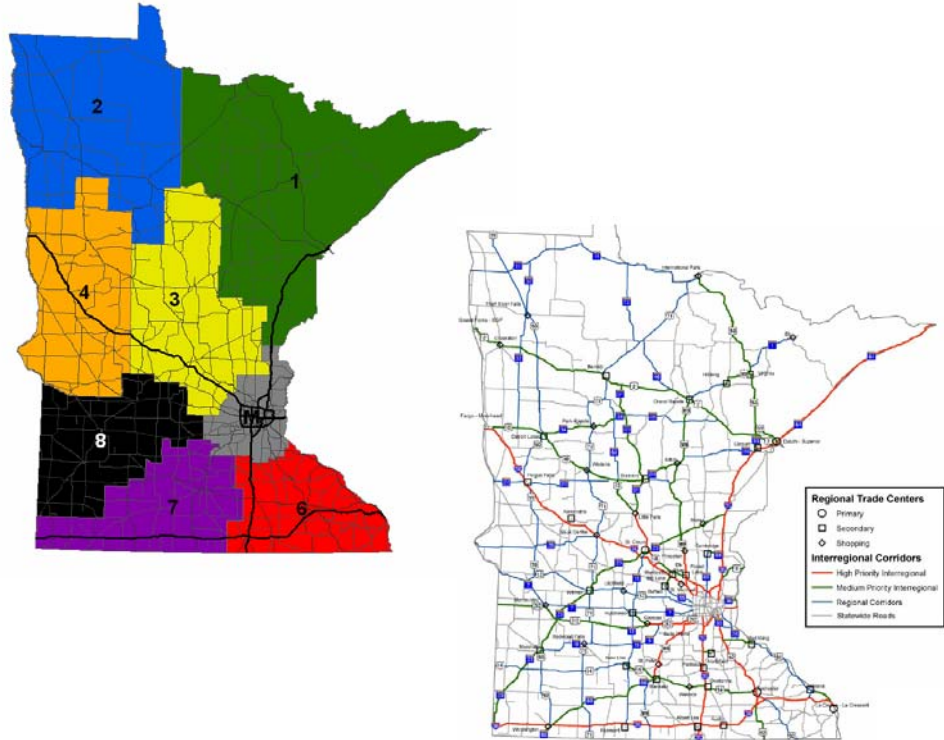


Statewide Highway Investment Plan 2009-2028



Introduction

As part of the 2009 Statewide Transportation Plan update, Mn/DOT Districts updated their long-range highway investment plans. These 20-year investment plans, last updated in 2004, provide the link between the policies and strategies established in the Statewide Plan and the capital improvements that are made to the state highway system (Figure 1). Together, the eight district plans constitute a statewide Highway Investment Plan for 2009-2028.

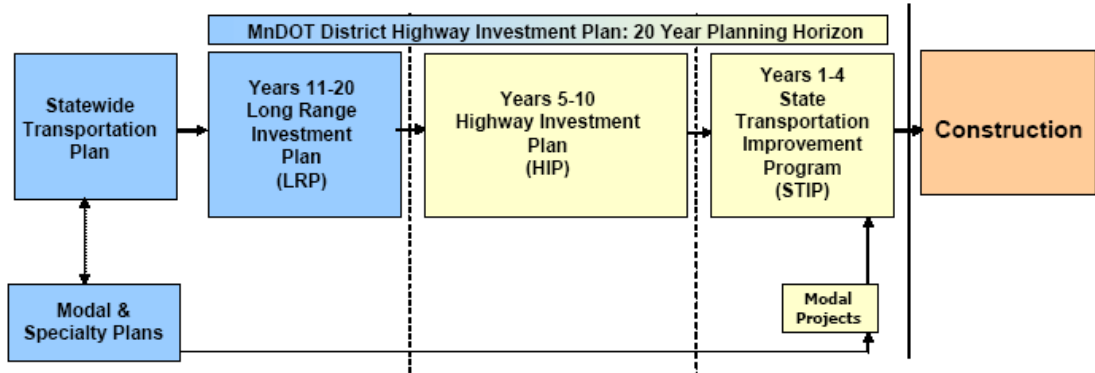


Figure 1 Role of District Highway Investment Plan in Mn/DOT's Highway Planning and Programming Process

Investment Plan Development Process

The District Plans were developed within the context of Mn/DOT's statewide planning and programming process. A 5 step process and guidelines were established to ensure that the individual district plans would be developed in a consistent manner and that planned improvements would address statewide goals and investment priorities. The five steps are (1) identify needs, (2) project revenues, (3) set investment goals, (4) identify investment priorities and (5) prioritize unfunded options (Figure 2).

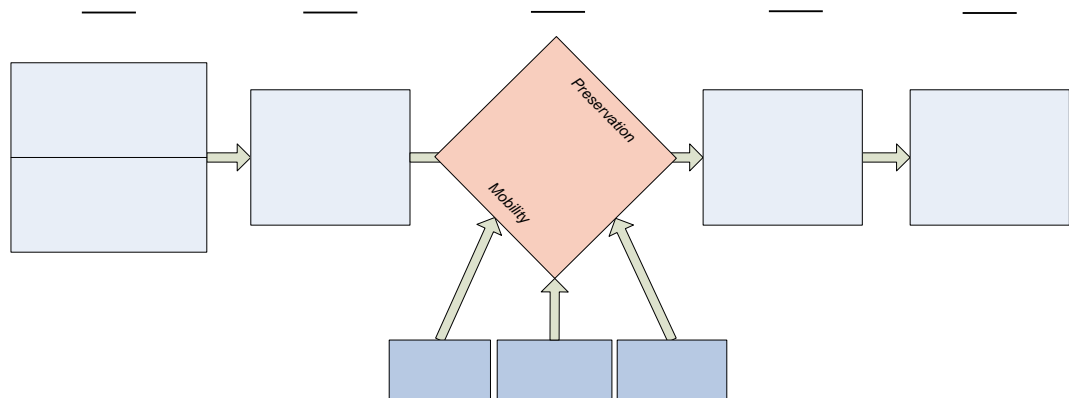


Figure 2 Mn/DOT Highway Investment Plan Development Process

Statewide Highway Investment Plan Summary

Figures 3, 4, 5 and 6 provide a summary of the 2009 to 2028 statewide highway investment needs, planned investments, unfunded investment needs and high priority unfunded investment needs.

