

# Metro District 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

## 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.



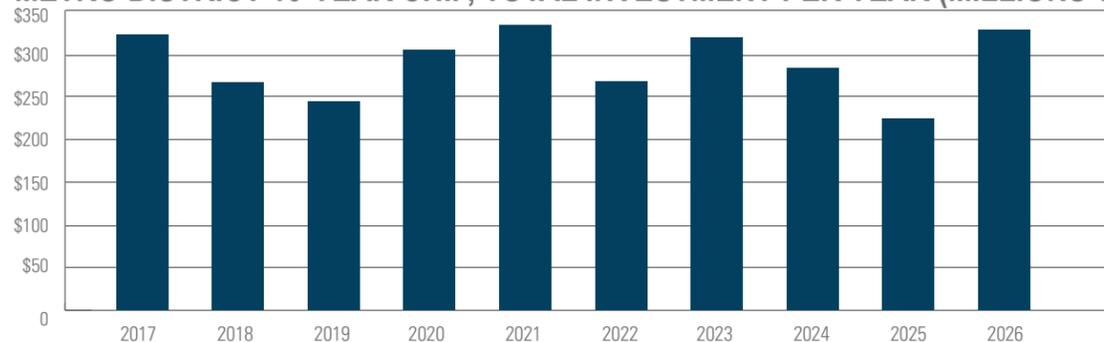
The 10-Year CHIP includes:

- 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.

The 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](mailto:pat.bursaw@state.mn.us) or 651-234-7783.

### METRO DISTRICT 10-YEAR CHIP, TOTAL INVESTMENT PER YEAR (MILLIONS OF DOLLARS)



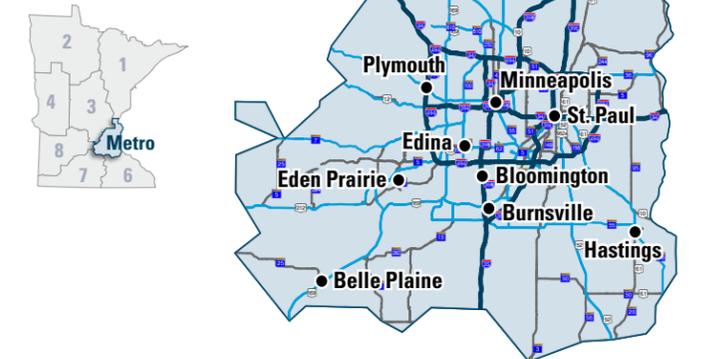
Metro District is the urban core of Minnesota (see map inset below). It has three regional offices located in Roseville, Golden Valley and Oakdale. The Metropolitan Council, the district's Metropolitan Planning Organization is located in St. Paul. Metro District offices are staffed by 1,247 full-time employees. 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. Major industries in the district include manufacturing, retail trade, and health care and financial services.

Counties*	Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott and Washington
Centerline Miles	1,095
Lane Miles	4,075
High Mast Lights	329
Culverts	3,573
Noise Walls	380
Overhead Signs	1,916
Deep Stormwater Tunnels	8
Population 2013	2,897,221
Annual VMT**	15,937,981,902
VMT/Capita	5,501

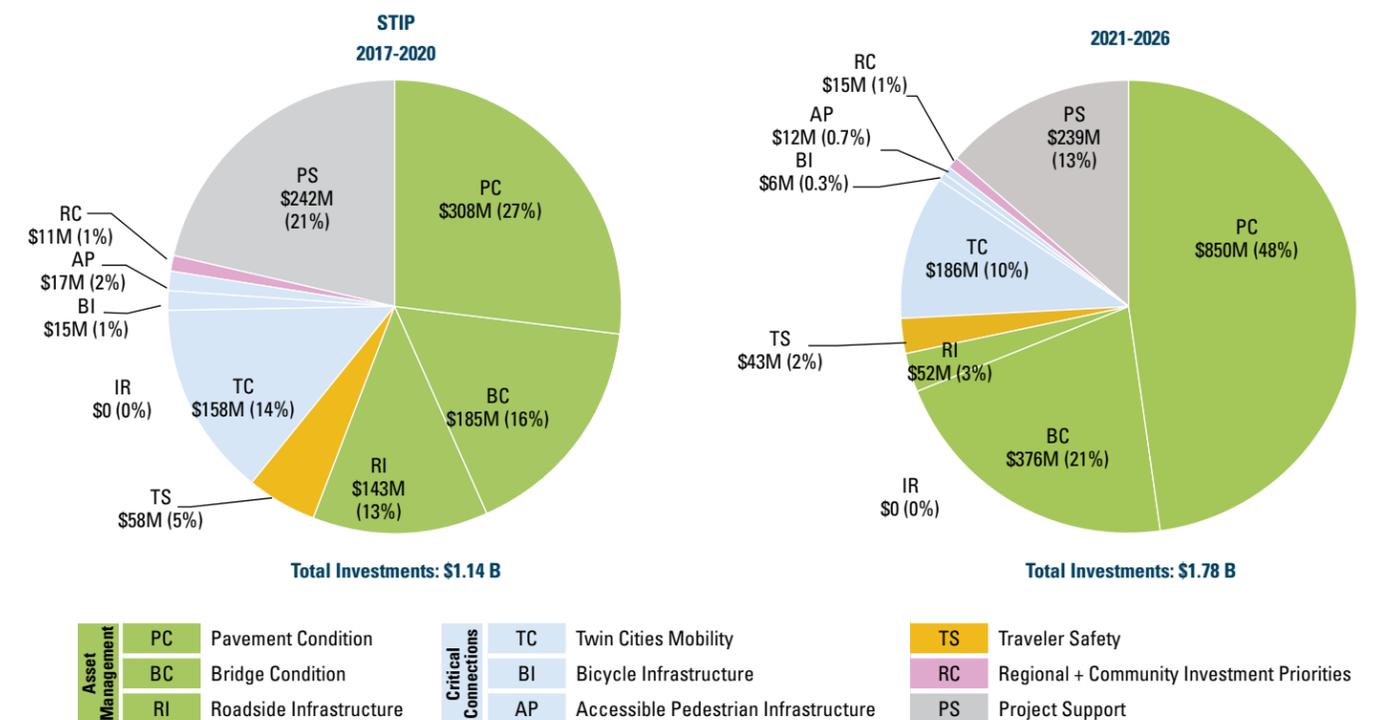
\*Based on ATP boundaries  
\*\*VMT=Vehicle Miles Traveled on Trunk Highways

