



Minnesota Statewide Freight Bottlenecks

Transportation Performance Measures Reporting for MAP21 Compliance

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Freight Industry in Minnesota

The transportation system in Minnesota plays an important role in ensuring goods are able to get from production to market. The roadway network, railway system, ports and waterways and airways are all key components of the transportation system and play a critical role in the transportation of goods and services. It is estimated that in Minnesota more than \$574 billion of goods are transported by the highway and roadway system each year alone.

The freight industry is reliant on the ability to efficiently move materials, goods and products. Competition for the use of the existing transportation system leads to traffic congestion. As a result, freight bottlenecks exist at key locations across the state that impact the fluid movement of freight. These freight bottlenecks are predominantly on the highway system, which MnDOT has jurisdiction over. This report will assist stakeholders to coordinate on how to develop solutions to freight movement recognizing that limited resources may preclude the ability to address the universe of needs that exist.



Freight Bottlenecks Reporting

Each state is required to identify a list of state freight bottlenecks based on requirements identified in MAP21, a federal law that identifies specific transportation performance measure reporting requirements. This document provides a summary narrative of the most severe statewide freight bottlenecks on the National Highway System and the Interstate System in the state of Minnesota. This document aligns with the strategic goals of the 2018 Minnesota Statewide Freight System and Investment Plan. This version of the report is an update to the 2018 edition and uses the same approach as the previous version. Data has been updated to the latest version of the NPMRDS which now uses Inrix data provided to the State through the University of Maryland's RITIS data download tool.

Analysis Methodology

MnDOT developed a bottleneck analysis to identify the locations of statewide freight bottlenecks. The primary intent of the analysis was to develop a list that would be helpful in future planning and freight coordination as it relates to MnDOT coordination with local governments and the Federal Highways Administration. While it is recognized that there are many more freight bottlenecks at the regional and local levels this list primarily focuses on the most severe and acute locations.

MnDOT recognized a need for the use of a quantitative method for identification of truck freight bottlenecks during the planning for the Minnesota Freight Investment Plan. A research project titled [*Measure of Truck Delay and Reliability at the Corridor Level*](#) was developed with the University of Minnesota's Center for Transportation Studies in 2018 to identify a possible methodology that would identify truck delay at congested locations across the Twin Cities. Along with this research was the ability to identify congested freight bottlenecks. For that reason, it provided the basis for the quantitative analysis for the analysis in this report.

In-house researchers within the Office of Transportation System Management in MnDOT adopted and modified the approach identified in the University research project. The methodology utilized a national set of data published by the Federal Highways Administration called the National Performance Measurement Research Data set (NPMRDS). The most updated data from the previous year in 2019 was used to calculate hours of truck delay on the roadway segments on the National Highway System (NHS) across Minnesota.

This approach was generalized to analyze non-freeway as well as freeway segments within the NHS. The use of NPMRDS data aligned with the system performance-related MAP-21 performance measures regarding travel time and freight reliability. It allowed the segment-level travel time measurements associated with these measures to be used as the basis for the delay calculations. Accordingly, the periods chosen for analysis of bottlenecks coincide with the definitions adopted for the MAP-21 Truck Travel Time Reliability measure. Locations were then identified based on an adopted truck freight bottleneck definition identified in the following section. The list was also compared to the 2020 version of the national top 100 Truck Bottleneck List prepared by the American Transportation Research Institute for verification purposes.¹

A multi-disciplinary MnDOT Freight Performance Measures committee provided expert review, coordination and recommended the enclosed bottleneck list.

Truck Freight Bottleneck Definition

Definition: A truck freight bottleneck reported to the FHWA for MAP21 compliance is defined as two or more contiguous segments of roadway, each of which meets the minimum threshold of 4 hours of truck delay per day per mile for at least one of three time periods: the morning peak period, midday peak period or the evening peak period.

¹ Top 100 Truck Bottlenecks - 2020 <https://truckingresearch.org/2020/02/18/2020-top-truck-bottlenecks/>.

Delay: Delay is estimated at the segment level, with delay defined as the difference between observed travel times and uncongested travel times based on the segment's length and an estimate of base free-flow speed (BFFS) derived from the Highway Capacity Manual. Delay per vehicle is multiplied by hourly truck volumes to arrive at an estimate of total delay per segment. Segment-level delay is summed across all segments within a given bottleneck to arrive at an estimate of total bottleneck delay.

The base free-flow speed for trucks is capped at 68 mph to better align with observed truck speeds on freeways and other highway facilities, and to avoid spurious estimates of delay on higher-speed facilities such as rural freeways with posted speed limits of 70 mph.

$$Delay_{rte} = \sum_{seg} \sum_{hr} (Truck_Travel_Time - \frac{Segment\ Length}{BFFS}) \times Volume_{hr, seg}$$

BFFS = 40 mph, for posted speed limits < 40 mph
 = Speed Limit + 7, for posted speed limits 40 - 45 mph
 = Speed Limit + 5, for posted speed limits ≥ 50 mph

Within the identified TMC segments that met the threshold of four hours or more of delay may be identified on both directions or only one direction/side of the roadway. This methodology was used to align with more accurate data made available for 2019 that allowed state staff to more accurately identify bottleneck locations.²

