

Investment Group	Investment Category (Required)	General Category Notes	Subcategory (Optional)	Description
System Stewardship	Pavement Condition	Includes project components involving reconstruction, replacement or repair done to existing pavement components only. Includes work done on roadway shoulders that are not repaired/improved specifically for bicycle or safety accommodation.	Reconstruction	Full reconstruction of a roadway. Include pavement portion of work done only. Other project components related to safety, mobility, or non-motorized user accommodation should be categorized in those investment categories below.
			Reconstruction - Reclamation/recycling	Includes partial or full depth reclamation of existing pavement surface, cold in-place recycling, or cold central plant recycling.
			Rehabilitation - Mill and/or overlay	Mill and/or overlays thicker than 2".
			Rehabilitation - Other	Includes full depth concrete repair with or without diamond grinding, slab replacement, and dowel bar retrofit.
			Preservation	Any preventative maintenance work with capital funds including crack seal, chip seal, thin bituminous overlays less than or equal to 2", micro surfacing, partial depth concrete repairs and joint replacement.
			Maintenance	Any reactive maintenance work with capital funds such as pothole fixes, blow-ups and buckling repairs, or other emergency repairs. This includes a majority of the BARC program.
			Other improvements	Any pavement work that does not fall under above categories.
	Bridge Condition	Includes all repair, replacement or rehabilitation to existing bridge structures (including pedestrian bridges, railroad bridges, tunnels, and bridge culverts) from approach to approach on all state highway bridges, including pavement work. If elements of a bridge are changed, enhanced, or modified from recommended work provided by the bridge office (i.e. deck expansion to accommodate bicycle/pedestrian paths) these added costs should be attributed to other appropriate investment categories.	Maintenance - Preventive and reactive maintenance	Any preventative or reactive maintenance work with capital funds. This includes bridge flushing, joint repair, minor concrete or steel repairs, deck spall repair, and impact damage repair.
			Preservation - Overlay and minor structural repairs	Application of a protective overlay on the bridge deck surface, often including replacement of joints and railing. This also includes any minor superstructure and substructure repairs, partial deck replacement, barrier replacement, and expansion joint replacements.
			Preservation - Painting	Painting or application of a protective coating to bridge elements, including full painting, spot painting, and zone painting.
			Rehabilitation	This includes bridge widening, superstructure strengthening or replacement, and bridge raising.
			Rehabilitation - Deck replacement	Replacement of bridge deck.
			Reconstruction - Bridge replacement	Full replacement of existing bridge or culvert.
	Roadside Infrastructure Condition	Includes both standalone projects as well as project components that involve the repair, replacement or rehabilitation of existing infrastructure elements. Also includes such things as installation of fencing, noise walls, retaining walls, concrete barriers, etc.	Drainage and culverts	Work related to installation, repair & replacement of existing culverts and other drainage elements.
			Deep stormwater tunnels	Work related to installation, repair & replacement of existing deep stormwater tunnels.
			Guardrails	Includes the repair, rehabilitation or replacement of existing guardrail.
			Cable median barriers	Includes the repair, rehabilitation or replacement of existing cable median barrier.
			Fencing	Includes the repair, rehabilitation or replacement of existing fencing.
			Overhead structures	Includes installation, repair or replacement of existing overhead sign structures & sign bridges.
			Noise walls	Includes the repair, rehabilitation or replacement of existing noise walls.
			Retaining walls	Includes the repair, rehabilitation or replacement of existing retaining walls.
			Concrete barriers	Includes installation, repair or replacement of existing noise walls, retaining walls, & concrete barriers
			High mast tower lights	Includes the repair, rehabilitation or replacement of existing high mast tower lights.
			Pavement markings	Includes the replacement of existing pavement markings, and those associated with a new pavement project.
			Signs	Includes the repair, rehabilitation or replacement of existing signs.
			Lighting	Includes the repair, rehabilitation or replacement of existing lighting.