### Metro District Boundaries

- Interstate (260 miles)
- National Highway System - Non-Interstate (568 miles)
- Non-Nat'l Highway System - (267 miles)



### PLANNED INVESTMENTS FOR STIP (2017-2020) AND YEARS 5-10 (2021-2026)



## PROGRAM HIGHLIGHTS

The Metro construction program varies from \$246 to \$306 million per year from 2017 to 2020. The Metro construction program invests in projects that preserve or fix aging roads and bridges on the trunk highway system, many of which were built more than 50 years ago with little improvement since.

Some projects aimed at preserving the system also improve mobility and reduce congestion; but they are almost always attached to other work fixing existing roads and bridges. The I-35W/Lake Street project includes a transit station and MnPASS lane expansion, 20 bridges and pavement which is needed independent from the MnPASS and transit components. The I-35W North MnPASS project also replaces aging bridges and provides a long term pavement fix. Currently this corridor needs to be resurfaced every 4-5 years because of failing pavement substructure.

In the years 2021 to 2026, Metro continues the investment approach of fixing the existing system while planning strategic investments to improve safety and reduce congestion.

## NOTABLE CHANGES FROM PREVIOUS CHIP

Metro's investment in the Project Delivery category is growing due to costs for increasingly complex preservation projects in the developed, urban environment of the district. Also contributing to this increase is the department's focus on community engagement, rising needs and costs for sidewalk right of way and other improvements to meet Americans with Disabilities Act (ADA) requirements, and use of construction incentives.

This increase has resulted in some projects not advancing into the STIP or being moved out of their planned years from the previous CHIP. A pavement project on MN 65 in Anoka County from CSAH 10 in Blaine to Ham Lake was moved from 2020 to 2022, which impacted the timing of another MN 65 pavement project to the north which was moved from 2021 to 2025. The scope for the Third Avenue Bridge in downtown Minneapolis was not fully known last year, so this bridge did not advance into year 2020 of the 2017-2020 STIP, and is now in year 2021.

## REMAINING RISKS

### High

- The increase of the Project Support investment category reduces the investment in many of the other categories and cuts the ability of the district

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

## METRO DISTRICT HISTORIC PERFORMANCE

Statewide Plan Policy	Measure	Target	2010	2011	2012	2013	2014	2015
<b>Safety</b>	Fatalities	0	127	110	113	116	119	110
<b>Bridge</b>	Condition: NHS - % Poor	<2%	▲ 3.5%	▲ 3.4%	▲ 3.4%	▲ 3.2%	● 1.8%	▲ 2.5%
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 0.8%	● 0.8%	● 0.8%	● 4.7%	● 0.3%	● 0%
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	▲ 4.8%	● 5.3%	▲ 3.6%	▲ 3.0%	▲ 2.1%	▲ 2.6%
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.9%	▲ 4.3%	● 4.0%	● 2.5%	● 3.2%	● 2.3%
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	● 8.7%	▲ 11.4%	▲ 11.7%	▲ 11.0%	● 9.8%	● 10%
<b>Mobility</b>	Congestion - % of metro-area freeway miles below 45 mph in AM or PM peak	Tracking Indicator	21.5%	21.0%	21.4%	19.9%	21.1%	23.4%

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

to fund all needs identified in project areas, such as roadside infrastructure and bike needs as well as deliver projects as previously planned.

- The loss of Twin Cities Mobility funding after 2023 will influence how MnDOT meets new proposed federal mobility performance measures and the district's capacity to contribute to local agencies' projects on the trunk highway system.
- Unfunded needs on major programmed and planned projects, such as the I-35W Minnesota River Crossing Bridge and the I-35W North MnPASS projects have resulted in significant program gaps which may lead to future program modifications to other projects.

### Medium

- Traveler safety investment does not address all existing crash locations.
- Unknown needs on major planned projects, such as the Third Avenue Bridge, I-394/Dunwoody Bridge, and "Rethinking I-94" may result in significant program gaps when projects are scoped and could lead to further modification of the CHIP.
- Poor pavement outcomes remains common in Metro, particularly on the non-NHS.

### Low

- The costs for traffic management and traffic control during construction is not captured well under current investment categories.
- There are a large number of bridges with significant anticipated projects costs (+\$5 million) that will start to enter CHIP in the next five to ten years.
- 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.

## METRO DISTRICT PROJECTED PERFORMANCE

Statewide Plan Policy	Measure	Target	2015 Actual	2020 Projected	2026 Projected	Analysis
<b>Safety</b>	Fatalities	0	110	N/A	N/A	Not available.
<b>Bridge</b>	Condition: NHS - % Good and Satisfactory	<2%	● 2.5%	● 0.6%	● 1.1%	Bridge condition on the NHS is expected to improve but still meet the target.
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 0%	● 0.1%	● 5.7%	Bridge condition on the Non-NHS will decline but will still meet the target.
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	▲ 2.6%	▲ 4.9%	● 5.5%	The Interstate pavement condition will deteriorate and no longer be meeting the target.
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.3%	● 3.9%	▲ 6%	The remaining NHS pavement condition will deteriorate and no longer be meeting the target.
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	● 10%	● 15.3%	▲ 12.9%	The non-NHS pavement condition will deteriorate and no longer be meeting the target.
<b>Mobility</b>	Congestion - % of system metro-area freeway miles below 45 mph in AM or PM peak	Tracking Indicator	23.4%	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.

