



Metro District 10-Year Capital Highway Investment Plan

(2016-2025)



DECEMBER 2015

Prepared by
Office of Transportation System Management

METRO DISTRICT 10-YEAR CHIP

Metro District's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2013 MnSHIP for the next ten years.

The 10-Year CHIP includes:

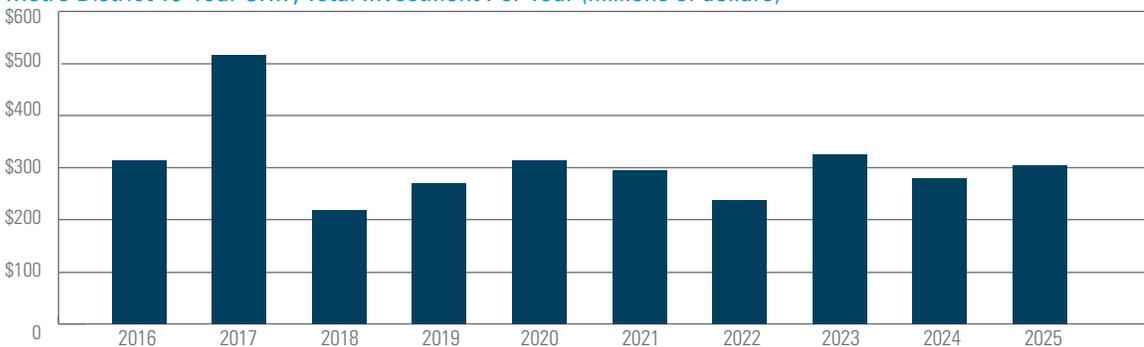
- An overview of the district, including a map of highway network type. (M-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the CHIP. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (M-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (M-4)
- A description of program highlights, changes from the last CHIP, and remaining risks at the district level assuming the 10 years of projects are implemented. (M-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (M-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction cost of \$5 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.



This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway Projects Report. The 2013 MnSHIP guides the overall direction of the 10-Year Capital Highway CHIP until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact Metro District Transportation Planning Director, Pat Bursaw, at pat.bursaw@state.mn.us or 651-234-7783.

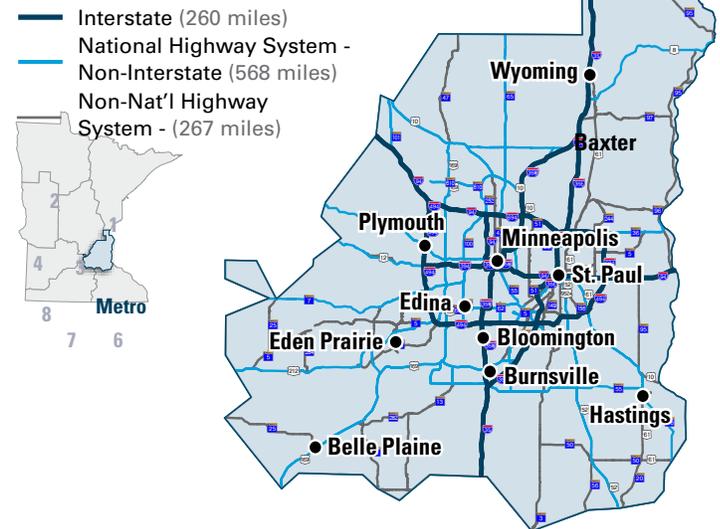
Metro District 10-Year CHIP, Total Investment Per Year (millions of dollars)



Metro District is the urban core of Minnesota (see map inset below). It has three regional offices located in Roseville, Golden Valley and Oakdale. The Metropolitan Council, the district's Metropolitan Planning Organization is located in St. Paul. Metro District offices are staffed by 1,247 full-time employees. Major industries in the district include manufacturing, retail trade, and health care and social assistance. There are 19 truck stations located in Metro District. The district has 1,270 bridges that are ten feet or greater in length and 605 miles of rail.

| | |
|--------------------------------|------------------------------------------------------------------------|
| Counties* | Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott and Washington |
| Centerline Miles | 1,095 |
| Lane Miles | 4,064 |
| High Mast Lights | 328 |
| Culverts | 3,663 |
| Noise Walls | 378 |
| Overhead Signs | 1,917 |
| Deep Stormwater Tunnels | 8 |
| Population 2013 | 2,943,238 |
| Annual VMT** | 15,873,616,908 |
| VMT/Capita | 5,422 |