Total Investments to Meet Performance Targets: \$62,000 Million
Year of Construction Dollars

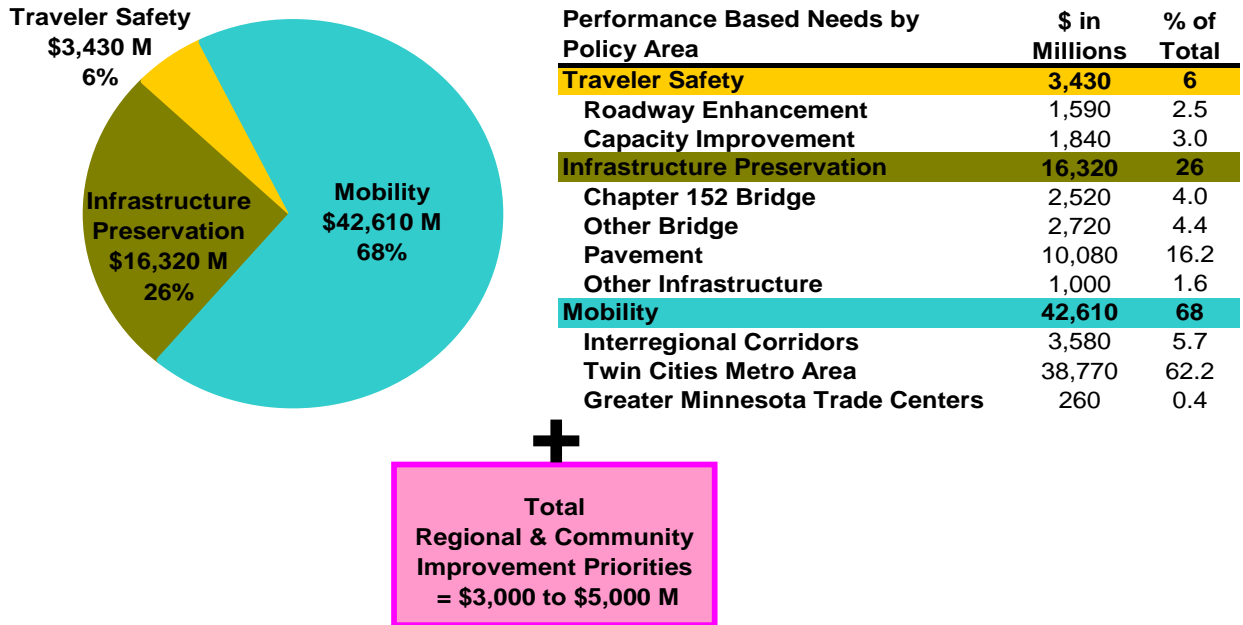


Figure 3 Statewide Highway System Investment Needs 2009-2028: \$65,000 Million

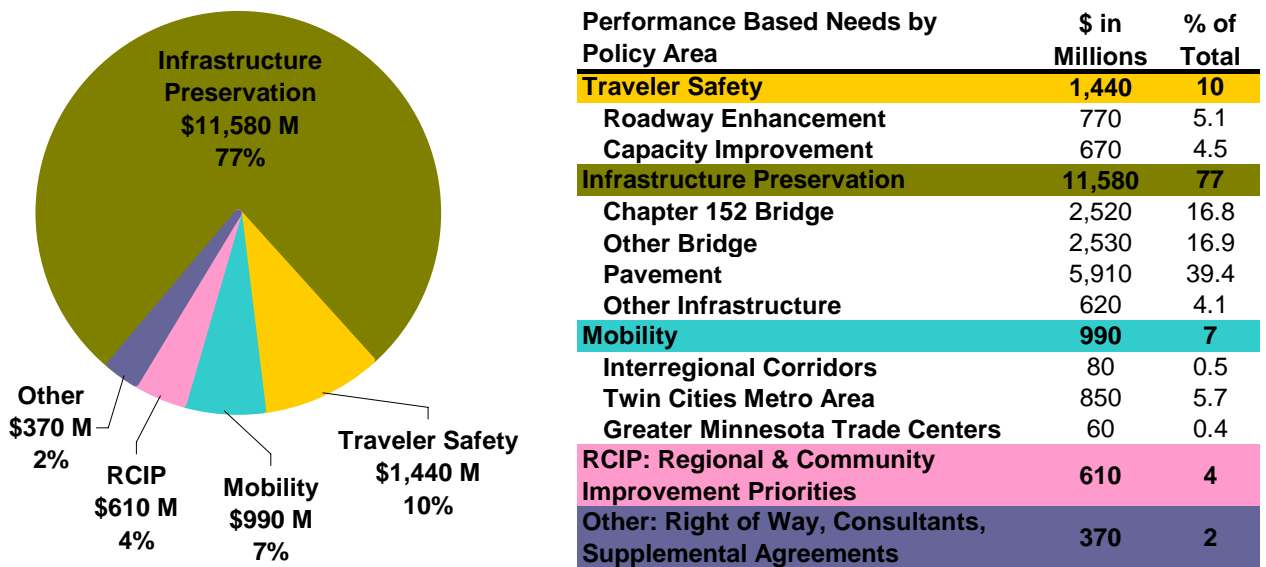
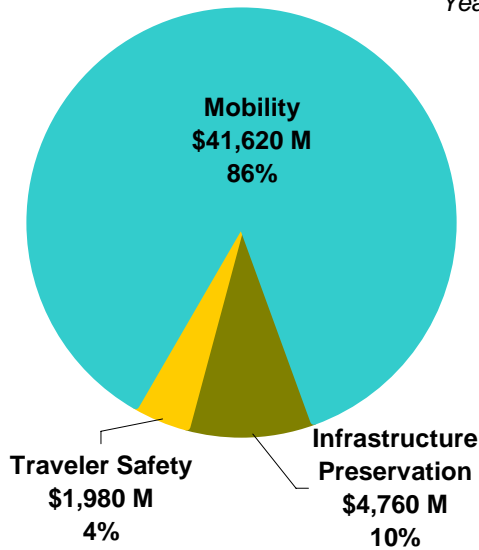


Figure 4 Planned Investments for Available Funding 2009-2028: \$15,000 Million (Year of Construction)

