



**Project Selection Process**

Sam Parker | Principal Planner  
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**mn DEPARTMENT OF TRANSPORTATION**

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**2017 Legislature**

2017 Laws of Minnesota, First Special Session, Chapter 3, Article 3, Section 12

- Capital projects (identified in STIP and CHIP)
- Identify objective criteria which determine numeric scores
- Publish in STIP, CHIP, and website

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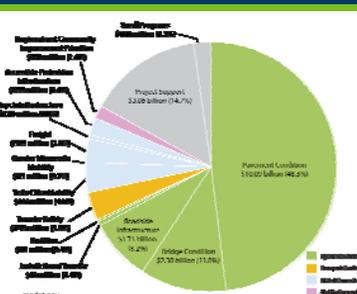
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**Minnesota State Highway Investment Plan (MnSHIP)**

- 20 year plan that guides investment
- Determines amount of money available for different project types
- Bridge and pavement performance measures for Interstate, NHS, and non-NHS



| Category               | Amount          | Percentage |
|------------------------|-----------------|------------|
| Parole and Corrections | \$1,920 billion | 48.2%      |
| Project Support        | \$2,240 billion | 54.7%      |
| Transportation         | \$1,711 billion | 42.2%      |
| Bridge Construction    | \$2,700 billion | 66.2%      |
| Other                  | \$1,000 billion | 24.5%      |

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### System Pavement Performance

| System     | "Good" RQI Target | "Poor" RQI Target |
|------------|-------------------|-------------------|
| Interstate | 70% or above      | Less than 2%      |
| Other NHS  | 65% or above      | Less than 4%      |
| Non-NHS    | 60% or above      | Less than 10%     |

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### Ride Quality Index

| Numerical RQI Value | Qualitative Rating |
|---------------------|--------------------|
| 4.1-5.0             | Very Good          |
| 3.1-4.0             | Good               |
| 2.1-3.0             | Fair               |
| 1.1-2.0             | Poor               |
| 0.0-1.0             | Very Poor          |

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### Pavement Project Scoring

| NHS                                      | Non-NHS                                  | urban   |
|--|--|---|
| Timing of Improvement <sup>60</sup>      | Timing of Improvement <sup>60</sup>      | Timing of Improvement <sup>25</sup>             |
| Traffic Volume <sup>10</sup>             | Traffic Volume <sup>10</sup>             | Cracking, patching & rutting <sup>25</sup>      |
| Truck Volume <sup>10</sup>               | Truck Volume <sup>10</sup>               | Other MnDOT infrastructure <sup>10</sup>        |
| Other MnDOT infrastructure <sup>10</sup> | Other MnDOT infrastructure <sup>10</sup> | Traffic volume <sup>10</sup>                    |
| Miles covered <sup>5</sup>               | Miles covered <sup>5</sup>               | ADA needs <sup>10</sup>                         |
| Network designation <sup>5</sup>         | Turnback potential <sup>5</sup>          | Active transportation and transit <sup>10</sup> |
|  |  | Local utilities <sup>5</sup>                    |
|  |  | Environmental Justice population <sup>5</sup>   |

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### Timing of Improvement

| Type of Fix Assumed for Programming Purposes                                 | RQI 0.1-0.5 | RQI 0.6-1.0 | RQI 1.1-1.5 | RQI 1.6-2.0 | RQI 2.1-2.5 | RQI 2.6-3 | RQI >3    |
|--|-------------|-------------|-------------|-------------|-------------|-----------|-----------|
| Thin Overlay, Diamond Grinding, Minor Concrete Pavement Rehabilitation (CPR) | 0 points    | 0 points    | 0 points    | 0 points    | 25 points   | 55 points | 45 points |
| Rehab, Medium Mill and Overlay, Major CPR, Thick Overlay                     | 50 points   | 55 points   | 60 points   | 60 points   | 60 points   | 50 points | 20 points |
| Reconstruct, Reclaim, Cold In-Place Recycling, Regrade, Unbonded Overlay     | 60 points   | 60 points   | 60 points   | 60 points   | 45 points   | 25 points | 0 points  |

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### Limitations

- Mostly focusing 10 years out
- Relies on deterioration curve
- Data is fragmented
- Construction districts
- Scoring urban projects are tough

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