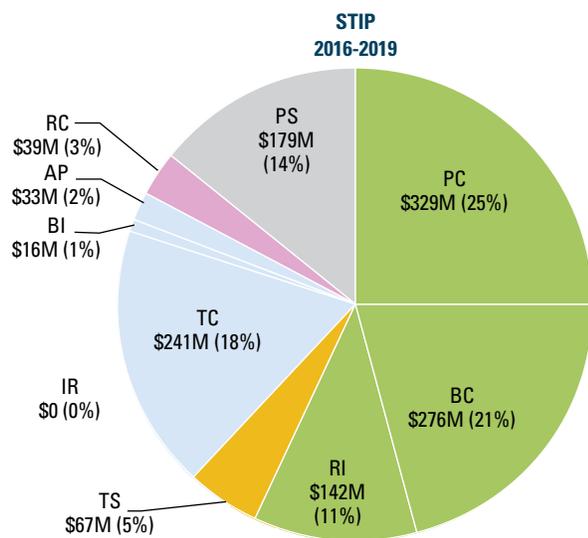
Metro District Boundaries



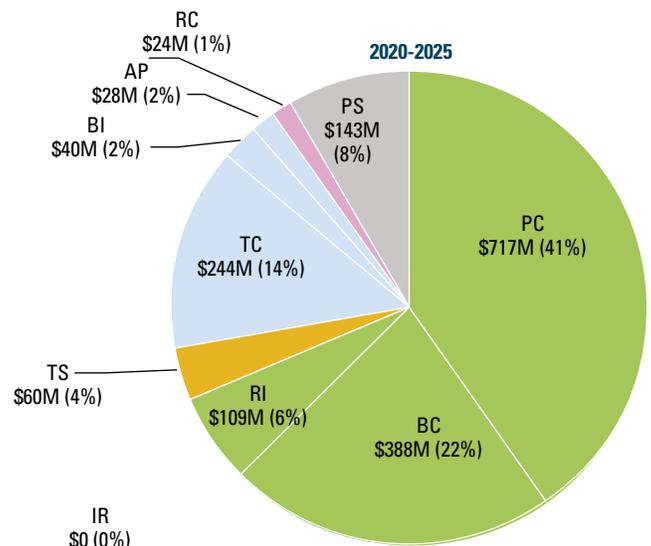
*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

Planned Investments for STIP (2016-2019) and Years 5-10 (2020-2025)



Total Investments: \$1.32 B



Total Investments: \$1.75 B

| | | | | | | | | |
|-------------------------|----|-------------------------|-----------------------------|----|--------------------------------------|--------------|----|--------------------------------------------|
| Asset Management | PC | Pavement Condition | Critical Connections | TC | Twin Cities Mobility | Other | TS | Traveler Safety |
| | BC | Bridge Condition | | BI | Bicycle Infrastructure | | RC | Regional + Community Investment Priorities |
| | RI | Roadside Infrastructure | | AP | Accessible Pedestrian Infrastructure | | PS | Project Support |

Program Highlights

Several major projects were advanced and/or added to the STIP. The Nine Mile Creek Bridge over US 169 was advanced into year 2017 of the STIP as funding was made available through the 2015 legislative session. Moving this project out of year 2021 in the CHIP provides better coordination with a pavement project in that corridor of US 169 already programmed in 2017. The I-35E MnPASS extension from Little Canada to County Rd J is scheduled for 2016.

A number of pavement projects have been upscoped from their original improvements. In 2016, the pavement project on I-94 from Western to Mounds Blvd showed a need for an upscoped fix for pavement, stormwater infrastructure, trails, and other improvements. A mill and overlay on I-94 from MN 120 to the St. Croix River, has been upscoped to a concrete pavement repair and split into 2 years (2023 and 2024).

Notable Changes from Previous CHIP

The Corridors of Commerce program in 2015 funded design work for projects planned in the CHIP, including the I-94 managed lane project, Third Ave Bridge (MN 65) over the Mississippi River in downtown Minneapolis, and the I-35W Bridge crossing of the Minnesota River.

Two mobility projects, I-35W North managed lane (from Roseville to US 10) and I-94 managed lane between downtown Minneapolis and St. Paul, have changed years due to the progression of design work being done in both corridors. Within these corridors, there are bridge and pavement needs that are independent of the mobility improvements. Coordination will be needed with the planned bridge projects and development and design of the managed lane improvements.

Remaining Risks

High

- Poor pavement outcomes remains high in Metro, particularly on the non-NHS system; need to better understand performance measurement outcomes statewide as well as potential impact on GASB.
- Under investing on Non-NHS Bridge; need to better understand performance outcome statewide.
- The current level of investment in the Roadside Infrastructure category may impact the district's ability to support SPP projects. Unable to fully address storm tunnels. Many needs are not known, have no discrete criteria for measurement, and are unmet (e.g. retaining walls).
- Reliance on Bridge and Road Construction (BARC) funds used for emergency road and bridge repairs. With highly variable weather impacts and constrained funding there will likely be a diminished ability to maintain desired performance levels in bridge and pavement.
- There are no investments planned for Twin Cities Mobility after 2023.
- When mobility projects with large costs are advanced due to newly secured funding, some pieces (ROW, design) may not be in place.
- The district has budgeted less than has been the average annual expenditure. The variability of supplemental agreements reduces control over when they are encumbered. This may result in deferral of a project.
- The district's ability to deliver some pre-design, scoping, and construction is diminishing and these items are increasingly being outsourced, which could result in shifting capital funds. The Project Support investment direction levels do not reflect the increased consultant needs to deliver the program.

Medium

- Traveler safety investment is considerably lower than amounts previously invested and does not address all existing crash locations.

| | Measure | Meets or exceeds targets | Moderately below target | Significantly below target |
|-----------------------|-------------------------------------|--------------------------|-------------------------|----------------------------|
| Bridge Preservation* | NHS - % Poor | ≤2% | >2-5% | >5% |
| | Non-NHS - % Poor | ≤8% | >8-11% | >11% |
| Pavement Preservation | Interstate, % of miles poor | ≤2% | >2-5% | >5% |
| | Non-Interstate NHS, % of miles poor | ≤4% | >4-7% | >7% |
| | Non-NHS, % of miles poor | ≤10% | >10-13% | >13% |