			Signals	Includes the repair, rehabilitation or replacement of traffic signals.
			ITS	Includes the repair, rehabilitation or replacement of dynamic message signs, ramp meters, road gates, traffic cameras or other ITS infrastructure.
	Other roadside infrastructure	Includes the repair, rehabilitation or replacement of other roadside infrastructure assets.		
	Jurisdictional Transfer	Includes investment in a portion of a roadway transfer project which uses flex funds or stand alone project related to the preparation work to facilitate a transfer.	N/A	Includes investment in the physical transfer of the roadway to another jurisdictional or the pre-engineering work to facilitate a future transfer.
	Facilities	Includes stand alone projects in rest areas and weight stations.	Rest areas	Includes any work done on all classes of rest areas. Includes access roads to rest areas, and parking lots.
			Weigh stations	Includes work done on existing weigh stations. Includes work completed on the buildings or weigh scale technology.
	Transportation Safety	Traveler Safety	Includes investment in projects or project elements that add or improve features that have proven safety benefits. Repair, replacement and rehabilitation of existing safety elements are not considered a Traveler Safety investment, but are existing infrastructure work categorized as Roadside Infrastructure investment.	Lower cost high benefit
Sustained crash locations				Investment amounts must meet the identified criteria for sustained crash - check with OTSM or Office of Traffic Engineering if you are unsure if project or project component qualifies.
Roadway-rail grade crossing improvements				Includes all grade crossing improvements made with Rail Grade Crossing Improvement Program funding.
Shoulder widening				Includes all shoulder widening related to addressing vehicle safety concerns along a roadway.
Freight safety improvements				Includes all safety improvements related to implementing a freight safety need. (i.e. freight safety improvements identified in the Statewide or District Freight plans.)

Investment Group	Investment Category (Required)	General Category Notes	Subcategory (Optional)	Description
Critical Connections	Greater Minnesota Mobility	Investment along NHS routes should be included in this category only if the route segment is identified as not meeting mobility and reliability goals at the proposed time of construction. Please reference the Greater Minnesota Mobility Study to find identified mobility locations. Mobility improvements (as projects or project components) on state highways which do not meet mobility and reliability goals should be identified as RCIP investments.	Intersection improvements	Includes improvements such as improved or upgraded signals, turn lanes, roundabouts, and ITS deployments.
			Interchange improvements	Includes improvements which upgrade an at-grade intersection to an interchange or configuration changes to existing interchanges to improve mobility.
			Access management	Includes investments to reduce the number of access points along an NHS route to improve mobility and implement access management principles.
			Freight mobility improvements	Includes all mobility improvements related to implementing a freight mobility need. (i.e. freight mobility improvements identified in the Statewide or District Freight plans.)
			Capacity expansion	Includes improvements such as additional lanes or passing lanes.
	Twin Cities Mobility	Projects and project components included in the listed Twin Cities Mobility Programs. Project components involved in the repair, replacement, or rehabilitation of existing pavement lanes should be included in Pavement Condition Investment, not Twin Cities Mobility.	Managed lanes	Lanes where any physical or operational technique or tool is employed to affect lane-specific traffic through managing vehicle speeds, vehicle occupancy, and/or user-based pricing. MnPASS, truck-only, managed auxiliary, dynamic shoulders, bus-only shoulders, high occupancy vehicle, and HOT lanes are all types of managed lanes. Includes active traffic management applications as necessary to manage the lanes and ensure safety.
			Congestion Management and Safety Plan improvements	Includes dynamic shoulders, auxiliary lanes, lane restriping, advanced signal technology, signal timing improvements, isolated intersection conversions to bridges and interchanges, and Interchange consolidation, closure, other access management techniques.
			Active Traffic Management	Examples include new traffic cameras, ramp meters, changeable message signs, fiber optic cable, surveillance cameras, changeable message signs, and traffic signal upgrades.
			Freight mobility improvements	Includes all mobility improvements related to implementing a freight mobility need. i.e. freight mobility improvements identified in the Statewide or District Freight plans.