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

- 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 MnPASS lanes including the following corridors: completion of I-35W MnPASS south of downtown Minneapolis, I-35W North MnPASS (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, until mobility funding ends after 2023.

### **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 delivery needs for the construction program in the STIP years and early identification of projects in the CHIP years that may benefit from early scoping, including increased community engagement and complying with ADA requirements on projects by obtaining right of way for improved pedestrian facilities.

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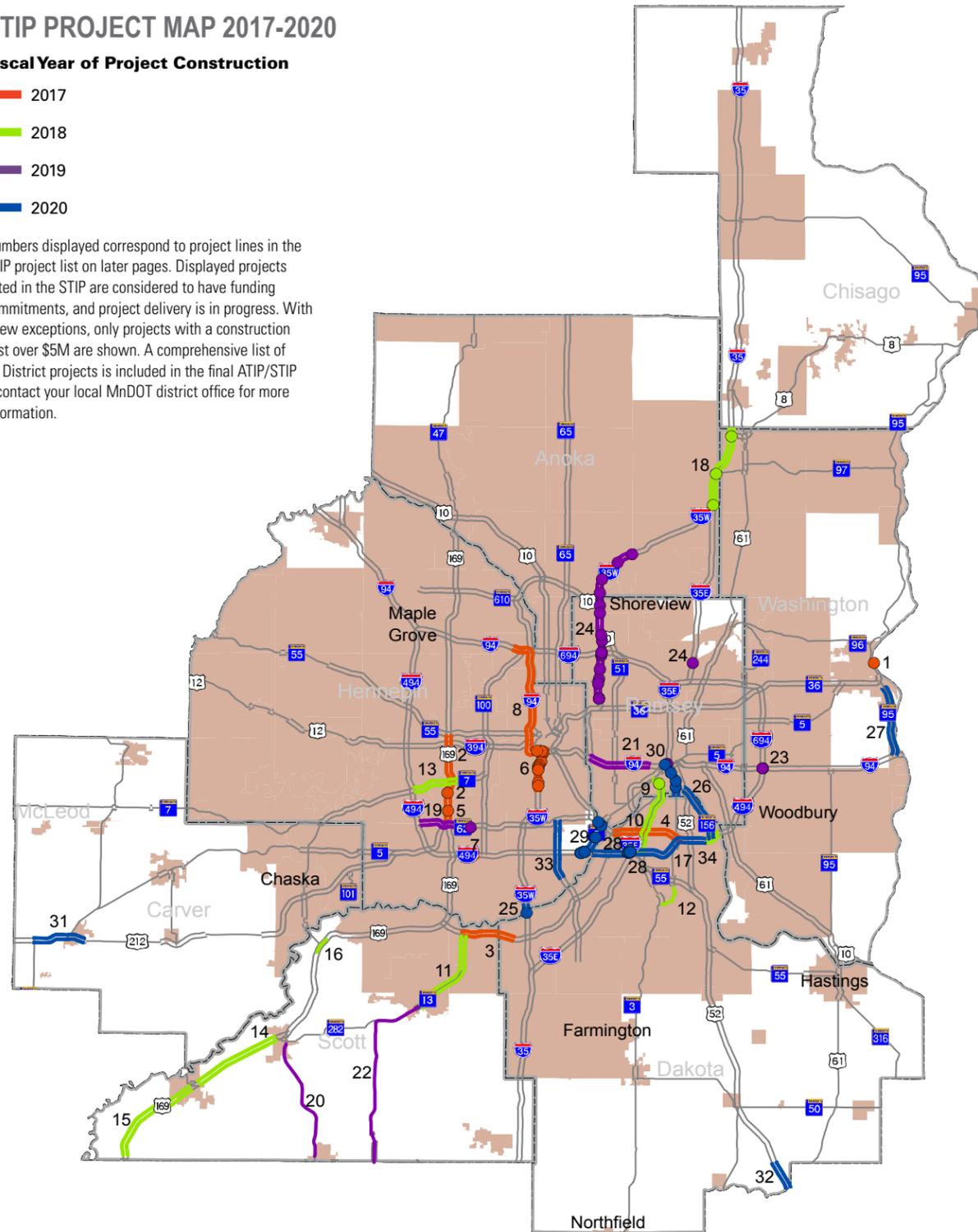
# METRO DISTRICT PROJECTS

## STIP PROJECT MAP 2017-2020

### Fiscal Year of Project Construction

- █ 2017
- █ 2018
- █ 2019
- █ 2020

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. With a few exceptions, 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

- AC: Advanced Construction
- ADA: Americans with Disabilities Act
- Alt. Bid: Alternate Bid
- BR: Bridge
- BRS: Bridges
- CIR: Cold Inplace Recycle
- CPR: Concrete Pavement Rehabilitation
- CSAH: County State Aid Highway
- EB: Eastbound Lanes
- HSIP: Highway Safety Improvement Program
- INCL: Including
- JCT: Junction
- MED: Medium
- NHS: National Highway System
- PED: Pedestrian
- TED: Transportation Economic Development program
- TMS: Traffic Management System
- UTB: Ultra-thin Bonded
- UTBWC: Ultra-thin Bonded Wearing Course
- WB: Westbound Lanes