Metro District Historic Performance

| Statewide Plan Policy | Measure | Target | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------------------------|--------------------------------------------------------------------------|--------------------|---------|--------|---------|---------|---------|--------|
| Safety | Fatalities | 0 | 127 | 110 | 113 | 116 | 119 | 114 |
| Bridge Preservation* | Condition: NHS - % Poor | <2% | ▲ 3.8% | ▲ 3.5% | ▲ 3.4% | ▲ 3.4% | ▲ 3.2% | ● 1.8% |
| | Condition: Non-NHS - % Poor | <8% | ● 1.1% | ● 0.8% | ● 0.8% | ● 0.8% | ● 4.7% | ● 0.3% |
| Pavement Preservation | Ride Quality Poor - Interstate, % of miles | <2% | ▲ 4.5% | ▲ 4.8% | ● 5.3% | ▲ 3.6% | ▲ 3.0% | ▲ 2.1% |
| | Ride Quality Poor - Non-Interstate NHS, % of miles | <4% | ▲ 4.1% | ● 2.9% | ▲ 4.3% | ● 4.0% | ● 2.5% | ● 3.2% |
| | Ride Quality Poor - Non-NHS, % of miles | <10% | ● 14.2% | ● 8.7% | ▲ 11.4% | ▲ 11.7% | ▲ 11.0% | ● 9.8% |
| Mobility | Congestion - % of metro-area freeway miles below 45 mph in AM or PM peak | Tracking Indicator | 18.2% | 21.5% | 21.0% | 21.4% | 19.9% | 21.1% |

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target ▲ Moderately below target ● Significantly below target

- I-35W North and I-94 Managed Lane Projects have changed years. The total project costs and scopes are still unknown.

Low

- The costs for traffic management/control during construction is not captured well under current investment categories.
- Unable to meet growing demand for bicycle infrastructure.

Metro District Highway Investment Strategies

Asset Management

- Repair the worst sections of non-NHS roads and fund highest risk bridges.
- Continue preventative maintenance strategies to prolong pavement life, even though this results in some road segments in need of reconstruction appearing to be in better condition than they truly are.
- Continue to address some significant roadside infrastructure issues including stormwater tunnels, culverts, and overhead signs.

Traveler Safety

- Prioritize crash locations based on existing problems and the effectiveness of specific solutions in addressing the problem.
- Focus on locations where fatal and incapacitating injuries have occurred.

Critical Connections

- Continue making progress toward achieving the vision for a system of managed lanes including the following corridors: I-35E extension, completion of I-35W MnPASS south of downtown Minneapolis, I-35W North (Roseville to US 10), and I-94 between the downtowns of Minneapolis and St. Paul.
- Continue making low cost/high benefit improvements where appropriate with the Congestion Management Safety Plan (CMSP) program.

Regional and Community Investment Priorities

- Address key landscaping and noise wall needs.
- Work with local partners and stakeholders to better identify community needs prior to fully scoping projects.

Project Support

- Fund project support commensurate with the known construction program in the STIP year, but seek additional funding for things like consultant design from a central or other source outside of the DRMP.

Metro District Projected Performance

| Statewide Plan Policy | Measure | Target | 2014 Actual | 2019 Projected | 2025 Projected | Analysis |
|------------------------------|---------------------------------------------------------------------------------|--------------------|-------------|----------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Safety | Fatalities | 0 | 114 | N/A | N/A | |
| Bridge Preservation | Condition: NHS - % Good and Satisfactory | <2% | 1.8% | 0.5% | 1.3% | Bridge condition on both the NHS and non-NHS are expected to improve significantly over current levels. |
| | Condition: Non-NHS - % Poor | <8% | 0.3% | 0% | 3.4% | |
| Pavement Preservation | Ride Quality Poor - Interstate, % | <2% | 2.1% | 8.7% | 5.0% | There will be a slow deterioration of the pavement condition over the next ten years with non-interstate NHS falling significantly below target and interstates and non-NHS falling just slightly below target. |
| | Ride Quality Poor - Non-Interstate NHS, % of miles | <4% | 3.2% | 5.7% | 9.4% | |
| | Ride Quality Poor - Non-NHS, % of miles | <10% | 9.8% | 16.3% | 11.5% | |
| Mobility | Congestion - % of system metro-area freeway miles below 45 mph in AM or PM peak | Tracking Indicator | 21.1% | N/A | N/A | MnDOT does not project congestion on a corridor level but congestion is expected to worsen as economic activity increases and the region continues to grow. |