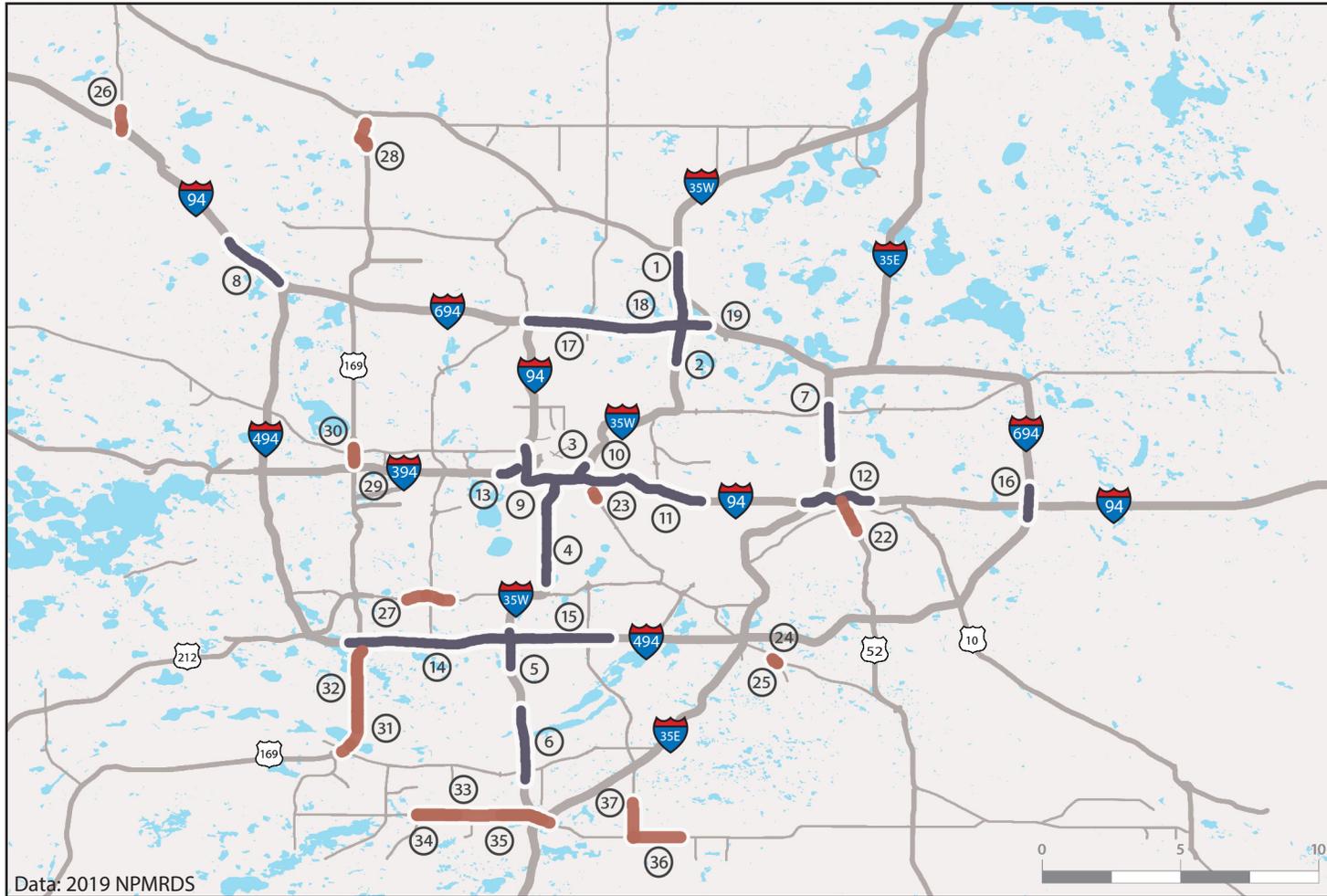
MnDOT recognizes that there is a wide array of other regional and local freight bottlenecks throughout the state. These may be identified in transportation plans, studies or other documents. The designation and identification of bottlenecks in this document does not commit MnDOT to specifically fund or select any project or select any location noted in this document for improvement. MnDOT identified a need to have a consistent, repeatable methodology across the entire state and for that reason only truck bottlenecks identified within the analysis for this report were adopted.

² It should be noted that the intensity of congestion at some locations may be influenced by highway construction projects and the results may change significantly from one reporting period to the next.

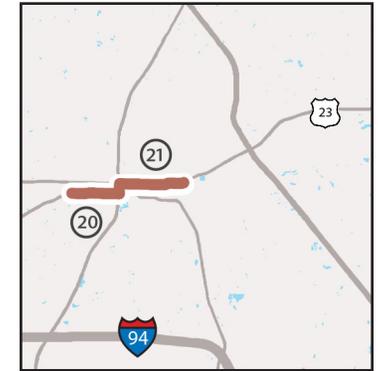
Statewide Truck Freight Bottleneck Locations