Unfunded Investments to Meet Performance Targets: \$48,000 Million

Year of Construction Dollars

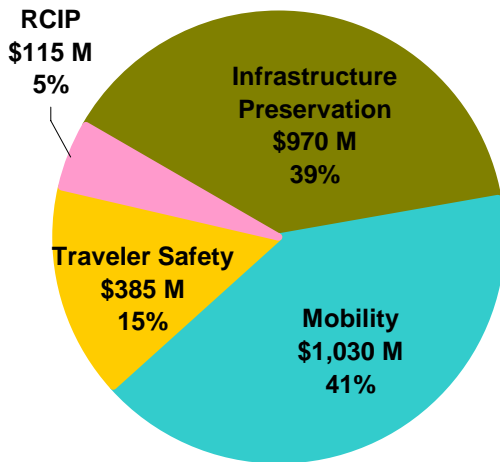


Performance Based Needs by Policy Area	\$ in Millions	% of Total
Traveler Safety	1,980	4
Roadway Enhancement	810	1.7
Capacity Improvement	1,170	2.4
Infrastructure Preservation	4,760	10
Chapter 152 Bridge	0	0.0
Other Bridge	200	0.4
Pavement	4,180	8.6
Other Infrastructure	380	0.8
Mobility	41,620	86
Interregional Corridors	3,500	7.2
Twin Cities Metro Area	37,930	78.4
Greater Minnesota Trade Centers	190	0.4



**Unfunded
Regional & Community
Improvement Priorities
= \$2,500 to \$4,500 M**

Figure 5 Projected Unfunded Investment Needs 2009-2028: \$50,000 Million



Performance Based Needs by Policy Area	\$ in Millions	% of Total
Traveler Safety	385	15
Roadway Enhancement	210	8.4
Capacity Improvement	175	7.0
Infrastructure Preservation	970	39
Other Bridge	60	2.4
Pavement	860	34.4
Other Infrastructure	50	2.0
Mobility	1,030	41
Interregional Corridors	100	4.0
Twin Cities Metro Area	930	37.2
RCIP: Regional & Community Improvement Priorities	115	5

Figure 6 High Priority Unfunded Investment Options: \$2,500 Million (Year of Construction)

The remaining document discusses in greater detail each step in the investment plan development process and above summary charts.

Step 1 – Identify Needs

Investment needs fall into two categories: improvements to address system performance and improvements to address Regional and Community Improvement Priorities (RCIPs).

Investments to Address System Performance

Five of the ten major policies in the Statewide Transportation Plan address system performance that can be directly affected by capital investments in the highway system: Traveler Safety, Infrastructure Preservation, Statewide Connections, Metro Mobility, and Greater Minnesota Regional and Metropolitan Mobility. For each policy area, the plan sets investment direction, performance measures, and performance targets. Mn/DOT has identified the statewide investments that will be needed to meet these performance targets by 2018 and maintain them thereafter. Chapter 8 of the Statewide Transportation Policy Plan details the methodology for determining performance measure(s), target(s) and needs for each of the investment priority policy areas.

Policy 1: Traveler Safety

Policy 1 concerns investments that reduce the number of traffic-related deaths and serious injuries and has two broad categories:

- Roadway enhancements: proactive, lower-cost strategies applied system wide to highways that do not meet performance targets. Needed investments include edge treatments, centerline rumble strips, rural intersection enhancements (e.g., lighting), turn lanes, passing lanes, full shoulders, intersection geometric or control changes and cable median barrier.
- Capacity improvements: higher-cost strategies most often initiated as stand alone projects. Needed investments include 2 to 4 lane expansion and at-grade to grade-separated intersection conversions at locations meeting traffic volume thresholds.

Policy 2: Infrastructure Preservation

Policy 2 identifies investments that ensure the structural integrity of the highway transportation system and includes four categories:

- Chapter 152 bridge: includes rehabilitation and reconstruction of 120 structurally deficient and fracture critical bridges statewide outlined in Chapter 152 legislation.
- Other bridge: includes rehabilitation and reconstruction of bridges not included in the Chapter 152 legislation. Needed investments include bridge and large culvert replacement, re-decking, deck overlay and preventative maintenance activities (e.g., painting).

- Pavement: reflect a model that optimizes cost-effective improvements for the entire highway system. Needed investments include crack sealing, pavement mill and overlay and full reconstruction.
- Other infrastructure: includes cost-effective replacement of signs, lighting, traffic signals, intelligent transportation systems, rest areas and drainage infrastructure.

Policy 5: Statewide Connections

Policy 5 addresses investments that enhance mobility on Interregional Corridors linking Greater Minnesota trade centers that are performing below travel speed targets. Example improvements include signal re-timing, signal elimination, lane extensions, alignment changes, access management and expansion.

Policy 6: Twin Cities Mobility

Policy 6 addresses investments that mitigate congestion through strategic safety capacity improvements in highway and transit as well as broad-reaching innovative solutions such as peak-hour demand management.

Policy 7: Greater Minnesota Regional Mobility

Policy 7 details investments in congested trade centers that are linked to Interregional Corridors. Example improvements include signal re-timing, intersection modifications, lane extensions, access management and expansion.

Statewide Summary of Investments to Address System Performance

Statewide investment to meet system performance targets over the 20-year planning period are estimated at approximately \$62 billion (Figure 7). Mobility needs related to Interregional Corridors and congestion mitigation in the Twin Cities and Greater Minnesota trade centers comprise the largest proportion, about \$42 billion, or 68 percent of the total. For now, the estimated cost to reduce congestion in the Twin Cities has been based on an improvement strategy laid out in the 2004 Metro District Plan. That approach to mobility and congestion mitigation in the Twin Cities will be further examined in 2009 and will likely result in a revised estimate of need.

Infrastructure Preservation, or improvements that keep bridges, pavements, and other roadway elements in safe and sound structural condition, are estimated at \$16 billion, or 26 percent of the total. Investments that improve traveler safety roadway enhancements and capacity comprise \$3 billion, or 6 percent of the total. Investments to address system performance are estimated in year of construction dollars.