	Strategic capacity expansion			Add general purpose lanes rather than priced managed lanes - often extends existing roads or completes unfinished segments of metro highway system. Can also include isolated intersection conversion to interchanges, expressway conversion to freeways, and access management including access closures, intersection consolidation and frontage roads.
	Freight	Includes all investment on the state highway system from the National Highway Freight Program	N/A	Includes all improvements made with National Highway Freight Program funding.
	Bicycle Infrastructure	Projects and/or project components included as a response to local or statewide priorities for the preservation and/or improvement of bicycle travel accommodations along or across trunk highways. Components not specifically identified for improving bicycle accommodation or as a priority bicycle route should not be included in this category.	On road	Striping or improvements for any of the following: marked shared lanes (Sharrows); paved shoulders; bicycle lanes; bicycle boulevard; buffered bicycle lanes; cycle tracks; rumble strip removal or repositioning.
			Off road	Striping or construction of any of the following: shared use path ; side paths (shared use paths adjacent to roadways)
			Other improvements	Route signage, other projects or project components that improve the accommodation of bicycle travel along or across state highways
	Accessible Pedestrian Infrastructure	Includes all projects and project components that preserve, improve or expand accessible pedestrian accommodations along state highways.	ADA Improvements - Curb	Installation, replacement, or repair to existing ADA curb ramps.
			ADA Improvements - APS	Installation of new Accessible Pedestrian Signals (APS) - replacement of existing would be considered Roadside Infrastructure.
			ADA Improvements - Non-compliant sidewalk repair or replacement	Installation, replacement, or repair to ADA sidewalks and drainage work.
			New sidewalk	Installation of new pedestrian sidewalks along highways.
Signing & signals			Installation of new signs or signals intended to accommodate pedestrian travel along or across highways	
Share use path			Includes investment to construct or maintain shared use paths where the primary users are pedestrian and other users are restricted. Share use paths that serve users beyond pedestrians should be categorized as a bicycle infrastructure investment. This subcategory should be rarely used.	
Crossings/curb extension/refuge			Projects or project components that include crosswalks, mid-block crossings, curb extensions, and median pedestrian refuges.	
Other improvements			Other projects or project components that improve the accommodation of pedestrian travel along or across state highways	
Healthy Communities	Regional & Community Improvement Priorities	Includes all projects or components of projects that are not responding to performance-based investment categories	Capacity expansion	These are investments that are driven by local and regional priorities and not established as Greater Minnesota or Twin Cities Mobility priorities.
			Statewide solicitations	Projects selected through a statewide solicitation program such as TED
			District program	All other projects or components of projects that do not meet identified needs based on performance-based targets.
			Agency commitments	Non-performance based projects that MnDOT Senior Leadership has committed to in the 10-year time frame.
			Cooperative agreements	All other projects or components of projects that are completed as a part of a partnership with local agencies/communities that leverage funds to complete larger projects.
Other	Project Delivery	Project Delivery amounts should be applied to associated projects when known.	Right of way	Additional space for travel lanes, drainage ponds, shoulders, etc.
			Internal delivery costs	Internal MnDOT capital investment to complete preliminary engineering or detailed design work, including construction administration.
			External delivery costs	Private consultant services to complete preliminary engineering or detailed design work, including construction administration.
			Supplemental agreements	Resources to address unanticipated issues that develop during construction. (i.e. unknown contaminated soil)
			Construction incentives	Used to promote the likelihood of a desired outcome - i.e. early completion, weekend or late-night work, or paying for certain performance outcomes.
	Small Programs	Includes centrally managed programs.	Historic Properties	Includes investments in historic properties such as scenic wayside pull-offs.
			Off-System Bridges	Includes projects from the Off-System Bridge Program
			Greater MN Transit	Includes projects from the Greater MN Transit Investment Program
			Other District C	Includes all other capital projects funded through District C funds