Table 1. Truck Freight Bottleneck Locations

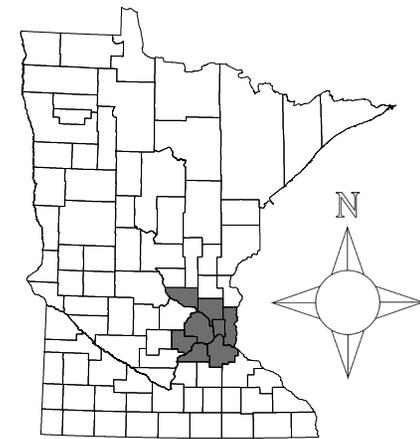
Bottleneck	Direction	TMC Segment	AM Peak	Midday	PM Peak	Total Hours of Delay
I-494 (TH 169 to Portland Ave.)	EB	66	x	x	x	428
I-35W (Washington Ave. to 35th Ave.)	SB	78	x	x	x	248
I-35W (Diamond Lake Rd. to W Jct. I-94)	NB	78	x	x	x	232
I-494 (TH 77 to Penn Ave.)	WB	66	x	x	x	229
I-94 (Mississippi River to Jct. I-394)	WB	74	x	x	x	196
CSAH 42 (Jct. I-35E to CSAH 5)	WB	200	x	x	x	190
I-94 (I-394 to S Jct. I-35W)	EB	74	x	x	x	181
CSAH 42 (Dakota Ave. to Jct. I-35E)	EB	200	x	x	x	177
TH 52 (Plato Blvd. to I-94)	NB	91	x	x	x	123
I-694 (Silver Lake Rd. to Jct. I-94/TH 252)	WB	72	x	x	x	114
I-94 (Mounds Blvd. to Marion St.)	WB	74	x	x		95
I-35W (N Jct. TH 10 to CSAH 88)	SB	78	x			78
I-694 (E River Rd. to Silver Lake Rd.)	EB	72	x	x	x	68
I-494/694 (10th St. N to Tamarack Rd.)	SB	67/68	x	x	x	64
TH 101 (141st Ave. N to I-94)	SB	227	x	x	x	61
I-694 (Silver Lake Rd to TH 10)	EB	72	x		x	50
I-394 (Penn Ave. to Dunwood Blvd)	EB	86	x	x	x	48
TH 169 (CSAH 101 to Jct I-494)	NB	100/81	x			43
TH 55 (Dodd Rd. to Lone Oak Rd.)	WB	129	x	x		42
I-35W (County Road E2 to CSAH 96)	NB	78		x	x	41
I-35W (90th St. to 76th St.)	NB	78	x	x		39
TH 23 (10th Ave. S to Wash Mem. Dr.)	NB	563	x	x	x	39
I-35W (Burnsville Pkwy. to 106th Ave.)	NB	78	x			39
TH 23 (Wash Mem. Dr. to 10th Ave. S)	SB	563	x	x	x	38
CSAH 42 (Johnny Cake Ridge Rd. to Cedar Ave.)	WB	200	x	x	x	38
TH 55 (E 26th St. to Cedar Ave.)	WB	129	x	x	x	36
TH 62 (TH 100 to Valley View Rd.)	EB	94		x	x	34
CSAH 23 (McAndrews Rd. to CSAH 42)	SB	201	x	x	x	34
I-35E (TH 36 to Maryland Ave.)	SB	83	x			33
TH 169 (Jct I-494 to Old Shakopee Rd.)	SB	81/100			x	32
CSAH 42 (Glendale Rd. to Dakota Ave.)	WB	200	x	x		21
I-94 (Mississippi River to Snelling Ave.)	EB	74			x	19
TH 169 (I-394 to Betty Crocker Dr.)	NB	81			x	19
TH 169 (Betty Crocker Dr to I-394)	SB	81	x			15
TH 169 (West River Rd. to Main St.)	NB	81			x	13
TH 55 (Lone Oak Rd. to Dodd Rd.)	EB	129	x			12
I-94 (CSAH 30 to Jct. I-494)	EB	73	x			12



█ Interstate
█ Non-interstate



St. Cloud



Data: 2019 NPMRDS

Interstate

I-35W

1. N Jct. TH 10 to CSAH 88 (SB)
2. County Road E2 to CSAH 96 (NB)
3. Washington Ave. to 35th Ave. (SB)
4. Diamond Lake Rd. to W Jct. I-94 (NB)
5. W 90th St. to W 76th St. (NB)
6. Burnsville Pkwy. to 106th Ave. (NB)

I-35E

7. TH 36 to Maryland Ave. (SB)

I-94

8. CSAH 30 to Jct. I-494 (EB)
9. I-394 to S Jct. I-35W (EB)
10. Mississippi River to Jct. I-394 (WB)
11. Mississippi River to Snelling Ave. (EB)
12. Mounds Blvd. to Marion St. (WB)

I-394

13. Penn Ave. to Dunwoody Blvd. (EB)

I-494

14. TH 169 to Portland Ave. (EB)
15. TH 77 to Penn Ave. (WB)

I-494/694

16. 10th St. N to Tamarack Rd. (SB)

I-694

17. E River Rd. to Silver Lake Rd. (EB)
18. Silver Lake Rd. to Jct. I-94/TH 252 (WB)
19. Silver Lake Rd to TH 10 (EB)

Trunk Highway

TH 23

20. 10th Ave. S to Washington Mem. Dr. (NB)
21. Washington Mem. Dr. to 10th Ave. S (SB)

TH 52

22. Plato Blvd. to I-94 (NB)

TH 55

23. E 26th St. to Cedar Ave. (WB)
24. Dodd Rd. to Lone Oak Rd. (WB)
25. Lone Oak Rd. to Dodd Rd. (EB)

TH 101

26. 141st Ave. N to I-94 (SB)

TH 62

27. TH 100 to Valley View Rd. (EB)

TH 169

28. West River Rd. to Main St. (NB)
29. I-394 to Betty Crocker Dr. (SB)
30. Betty Crocker Dr to I-394 (NB)
31. CSAH 101 to Jct. I-494 (NB)

