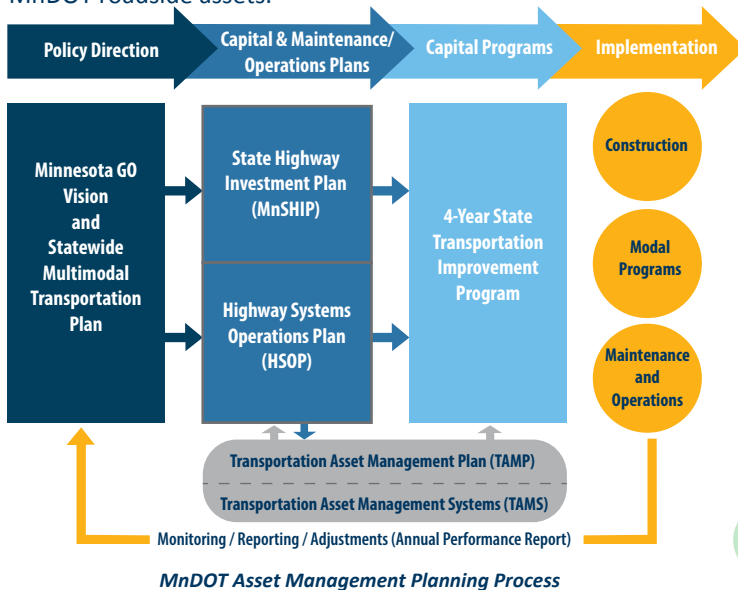


Asset Management Benefits

Asset Management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their life cycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based on quality information and well-defined objectives. Advancing asset management capabilities and integrating these across MnDOT requires self-assessment, alignment, goal setting, and leadership support.

Asset Planning & Management

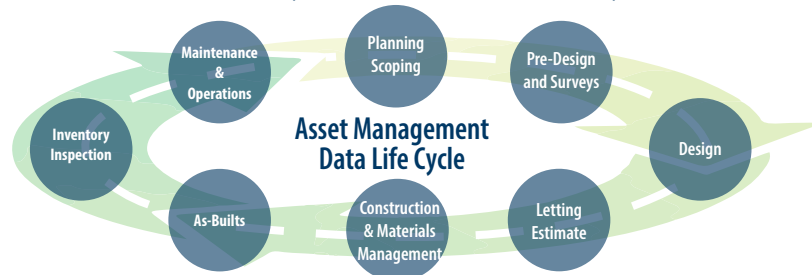
MnDOT assets are in essence a shared public resource and worthy of being managed at the highest level of efficiency. Asset management can provide owners with information that can assist in managing their inventory, identifying potential problem areas, and ensuring safe and satisfactory performance of MnDOT roadside assets.



Management Importance & Reducing Risk

Over time, the asset management effort will yield broad benefits and reduce risks across MnDOT including:

- Strategic management of assets beyond pavement & bridge
- Ability to quantify internal costs and the condition of assets
- Document credible staffing, financial, and asset performance
- Reduce risk through cyclical inspections and timely mitigation of critical issues.
- Reduce liability exposure by facilitating the creation of plans to deal with known deficiencies of various assets
- Provide data upon which to plan work and distribute funding
- Enhance public confidence in agency decision making
- Objectively demonstrate funding gaps to seek funding
- Provide data and tools to maximize efficiency of resource deployment (Asset Management Systems)
- Asset management influences the planning, scoping, and maintenance and operations activities across the department

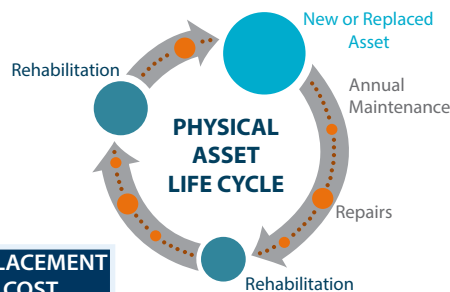


Assets By The Numbers

MnDOT has a direct ownership role in hydraulic infrastructure, roadside asset and traffic infrastructure within the right of way. For the majority of the multimodal assets, MnDOT manages grants monies or conveys or transfers ownership of property. Given significant investment in these assets, continuing demands on the system, and increased fiscal constraints on available funding for managing the system, it is imperative that MnDOT continues to identify ways to improve its transportation asset management practices.

Pavements NHS Pavements: 7,595 roadway miles Non-Pavements: 6,736 roadway miles	Bridges NHS Bridges: 1,951 (count) Non-NHS Bridges: 2,592 (count)
Hydraulic Infrastructure Highway Culverts: 47,157 (count) Deep Stormwater Tunnels: 7 tunnels (50 segments; 69,272 linear feet)	Other Traffic Structures Overhead Sign structures: 2,359 (count) High-Mast Light Tower Structures: 476 (count)

ASSET CLASS	REPLACEMENT COST
Pavement	\$29.5 Billion
Bridges (includes large bridges and culverts greater than 10 feet)	\$6.6 Billion
Hydraulic Infrastructure: Highway Culverts	\$1.7 Billion
Hydraulic Infrastructure: Deep Stormwater Tunnels	\$300 Million
Overhead Sign Structures	\$200 Million
High-Mast Light Tower Structures	\$19 Million



• **Collective Replacement Value \$40 Billion**