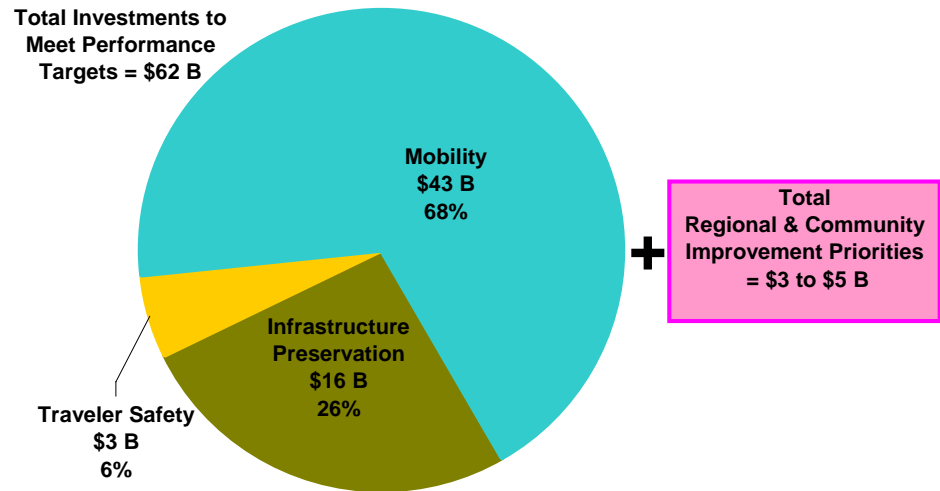


Figure 7 Total Statewide Highway System Investment Needs 2009-2028: \$65 Billion (\$ Year of Construction)

Statewide Summary of Regional and Community Improvement Priorities

An additional \$3-5 billion is needed to address regional and community improvement priorities. This estimate reflects the sum of each district's understanding of local concerns expressed over the past several years and as such does not represent a comprehensive assessment of every potential local request. It does illustrate, however, that there are many demands on available transportation funding over and above the investments needed to meet established statewide performance targets.

Step 2 – Project Future Revenue

Future revenues were projected assuming no new sources of revenue or rate increases in existing state or federal revenue sources. Revenue forecasts were prepared in spring 2007 and are intended for long-range planning purposes. The bond funding authorized by the 2008 legislative session Chapter 152 Laws have been included in the forecasts. Statewide revenues were allocated to the Districts according to Mn/DOT's adopted target formula and bonds were allocated to bridges and other projects as outlined in the preliminary Chapter 152 investment plan.

Given the volatility in both construction costs and state and federal revenue sources, the revenue forecast represents a snapshot in time and will be updated annually for purposes of the 4-year State Transportation Improvement Program. Chapter 5 of the Statewide Transportation Policy Plan provides a more complete description of revenue and cost trends and projections. Statewide projected revenue totals approximately \$15 billion over the 20-year planning period.

Step 3 – Set Goals: A Balanced Program of Investments

The investment priorities reflected in this update of the district plans differ significantly from the 2004 plans. At that time, Mn/DOT identified infrastructure preservation as its top priority. In developing their 20-year investment plans, Districts were directed to fully fund preservation needs before other priorities, including safety, mobility, and local community priorities. The revenue and cost outlook in 2004 projected sufficient long term funding to meet not only preservation needs, but other areas of need as well.

Since 2004, revenues have not grown as anticipated and construction costs have increased dramatically. Even with the increased transportation revenues provided through Chapter 152 of the 2008 Legislative Session, the cost to fully preserve bridges, pavements and other road infrastructure over the next 20 years will exceed projected revenue.

The investment goals for this update of the district plans reflect Chapter 152 legislative direction, consideration of system performance trends, and stakeholder input. While infrastructure preservation continues to be an important priority for Mn/DOT, it cannot be the exclusive priority. The goal for the 2009 District Plan update is a balanced program of investments that achieves three objectives:

- Supports the continued development of the statewide economy and livability of our communities;
- Represents the optimum allocation of projected revenues among the four strategic investment priorities of Safety, Mobility, Infrastructure Preservation, and Regional & Community Improvements; and
- Results in a consistent level of investment effort across districts toward statewide system performance targets, including the investment directions established in Chapter 152 for the rehabilitation or replacement of fracture critical and structurally deficient bridges and other highway improvements.

Step 4 – Identify Investment Priorities

Given the needs, projected level of investment, and investment goals, each District developed investment plans for 2009-2028. All together, the eight District Highway Investment Plans constitute a 20-year Statewide Highway Investment Plan. The 20-year planning horizon has three planning periods.

- 2009 to 2012 State Transportation Improvement Program (STIP): Planned spending in these four years includes specific projects identified in the current 4-year STIP plus additional improvements that will be funded by Chapter 152 bonds in years 2011 and 2012, but have not yet been included in the STIP. Projects are generally considered commitments with well developed scope, cost estimates, and planned year of construction; however, if projected revenues are not realized the timing of planned investments may change.

- 2013 to 2018 Highway Improvement Plan (HIP): Investments identified in these six years remain in the planning stage and represent a general spending plan, but not a commitment. Major projects under development are given an estimate cost range and construction year, but both are subject to change as project development proceeds. Much of the HIP spending plan is comprised of funding allocations to improvement categories such as roadway safety enhancements or pavement preservation. Specific projects in these categories will only be developed as the STIP updates annually.
- 2019 to 2028 Long Range Plan (LRP): Planned spending in these last ten years represents a very rough, long term outlook on revenues and investment priorities. The LRP intends to provide a general comparison of projected revenues, given current trends and conditions, with long term needs. Planned investments are allocated to broad investment categories. The final ten years of the plan includes only a very general outlook of investment estimates due to the high level of uncertainty associated with both revenue and costs in this period.

About \$15 billion is invested statewide over the next 20 years, 2009-2028. Costs are expressed in projected year-of-construction dollars. (Figure 8) Investments to preserve pavements, bridges, and other infrastructure total \$11.6 billion over the 20-year planning period, or 77 percent of the total over the 20 years. Roadway enhancements and capacity improvements for safety account for 10 percent of the total, with 7 percent planned to improve mobility and 4 percent to address regional and community improvement needs.

STRATEGIC INVESTMENT PRIORITY	PLANNING PERIOD							
	2009 to 2012		2013 to 2018		2019 to 2028		2009 to 2028	
	STIP (\$)	% of STIP	HIP (\$)	% of HIP	LRP (\$)	% of LRP	TOTAL (\$)	% of Total
Traveler Safety	450	12%	390	8%	600	9%	1,440	10%
Roadway Enhancements	280		200		290		780	
Capacity Improvements	170		190		300		660	
Infrastructure Preservation	2,250	61%	3,900	83%	5,430	83%	11,580	77%
Chapter 152 Bridge Program	840		1,580		100		2,520	
Other Bridge	150		630		1,750		2,530	
Pavement	1,130		1,470		3,310		5,910	
Other Infrastructure	130		220		270		620	
Mobility	400	11%	290	6%	310	5%	1,000	7%
Interregional Corridors	80		0		0		80	
Greater MN Trade Centers	20		20		30		70	
Twin Cities Metro Area	300		270		280		850	
Regional and Community Improvement Priorities	230	6%	160	3%	220	3%	610	4%
Right of Way, Consultants, Supplemental Agreements	370	10%	NA		NA		370	2%
Total Investment	\$3,700 M		\$4,740 M		\$6,560 M		\$15,000 M	

Figure 8 Planned Investments for Available Funding 2009-2028 (\$ in Millions, Year of Construction)

Anticipated Projects 2009 to 2018

The list below shows the anticipated projects in the strategic investment priority areas of Traveler Safety, Mobility, Infrastructure Preservation and Regional and Community Priorities. If projected revenues are not realized, the timing of planned investments may change. This is particularly true in the HIP (2013-2018) where projects remain in the planning stage and represent a general spending plan, but not a commitment. Listed anticipated projects address only the first planning period, 2009 to 2018, and identifies only major projects, typically greater than \$5 million construction cost.

Traveler Safety

Roadway Enhancement

- District 1 – TH 61, Split Rock River to Chapins Curve, Reconstruction (2010);
- District 1 – TH 61, Onion River to CR 34, Reconstruction (2009); and
- District 2 – TH 71, Hubbard CSAH 9 to 7th St, Reconstruction (2010).

Capacity Improvement

- District 3 – TH 23, TH 95 to Foley, 2 to 4 Lane (2012);
- District 3 – TH 25, Buffalo to Monticello, 2 to 4 Lane (2015);
- District 3 – TH 371, Nisswa to Jenkins, 2 to 4 Lane (2018);
- District 6 – TH 14, Steele County Line to Bridges 74001 and 74002, 2 to 4 Lane (2010);
- Metro District – TH 169, Devils Triangle Interchange (2009);
- Metro District – TH 8, in Lindstrom (2012); and
- Metro District – TH 36, at Hilton Trail in Mahtomedi (2012).

Mobility

Interregional Corridors

- District 3 – TH 101, New Interchanges at Wright CSAH 36, 37, 39 & 42 in Otsego (2009);
- District 7 – US 14, Waseca CSAH 2 to Waseca/Steele Co. Line, 2 to 4 Lane (2009); and
- District 8 – TH 23, Paynesville Bypass (2010).

Greater Minnesota Metropolitan and Regional Mobility

- District 1 – TH 53, Miller Hill Mall Area Capacity, Intersection and Access Management Improvements (2009); and
- District 4 – I-94 and TH 75, Interchange Revision (2017).

Twin Cities Mobility

- Metro District – I-35W, UPA Projects (2009);
- Metro District – I-35W, Crosstown Reconstruction (2009);
- Metro District – I-94, TH 61 to White Bear Avenue, Add Eastbound Auxiliary Lane (2013-2018);
- Metro District – TH 10, Hanson Blvd to Egret Blvd (2009); and
- Metro District – I-94, at TH 101 Add Westbound Auxiliary Lane & Improvement Interchange. (2013-2018).

Infrastructure Preservation

Pavement Preservation

- District 1 – TH 2, Deer River to Cohasset, Unbonded Concrete Overlay (2009);
- District 1 – TH 53 Southbound, Midway Road to Independence, Thin Unbonded Concrete Overlay (2009);
- District 1 – I-35, Pine County Line to Moose Lake, Unbonded Concrete Overlay (2010);
- District 1 – TH 169, Taconite to Pengilly, Reclaim/Mill & Overlay (2010);
- District 1 – I-35, Proctor (Boundary Ave) to 26th Ave East in Duluth, Concrete Pavement Replacement/Repair (2010);
- District 1 – TH 210, McGregor to Cromwell, Mill and Overlay (2010);
- District 1 – TH 65, Nashwauk to Togo, Pavement Reclamation (2010);
- District 1 – TH 71, TH 1 to Margie, Pavement Reclamation (2011);
- District 1 – I-35, Hinckley to 17 Miles North, Unbonded Concrete/Thick Bituminous Overlay (2011-2012);
- District 1 – TH 53, Twig to Independence, Reconstruct & Replace Bridge (2012);
- District 1 – TH 169, Pengilly to Hibbing, Bituminous Overlay (2012);
- District 2 – TH 11, Koochiching CSAH 4 to Indus (2010);
- District 3 – TH 10 westbound only, St Cloud to Clear Lake, Unbonded Concrete Overlay (2010);
- District 4 – I-94, TH 336 to Downer, Unbonded Concrete Overlay (2010);
- District 4 – TH 55, Douglas County Line to TH 28 (2010);
- District 4 – TH 9, TH 10 to Felton, Milling & Whitetopping (2011);
- District 4 – US 10, Detroit Lakes to Boyer Lake, Unbonded Concrete Overlay (2016);
- District 4 – I-94, Rothsay to Fergus Falls, Unbonded Concrete Overlay (2013-2018);
- District 4 – TH 9, West Junction TH 104 to Benson, Bituminous Reclamation (2013-2018);
- District 4 – I-94, Osakis to Alexandria, Unbonded Concrete Overlay (2013-2018);
- District 6 – I-35, TH 30 North, Unbonded Concrete Overlay (2009);
- District 6 – I-90, Dexter to TH 63, Unbonded Concrete Overlay (2009);

Pavement Preservation, continued

- District 6 – TH 61, TH 14 (Winona) to TH 42 (Kellogg), Bituminous Mill and Overlay (2009)
- District 6 – TH 56, CSAH 34 to West Concord, Whitetopping (2010)
- District 6 – I-90, TH 74 to TH 43, Unbonded Concrete Overlay (2010);
- District 6 – I-90, TH 43 to TH 76, Unbonded Concrete Overlay (2011);
- District 6 – TH 52, I-90 to Chatfield, Reconstruction (2016)
- District 8 – TH 23, Russell to TH 19 (Marshall), Mill & Concrete Overlay (2010);
- Metro District – TH 47, 40th to CSAH 10 (2009);
- Metro District – I-35E, Jct 35E/35W to TH 8 (2009);
- Metro District – TH 61, Roselawn Ave to White Bear Ave (2010);
- Metro District – I-494, 10th St in Oakdale to Lake Road in Woodbury, Replace Concrete Pavement (2010);
- Metro District – I-94, Hennepin County Line to I-494, Concrete Pavement Repair (2010);
- Metro District – I-94, Nicollet Ave in MPLS to TH 280, Bituminous Mill & Overlay (2010);
- Metro District – I-35W, New Brighton to Ramsey County Line (2011);
- Metro District – TH 96, TH 61 to TH 95 (2011);
- Metro District – I-694, 40th St N to 4th St N in Oakdale, Unbonded Concrete Overlay (2011);
- Metro District – I-35, MN 95 to CSAH 7, 7 mile PCC Overlay (2013-2018);
- Metro District – I35E, from Lone Oak Rd to Ramsey Co. Line, 5 Miles of Overlay and CPR (2013-2018);
- Metro District – MN 3, Anne Marie Tr. to MN 110, 3.7 Miles of Mill and Overlay (2013-2018);
- Metro District – MN 47, Central Ave. to 27th Ave, 2.2 Miles of Resurface and Rehabilitate (2013-2018);
- Metro District – MN 65, Washington Ave. to 53rd Ave. N., 7 Miles of Mill and Overlay (2013-2018);
- Metro District – US 61, 12th St. to MN 96, 1.9 Miles of Mill and Overlay and Infrastructure Repair (2013-2018); and
- Metro District – US 61, US 10 to CSAH 39, 8.4 Miles of Unbonded Overlay (2013-2018).