*Data for NHS/nonNHS are actually Arterial/Non Arterial

Meets or exceeds target Moderately below target Significantly below target

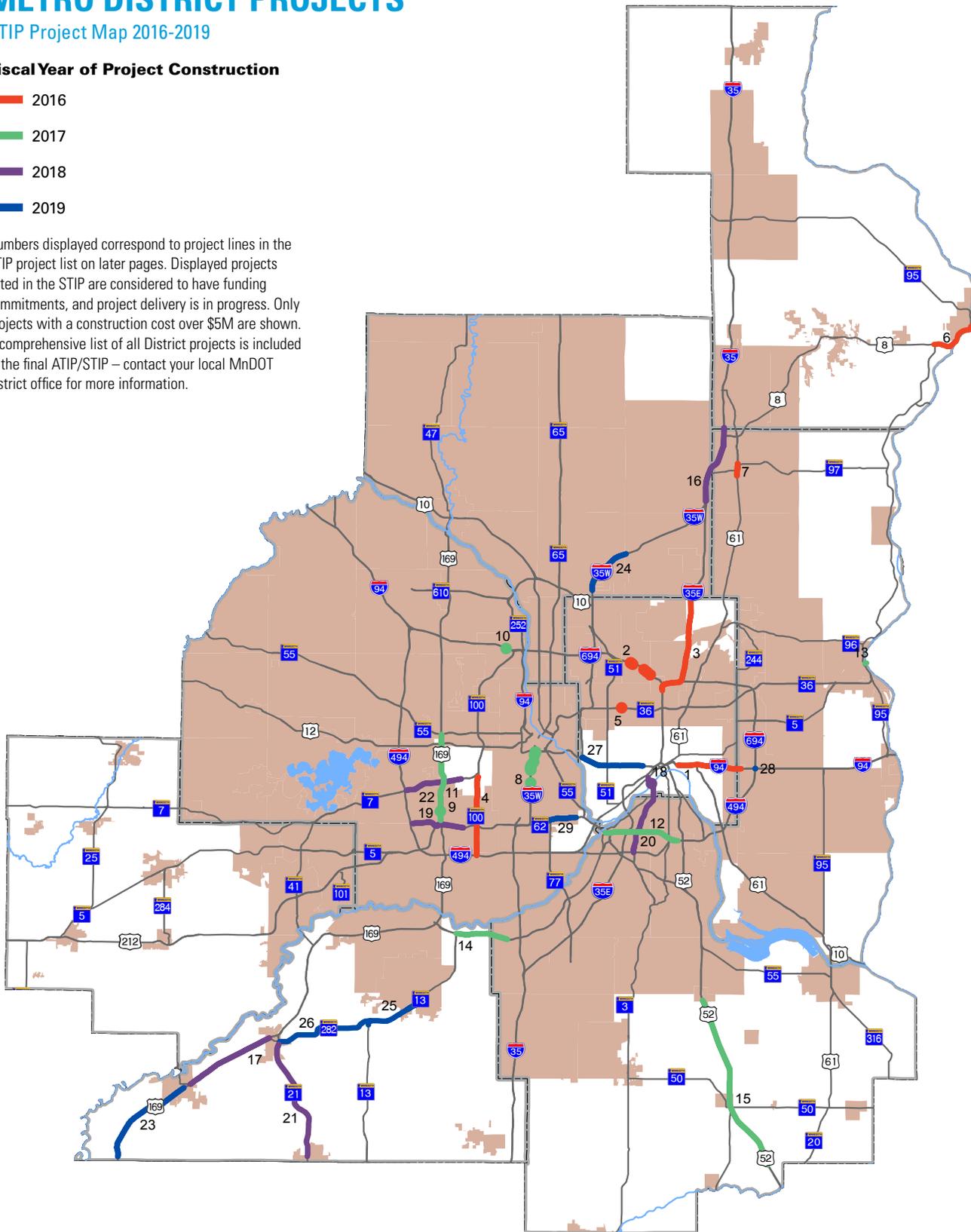
METRO DISTRICT PROJECTS

STIP Project Map 2016-2019

Fiscal Year of Project Construction

- 2016
- 2017
- 2018
- 2019

Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. Only projects with a construction cost over \$5M are shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

Metro District Projects for Years 2016-2019 (STIP) of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total |
|-------------|-------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|
| 2016 | | | | | |
| 1 | I94 | Ramsey | I94, FROM 0.1 MI E MOUNDS BLVD IN ST PAUL TO 0.3 MI E MN120 IN WOODBURY AND ON US61 FROM BURNS AVE TO W JCT MN5 IN ST PAUL AND ON MN120 FROM 0.05 MI S OF I94 TO 4TH ST N IN MAPLEWOOD- CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, MAINTENANCE ON 8 BRIDGES, MAINTENANCE AND REHAB ON BRIDGE 62861, REHAB ON BRIDGES 9147, 9148, 62868 AND 62869, RECONSTRUCT MEDIAN BARRIER, SIGNALS, LIGHTING, SIGNING, GUARDRAIL, TMS, INCLUDING ADA AND PED/BIKE TRAIL ALONG NB MN120 FROM BROOKVIEW DR TO 4TH ST & ALONG MCKNIGHT RD FROM BURNS AVE TO HUDSON RD (TIED TO 6283-175 AND 6283-233) | 5.9 | \$43.37 M |
| 2 | I694 | Ramsey | I694, FROM 0.9 MI EAST OF RICE ST IN LITTLE CANADA TO 0.1 MI W OF LEXINGTON AVE IN ARDEN HILLS - RECONSTRUCTION WITH ADDED 3RD LANE, MAINTENANCE ON BRIDGES 62723 AND 62724, REHABILITATION ON BRIDGES 62823, 62582, 6582, 6581, 6580, NOISEWALL, MEDIAN BARRIER, SIGNALS AND ADA IMPROVEMENTS (CHAP 117) | 3.03 | \$39.45 M |
| 3 | I35E | Ramsey | I35E, FROM LITTLE CANADA RD IN LITTLE CANADA TO RAMSEY COUNTY RD J IN WHITE BEAR LAKE - CONSTRUCT MNPASS MANAGED LANE, NOISEWALLS, STORM SEWER AND BARRIER WORK (CHAP 152 TRANSIT ADVANTAGE BONDS) | 7.49 | \$16.87 M |
| 4 | MN100 | Hennepin | MN100, FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102 AND 9894 | 5.54 | \$16.70 M |
| 5 | MN36 | Ramsey | MN36, FROM HAMLIN AVE (RAMSEY CSAH 50) TO DALE ST IN ROSEVILLE-REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734), BITUMINOUS MILL AND OVERLAY, SIGNALS, TMS, ADA, SIDEWALK, CABLE MEDIAN BARRIER, STORM SEWER, PONDS AND BITUMINOUS MILL AND OVERLAY ON HAMLIN AVE RAMPS (\$11.78M CHAP 152 Bonds) | 1.52 | \$12.28 M |

