring

OUTCOMES

Advancing Technology includes investments in Intelligent Transportation Systems (ITS), Transportation System Management and Operations and Connected and Automated Vehicles. Investments in this category expand technology infrastructure to address transportation safety and mobility needs. This is a new investment category in MnSHIP and most of the investments have not yet been identified in the CHIP.

HIGHWAY MOBILITY INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Highway Mobility:

- Support TDM strategies led by local and regional partners
- Focus on low-cost spot mobility projects that provide safety benefits and reduce delays
- Focus on investments that provide reliable congestion-free options on Twin Cities metro area corridors
- Focus investment to improve travel time reliability through low-cost, high-benefit operational improvements such as upgraded traffic signals, ITS, turn lanes and passing lanes

OUTCOMES

In the Twin Cities Metro area, MnDOT and the Metropolitan Council will be able to continue to invest in Highway Mobility to implement the following:

- Corridors of Commerce project on MN 252
- Various intersection improvements

Standalone mobility projects in Greater Minnesota are chosen by individual MnDOT districts and emphasize criteria based on safety and travel time reliability and address the biggest mobility issues at specific locations. These project locations have been identified and prioritized in the [Greater Minnesota Mobility Study](#). MnDOT and its partners will invest nearly \$1.2 billion during the CHIP on mobility improvements. While investment in greater Minnesota is limited compared to the Twin Cities, Interstate reliability statewide remains high (**Figure 16**).

In 2020, the implementation of stay-at-home orders due to the COVID-19 pandemic virtually eliminated congestion. Since 2020 congestion has steadily increased, but the long-term effects of the work from home trend following the COVID-19 pandemic are unclear (**Figure 16 and Figure 17**).

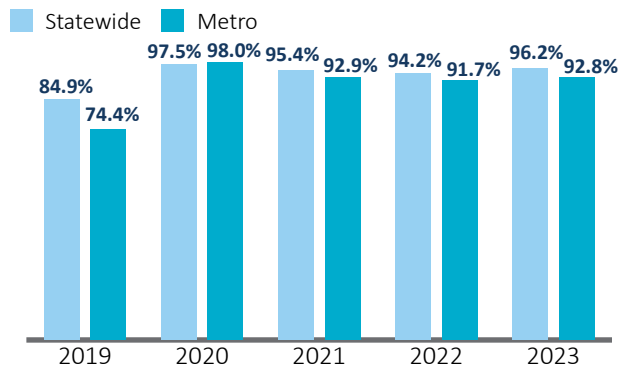


Figure 16: Historic Interstate Reliability

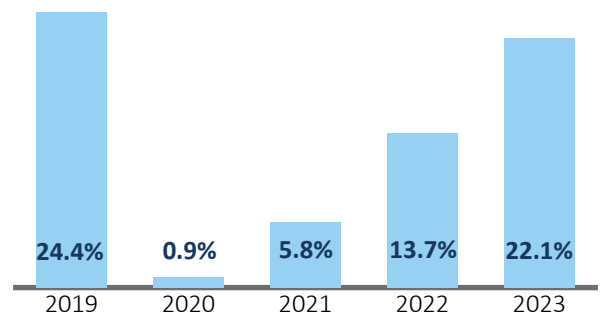


Figure 17: Historic Percent of Metro Freeways Congested During Peak Travel Times

FREIGHT INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Freight:

- Use public-private partnerships where possible
- Use advanced technology
- Integrate freight considerations in public agency decision-making
- Add truck parking at MnDOT-owned facilities

OUTCOMES

During the COVID-19 pandemic, Truck Travel Time Reliability improved as traffic volumes fell on state highways. The Truck Travel Time Reliability Index (**Figure 18**) measures the consistency of commercial truck travel times on the interstate system. An index value of 1.0 is the lowest possible score and indicates the highest level of travel time reliability.