Bridge Preservation

- District 1 – I-35, Freeway Bridges in West Duluth (2010);
- District 1 – TH 210, Jay Cooke Park, Bridge replacement (2012);
- District 2 – TH 11, Robbin/Drayton Bridge (2009);
- District 2 – TH 1, Bridge over Red River (Olso) (2013);
- District 2 – US 2B, Sorlie Bridge over Red River (Grand Forks) (2018);

Bridge Preservation, continued

- District 2 – TH 72, Bridge over Rainy River at Baudette (2019);
- District 2 – US 2, Kennedy Bridge over Red River (Grand Forks) (2019);
- District 4 – US 75, Bridge over Whiskey Creek (2016);
- District 6 – I-90, Four Bridges SE of TH 61 (Dresbach Twp) (2009);
- District 6 – TH 60, Bridge over Straight River (Faribault) (2009);
- District 6 – I-90, Bridge over Mississippi River (Dresbach) (2012-2014);
- District 6 – TH 43, Bridge over Mississippi River (Winona) (2014-2015);
- District 6 – US 63, Bridge over Mississippi River (Red Wing) (2018-2019);
- District 7 – TH 99, Bridge Replacement over MN River at St. Peter (2013);
- District 7 – TH 14, Bridge Replacement over MN River at New Ulm (2018);
- Metro District – TH 280, at Larpenteur Ave in Lauderdale (2009);
- Metro District – TH 12 in Maple Plain (2009);
- Metro District – TH 61 in White Bear Lake (2010);
- Metro District – I-694 in Oakdale (2010);
- Metro District – TH 61, Hastings Bridge (2010);
- Metro District – TH 52, Plato Blvd to I-94, Lafayette Bridge in St Paul (2011);
- Metro District – TH 5, Bridge over Recreational Trail in Victoria (2013);
- Metro District – I-35W, 94th St Bridge over I-35W (2013);
- Metro District – TH 36, New Bridge over St. Croix River in Stillwater (2014);
- Metro District – TH 36, Bridge over Lexington Ave (CSAH 51) in Roseville (2015);
- Metro District – TH 77, Bridge over Minnesota River & Black Dog (2015);
- Metro District – I-35E, Replacement of Cayuga Bridges in St Paul (2015);
- Metro District – TH 7 (CSAH 25), Bridge over TH 100 in St Louis Park (2016);
- Metro District – TH 100, Minnetonka Blvd Bridge over TH 100 in St Louis Park (2016);
- Metro District – I-35W, Southbound Bridge over TH 65 in Minneapolis (2018);
- Metro District – I-94, On-ramp bridge over I-69 and TH 65 in Minneapolis (2018);
- Metro District – TH 149, (Smith Ave) Bridge over Mississippi River & Railroad (2018);
- Metro District – I-35W, County Road E2 (CSAH 73) Bridge over I-35W in New Brighton (2018);
- Metro District – TH 55, Bridge over Bassett Creek in Minneapolis (2018);
- Metro District – TH 77, Southbound Collector Road Bridge over Killebrew Drive in Bloomington (2018);
- Metro District – US 10, Bridge over St. Croix River at Prescott (2018);
- Metro District – I-94, Southbound off-ramp bridge over Lyndale Ave in Minneapolis (2018); and

Bridge Preservation, continued

- Metro District – I-94, Southbound on-ramp bridge over Glenwood Ave in Minneapolis (2018).

Regional & Community Improvement Priorities

- District 1 – TH 1, Eagles Nest Area, Reconstruction & Passing Lane (2011 – HPP Funds);
- District 1 – TH 1, FR 553 to FR 424 (Phase 2), Reconstruction (2011 – Forest Highway Funds);
- District 1 – TH 53, 4 Miles South of TH 1 to Cook, 2 to 4 Lane (2012 – HPP Funds);
- District 1 – TH 169, TH 53 to Tower, Thirteen Hills Reconstruction (2013-2018 – HPP Funds);
- District 1 – TH 1, Kawishiwi River to FR 553 (Phase 3) Reconstruction (2014 – Forest Highway Funds);
- District 2 – TH 200, Laporte West, Reconstruction (2013);
- District 2 – TH 59, First Street in Thief River Falls, Roundabout (2015);
- District 2 – TH 32, Greenwood Street in Thief River Falls, Intersection Reconstruction (2015);
- District 2 – TH 71, In Park Rapids, Construct Frontage Roads & Channelization (2016);
- District 2 – TH 11, Warroad East, 12 Miles of Shoulder Widening (2016);
- District 2 – TH 1, Thief River Falls, Channelization (2017);
- District 2 – TH 197, Hannah Avenue in Bemidji, Intersection Revisions (2017);
- District 7 – TH 60, Windom to St. James, 2 to 4 Lane Expansion (2013);
- District 7 – TH 60, Bigelow to Worthington, 2 to 4 Lane Expansion (2010); and
- Metro District – Metro District Cooperative Agreements and Noise Walls (2009-2018).

Planned Improvements and Projected Outcomes 2009-2018

Following is a summary of the key investments and outcomes expected during the first ten years of the plan, 2009-2018.

Traveler Safety

To improve traveler safety, the planned investments in the first ten years focus on both roadway enhancements such as median cable barriers and edge treatments as well as a few capacity improvements on high volume corridors. These investments should contribute to a continued reduction in annual fatalities across the state.

Infrastructure Preservation

Pavement Preservation: The number of state highway miles with pavement in good condition will be maintained, however, the number of miles with poor pavement condition will triple, from about 600 miles today to over 1,800 miles by 2018 (Figures 9 and 10).