32. Jct. I-494 to Old Shakopee Rd. (SB)

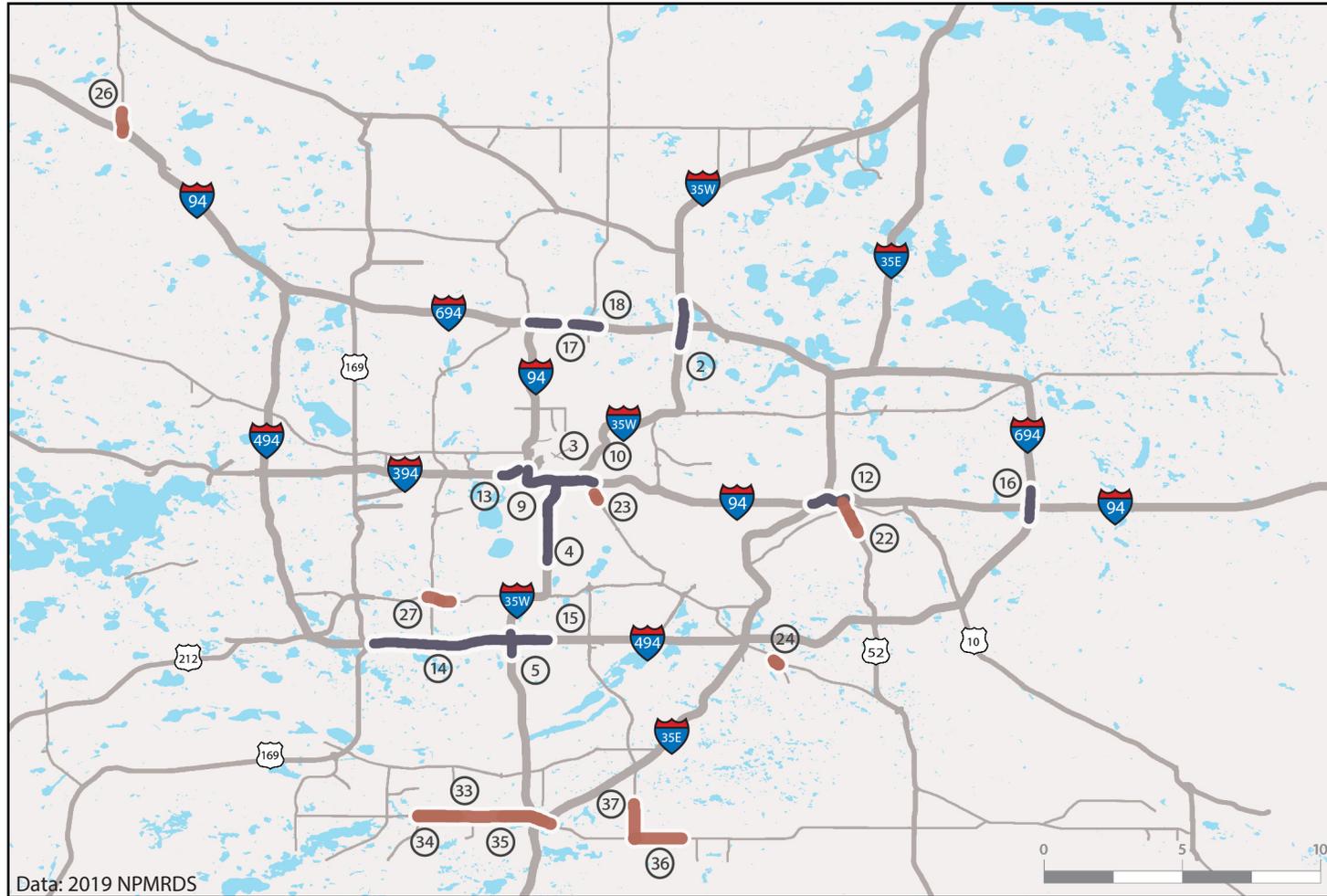
County Highway

CSAH 42

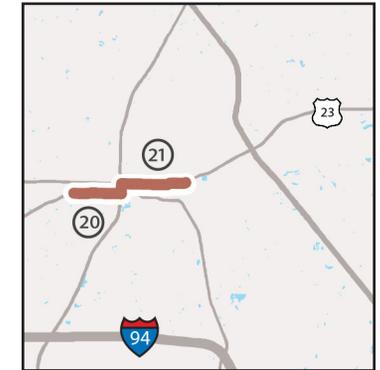
33. Glendale Rd. to Dakota Ave. (WB)
34. Dakota Ave. to Jct. I-35E (EB)
35. Jct. I-35E to CSAH 5 (WB)
36. Johnny Cake Ridge Rd. to Cedar Ave. (WB)

CSAH 23

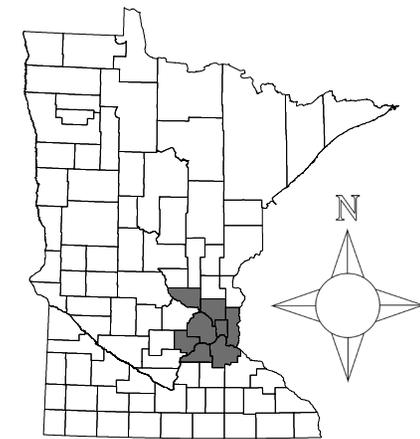
37. McAndrews Rd. to CSAH 42 (SB)



█ Interstate
█ Non-interstate



St. Cloud



Interstate

- I-35W**
- 2. County Road E2 to CSAH 96 (NB)
 - 3. Hiawatha Ave. to 35th Ave. (SB)
 - 4. E. 46th St. to Franklin Ave. (NB)
 - 5. W 82nd St. to W 76th St. (NB)
- I-94**
- 9. I-394 to S Jct. I-35W (EB)
 - 10. TH 55 to Jct. I-394 (WB)
 - 12. Lafayette Fwy. to Rice St. (WB)

- I-394**
- 13. Penn Ave. to Dunwoody Blvd. (EB)

I-494

- 14. TH 169 to I-35W (EB)
- 15. Nicollet Ave. to Penn Ave. (WB)

I-494/694

- 16. 10th St. N to Tamarack Rd. (SB)

I-694

- 17. University Ave. to Central Ave. (EB)
- 18. University Ave. to Jct. I-94/TH 252 (WB)

Trunk Highway

- TH 23**
- 20. 10th Ave. S to Washington Mem. Dr. (NB)
 - 21. Washington Mem. Dr. to 10th Ave. S (SB)

- TH 52**
- 22. Plato Blvd. to I-94 (NB)

- TH 55**
- 23. E 26th St. to Cedar Ave. (WB)
 - 24. Dodd Rd. to Lone Oak Rd. (WB)

- TH 101**
- 26. 141st Ave. N to I-94 (SB)

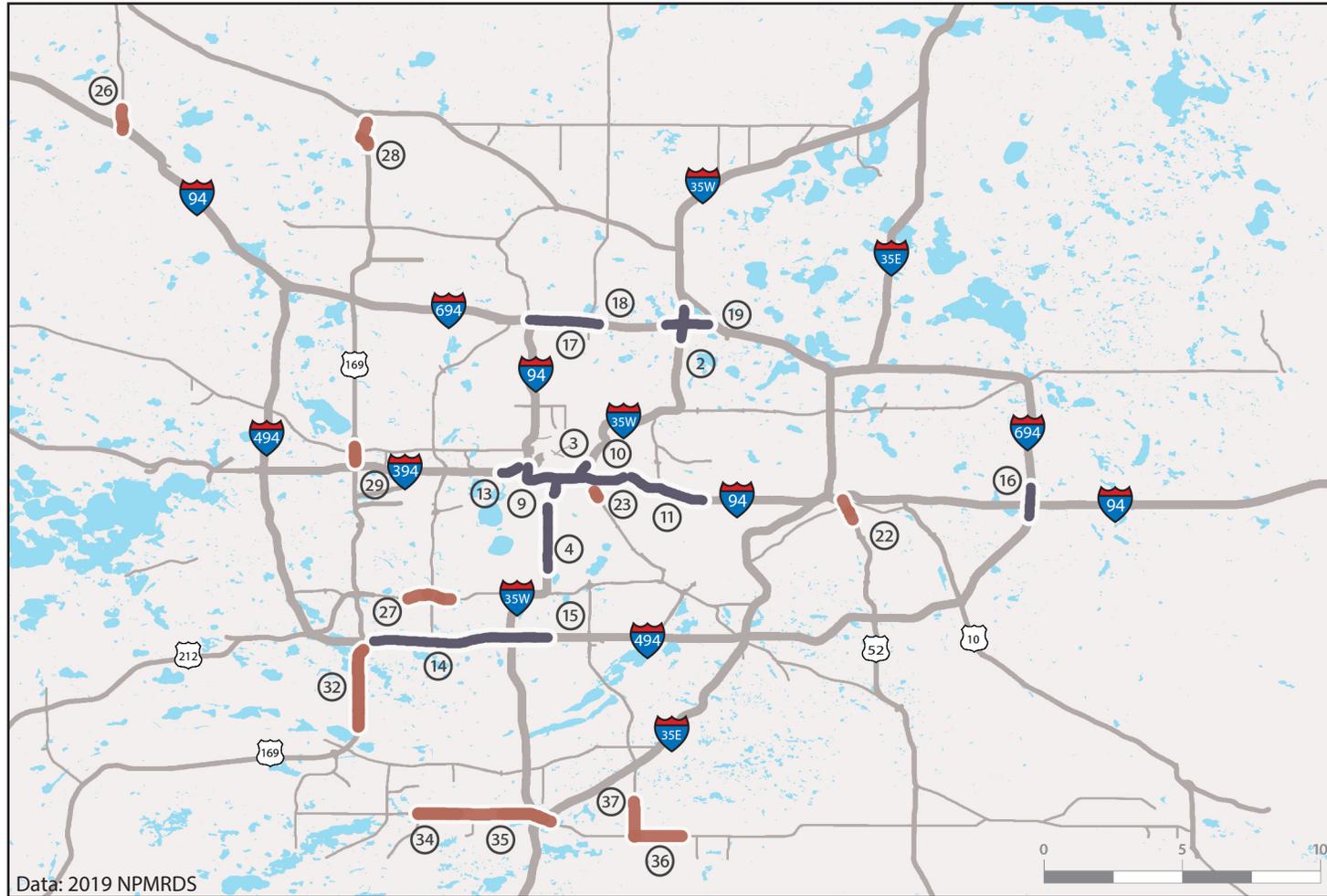
- TH 62**
- 27. TH 100 to Valley View Rd. (EB)

County Highway

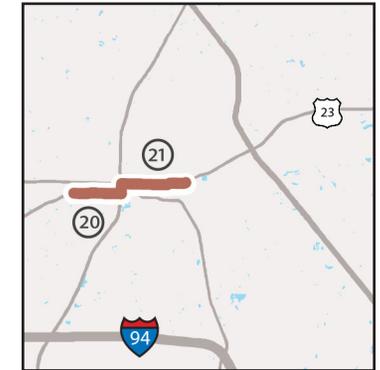
- CSAH 42**
- 33. Glendale Rd. to Dakota Ave. (WB)
 - 34. Dakota Ave. to Jct. I-35E (EB)
 - 35. Jct. I-35E to CSAH 5 (WB)
 - 36. Johnny Cake Ridge Rd. to Cedar Ave. (WB)

- CSAH 23**
- 37. McAndrews Rd. to CSAH 42 (SB)

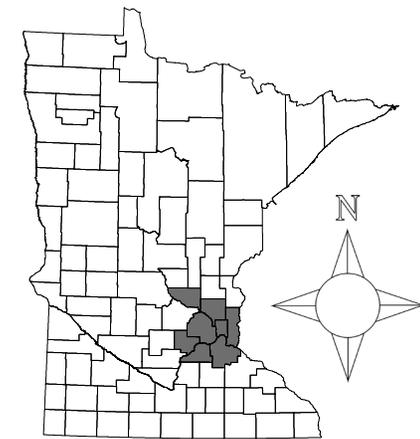
2019 Truck Bottlenecks Peak Period



Interstate
Non-interstate



St. Cloud



Interstate

- I-35W**
- 2. County Road E2 to CSAH 96 (NB)
- 3. Washington Ave. to 26th St. (SB)
- 4. E. 46th St. to Lake St. (NB)
- I-94**
- 9. I-394 to S Jct. I-35W (EB)
- 10. Mississippi River to Jct. I-394 (WB)
- 11. Mississippi River to Snelling Ave. (EB)
- I-394**
- 13. Penn Ave. to Dunwoody Blvd. (EB)