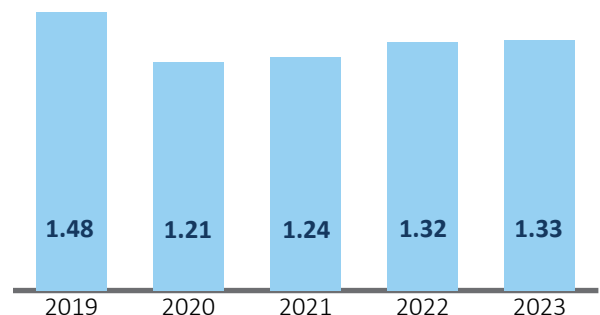


Figure 18: Truck Travel Time Reliability

Many projects have been identified in fiscal years 2025-2028, such as expansion and interchange projects, and truck parking/rest area improvements. These include projects on the state highway system as well as locally led projects.

During the ten years of the CHIP, state highway projects are anticipated to address mobility issues at several locations identified in the 2020 Minnesota Statewide Freight Bottlenecks Report. The I-94/MN 252 Corridors of Commerce project may assist with freight bottlenecks at the following locations:

- I-694, eastbound from E River Road to Silver Lake Road in Fridley
- I-694, westbound from Silver Lake Road to the I-94/TH 252 junction in Brooklyn Center

PEDESTRIAN AND BICYCLE INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Pedestrian and Bicycle:

- Use Priority Areas for Walking Score (PAWS) and Suitability for the Pedestrian and Cycling Environment (SPACE) tool to prioritize locations for pedestrian and bicycle improvements
- Make pedestrian improvements via complete streets and to complete gaps in the network
- Focus 70% of bicycle investments in urban areas and 30% percent of investments in rural areas
- Add to existing bridge and pavement projects to improve safety and connectivity of the state bikeway system

OUTCOMES

MnDOT is committed to achieving substantial ADA compliance of the state pedestrian network by 2037. Districts will fund a range of pedestrian and ADA projects based on their needs. Investments will be primarily curb ramps, sidewalks and accessible pedestrian signals at intersections, implemented concurrently with pavement and bridge projects. **Figures 19** through **Figure 21** show the progress MnDOT is making towards the goal of 100% substantial compliance by 2037.

From 2020-2023, MnDOT has been recollecting the baseline information for curb ramps and sidewalks. The re-collection includes sidewalks and curb ramps in frontage area not initially counted. The total number of assets inventoried has increased, leading to a reduction in the percentage of overall ADA compliance. To a lesser extent the numbers also reflect deterioration of assets that previously met requirements.

The reduced compliance is not a reflection of reduced construction compliance or a reduction in the total number of ADA assets being addressed in a construction year. The average number of curb ramp improvement and sidewalk improvement has remained consistent at 1,200 curb ramps and 18 miles of sidewalk per year.

With the Bicycle investment identified in MnSHIP, MnDOT will make progress towards implementing the [District Bike Plans](#) and supporting the SMTP target of 60% of Minnesotans bicycling or walking at least weekly.

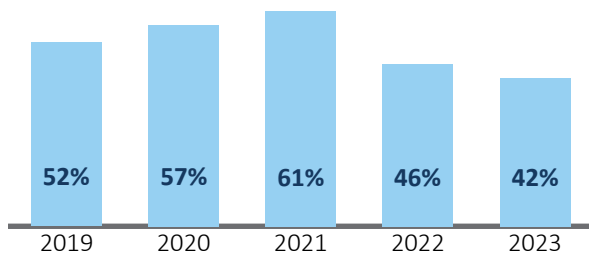


Figure 19: Percent of Curb Ramps Meeting ADA Compliance

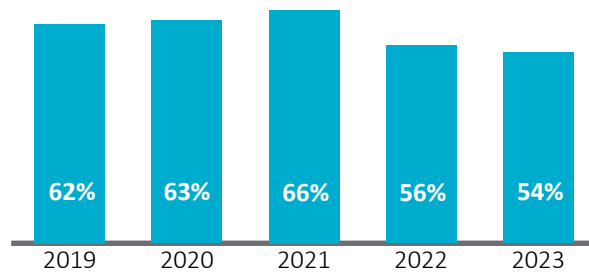


Figure 20: Percent of Sidewalks Meeting ADA Compliance

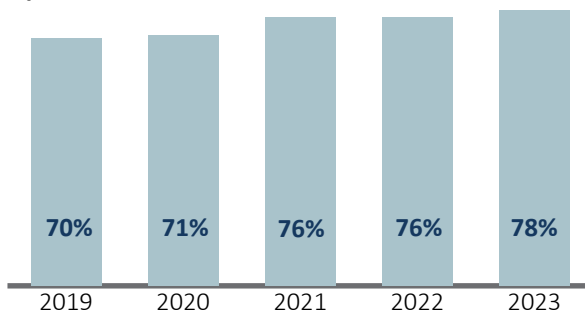


Figure 21: Percent of Signals Meeting ADA Compliance

LOCAL PARTNERSHIPS INVESTMENT STRATEGIES

MnDOT may draw from the following strategies, when necessary, to prioritize projects and address risks that are associated with lower performance or investment in Local Partnerships:

- Maintain the TED program
- Expand partnerships with local agencies/communities that leverage funds to complete larger projects

OUTCOMES

MnDOT is committed to partnering with local communities to deliver improvements to the state highway system to integrate the highway into the local community and improve livability. With the Local Partnerships investment identified in MnSHIP, MnDOT will be able to continue that partnership with local communities and advance local priorities.

The following turnbacks are programmed in this CHIP:

- MN 244 in Mahtomedi from Hennepin County Road 12 to Dellwood City Limits in 2026
- MN 264 in Nobles and Jackson Counties from Interstate 90 to Round Lake in 2026
- MN 246 in Northfield from Rice County State Aid Highway 1 to MN 3 in 2027
- University Avenue and 4th Street in Minneapolis from Interstate 35 to MN 65 in 2027
- Old MN 13 (Sibley Memorial Highway) in Mendota Heights in 2027
- US 59 in Worthington between Interstate 90 and MN 60 in 2027
- MN 292 in Red Wing at the Minnesota Correctional Facility from US 61 North Junction to US 61 South Junction in 2029.

MAIN STREETS/URBAN PAVEMENTS

Investment in Main Streets/Urban Pavements provides additional funding for projects in cities and towns to deliver more improvements along state highways. This includes segments of the state highway that are non-freeways and function both as a state highway and as a city street in an urban context. Additional improvements addressed could be local utilities under the road, drainage infrastructure, a longer-term ADA fix, or redesigning the roadway to meet the community's quality of life, and transportation equity needs. Specifically, the Main Streets/Urban Pavements investment in MnSHIP covers additional pavement costs related to adding a project in an urban area or changing the scope of a planned pavement resurfacing project to allow more substantial work in conjunction with the project.

OUTCOMES

This is a new investment category in MnSHIP. Districts continue to program these investments, but not all investments have been identified in the CHIP.

PROJECT DELIVERY

Project Delivery includes components of projects that are critical to ensure the timely and efficient completion of highway projects. These components include right of way costs, consultant services, supplemental agreements and construction incentives. MnDOT assumes that it will continue to spend approximately 20% of its funds in this category. This is consistent with recent averages due to the similarity in improvement types scheduled through 2034.

SMALL PROGRAMS

Small Programs is used to fund short-term, unforeseen issues and one-time priorities/needs as they arise. Some programs do not easily fit into a MnSHIP investment category. If funding is required beyond the short-term, an effort is made to incorporate the program into a MnSHIP investment category during the next MnSHIP update. Components of Small Programs in MnSHIP include centrally managed programs and historic property investments.



District Project Highlights

MnDOT will complete many important projects during the next ten years. The following projects are highlighted for their complexity and/or their advancement of the [Minnesota GO Vision](#). The years listed refer to state fiscal year, which runs July 1 - June 30th. Multi-year projects are listed in their first year of construction.