Predicted "Good" Ride Quality Index
(miles with RQI > 3.0)
Statewide Data

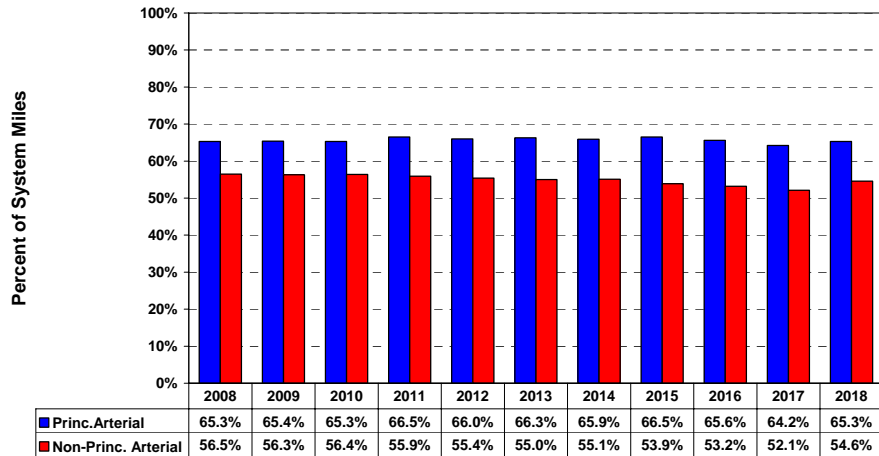


Figure 9 Predicted Good & Poor Ride Quality 2008-2018

Predicted "Poor" Ride Quality Index
(miles with RQI ≤ 2.0)
Statewide Data

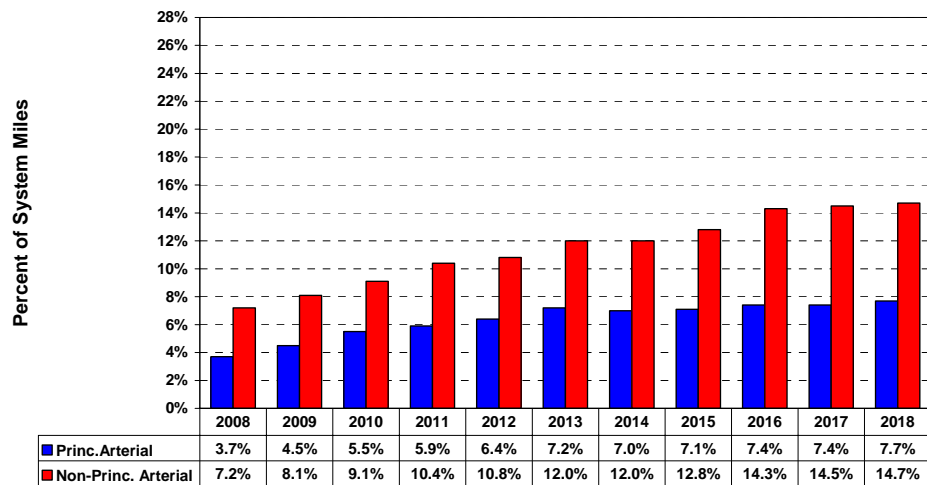


Figure 10 Predicted Good & Poor Ride Quality 2008-2018

Bridge Preservation: The proposed investments over the first 10 years will allow for the repair or replacement of 120 fracture critical or structurally deficient bridges by 2018, consistent with the Chapter 152 legislative direction. In addition, the other 4,000 state highway bridges will receive needed repairs or reconstruction. Through these investments, Mn/DOT expects to meet the performance targets for Bridge Preservation.

Included in the 120 fracture critical or structural deficient bridges statewide are the following 11 major bridges:

- TH 23, Desoto Bridge over Mississippi River in St Cloud;
- TH 11, Robbin/Drayton Bridge;
- TH 61, Hastings Bridge ;
- TH 52, Plato Blvd to I-94, Lafayette Bridge in St Paul;
- I-90, Bridge over Mississippi River (Dresbach);
- TH 36, New Bridge over St. Croix River in Stillwater;
- I-35E, Replacement of Cayuga Bridges in St Paul;
- TH 43, Bridge over Mississippi River (Winona);
- US 63, Bridge over Mississippi River (Red Wing);
- US 2, Kennedy Bridge over Red River (Grand Forks); and
- TH 72, Bridge over Rainy River at Baudette.

Other Infrastructure Preservation: The proposed investments will systematically invest in other infrastructure that includes signs, lighting, traffic signals, intelligent transportation systems, rest areas and drainage in every district.

Mobility

Statewide Connections: Projects on Interregional Corridors will continue to maintain mobility between major cities throughout Minnesota. Major projects on Interregional Corridors include:

- US 14, Waseca CSAH 2 to Waseca/Steele Co. Line, 2 to 4 lane; and
- TH 23, Paynesville Bypass.