I-494

- 14. TH 169 to Portland Ave. (EB)
- 15. Nicollet Ave. to Penn Ave. (WB)
- I-494/694**
- 16. 10th St. N to Tamarack Rd. (SB)
- I-694**
- 17. E River Rd. to Central Ave. (EB)
- 18. Central Ave. to Jct. I-94/TH 252 (WB)
- 19. I-35W to TH 10 (EB)

Trunk Highway

- TH 23**
- 20. 10th Ave. S to Washington Mem. Dr. (NB)
- 21. Washington Mem. Dr. to 10th Ave. S (SB)
- TH 52**
- 22. Plato Blvd. to I-94 (NB)
- TH 55**
- 23. E 26th St. to Cedar Ave. (WB)
- TH 101**
- 26. 141st Ave. N to I-94 (SB)
- TH 62**
- 27. TH 100 to Valley View Rd. (EB)

TH 169

- 28. West River Rd. to Main St. (NB)
- 29. I-394 to Betty Crocker Dr. (SB)
- 32. Jct. I-494 to Old Shakopee Rd. (SB)

County Highway

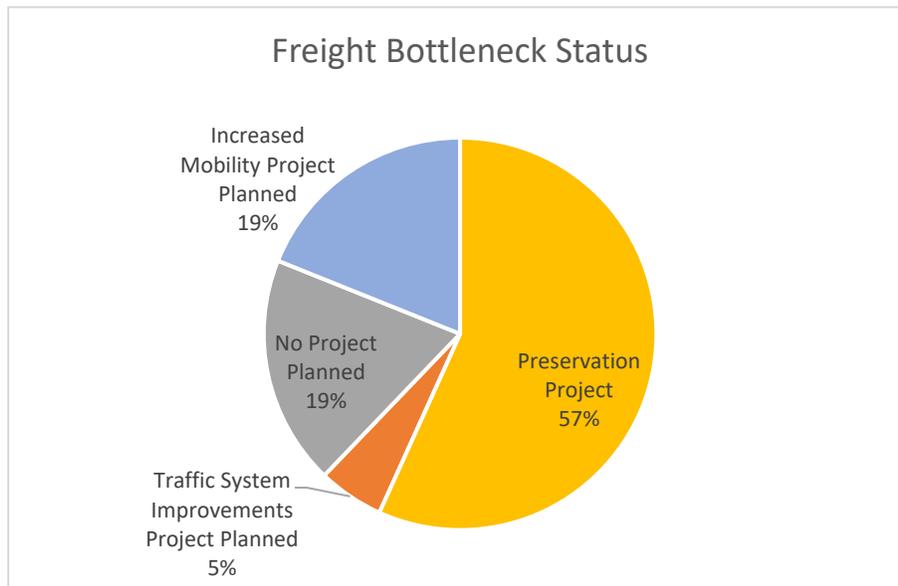
- CSAH 42**
- 34. Dakota Ave. to Jct. Nicollet Ave. (EB)
- 35. Jct. I-35E to CSAH 5
- 36. Johnny Cake Ridge Rd. to Cedar Ave. (WB)
- CSAH 23**
- 37. McAndrews Rd. to CSAH 42 (SB)

Summary Narrative of Capital Improvements

This section provides a brief narrative of any efforts to address the truck freight bottleneck locations identified in the previous section. It is important to note that MnDOT plans and programs projects based off the agency wide guidance in the Minnesota State Highway Investment Plan or MnSHIP. MnSHIP identified that MnDOT would move forward over the next 20 years with limited mobility improvements so that the quality of existing roads will be maintained at a higher level as a tradeoff.

In addition, a lack of increased funding prevents MnDOT from addressing more mobility projects. Only a limited number freight bottlenecks are currently planned to have mobility improvements that would help address the capacity limitations at the sites identified in this document. Figure 5 displays a summary of all projects programmed in the draft 2020-2023 Statewide Transportation Improvement Program (STIP) or planned in the Capital Highway Investment Plan (CHIP) at freight bottleneck locations. This figure shows the simple share of projects for each type of improvement based on the project's effectiveness of resolving the bottleneck.

Figure 5. Freight Bottleneck Status



In general, MnDOT uses strategies such as active traffic management, spot mobility projects and EzPASS lanes to address congestion across all roadway modes and users. MnDOT works with general congestion and traffic concerns across other modes to ensure the safety of the traveling public.

Below are a listing of all construction projects that improve the maintenance or functionality of the truck freight bottlenecks identified in this document identified in the in the draft 2020-2023 Statewide Transportation Improvement Program (STIP) or the Capital Highway Investment Plan (CHIP). In general, all construction projects on the roadway segment are listed. As shown in Figure 3 above a majority of the projects identified are preservation projects that will not improve mobility or significantly resolve the capacity limitations at the site. This illustrates alignment with the Strategic Investment Direction in MnSHIP focusing on infrastructure preservation.

Projects may ultimately change as they move into scoping and become more detailed in the STIP. Locations described do not commit MnDOT to specifically fund or select any project or location noted in this document.

Locations

Each location identified in the analysis as shown in Table 1, with a short narrative as well as any projects located on or near that site that would impact traffic flow. The following narratives are a snapshot in time consistent with MnDOT’s State Transportation Improvement Program and Capital Highway Investment Plan documents. Project scope, identified years and funding may change based on changes in scope, transportation funding, new information or new legal requirements. All federally funded projects are subject to fulfilling federal requirements including NEPA requirements.

Sample: **Freight Bottleneck Location**

Narrative summary

- Project 1
 - Project 2
-

Table 2. Locations Narrative Table

1. **I-494, westbound from TH77 to Penn Ave in Richfield/Bloomington**

A targeted mobility project has been identified for this site that will help to address the bottleneck at this location.