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 2016 | | | | | | | | |
| 64% | 20% | 5% | 5% | 0% | 2% | 4% | 0% | 0% |
| 20% | 18% | 5% | 2% | 55% | 0% | 0% | 0% | 0% |
| 5% | 0% | 5% | 5% | 85% | 0% | 0% | 0% | 0% |
| 60% | 25% | 10% | 5% | 0% | 0% | 0% | 0% | 0% |
| 10% | 70% | 10% | 0% | 5% | 0% | 5% | 0% | 0% |

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total |
|-------------|-------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|
| 6 | US8 | Chisago | US8, FROM 0.1 MI W OF JCT MN95 (TERN AVE) IN FRANCONIA/ SHAFER TO MIDDLE OF BRIDGE 6566 IN TAYLORS FALLS-RECONSTRUCT ROADWAY, CONSTRUCT RETAINING WALL, SIGNAL, GUARDRAIL AND CONSTRUCT ROUNDABOUT AT US8 & MN95 | 3.47 | \$8.87 M |
| 7 | US61 | Washington | US61, NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES (BRIDGE#82050) (ASSOC. TO 214-010-005) | 0.9 | \$7.34 M |
| 2017 | | | | | |
| 8 | I35W | Hennepin | I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, TMS, DRAINAGE, LIGHTING, UTILITIES, CONSTRUCT BRIDGES 27777 (9731), 27822 (9731), 27844 (9733), 27841 (9733), 27845, 27V47 (27867), 27V48 (27867), 27W01, 27W02 (27869), 27W03 (27870), 27W04, 27W05, 27W06 (27872), 27W07, 27W29 AND BRIDGE REHABILITATION ON 27851, 27838 AND 9619 (CHAP 152) (AC PROJECT-AC PAYBACK IN FY 2018, REMAINDER OF AC MANAGED INTO THE FUTURE) | 4.93 | \$72.99 M |
| 9 | US169 | Hennepin | US169, FROM BREN ROAD TO 7TH ST IN HOPKINS- REPLACE BRIDGE 27568 (NEW BRIDGE #27W35) AND BOX CULVERT 90478 (NEW BOX CULVERT #27X15)-DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110) | 1 | \$65.86 M |
| 10 | I94 | Hennepin | I94, FROM THE EB I94 TUNNEL UNDER I35W (BRIDGE 27834) IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER-BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, TMS, DRAINAGE, MAINTENANCE ON 38 BRIDGES AND REHABILITATION ON 12 BRIDGES AND BRIDGE RAILING | 9.92 | \$41.87 M |

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 70% | 20% | 5% | 5% | 0% | 0% | 0% | 0% | 0% |
| 10% | 0% | 15% | 0% | 30% | 0% | 35% | 0% | 10% |
| 2017 | | | | | | | | |
| 20% | 25% | 10% | 5% | 35% | 2% | 2% | 0% | 1% |
| 8% | 68% | 10% | 5% | 5% | 1% | 1% | 0% | 2% |
| 30% | 50% | 20% | 0% | 0% | 0% | 0% | 0% | 0% |

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total |
|-------------|-------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|
| 11 | US169 | Hennepin | US169, 0.3 MI N OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CONCRETE PAVEMENT REHABILITATION AND MILL AND OVERLAY, DRAINAGE, TMS, ADA, PED RAMPS, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586) (TIED TO 2772-104, 2772-110 AND 2772-113) | 6.15 | \$12.13 M |
| 12 | MN110 | Dakota | MN110, FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-BITUMINOUS MILL AND OVERLAY COLD IN PLACE RECYCLING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS (TIED TO 019-090-018 | 5.25 | \$7.24 M |
| 13 | MN36 | Washington | MN36, OVER ST CROIX RIVER - LIFT BRIDGE CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE | 0.1 | \$6.35 M |
| 14 | MN13 | Dakota, Scott | MN13, FROM 0.1 MI E OF 124TH ST IN SAVAGE TO GALTIER DR IN BURNSVILLE-BITUMINOUS MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, ADA, SIGNAL REPLACEMENT | 5.3 | \$5.77 M |
| 15 | US52 | Dakota | US52, FROM JCT WITH CSAH 86 TO CSAH 46 IN DAKOTA COUNTY-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES | 12.8 | \$5.30 M |
| 2018 | | | | | |
| 16 | I35 | Anoka, Washington | I35, FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815, 02804, 02806 | 7.07 | \$38.70 M |
| 17 | US169 | Scott | US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MEDIAN CLOSURES, ADD U-TURNS, TENSION CABLE GUARDRAIL | 6.35 | \$16.97 M |
| 18 | MN149 | Ramsey | MN149, OVER MISSISSIPPI RIVER IN ST PAUL - REHABILITATION AND APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS (TIED TO 1917-45) | 0.52 | \$12.25 M |
| 19 | MN62 | Hennepin | MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62-CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, SIDEWALK | 4.51 | \$7.37 M |

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 66% | 0% | 30% | 0% | 2% | 0% | 2% | 0% | 0% |
| 75% | 0% | 10% | 10% | 0% | 0% | 5% | 0% | 0% |
| 0% | 30% | 10% | 0% | 0% | 40% | 20% | 20% | 0% |
| 75% | 0% | 15% | 5% | 0% | 2% | 3% | 0% | 0% |
| 0% | 0% | 0% | 90% | 10% | 0% | 0% | 0% | 0% |
| 2018 | | | | | | | | |
| 60% | 30% | 5% | 0% | 5% | 0% | 0% | 0% | 0% |
| 80% | 15% | 5% | 0% | 0% | 0% | 0% | 0% | 0% |
| 0% | 90% | 5% | 0% | 0% | 0% | 5% | 0% | 0% |
| 90% | 0% | 5% | 0% | 5% | 0% | 5% | 0% | 0% |