PAVEMENT	ROUTE	DISTRICT	YEAR
Resurface US 169 from Hidden Valley Rd to County Road 18 (Power Dam Rd)	US 169	1	2028
Resurface MN 73 from 0.4 miles South of Johnson Rd to MN 1	MN 73	1	2025
Resurface MN 11 from MN 72 to east Lake of the Woods County line	MN 11	2	2025
Resurface US 71 from MN 72 in Blackduck to MN 6 in Big Falls	US 71	2	2025
Resurface US 10, Little Falls bypass eastbound and westbound, includes first 0.4 miles of MN 371	MN 371, US 10	3	2025
Recondition MN 65, from end of four lane in Cambridge to north of MN 107	MN 65	3	2026
Resurface MN 114 from Starbuck to Lowry; includes reconstruction and ADA in Lowry	MN 114	4	2025
Resurface MN 28 from Pomme de Terre Bridge near Morris to Starbuck	MN 28	4	2026
Concrete repaving southbound US 52 from Olmsted County Road 12 to south junction of MN 60 and replace one box culvert	US 52	6	2028
Resurface eastbound lanes of I-90 from Mower County Road 46 to MN 16	I-90	6	2028
Reconstruct US 75 from Main Street to Veterans Drive in Luverne; improve pedestrian crossings	US 75	7	2027
Reconstruct from Broadway Ave to Union St in St. Peter; pedestrian improvements	US 169	7	2027
Resurface (concrete) US 12 from County Road 14 in Darwin to Pittman Ave in Cokato; upgrade sidewalks in Dassel to meet ADA standards	US 12	8	2025
Resurface US 75 from just south of County Road 9 to County Road 57 in Pipestone	US 75	8	2026
Resurface MN 77 from 138th St to the Dakota-Hennepin County line in Apple Valley	MN 77	Metro	2026
Reconstruct road, curb and gutter, guardrail, drainage, sidewalk, railing replacement and repair bridge 27521 on MN 62 from 28th Ave to 43rd Ave in Minneapolis	MN 62	Metro	2027

BRIDGE	ROUTE	DISTRICT	YEAR
Replace the Blatnik Bridge on I-535 between Duluth and Superior over St Louis River.	I-35	1	2026
Replace bridge in Warroad	MN 11	2	2025
I-94, Replace bridges 73805 & 73809 and overlay bridges 6896 & 6897 between Sauk Centre and Melrose	I-94	3	2026
Replace bridge near Dilworth over Buffalo River (Westbound)	US 10	4	2028
Replace MN 74 bridges near Whitewater State Park Visitor Center	MN 74	6	2026
Replace four I-90 bridges at Worthington	I-90	7	2027
Replace two bridges on MN 4, at 2 and 5 miles south of MN 55	MN 4	8	2028
Repair 9 bridges, paint 2 bridges and replace bridge superstructure on 2 bridges on I-94 from Western Ave to Mounds Blvd and I-35E from 10th St to Jackson St in St Paul	I-94	Metro	2025
SAFETY	ROUTE	DISTRICT	YEAR
State Highway 169 and County Rd 67 (4th Ave SE) in Chisholm construct roundabout	US 169	1	2028
Adjust intersection approaches on US 59 at Brooks, MN 92 south of Gully and MN 89 south of Red Lake	US 59	2	2026
Intersection Improvements on US 12/Wight County 14 (Dague Ave)	US 12	3	2027
Snow fence installation near Rothsay	I-94	4	2026
Construct a Roundabout at MN 44 and MN 76 in Caledonia	MN 44, MN 76	6	2028
Construct roundabout at the intersection of MN 99 and MN 13	MN 99, MN 13	7	2026
Install high tension cable median barrier on US 212 from Morningside Drive in Glencoe to McLeod/Carver county line	US 212	8	2026
Construct 2 Reduced Conflict Intersections and multi-use path on US 61 (Point Douglas Dr) from MN 95 (Manning Ave S) in Cottage Grove to US 10 (Point Douglas S) in Denmark Township	US 61	Metro	2027

HIGHWAY MOBILITY	ROUTE	DISTRICT	YEAR
Construct Interchange at US 169 & CSAH 4 in the City of Zimmerman	US 169	3	2025
Construct grade separation at US 14 and County Road 44	US 14	6	2026
Install new interchange at junction of MN 23 and MN 9	MN 23, MN 9	8	2027
Construct interchanges at 105th Ave, 109th Ave and 117th Ave, frontage and backage roads, roundabouts, noise walls, drainage, signals, ADA on MN 65 (Central Ave) between 103rd Ave NE and 117th Ave NE in Blaine	MN 65	Metro	2026
MAIN STREETS/URBAN PAVEMENTS	ROUTE	DISTRICT	YEAR
In Two Harbors, reconstruct MN 61 from 0.55 miles south of CSAH 61/Scenic Drive to 0.19 miles East of Park Road	MN 61	1	2027
Reconstruction from north of 18th Avenue to 8th Avenue in Alexandria	MN 29	4	2028
Rehab pavement, sidewalk replacement and ADA improvements on MN 3 (Robert St) from Annapolis St E to Mississippi River in St Paul	MN 3	Metro	2027

Investment Comparison

COMPARISON TO MNSHIP

Each year the 10-Year CHIP compares planned and programmed investments to the guidance established in MnSHIP. **Figure 22** shows the comparison between the 10-Year CHIP investment and the investment in corresponding years of MnSHIP (2025-2034). Investment in the CHIP grew compared to expected funding in MnSHIP from the additional discretionary grant highway funding from the new federal infrastructure bill, the Infrastructure Investment and Jobs Act, and Corridors of Commerce projects. Some of the differences to note between the 10-year CHIP and MnSHIP guidance include:

- Corridors of Commerce projects, locally led projects, and federal discretionary grants are all included in the CHIP investment totals but are not considered as a part of the MnSHIP investment direction. Overall investment over the next ten years is higher than planned investment due to their inclusion.
- The Blatnik Bridge is scheduled for replacement with a current estimated cost of \$1.8 billion. The project cost will be split by Minnesota and Wisconsin. The project received a federal grant for over \$1 billion.
- Transportation Safety investments are higher due to safety improvements on a few larger projects in the STIP.
- Pedestrian and Bicycle investments are higher due to a few large federal solicitation projects that have pedestrian and bicycle components.
- Highway Mobility investments are higher due to Twin Cities metro area mobility projects initiated through the Corridors of Commerce program and discretionary grants.
- Roadside Infrastructure investments are higher and evenly spread across all districts.
- Freight investments are lower than guidance due to funding from the Minnesota Highway Freight Program going towards improvements off the state highway network.
- Local Partnerships investments are higher due to large turnbacks and locally initiated projects.
- Main Street/Urban Pavements investments are lower as districts are still selecting projects for this new investment category.

Figure 22: Investment Plan Investment Comparison

INVESTMENT CATEGORY	10-YEAR CHIP	MNSHIP GUIDANCE	DIFFERENCE FROM MNSHIP	DIFFERENCE FROM MNSHIP (\$ IN MILLIONS)
Pavement Condition	32.2%	35.1%	-2.9%	\$158
Bridge Condition*	17.1%	18.0%	-0.9%	\$174
Roadside Infrastructure Condition	7.8%	6.6%	1.2%	\$314
Rest Areas	0.4%	0.4%	0.0%	\$15
Climate Resilience	1.3%	1.3%	0.0%	\$16
Transportation Safety	5.3%	3.8%	1.5%	\$321
Advancing Technology	0.2%	0.3%	-0.1%	-\$8
Highway Mobility	7.1%	4.9%	2.2%	\$454
Freight	2.1%	2.4%	-0.3%	-\$8
Pedestrian and Bicycle	4.4%	3.5%	0.9%	\$199
Local Partnerships	2.8%	2.6%	0.2%	\$91
Main Streets/Urban Pavements	1.4%	2.0%	-0.6%	-\$68
Project Delivery	17.7%	18.7%	-1.0%	\$174
Small Programs	0.2%	0.3%	-0.1%	-\$10
TOTAL (\$ IN MILLIONS)	\$16,330	\$14,508		\$1,822

*MnDOT and Wisconsin DOT received a federal INFRA grant to replace the Blatnik Bridge linking Duluth with Superior, WI. MnDOT's share of this grant is \$497 million, which is included in the statewide Bridge Condition investment total.

DISTRICT INVESTMENT COMPARISON

Figure 23 displays the investment percentages for each district over the ten year period. Each district has different needs and the mix of investment varies from district to district. MnDOT is committed to meeting performance outcomes on a statewide level but each district has the flexibility to prioritize its own projects.

Figure 23: District Investment Comparison

INVESTMENT CATEGORY	1	2	3	4	METRO	6	7	8	CO	TOTAL INVESTMENT (\$ IN MILLIONS)
Pavement Condition	23%	46%	47%	49%	27%	37%	41%	53%	9%	\$5,253
Bridge Condition	45%	10%	12%	12%	15%	16%	14%	9%	8%	\$2,785
Roadside Infrastructure Condition	5%	14%	8%	10%	7%	11%	14%	9%	1%	\$1,279
Rest Areas	0%	0%	0%	0%	0%	0%	0%	0%	4%	\$68
Climate Resilience	0%	1%	0%	0%	1%	0%	1%	0%	9%	\$209
Transportation Safety	6%	4%	8%	6%	6%	6%	6%	4%	1%	\$869
Advancing Technology	0%	0%	0%	0%	0%	0%	0%	0%	2%	\$36
Highway Mobility	0%	0%	2%	0%	17%	3%	1%	3%	0%	\$1,160
Freight	0%	0%	1%	0%	1%	2%	2%	1%	14%	\$346
Pedestrian and Bicycle	2%	5%	5%	3%	5%	4%	4%	4%	4%	\$712
Local Partnership	1%	1%	0%	1%	2%	1%	1%	2%	17%	\$461
Main Streets/Urban Pavements	1%	2%	0%	2%	1%	2%	2%	2%	0%	\$223
Project Delivery	16%	17%	15%	17%	17%	18%	15%	13%	30%	\$2,889
Small Programs	0%	0%	0%	0%	0%	0%	0%	0%	2%	\$40
TOTAL (\$ IN MILLIONS)	\$2,072	\$707	\$1,833	\$840	\$6,232	\$1,416	\$995	\$734	\$1,501	\$16,330

Remaining Undermanaged Risks

While MnDOT tries to manage and mitigate risks to the state highway system, there are several risks, which without additional funding and resources, will continue to be undermanaged. Below is the list of those risks that are common across the districts.

- **Urban Highway Projects:** State highway projects through urban areas and towns tend to be more costly because of their complexity, utilities and other infrastructure, and the level of local coordination and public involvement. In many instances, these roads function both as state highways and as city streets. MnDOT is limited in the number of urban projects it can deliver over the next ten years.
- **Pavement and Bridge Condition:** Even with a majority of investment focused on repairing or reconstructing pavement and bridges, pavement and bridge conditions are predicted to worsen over the next ten years under projected funding levels.
- **Non-Pavement and Bridge Needs:** MnDOT will be unable to address all identified safety, bicycle, pedestrian, and other infrastructure needs such as culverts, lighting, or guardrail replacement, with the current level of investment.
- **Project Delivery and Coordination:** Over the next 10 years, MnDOT will be delivering more projects and several large complex projects which will require more resources to deliver and manage traffic impacts caused by construction.
- **Balancing Local and State Priorities:** Many of the largest projects in the CHIP are initiated by cities and counties, either through Corridors of Commerce or securing funding from discretionary grants. Even though these projects include new funding not included in MnSHIP, they require MnDOT to commit resources (staffing and financial) which would otherwise be spent towards parts of the highway system that more closely align with the agency's statewide goals.

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