- 2022 Corridors of Commerce Project (COC) – Major mobility improvement turbine interchange, northbound to westbound directional ramp.
- 2025 Corridors of Commerce Project (COC) - Resurface road from 24th Ave to France Ave, this project is undergoing environmental review, the scope of work may change

2. **I-494, eastbound from TH169 to Nicollet Ave. in Bloomington**

A targeted mobility project has been identified for this site that will help to address the bottleneck at this location. A preservation project is also programmed along this roadway for 2029.

- 2022 Corridors of Commerce Project (COC) – Major mobility improvement turbine interchange, northbound to westbound directional ramp.
- 2029 Planned Project (CHIP) – I494, Repair road from France Ave to US 12

3. **I-494/694, southbound from 10th St. N to Tamarack Rd.in Woodbury**

There is a preservation project programmed for this site in 2023 that will resurface the road and including ITS improvements that may assist with the freight bottleneck.

- 2023 Programmed Project (STIP) – Resurface road, traffic management system, drainage, signing, lighting, median barrier and ADA improvements
- 2025 Planned Project (CHIP) – I-94 Repair/replace bridges

4. **I-694, eastbound from I-35W to TH10 in Blaine/Mounds View**

Work was recently completed to resurface the pavement at this location. There is a preservation project programmed in the future that is not currently planned to address the bottleneck conditions at this site.

- 2030 Planned Project (CHIP) - Resurface road from E Dupont to I-35W

5. I-694, eastbound from E River Rd. to Central Ave. in Fridley

Work was also recently completed to resurface the pavement at this location. There is a preservation project programmed in the future that is not currently planned to address the bottleneck conditions at this site.

- 2030 Planned Project (CHIP) - Resurface road from E Dupont to I-35W

6. I-94, eastbound from I-394 to S Jct. I-35W in Minneapolis

7. I-94, westbound from Mississippi River to Lowry Tunnel

8. I-94, eastbound from Mississippi River to Snelling Ave

A series of maintenance, preservation and traffic management system improvement projects have been identified for this location that will help to resolve the bottleneck at this location. Work was recently completed that improved the pavement conditions along the corridor.

- 2020 Programmed Project (STIP) – I-94 from Nicollet Ave in Minneapolis to TH280 in St Paul, mill and overlay, Traffic Management System improvements and striping
- 2022 Programmed Project (STIP) – TH55 bridge replacements over 7th St, and 8th St., signing, lighting, drainage and structural repairs
- 2026 Planned Project (CHIP) – Medium concrete overlay, pavement repairs from Portland Avenue to Washington Avenue
- 2028 Planned Project (CHIP) – Resurface road from Nicollet Ave to Western Ave
- 2030 Planned Project (CHIP) – Replace Nicollet Ave bridge over I-94

9. I-94, westbound from Mounds Blvd. to Marion St. in Saint Paul

There are two preservation projects programmed for this site in 2022 and several bridge repairs planned for 2025. These projects are not currently planned to address the freight bottleneck along this corridor.

- 2022 Programmed Project (STIP) - Concrete pavement rehabilitation, rehabilitate bridges on I94 from 0.2 miles West of Western Avenue to .1 miles East of Mounds Boulevard in Saint Paul and on I35E from 0.3 miles Norther of 10th Street bridge to University
- 2022 Programmed Project (STIP) - Resurface frontage roads and ramps, ADA improvements, repair 3 bridges on Hwy 94 from Western to Hwy 52 and on Hwy 35E from Kellogg Blvd to University Ave in St Paul
- 2025 Planned Project (CHIP) - Repair bridges over I-94 from W 10th St to Jackson and at Western Ave

10. I-35W, northbound from Burnsville Pkwy. to Minnesota River in Burnsville

There is a coordinated set of preservation projects planned for 2025. These projects are not currently planned to address the freight bottleneck at this site.

- 2025 Planned Project (CHIP) - Resurface road from I-35W/I-35E split to the south end of the bridge over Cliff Rd
- 2025 Planned Project (CHIP) – Repair bridge over I-35W
- 2025 Planned Project (CHIP) - Replace bridge over Union Pacific Railroad and Cliff Rd

11. I-35W, northbound from 90th St. to 76th St. in Richfield

There is a preservation project planned for 2028 that is not currently planned to address the freight bottleneck at this location.

- 2028 Planned Project (CHIP) - Repair road from 66th St to 42nd St bridge

12. I-35W, northbound from Diamond Lake Rd. to W Jct. I-94 in Richfield

There is a preservation project planned for 2028 that is not currently planned to address the freight bottleneck at this location.

- 2020 Programmed Project (STIP) - Repair I-35W pavement and drainage from 0.1 mile north of 76th St to 66th St in Richfield
- 2028 Planned Project (CHIP) - Repair road from 66th St to 42nd St bridge

13. I-35W, southbound from Hiawatha Ave. to 36th St. in Richfield

There is a preservation project planned for 2028 that is not currently planned to address the freight bottleneck at this location.

- 2020 Programmed Project (STIP) - Repair I-35W pavement and drainage from 0.1 mile north of 76th St to 66th St in Richfield
- 2028 Planned Project (CHIP) - Repair road from 66th St to 42nd St bridge

14. I-35W, northbound from County Road E2 to CSAH 96

15. I-35W, southbound from CSAH 96 to County Road E2

16. I-35W, southbound from N Jct. TH 10 to S Jct. TH 10

There is a capacity and preservation project that will improve freight movement in this corridor with the addition of MnPASS lanes that are currently being constructed.

- 2020 Programmed Project (STIP) - Replace pavement and construct MnPASS Express Lanes—one lane in each direction—in the middle of existing I-35W; repair 17 bridges and replace 5 bridges between CR C in Roseville and CR 17/Lexington Ave. in Blaine. Resurface Hwy 10 Between I-35W and C

17. I-394, eastbound from Dunwoody Blvd. to I-394 in Minneapolis

There is a preservation project planned for 2026 that is not currently planned to address the freight bottleneck at this location.