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total |
|-------------|-------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------|
| 20 | MN149 | Dakota, Ramsey | MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL - BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA AND DRAINAGE (TIED TO 6223-20) | 5.78 | \$5.98 M |
| 21 | MN21 | Scott | MN21, FROM 0.1 MI S OF SCOTT-CSAH37(7TH ST NW) IN NEW PRAGUE TO MILL ST IN JORDAN - BITUMINOUS MILL AND OVERLAY, REHABILITATION ON BRIDGE 9124, TURN LANES, ADA IMPROVEMENTS | 8.79 | \$5.72 M |
| 22 | MN7 | Hennepin | MN7, FROM 0.1 MI E OF I494 TO 0.25 MI W OF LOUISIANA AVE - BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS | 3.94 | \$5.49 M |
| 2019 | | | | | |
| 23 | US169 | Scott | US169, FROM 0.3 MI NORTH OF MN19 TO 0.1 MI NORTH OF ASH ST IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION AND DRAINAGE REPAIRS | 7.19 | \$21.43 M |
| 24 | I35W | Anoka | I35W, FROM 0.1 MI N OF LAKE DR IN BLAINE TO 0.1 MI N OF SUNSET RD IN LINO LAKES - CONCRETE OVERLAY | 3.65 | \$12.99 M |
| 25 | MN13 | Scott | MN13, FROM 0.3 MI SOUTH OF MN282 IN SPRING LAKE TWP TO 0.5 MI SOUTH OF SCOTT-CSAH 42 SAVAGE - RECLAMATION, CONCRETE MEDIAN, DRAINAGE REPAIRS | 4.5 | \$9.38 M |
| 26 | MN282 | Scott | MN282, FROM MILL ST TO MN13 - RECLAMATION, RETAINING WALL, ADA | 6.85 | \$8.05 M |
| 27 | I94 | Ramsey | I94, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR | 4.28 | \$7.12 M |
| 28 | I694 | Washington | I694, AT JCT OF I694/I494/I94 IN OAKDALE - REHABILITATION ON BRIDGES #82831 AND #82832 | 0.03 | \$6.45 M |
| 29 | MN62 | Hennepin | MN62, FROM UNDER PORTLAND AVE BRIDGE TO 0.1 MI E OF 43RD AVE IN MPLS/RICHFIELD - BITUMINOUS MILL AND OVERLAY AND CONCRETE PAVEMENT REHABILITATION | 2.94 | \$5.26 M |

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 75% | 0% | 15% | 5% | 0% | 2% | 3% | 0% | 0% |
| 80% | 0% | 5% | 0% | 7% | 0% | 8% | 0% | 0% |
| 85% | 0% | 5% | 0% | 0% | 5% | 5% | 0% | 0% |
| 2019 | | | | | | | | |
| 100% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 75% | 0% | 15% | 5% | 0% | 0% | 5% | 0% | 0% |
| 80% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% |
| 75% | 0% | 10% | 5% | 0% | 0% | 10% | 0% | 0% |
| 90% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% |
| 25% | 60% | 10% | 0% | 0% | 3% | 3% | 0% | 0% |
| 85% | 0% | 10% | 5% | 0% | 0% | 0% | 0% | 0% |

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

Metro District Projects for Years 2020-2025 of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|--------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|
| 2020 | | | | | |
| 1 | I35W | Dakota | REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 1 OF 3) Notes from Bridge: REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (Payback in FY21 and FY22) | 0.0 | \$30.00 M |
| 2 | MN65 | Hennepin | REHAB BRIDGE # 2440 OVER MISSISSIPPI RIVER IN MPLS | 0.0 | \$22.10 M |
| 3 | MN65 | Hennepin | REHAB BRIDGE # 2440 OVER MISSISSIPPI RIVER IN MPLS | 0.0 | \$9.90 M |
| 4 | I394 | Hennepin | PAINT BRIDGES IN CORRIDOR FROM US 100 TO I94 | 0.5 | \$8.00 M |
| 5 | I494 | Dakota | Rehab (Joints) Brs 19823, 19824, 19878, 19897, 19898, 19900, 19899 | 0.0 | \$7.00 M |
| 6 | I35W | Anoka, Ramsey | I-35W NORTH MANAGED LANE, Roseville to US 10 (Year 2 of 2) | 9.4 | \$50.00 M |
| 7 | I494 | Dakota | CONCRETE PAVEMENT REPAIR AND MEDIUM MILL AND OVERLAY FROM HARDMAN AVE TO MN RIVER | 8.8 | \$20.80 M |
| 8 | MN65 | Anoka | MEDIUM MILL AND OVERLAY, CSAH 10 TO 153RD AVENUE | 8.6 | \$12.00 M |
| 9 | I35 | Chisago | Unbonded overlay NB direction only, SOUTH OF CSAH 9 TO CHISAGO/PINE COUNTY LINE | 8.3 | \$9.54 M |
| 10 | MN77 | Hennepin | Medium Mill and Overlay from N. end Br. # 9600N over Mn. River to Jct MN62 | 5.2 | \$7.82 M |
| 11 | MN5 | Hennepin | UNBONDED OVERLAY, EAST OF POST ROAD TO HENNEPIN COUNTY/RAMSEY COUNTY LINE | 3.1 | \$7.73 M |
| 12 | MN95 | Washington | Reclaim/Whitetopping, I-94 TO SOUTH OF TH 36 | 5.7 | \$6.58 M |
| 13 | US52 | Dakota | UNBONDED OVERLAY, GOODHUE/DAKOTA COUNTY LINE TO NORTH OF COUNTY ROAD 86 | 2.2 | \$6.56 M |
| 14 | MN952A | Ramsey | Reconstruct Robert St from Annapolis St to I-35E/94 (12th St) | 2.4 | \$5.79 M |
| 2021 | | | | | |
| 15 | I35W | Dakota | REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 2 OF 3) | 0.0 | \$50.00 M |
| 16 | MN55 | Dakota | Redeck/Overlay Br 19819 TH 55 over I35E, Br 19827 TH 55 over I494 | 0.0 | \$10.00 M |
| 17 | I35W | Hennepin | Redeck Brs 27849 TH 55EB (8th St) over I35W and Ramps, 27875 TH 55 WB (7th St) over I35W and Ramps (Br. 27177 TH 55 over Franklin) | 0.0 | \$8.50 M |
| 18 | I35W | Hennepin, Ramsey | I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 1 OF 2) | 7.5 | \$50.00 M |
| 19 | MN65 | Anoka | WHITETOPPING, 153RD AVE TO 217TH AVE | 8.2 | \$12.88 M |
| 20 | MN5 | Ramsey | RECONSTRUCT, MED MILL AND OVERLAY, FROM MUNSTER AVE TO US 52 | 5.9 | \$11.57 M |
| 21 | I35W | Anoka, Ramsey | MED/THICK MILL AND OVERLAY, I-694 TO .1 mi N of Lake Dr | 4.4 | \$10.46 M |