METRO DISTRICT PROJECTS FOR YEARS 2017-2020 (STIP) OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2017</b>					
1	MN 36	WASHINGTON	MN36, OVER ST CROIX RIVER - LIFT BRIDGE CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	0.1	\$7. M
2	US 169	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)	6.2	\$11.77 M
3	MN 13	SCOTT/ DAKOTA	MN13, FROM JCT OF TH 901B IN SAVAGE TO 0.4 MI E WASHBURN AVE IN BURNSVILLE AND ON TH 901B, FROM 0.1 MI W OF TH 169 IN SHAKOPEE TO JCT WITH MN13 -BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA, SIGNAL REPLACEMENT, SIGNING REPLACEMENT, TURN LANES	5.3	\$5.28 M
4	MN 110	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 (ASSOCIATED TO 019-090-018	5.3	\$7.71 M
5	US 169	HENNEPIN	US169, FROM BREN ROAD TO 7TH ST IN HOPKINS- REPLACE BRIDGE 27568 WITH A CAUSEWAY AND THE DRAINAGE BOX CULVERT 90478 (NEW BOX CULVERT #27X15) AND CONSTRUCT BOX CULVERT 27X16 FOR NEW BIKE/PED TRAIL-DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110)	1.0	\$57.2 M
6	I 35W	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, CONSTRUCT NEW BRIDGES	4.9	\$69.3 M
7	I 494	HENNEPIN	ED, I494, 0.34 MILE W OF CSAH 28 TO 0.19 MILE E OF CSAH 28 AT I494 IN BLOOMINGTON—CONSTRUCT INTERCHANGE RAMP TO WB I494 INCLUDING NEW BRIDGE #27W18 (TIED TO 107-020-067)	0.5	\$. M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2017</b>								
0%	30%	10%	0%	0%	40%	20%	0%	0%
66%	0%	30%	0%	2%	0%	2%	0%	0%
75%	0%	15%	5%	0%	2%	3%	0%	0%
75%	0%	10%	10%	0%	0%	5%	0%	0%
8%	68%	10%	5%	5%	1%	1%	0%	2%
19%	23%	18%	3%	25%	2%	2%	0%	8%
0%	0%	0%	0%	0%	0%	0%	0%	0%

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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$5 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
8	I 94	HENNEPIN	I94, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER-BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB & GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON 53 BRIDGES AND BRIDGE RAILING	9.1	\$43.36 M
<b>2018</b>					
9	MN 149	RAMSEY	MN149, OVER MISSISSIPPI RIVER IN ST PAUL - REHABILITATION AND APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS (TIED TO 1917-45)	0.5	\$14.11 M
10	MN 149	DAKOTA/ RAMSEY	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL AND ON MN13 FROM MN149 TO CHEROKEE HEIGHTS BLVD - BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA, SIDEWALK, BIKE LANES AND DRAINAGE (TIED TO 6223-20)	6.3	\$7.2 M
11	MN 13	SCOTT	MN13 FROM S OF EAGLE CREEK IN PRIOR LAKE TO 0.1 MI S OF JCT MN901B (OLD MN101) IN SAVAGE - BITUMINOUS MILL AND OVERLAY, ADA, SIGNS, GUARDRAIL AND DRAINAGE	6.5	\$5.03 M
12	MN 3	DAKOTA	MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL-BITUMINOUS/ CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3- BITUMINOUS MILL & OVERLAY	2.3	\$5.26 M
13	MN 7	HENNEPIN	MN7, FROM 0.1 MI E OF I494 IN MINNETONKA TO 0.25 MI W OF LOUISIANA AVE IN ST LOUIS PARK- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS AND SIGNALS	3.9	\$5.94 M
14	US 169	SCOTT	US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, REDUCED CONFLICT INTERSECTION, DRAINAGE AND TENSION CABLE GUARDRAIL (TIE TO 7007-34) (AC PROJECT, PAYBACK IN FY19)	6.4	\$7.51 M
15	US 169	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, BITUMINOUS MILL AND OVERLAY AND DRAINAGE REPAIRS (TIE TO 7008-111) (AC PROJECT, PAYBACK IN FY19)	7.2	\$9.07 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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$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
38%	33%	21%	0%	0%	1%	2%	0%	5%
<b>2018</b>								
5%	88%	5%	0%	0%	1%	1%	0%	0%
75%	0%	15%	5%	0%	2%	3%	0%	0%
75%	0%	15%	3%	0%	1%	1%	0%	5%
85%	0%	2%	7%	6%	0%	0%	0%	0%
85%	0%	5%	0%	0%	5%	5%	0%	0%
73%	0%	14%	5%	0%	0%	0%	0%	8%
95%	0%	5%	0%	0%	0%	0%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
16	US 169	SCOTT	TED, US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP- CONSTRUCT INTERCHANGE (TIED TO 070-596-013	1.1	\$10. M
17	I 494	DAKOTA	I494, FROM HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, BRIDGE REHAB, ADA, RETAINING AND NOISEWALL, SIGNING, TMS, LIGHTING, DRAINAGE	1.6	\$15.77 M
18	I 35	ANOKA/ WASHINGTON	I35, I35E FROM 0.6 MI N OF 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM 2.3 MI N OF MAIN ST TO JCT I35/I35W/I35E IN LINO LAKES AND ON I35 FROM JCT I35/I35W/I35E TO 0.8 MI N OF US 8, REPLACEMENT OF BRIDGES AND WEIGH STATION	7.1	\$49.7 M
<b>2019</b>					
19	MN 62	HENNEPIN	MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE IN EDINA AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62 IN MINNETONKA-CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, REHAB BRIDGE #27083, FENCE REPAIR, CURB AND GUTTER, GUARDRAIL AND ADA IMPROVEMENTS	4.5	\$7.69 M
20	MN 21	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, TURN LANES, ADA IMPROVEMENTS, DRAINAGE	8.8	\$6.15 M
21	I 94	RAMSEY	I94, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR	4.3	\$7.82 M
22	MN 13	SCOTT	MN13, FROM MN19 IN CEDAR LAKE TWP TO 0.1 MI SOUTH OF SCOTT-CSAH 21 (EAGLE CREEK AVE) IN PRIOR LAKE - RESURFACING, CONCRETE MEDIAN, DRAINAGE REPAIRS, TURN LANES	14.4	\$9.74 M
23	I 694	WASHINGTON	I694 IN OAKDALE - 0.1 MI S OF 10TH ST (CSAH10) TO JCT I694/I494/I94 - BITUMINOUS MILL AND OVERLAY AND BRIDGE REHAB 82832 AND 82831; I494, 0.1 MI S TAMARACK RD TO JCT I694/I494/I94 - BITUMINOUS MILL AND OVERLAY AND RECONSTRUCT SE LOOP	1.8	\$8.7 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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$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
0%	0%	0%	0%	0%	0%	0%	100%	0%
32%	0%	25%	10%	26%	0%	2%	0%	5%
54%	33%	5%	3%	5%	0%	0%	0%	0%
<b>2019</b>								
80%	0%	10%	0%	5%	0%	5%	0%	0%
65%	0%	25%	0%	5%	2%	3%	0%	0%
60%	0%	30%	5%	0%	0%	0%	0%	5%
75%	0%	18%	0%	0%	1%	1%	0%	5%
25%	60%	10%	0%	0%	3%	3%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
24	I 35W	RAMSEY/ ANOKA	I35W, FROM CR B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR53) IN LINO LAKES AND US 10 FROM N JCT I35W TO 0.7 MI E CSAH J - CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE, CONC OVLY FROM 0.1 MI N OF S JCT LAKE DR TO CR53, BIT M&O FROM CR C TO 0.1 MI N OF S JCT LAKE DR, REHAB 16 BRIDGES AND REPLACE 3 BRIDGES	12.7	\$63. M
<b>2020</b>					
25	I 35W	DAKOTA/ RAMSEY	I35W, FROM THE BLACK DOG RD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983, PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PROJECT, PAYBACK IN FY21 AND FY22)	0.9	\$33.14 M
26	MN 156	DAKOTA/ RAMSEY	MN156, FROM I494 IN S ST PAUL TO US52 IN ST PAUL - CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, SIDEWALKS, RETAINING WALL	4.2	\$8.42 M
27	MN 95	WASHINGTON	MN95, FROM 0.2 MI NORTH OF BAYPORT TO 0.1 MI SOUTH OF I94 IN LAKELAND - BITUMINOUS MILL AND OVERLAY, ADA PED RAMP UPGRADES, DRAINAGE	5.1	\$6.03 M
28	I 494	DAKOTA	I494, FROM JCT I35E IN MENDOTA HEIGHTS TO EAST END OF MINNESOTA RIVER BRIDGE IN EAGAN- BITUMINOUS MILL AND OVERLAY, DRAINAGE. REPAIR 7 BRIDGES, GUARDRAIL, TMS	2.2	\$9.54 M
29	MN 5	DAKOTA/ HENNEPIN	MN5, JCT I494 IN HENNEPIN CO TO S END OF THE MINNESOTA RIVER BRIDGE - CONCRETE OVERLAY, GRADING, PAVING, CABLE MEDIAN BARRIER, REHAB OF 11 BRIDGES	3.1	\$15.8 M
30	US 952A	DAKOTA/ RAMSEY	US952A (ROBERT ST), FROM ANNAPOLIS ST IN W ST PAUL TO 12TH ST IN ST PAUL - BITUMINOUS MILL AND OVERLAY, REHAB ON BRIDGES #62050, 62894, 9036, 90381, DRAINAGE, ADA, SIGNALS, AND SIDEWALK REPLACEMENT	2.5	\$12.84 M
31	US 212	CARVER	US212, FROM .02 MILE WEST OF MN25/MN5 TO CARVER-CSAH34 IN NORWOOD YOUNG AMERICA - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	3.7	\$5.97 M
32	US 52	DAKOTA	US52, FROM JCT MN19 TO 0.2 MI NORTH OF DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP - CONCRETE OVERLAY	2.2	\$7.12 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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$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
0%	4%	9%	5%	70%	2%	2%	0%	8%
<b>2020</b>								
24%	47%	14%	6%	0%	2%	2%	0%	5%
60%	0%	14%	5%	0%	8%	8%	0%	5%
75%	0%	20%	0%	0%	0%	5%	0%	0%
55%	28%	7%	5%	0%	0%	0%	0%	5%
60%	18%	12%	5%	0%	0%	0%	0%	5%
54%	15%	20%	0%	0%	1%	5%	0%	5%
90%	0%	8%	0%	0%	0%	0%	0%	2%
75%	0%	15%	0%	0%	1%	1%	0%	8%

Number	Route	County	Description	Length (mi)	Total Construction Cost
33	MN 77	HENNEPIN	MN77, FROM 0.5 MI S OF OLD SHAKOPEE ROAD IN BLOOMINGTON TO MN62 IN MINNEAPOLIS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD	4.3	\$9.27 M
34	I 494	DAKOTA	I494, FROM 0.1 MI EAST OF 5TH AVE IN S ST PAUL TO I35E MENDOTA HEIGHTS - MILL AND OVERLAY, DRAINAGE, GUARDRAIL	5.7	\$17.55 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
59%	0%	30%	10%	0%	0%	0%	0%	0%
82%	0%	6%	5%	0%	2%	2%	0%	3%

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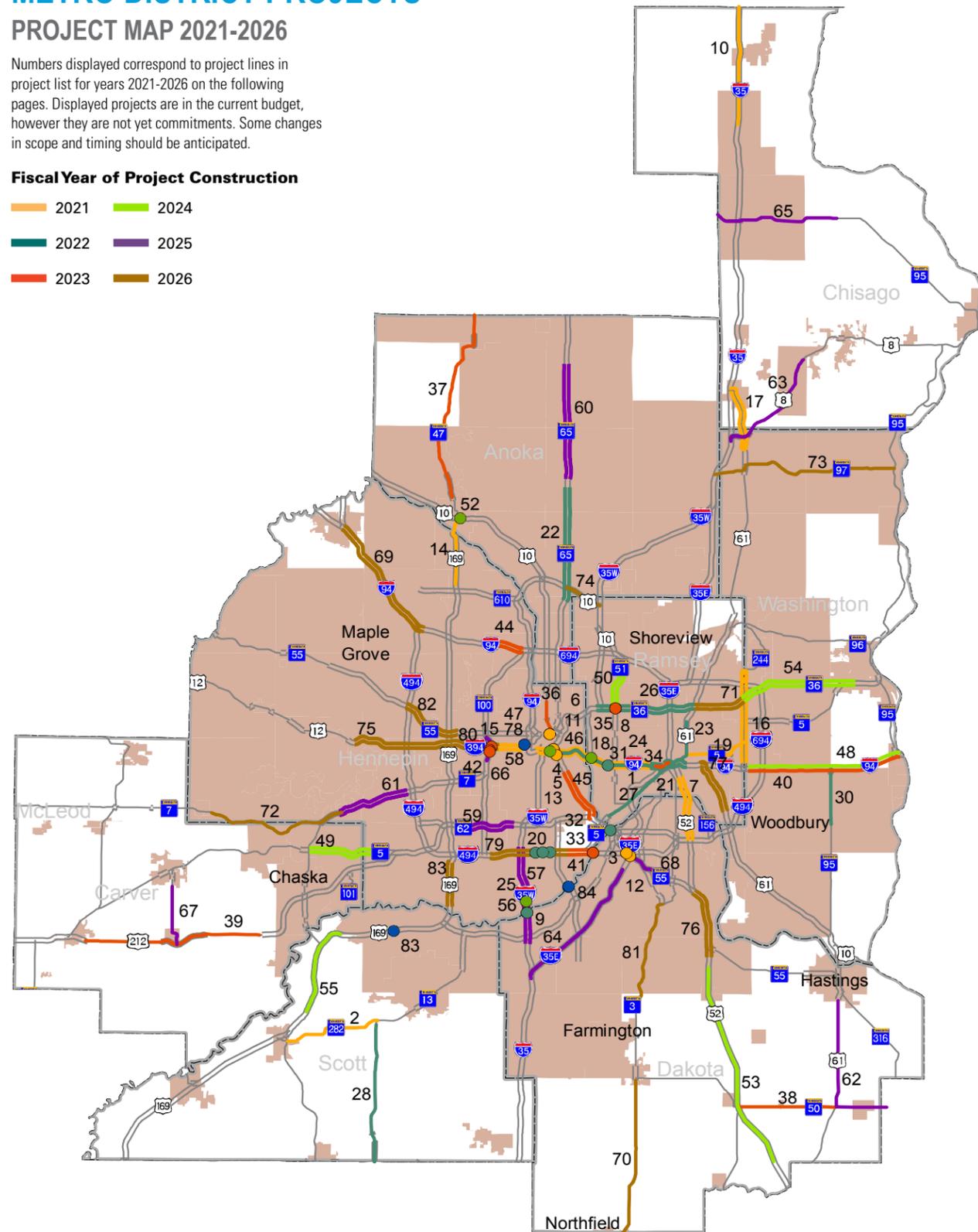
# METRO DISTRICT PROJECTS

## PROJECT MAP 2021-2026

Numbers displayed correspond to project lines in project list for years 2021-2026 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

### Fiscal Year of Project Construction

- 2021    — 2024
- 2022    — 2025
- 2023    — 2026



## GLOSSARY OF DESCRIPTION TERMS

- AC: Advanced Construction
- ADA: Americans with Disabilities Act
- Alt. Bid: Alternate Bid
- BR: Bridge
- BRS: Bridges
- CIR: Cold Inplace Recycle
- CPR: Concrete Pavement Rehabilitation
- CSAH: County State Aid Highway
- EB: Eastbound Lanes
- HSIP: Highway Safety Improvement Program
- INCL: Including
- JCT: Junction
- MED: Medium
- NHS: National Highway System
- PED: Pedestrian
- TED: Transportation Economic Development program
- TMS: Traffic Management System
- UTB: Ultra-thin Bonded
- UTBWC: Ultra-thin Bonded Wearing Course
- WB: Westbound Lanes

**METRO DISTRICT PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP**

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2021</b>					
1	I 94	HENNEPIN/ RAMSEY	I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 1 OF 2)	7.49	\$50.00 M
2	MN 282	SCOTT	RECLAMATION, RETAINING WALL, ADA, FROM MN21 (MILL ST) TO MN13	6.84	\$9.00 M
3	MN 55	DAKOTA	REDECK/OVERLAY BR #19819 (TH 55 OVER I35E), BR #19827 (TH 55 OVER I-494)	0.0	\$10.00 M
4	MN 55	HENNEPIN	REDECK BR #27849 (TH 55 EB/8TH ST OVER I-35W AND RAMPS), #27875 (TH 55 WB/7TH ST OVER I-35W AND RAMPS), #27177 (TH 55 OVER FRANKLIN AVE)	0.0	\$10.00 M
5	MN 65	HENNEPIN	REHAB BR #2440 OVER MISSISSIPPI RIVER IN MPLS (3RD AVE BRIDGE) YEAR 1 OF 3	0.0	\$7.37 M
6	MN 65	HENNEPIN	REHAB BR #2440 OVER MISSISSIPPI RIVER IN MPLS (3RD AVE BRIDGE)	0.0	\$17.90 M
7	US 52	RAMSEY	MEDIUM MILL AND OVERLAY, I-494 TO .1 M N OF N END OF CONCORD ST	4.6	\$7.83 M
8	I 94	HENNEPIN/ RAMSEY	I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 1 OF 2)	7.4	\$50.00 M
9	I 35W	DAKOTA/ HENNEPIN	REPLACE BR #5983 OVER MINNESOTA RIVER (YEAR 2 OF 3)	0.0	\$50.00 M
10	I 35	CHISAGO	UNBONDED CONCRETE OVERLAY, CSAH 9 TO CHISAGO/PINE CL, BOTH	8.3	\$22.77 M
11	MN 65	HENNEPIN	REHAB BR #2440 OVER MISSISSIPPI RIVER IN MPLS (3RD AVE BRIDGE)	0.0	\$17.90 M
12	MN 55	DAKOTA	REDECK/OVERLAY BR #19819 (TH 55 OVER I35E), BR #19827 (TH 55 OVER I-494)	0.0	\$10.00 M
13	MN 55	HENNEPIN	REDECK BR #27849 (TH 55 EB/8TH ST OVER I-35W AND RAMPS), #27875 (TH 55 WB/7TH ST OVER I-35W AND RAMPS), #27177 (TH 55 OVER FRANKLIN AVE)	0.0	\$10.00 M
14	US 169	HENNEPIN	CONCRETE PAVEMENT REPAIR AND MEDIUM MILL AND OVERLAY FROM 101ST AVE TO US 10	4.8	\$8.82 M
15	I 394	HENNEPIN	PAINT BRIDGES IN CORRIDOR FROM US 100 TO I94	0.0	\$8.00 M
16	MN 120	WASHINGTON	MEDIUM MILL AND OVERLAY, 4TH ST TO MN 244	6.6	\$6.67 M
17	US 61	CHISAGO	MEDIUM MILL AND OVERLAY, 2ND AVE SE TO JCT I-35	4.6	\$6.50 M
18	I 94	HENNEPIN	MILL AND OVERLAY, NICOLLET AVE TO MN 280	3.9	\$6.47 M
19	MN 5	RAMSEY	MILL AND OVERLAY, MN 3/LAFAYETTE RD TO MCKNIGHT	5.4	\$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
<b>2021</b>								
0%	0%	0%	0%	100%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
82%	100%	0%	0%	0%	0%	0%	0%	0%
81%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	100%	0%	0%	0%	0%	0%	0%	0%
60%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
82%	100%	0%	0%	0%	0%	0%	0%	0%
30%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%

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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$5 million.

Metro District Projects for Years 2021-2026 of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2022</b>					
20	I 494	HENNEPIN	REPLACE BR #9080 (12TH AVE S), BR #9077 (NICOLLET AVE), BR #9079 (CHICAGO AVE)	0.0	\$12.50 M
21	I 94	RAMSEY	MAJOR CONCRETE PAVEMENT REPAIR AND DIAMOND GRIND, WESTERN AVE TO MOUNDS BLVD	2.74	\$6.70 M
22	MN 65	ANOKA	MEDIUM MILL AND OVERLAY, CSAH 10 TO 153RD AVENUE	13.92	\$15.40 M
23	US 61	RAMSEY	THIN MILL AND OVERLAY, WEST OF TH 5 TO WHEELLOCK PARKWAY	2.95	\$5.00 M
24	I 94	HENNEPIN/ RAMSEY	I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 2 OF 2)	7.49	\$50.0 M
25	I 35W	DAKOTA/ HENNEPIN	REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 3 OF 3)	0.0	\$20.0 M
26	MN 36	RAMSEY	MILL AND OVERLAY, FROM JCT I-35W TO JCT US-61	6.84	\$12.34 M
27	MN 5	RAMSEY	MEDIUM MILL AND OVERLAY, MUNSTER AVE TO KELLOGG BLVD	5.91	\$11.10 M
28	MN 13	SCOTT	COLD IN PLACE RECYCLE, MEDIUM MILL AND OVERLAY, TH 19 TO MN 282	9.89	\$9.0 M
29	MN 65	HENNEPIN	REHAB BR #2440 OVER MISSISSIPPI RIVER IN MPLS (3RD AVE BRIDGE) YEAR 2 OF 3	0.0	\$7.37 M
30	MN 95	WASHINGTON	RECLAIM/MEDIUM MILL AND OVERLAY, W OF JCT I-94 AND OLD CSAH 15 TO BAILEY ROAD	3.97	\$6.0 M
31	I 94	RAMSEY	REPLACE BR #62847 (I-94 OVER FAIRVIEW AVE)	0.0	\$5.0 M
32	MN 55	RAMSEY	REHABILITATE RAILING ON BRIDGE# 4190 (MENDOTA BRIDGE)	0.0	\$5.0 M
<b>2023</b>					
33	I 494	HENNEPIN	MAJOR CPR & DIAMOND GRIND, MISSISSIPPI RVR BR TO 24TH AVE	2.21	\$5.04 M
34	I 94	RAMSEY	PAINT BRIDGES IN CORRIDOR AT I-35E/I-94 IN DOWNTOWN ST. PAUL	0.0	\$8.00 M
35	MN 36	RAMSEY	REPLACE BR #9013, BR #9012 (TH 51/SNELLING AVE NB AND SB OVER TH 36)	0.0	\$5.00 M
36	MN 47	HENNEPIN	MEDIUM MILL AND OVERLAY, MN 65 TO 27TH AVE	2.19	\$5.00 M
37	MN 47	ANOKA	MEDIIUM MILL AND OVERLAY, BUNKER LK BLVD TO ANOKA/ ISANTI CL	14.19	\$11.00 M
38	MN 50	DAKOTA	FULL DEPTH RECLAM OR WHITETOPPING, FROM BR # 19011 OF US 52 TO US 61	6.76	\$14.50 M
39	US 212	CARVER	MEDIUM MILL AND OVERLAY/MINOR CPR, .01 MI W CSAH-134 TO BEG CHASKA BYPASS	12.28	\$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
<b>2022</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>2023</b>								
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
40	I 94	WASHINGTON	UNBONDED CONCRETE OVERLAY FROM MN 120 TO WISCONSIN BORDER, EB only	10.54	\$50.48 M
41	I 494	DAKOTA/HENNEPIN	REHAB BR #9217E, BR #9217W (I-494 EB AND WB OVER MN RIVER)	0.0	\$10.0 M
42	I 394	HENNEPIN	PAINT AND JOINTS ON BRIDGES #27752 (100 over 394), #27789, #27788 (SB 100 S of 394)	0.0	\$9.30 M
43	MN 65	HENNEPIN	REHAB BR #2440 OVER MISSISSIPPI RIVER IN MPLS (3RD AVE BRIDGE) YEAR 3 OF 3	0.0	\$7.37 M
44	I 94	HENNEPIN	MEDIUM MILL AND OVERLAY, (I-94/I-694) W END BROOKLYN BLVD BR TO HUMBOLDT AVE	1.76	\$6.11 M
45	MN 55	HENNEPIN	MILL AND OVERLAY, 32ND TO MN 62	3.70	\$5.50 M
<b>2024</b>					
46	I 94	RAMSEY	REPLACE BR #62813 (PELHAM OVER RR AND I-94)	0.0	\$5.00 M
47	I 94	HENNEPIN	REPLACE AND PAINT BR # 27854 (11TH ST OVER I-94)	0.0	\$5.50 M
48	I 94	WASHINGTON	UNBONDED CONCRETE OVERLAY FROM MN 120 TO WISCONSIN BORDER, WB ONLY	10.54	\$57.41 M
49	MN 5	CARVER/HENNEPIN	MINOR CONCRETE PAVEMENT REPAIR/GRIND, FROM MN 41 TO CSAH 4	5.49	\$12.50 M
50	MN 51	RAMSEY	MEDIUM MILL AND OVERLAY, MN 36 TO GREY FOX RD	3.31	\$5.00 M
51	MN 56	DAKOTA	FULL DEPTH RECLAIM OR WHITETOPPING, GOODHUE/DAKOTA CL TO MN 50/US 52	5.91	\$9.00 M
52	US 10	ANOKA	REPLACE BRIDGE #9700 (RUM RIVER), REPAIR SIX ADDITIONAL BRIDGES (BETWEEN MN STREET, EAST OF 7TH AVE)	0.0	\$15.00 M
53	US 52	DAKOTA	UNBONDED CONCRETE OVERLAY, NORTH OF COUNTY ROAD 86 TO CSAH 42	14.91	\$40.0 M
54	MN 36	WASHINGTON	MEDIUM MILL AND OVERLAY, 0.11 MI W OF TH-120 TO .2 MI E WASHINGTON	8.12	\$25.0 M
55	US 169	SCOTT	MEDIUM MILL AND OVERLAY, .16 MI S 173RD ST TO .541 MI S CSAH-15	6.63	\$10.0 M
56	I 35W	HENNEPIN	REOVERLAY/REDECK BR. 9044 (I35W OVER 106TH ST)	0.0	\$5.0 M
<b>2025</b>					
57	I 35W	DAKOTA/HENNEPIN	MEDIUM MILL AND OVERLAY, .096 MI S OF BURNSVILLE PKWY TO .105 MI N I-494 BR	6.90	\$15.00 M
58	I 394	HENNEPIN	REDECK BR #27831 (I-394 OVER DUNWOODY BLVD) (YEAR 1 OF 2)	0.0	\$30.71 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
<b>2024</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>2025</b>								
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%

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. Only projects with a construction cost of \$1 million (or \$5 million in the Metro District) and more are listed here with the exception of projects with a regional significance that are under \$5 million.



Number	Route	County	Description	Length (mi)	Total Construction Cost
81	MN 3	DAKOTA	MEDIUM MILL AND OVERLAY, CR 58 TO MN 149	7.76	\$7.50 M
82	MN 55	HENNEPIN	MILL AND OVERLAY, 494 TO GENERAL MILLS BLVD	4.38	\$7.50 M
83	US 169	SCOTT	MEDIUM MILL AND OVERLAY, N END MINN RV BR to S END ANDERSON LK BR	3.18	\$6.41 M
84	MN 77	HENNEPIN/ DAKOTA	REOVERLAY BR #9600S (TH 77 SB OVER MN RIVER), BR #9600N (TH 77 NB OVER MN RIVER)	0.0	\$5.0 M
81	MN 200	DAKOTA	MEDIUM MILL AND OVERLAY, CR 58 TO MN 149	7.76	\$7.50 M
82	MN 210	HENNEPIN	MILL AND OVERLAY, 494 TO GENERAL MILLS BLVD	4.38	\$7.50 M
83	MN 61	SCOTT	MEDIUM MILL AND OVERLAY, N END MINN RV BR to S END ANDERSON LK BR	3.18	\$6.41 M
84	MN 77	HENNEPIN/ DAKOTA	REOVERLAY BR #9600S (TH 77 SB OVER MN RIVER), BR #9600N (TH 77 NB OVER MN RIVER)	0.0	\$5.0 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%

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