- 2026 Planned Project (CHIP) - Redeck and rehab of 9 bridges that go over Dunwoody Ave

18. Dakota County CSAH 23, southbound from McAndrews Rd. to CSAH 42

Currently no projects specifically planned for this segment, the Dakota County 2020-2024 Capital Improvement Program identifies this site as currently over capacity and is within an zone that may be included in future transportation studies for potential improvement.

19. Dakota County CSAH 42, eastbound from Dakota Ave. to Jct. I-35E

20. Dakota County CSAH 42, westbound from Johnny Cake Ridge Rd. to Cedar Ave.

21. Dakota County CSAH 42, westbound from Jct. I-35E to CSAH 5

22. Dakota County CSAH 42, westbound from Glendale Rd. to Dakota Ave.

This corridor was studied by the County and there are plans for a replacement and potential expansion project in 2023 from W. Dakota County Line to TH 3.

23. TH 55, eastbound from Lone Oak Rd. to Dodd Rd. in Eagan

24. TH 55, westbound from Dodd Rd. to Lone Oak Rd. in Eagan

There is a preservation project planned for 2022 that is not currently planned to address the freight bottleneck at this location.

- 2022 Programmed Project (STIP) - Resurface, curb and gutter, ADA, rehab bridges on MN 55 from east end of bridge over Bloomington Road in Mpls to 0.1 miles east of Argenta Trail in Inver Grove Heights

25. TH 55, westbound from E 28th St. to Cedar Ave. in Minneapolis

There is a preservation project planned for 2022 and 2023 that will improve traffic flow but is not currently planned to address the freight bottleneck at this location.

- 2022 Programmed Project (STIP) - Redeck of bridges, replace sign structures, lighting, drainage repair on MN Hwy 55 at 7th Street, 8th Street, and over Franklin Avenue in Minneapolis
- 2023 Programmed Project (STIP) - Resurface, repair sidewalk, pedestrian ramp upgrades, APS, upgrade guardrail, pond repair and drainage on Hwy 55 from 13th Avenue junction to Hwy 62 junction in Minneapolis

26. TH 62, eastbound from TH 100 to Valley View Rd. in Edina/Richfield

There are two preservation projects planned for 2026 that will improve traffic flow they are not currently planned to the freight bottleneck at this location.

- 2026 Planned Project (CHIP) - Resurface road from Tracy Ave bridge to Portland Ave
- 2026 Planned Project (CHIP) - Repair and resurface Tracy Ave bridge

27. TH 101, southbound from 141st Ave. N to I-94 in Rogers

There are two preservation projects planned for 2025 and 2030, they are not currently planned to address the freight bottleneck at this location.

- 2025 Planned Project (CHIP) - Resurface from Wright/Hennepin county line (Crow River) to Wright county road 38 in Otsego northbound and southbound, includes interchange ramps
- 2030 Planned Project (CHIP) - Repair roadway from CSAH 38 to Jct US 10

28. TH 169, northbound from I-394 to Betty Crocker Dr. in Golden Valley

There are currently no specific projects planned or programmed to address the current bottleneck.

- No projects currently planned or programmed

29. TH 169, northbound from CSAH 101 to Pioneer Tr.

30. TH 169, southbound from Jct. I-494 to Old Shakopee Rd.

There is a preservation project planned for 2028 that is not currently planned to address the freight bottleneck at this location.

- 2028 Planned Project (CHIP) - Resurface road from the north end of Bloomington Ferry bridge to Anderson Lakes bridge

31. TH 23, northbound from 10th Ave. S to Washington Mem. Dr. in Saint Cloud

32. TH 23, southbound from Washington Mem. Dr. to 10th Ave. S in Saint Cloud

There is a major preservation project that will include elements that will improve mobility that will help address the freight bottleneck along this corridor.

- 2020 Programmed Project (STIP) – Resurface Hwy 23 from Benton CR 1 to Hwy 95; construct a reduced conflict intersection at Benton CR 8 east of St Cloud

- 2023 Programmed Project (STIP) - MN 23, at US 10 Interchange in St. Cloud, reconstruct MN 23 from .1 mile west of Lincoln ave to .1 mile west of CR 1; reconstruct US 10 from .2 mile west of St. Germain to .1 mile north of 15th ave southeast; replace bridges over US 10, br# 9021 with br#
- 2027 Planned Project (CHIP) - Resurface roadway from TH 15 to RR bridge near TH 10 + ADA in St. Cloud, EB & WB

33. TH 52, northbound from Plato Blvd. to I-94 in Saint Paul

There is a major preservation project that will include elements that will improve mobility that will help address the freight bottleneck along this corridor.

- 2021 Programmed Project (STIP)- Resurface, concrete repair; improvement to the weight enforcement facility and pedestrian crossing and signing on US Hwy 52 from MN Highway 52/I494 interchange in Inver Grove Heights to Plato Avenue in St. Paul

34. I35E, TH 36 to Maryland Ave

A recent major concrete repair and mobility project was completed in this corridor that added a MnPASS lane. This major route is one of the primary highways into Saint Paul. There is one preservation projects planned for 2021.

- 2021 Programmed Project (STIP) - I-35E between I-94 and University Ave. in St. Paul

35. I-94, eastbound CSAH 30 to Junction with 694/494 in Maple Grove

There are currently no specific projects planned or programmed to address the current bottleneck.

- No projects currently planned or programmed

36. TH 169, northbound West River Road to Main Street

There are currently no specific projects planned or programmed to address the current bottleneck.

- No projects currently planned or programmed

37. TH 169, southbound Betty Crocker Dr to I-394

There are currently no specific projects planned or programmed to address the current bottleneck.

- No projects currently planned or programmed