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 2020 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 2021 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |

Metro District Projects for Years 2020-2025 of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|-------|------------------|--------------------------------------------------------------------------------------------------|-------------|-------------------------|
| 22 | US169 | Anoka, Hennepin | CONCRETE PAVEMENT REPAIR AND MEDIUM MILL AND OVERLAY FROM 101ST AVE TO US 10 | 4.8 | \$8.82 M |
| 23 | MN120 | Washington | MEDIUM MILL AND OVERLAY, 4TH ST TO MN 244 | 6.7 | \$6.67 M |
| 24 | I94 | Hennepin, Ramsey | MEDIUM MILL AND OVERLAY, NICOLLET AVE TO MN 280 | 4.0 | \$6.47 M |
| 25 | US52 | Ramsey, Dakota | MEDIUM MILL AND OVERLAY, I-494 TO LAFAYETTE BRIDGE | 4.7 | \$6.24 M |
| 26 | I35W | Hennepin | Med Mill and Overlay, 4TH STREET TO NEW BRIGHTON AVE | 1.7 | \$5.53 M |
| 2022 | | | | | |
| 27 | I35W | Dakota | REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 3 OF 3) | 0.0 | \$20.00 M |
| 28 | I94 | Ramsey | REPLACE BR 62847, I 94 OVER FAIRVIEW AVE | 0.0 | \$5.00 M |
| 29 | I494 | Hennepin | REPLACE BR 9080, 12TH AVE SOUTH OVER I 494, BR 9077 NICOLLET AVE OVER I-494, Chicago Ave Br 9079 | 0.0 | \$5.00 M |
| 30 | I94 | Hennepin, Ramsey | I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 2 OF 2) | 7.5 | \$50.00 M |
| 31 | MN36 | Ramsey | Medium Mill and Overlay, from Jct I-35W to Jct US61 Br | 6.8 | \$12.34 M |
| 32 | I35 | Chisago | UNBONDED CONCRETE OVERLAY, CSAH 9 to Chisago/Pine County Line, SB Only | 8.3 | \$9.70 M |
| 33 | MN56 | Dakota | Full Depth Reclaim OR Whitetopping, Goodhue/Dakota CL to MN 50/US 52 | 5.9 | \$8.40 M |
| 34 | MN13 | Scott | MEDIUM MILL AND OVERLAY, TH 19 TO MN 282 | 9.9 | \$8.17 M |
| 35 | I94 | Ramsey | MAJOR CONCRETE PAVEMENT REPAIR AND DIAMOND GRIND, WESTERN AVE TO MOUNDS BLVD | 2.7 | \$6.07 M |
| 36 | I694 | Hennepin | MEDIUM MILL & OVERLAY, Brooklyn Blvd to Humboldt Ave | 1.7 | \$5.80 M |
| 2023 | | | | | |
| 37 | I494 | Dakota, Hennepin | REHAB BR 9217E I 494 EB OVER THE MN RIVER AND BR 9217W I 494 WB OVER THE MN RIVER | 0.0 | \$10.00 M |
| 38 | I394 | Hennepin | Paint and Joints Brs 27752, 27789, 27788 | 0.0 | \$9.30 M |
| 39 | I94 | Ramsey | Paint Bridges in corridor at 35E/94 in downtown St. Paul | 0.7 | \$8.00 M |
| 40 | MN36 | Ramsey | REPLACE BR 9013 TH 51 NB OVER TH 36, AND BR 9012 TH 51 SB OVER TH 36 | 0.0 | \$5.00 M |
| 41 | I94 | Washington | Unbonded concrete overlay FROM MN 120 TO WISCONSIN BORDER, EB only | 10.5 | \$55.47 M |
| 42 | US212 | Carver | Medium Bit M&O / Minor CPR, .01 mi W of CSAH 134 to Begin Chaska Bypass (NOTMAPPED) | 12.8 | \$17.25 M |

