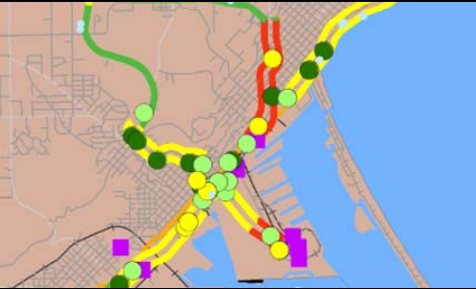





















# Corridor Investment Management Strategy

## What is on the maps?

Map A: Existing Conditions	Map S: Existing Conditions-Safety	Background	Map C: Anticipated Future Performance Based Needs 2016-2021	Information	
		<p>Each corridor includes five maps. In addition, the regional trade centers and metropolitan areas on each corridor are mapped. Information for all state highways in the area are displayed on these maps.</p>		<p>For additional information visit our website: <a href="http://www.dot.state.mn.us/cims">www.dot.state.mn.us/cims</a></p>	
Description	Description	Map B: 2012-2015 STIP Projects	Description	Map D: Recent Investments 2002-2011	
<p>Map A displays the existing infrastructure condition of MnDOT's assets as well as existing modal elements on the corridor including transit, freight, bicycle and pedestrian facilities</p>	<p>Map S displays existing safety conditions on the corridor. The map shows high priority intersections and curves identified in MnDOT's District Safety Plans. Recent crash data and Toward Zero Deaths (TZD) coordination efforts are also shown.</p>		<p>Map C displays future needs on state highways during the six years after the STIP. Pavement, bridge, drainage, safety, and mobility needs are displayed. These needs are greater than MnDOT's ability to address them during this period</p>		
Data	Data	Description	Data	Description	
<p><u>Bridge Condition</u></p> <p> Based on bridge inspections, this data shows current structural condition rating for bridges as of 2010</p> <p><u>Pavement Condition</u></p> <p> Pavement condition is based on ride quality index which measures the smoothness of the road</p> <p><u>Culverts/Pipes</u></p> <p> Pipes are sub-surface structures that convey water from one side of the road to the other. Condition four pipes are currently in poor condition</p>	<p><u>MnDOT District Safety Plans</u></p> <p>The District Safety Plans took a systematic, data-driven approach to safety in the district. The plans analyzed safety risk factors including geometrics, traffic characteristics and land use. Refer to plan document for more detail.</p> <p><u>Safety Need</u></p> <p> These are high priority intersections and curves from MnDOT's district safety plans.</p> <p> These areas are candidates for low cost/high benefit safety projects</p>	<p>Map B displays projects in the 2012-2015 State Transportation Improvement Program. These projects are viewed as commitments by MnDOT and include projects on the state trunk highway system.</p>	<p><u>Bridge Need</u></p> <p> Based on bridge models, these bridges are projected to need repair or replacement between 2016 and 2021</p> <p><u>Pavement Need</u></p> <p> Based on pavement deterioration models and including projects in the STIP, these pavements are expected to be near poor condition in 2021</p> <p><u>Culverts/Pipes</u></p> <p> Culverts are spans less than 20 feet over non-navigable waterways. These culverts are expected to need repair or replacement between 2016 and 2021</p> <p> Condition four pipes in poor condition</p>	<p>Map D displays projects completed on the corridor since 2002. Projects are displayed based on investment type. The majority of past investments have been bridge and pavement preservation projects.</p>	
Definitions	<p><u>Safety Performance</u></p> <p>The performance table identifies the top driver and infrastructure related crashes for the corridor. There may be multiple contributing factors in one crash. The table also displays fatal and serious crash information on the corridor. Crash data from 2006-2010 was analyzed.</p>	Data	<p><u>STIP Projects</u></p> <p> STIP projects on the corridor and near the corridor are presented on this map. Project information includes cost, year, length and investment area</p> <p><u>Safety Need</u></p> <p> These are high priority intersections and curves from MnDOT's district safety plans.</p> <p> These areas are candidates for low cost/high benefit safety projects</p>	Data	<p><u>Recent Investments</u></p> <p> Highway projects are colored based on the investment categories of bridge, pavement, mobility, safety, other infrastructure, and ADA projects. For display purposes, low cost projects were excluded from these maps.</p>