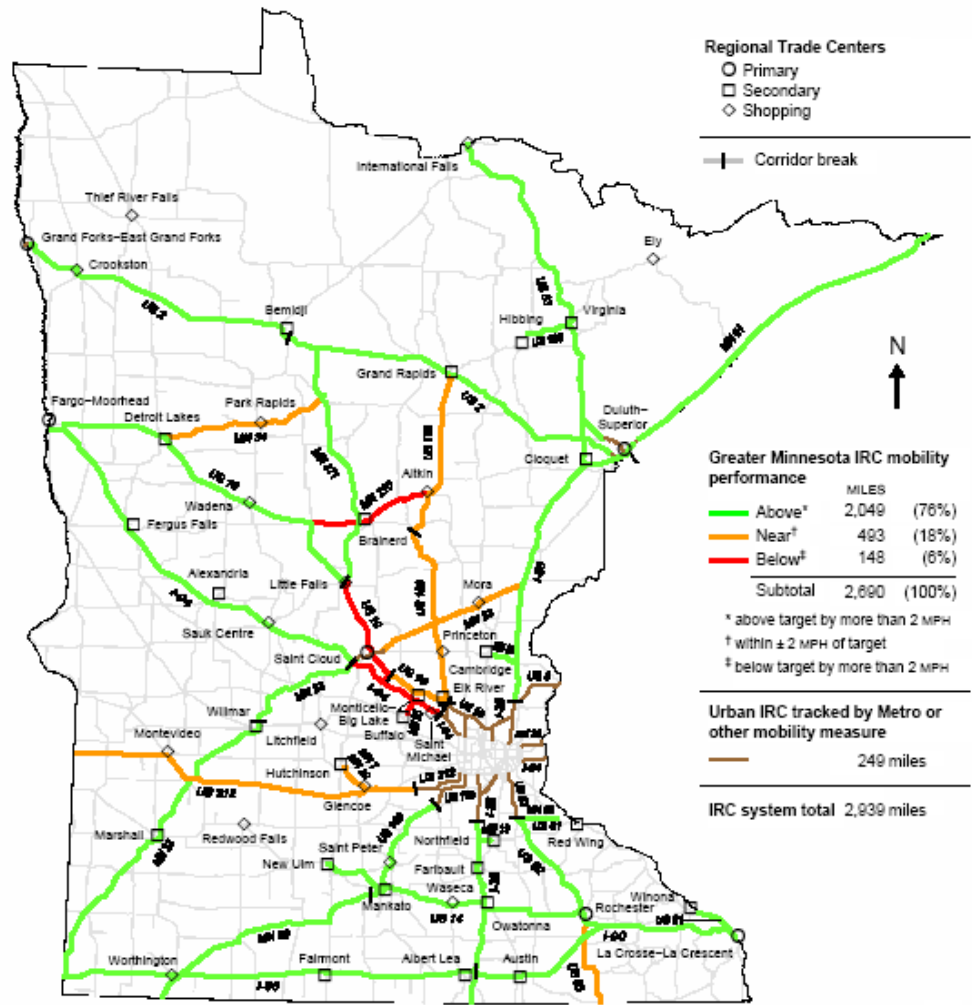


Figure 11 Interregional Corridor Performance in 2018 Based on Planned Improvements Through 2018

Twin Cities Mobility: Investments to address congestion within the Twin Cities Metro area will range from lower-cost/high benefit congestion mitigation project to major construction projects. Some of the key investments in the Twin Cities area planned over the next 10 years include the following:

- The I-35W and TH 62 Crosstown project in Minneapolis and Richfield will be completed;
- A new interchange will be constructed at TH 169 and CSAH 81 in Brooklyn Park; and
- Additional investments in lower-cost, high benefit congestion mitigation projects will continue.

Greater Minnesota Regional and Metropolitan Mobility: Investments will be made to address congestion and mobility in Greater Minnesota urban areas. These investments range from improving coordinated signal timing along busy corridors to adding additional capacity to interchanges. Some of key urban mobility investments in Greater Minnesota include the following:

- TH 53, Miller Hill, Intersection and Access Management Improvements in Duluth; and
- I-94, I-94 and TH 75, Interchange Revision in Moorhead.

In addition to the investments listed above, the following Chapter 152 statewide investments are planned over the next ten years:

- \$50 million will be invested in statewide transit facilities improvements; and
- \$20 million will be invested in interchanges to improve accessibility and mobility (Specific projects have not yet been identified).

Regional and Community Improvement Priorities

Some of the major Regional and Community Improvement Priority investments have been identified across the state and include in the first 10 years of the plan. These projects vary in size and show that there are many demands on available transportation funding over and above the investments needed to meet established statewide performance targets. Some of the projects identified by the districts include:

- TH 53, 4 miles south of TH 1 to Cook, 2 to 4 Lane;
- TH 60, Bigelow to Worthington, 2 to 4 lane expansion;
- TH 60, Windom to St. James, 2 to 4 lane expansion;
- TH 59, First Street in Thief River Falls, Roundabout; and
- TH 11, Warroad East, 12 miles of shoulder widening.

Step 5 – Prioritize Unfunded Needs

With a total estimated investment need exceeding \$65 billion over the next 20 years, and projected investments of about \$15 billion, almost \$50 billion remains in unmet unfunded needs. To place this level of unfunded need in perspective, every 5 cents on the motor vehicle fuel tax in Minnesota provides just under \$100 million per year to the State Road Construction fund. To generate an additional \$2.5 billion in revenue over ten years would require the equivalent of a 12.5 cent increase in the state gas tax.

It is unlikely that future transportation funding will ever be increased to meet this degree of unmet need. Mn/DOT's policies and strategies, therefore, emphasize a new approach to meeting system improvement needs through stronger partnerships and innovation. This is especially evident in the vision for mobility in the Twin Cities, which calls for a more comprehensive and fiscally realistic approach to congestion mitigation.

Considering these factors stresses the need to set priorities. Toward this end, Mn/DOT has identified 5 percent of the unfunded needs as high priority investment options should additional revenue be available during the next 10 years. Additional funding, such as a federal economic stimulus bill, would likely carry specific eligibility criteria or investment direction. For this reason, identified high priority unfunded investments are distributed across all four strategic investment categories.

These priorities were identified because they would provide the opportunity to enhance traveler safety on rural roads across the state as well as Twin Cities metro freeways; upgrade underperforming Interregional Corridors; fund a low-cost/high-benefit congestion management program as well as some key capacity expansion projects in the Twin Cities, and support partnership projects for local economic development efforts throughout Minnesota.

15% Improve Traveler Safety	\$385 Million
<ul style="list-style-type: none">Roadway Safety Enhancements (35+ percent of unfunded gap)	210 M
<ul style="list-style-type: none">Metro District Safety/Capacity (Used to address high cost crash cost locations and capacity improvements; includes: intersection improvements, auxiliary lanes and ramp modifications)	75 M
<ul style="list-style-type: none">Fund high volume 2 to 4 lane capacity expansions TH 371 Complete Nisswa to Pine River TH 55 Buffalo to Rockford	100 M

**40% Improve Mobility on Interregional
Corridors and Congested Metro Freeways** **\$1 Billion**

- Interregional Corridor Projects 100 M
Improvements to I-94 (Twin Cities to St. Cloud)
- Metro Congestion – Major Capacity 430 M
I-494/TH 169 interchange, improvements to TH 610 and
part of I-494/I-694 beltway
- Metro Congestion – Congestion Management (\$50 M/yr) 500 M

**40% Preserve Infrastructure in Safe and
Sound Condition** **\$970 Million**

- Meet Pavement Targets by 2018 \$860 M
- Meet Bridge Targets by 2018 60 M
- Address Other Critical Infrastructure 50 M

**5% Support Regional and Community
Improvement Priorities** **\$115 Million**

- Local Partnerships for Development \$115 M

Overall, the distribution of total high priority unfunded investment options would be approximately equal between greater Minnesota and Metro. Pavement and bridge preservation investments would be distributed based on need. Regional and Community Improvement investments would be distributed across all districts.