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| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 2022 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 0% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 2023 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |

Metro District Projects for Years 2019-2024 of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|-------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|
| 43 | US61 | Dakota | Whitetopping / Unbonded Concrete Overlay, Jct MN 316 to W 36 thSt in Hastings | 0.7 | \$12.90 M |
| 44 | MN50 | Dakota | Full Depth Reclaim OR Whitetopping from Br 19011 of US 52 to US 61 | 6.8 | \$12.39 M |
| 45 | MN3 | Dakota | Medium Bituminous Mill and Overlay, CR 58 to MN 149 | 7.8 | \$7.40 M |
| 46 | MN47 | Anoka | Medium Bituminous Mill and overlay, 153rd (Alpine Dr) to Cree St NW (St. Francis) | 10.2 | \$5.84 M |
| 47 | I494 | Hennepin | Minor CPR & Diamond Grind, Mississippi Rvt Br to 24th Ave | 2.2 | \$5.04 M |
| 2024 | | | | | |
| 48 | US10 | Anoka | REPLACE BRIDGE #9700 AND REPAIR SIX ADDITIONAL BRIDGES BETWEEN MIN STREET AND EAST OF 7TH AVE | 0.0 | \$15.00 M |
| 49 | I94 | Washington | Unbonded concrete overlay FROM MN 120 TO WISCONSIN BORDER, WB only | 10.5 | \$57.41 M |
| 50 | US52 | Dakota | UNBONDED CONCRETE OVERLAY, NORTH OF COUNTY ROAD 86 TO CSAH 42 | 14.9 | \$40.00 M |
| 51 | MN36 | Washington, Ramsey | MEDIUM MILL AND OVERLAY, .15 mi W of MN120 to .2 mi W of Greeley Ave | 8.2 | \$25.00 M |
| 52 | MN5 | Carver, Hennepin | CPR FROM MN 41 TO CSAH 4 | 2.3 | \$15.60 M |
| 53 | MN149 | Dakota | Full Depth Reclaim OR Whitetopping from Albano Tr to Mendota Hts Rd | 4.0 | \$12.80 M |
| 54 | US169 | Scott | MEDIUM MILL AND OVERLAY, .16 mi S of 173rd St to .5 mi West of CSAH 15 | 6.6 | \$10.00 M |
| 55 | MN20 | Dakota, Goodhue | Medium Bituminous mill and overlay, MN 19 to MN 50 | 7.5 | \$6.70 M |
| 2025 | | | | | |
| 56 | I394 | Hennepin | Redeck Br 27831 I-394 over Dunwoody Blvd | 0.0 | \$55.84 M |
| 57 | I35W | Ramsey | Replace Br 9351 I35W SB over BNSF RR & West Frontage Rd, Br 9352 I35W NB over BNSF RR & West Frontage Rd, Br 9353 I35W SB over CR C (CSAH 23), Br 9354 I35W NB over CR C | 0.0 | \$17.49 M |
| 58 | MN61 | Ramsey | Replace/rehab Br # 6692 US 61 over ped bridge, Br # 6693 over channel | 0.0 | \$5.00 M |
| 59 | MN97 | Anoka, Washington | Full Depth Reclaim OR Whitetopping, from I-35 to MN 95 | 13.2 | \$21.80 M |
| 60 | I94 | Hennepin | MEDIUM MILL AND OVERLAY FROM MN 101 to CR 81 | 2.0 | \$20.80 M |
| 61 | I35E | Dakota | Major CPR & Diamond Gr. From Jct 35W/35 to .5 mi N TH 77 | 10.1 | \$18.50 M |
| 62 | US61 | Ramsey | Medium Bituminous mill and overlay from Roselawn to Buffalo St | 8.5 | \$15.30 M |

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed \$5 million.

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 2024 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 2025 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |

Metro District Projects for Years 2020-2025 of the 10-Year CHIP

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|--------|-------|------------------|---------------------------------------------------------------------------------------|-------------|-------------------------|
| 63 | I35W | Hennepin, Dakota | MEDIUM MILL AND OVERLAY, .096 mi S of Burnsville Pkwy to .1 mi N of 76th St | 6.9 | \$15.00 M |
| 64 | MN95 | Chisago | Mill and overlay from North Branch to Sunrise River | 2.3 | \$11.90 M |
| 65 | US8 | Chisago | Medium mill and overlay, Forest Lake to Chisago City | 5.0 | \$8.20 M |
| 66 | MN100 | Hennepin | MEDIUM MILL AND OVERLAY, Under ped Br./exit Cedar Lk. Rd to S. end RR bridge | 1.4 | \$7.50 M |
| 67 | MN7 | Hennepin | MEDIUM MILL AND OVERLAY, 350' W. of X-mas Lk. Rd. to .1 mi. E. of I-494 | 5.1 | \$7.00 M |
| 68 | MN36 | Ramsey | MEDIUM MILL AND OVERLAY, Jct. USTH 61 bridge to .11 mi. W. of Jct. MNTH 120 | 1.9 | \$6.30 M |
| 69 | MN55 | Dakota | MEDIUM MILL AND OVERLAY, 100' West. of Mendota Hts. Rd. to .1 mi. East of Argenta Tr. | 3.4 | \$5.70 M |
| 70 | MN62 | Hennepin | MEDIUM MILL AND OVERLAY, Tracy Ave Br to Under Penn Ave. Br. | 3.1 | \$5.50 M |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | Twin Cities Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|----------------------|------------------------|--------------------------------------|--------------------------------------------|-----------------|
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |