Project Description

General Guidance

The guidance below applies to all local and MnDOT projects shown in the STIP.

The project description must clearly identify the specific route, point of reference (from/to/at, taken from construction plan), and the work type(s) being done on the project. The description should be precise, complete, and accurate. It cannot contain "etc." Incidental work types are not required in the project description as they are not specific to the purpose and need of the project. It is important that the STIP project description is specific enough to decide that the project is consistent with the detailed description on the submittal letter, construction plan, authorization form, and in CHIMES. Any variation between these items should be minor.

- *Typical incidental work types include detour agreements, storm sewers, water mains, curb & gutter, drainage, sidewalks, flagging, and rail agreements that are non-federal.*

District Responsibility

The District Planning Director is responsible for making sure STIP project descriptions are correct and updated. The District Planning Director should work with each individual MnDOT and State Aid project manager to ensure the project description is accurate and current. If project changes have occurred since the last approved STIP, the old STIP project description must be updated during the development of the next draft STIP to reflect any changes. STIP project descriptions require updating to reflect changes in route, point of reference (location, length, termini), or work type(s). This will eliminate the need for formal amendments and administrative modifications after the construction plans are submitted to Central Office and before federal project authorization.

- *A District may designate another position as the responsible person for STIP descriptions so long as the district informs OTSM of the designation.*

Roadway Project

The STIP project description for roadway projects must include the route, the point of reference, and the work type(s) being done. Route "999" is not acceptable for project located on a specific route, and can only be used on statewide, districtwide, or countywide projects. **NOTE: Technical project description for MPO projects must include road number and street name.**

Bridge and Culvert Replacement

For bridge and culvert replacement projects, the STIP project description must include the route, the point of reference, work type(s), and the old and the new bridge/culvert number. The bridge name is also required for bridge replacement projects. For culvert only replacement projects, include the old culvert number and new culvert number, if known (note that new culvert number is required at the time of federal authorization).

Bridge Repair and Rehabilitation

For bridge repair and rehabilitation projects, the STIP project description must include the route, point of reference, the bridge number(s) and the work type(s) being done on each bridge. For statewide, districtwide, and countywide bridge repair and rehabilitation projects with 15 or more bridges, provide the total number of bridges and work type(s) being done on the project in lieu of listing the bridge numbers.

Roadway Projects with Bridge Repair and Rehabilitation

For roadway projects that include bridge repair and rehabilitation, where most of the work is being done on the roadway, provide the total number of bridges and the work type(s) in lieu of the bridge numbers.

Project Termini

Under current federal guidance, all federally funded projects (includes state TH and local projects) are required to provide beginning/ending termini and the total project mileage in the STIP, excluding length associated with incidental work. The beginning and ending termini shown in the STIP must be within 0.3 miles of where the project starts and ends. Any variation greater than 0.3 miles between the actual project's start/end and the STIP termini will constitute a project scope change which will require a formal STIP amendment.

- *Distances should be shown in tenths of miles (i.e., 0.1 miles).*

Rail Safety Project

STIP project descriptions for railroad safety projects must include the railroad name, the safety improvement type(s), and the point of reference.

Highway Safety Improvement Program (HSIP)

For stand-alone HSIP projects, the STIP project description must include the route, point of reference, and work type(s) using the federal HSIP funds. If the HSIP work is part of a larger project, the HSIP work, and limits must be identified separately from the larger project and documented on a separate line in the STIP.

- *State Project (SP) Note: The SP number would have an S extension at the end for the HSIP portion.*

Multiple Route Project

For projects that are located on multiple routes (2 to 4 routes), the STIP project description must start with the route number that has most of the work. The project description must also identify all the additional routes where work is being done. Route 999 should only be used on statewide, districtwide, or countywide projects with 5 or more routes. Local projects located on a specific route must identify the actual route number; this could be a city street or a township road.

- *State Project (SP) Note: Each route will have its own "control section" identified as an "associated" SP number.*
- *STIP spreadsheet: The "Route Number" column should be the route number that has the most work.*

Surface Transportation Block Grant Transportation Alternatives Program (STBGTA)

For stand-alone STBGTA projects, the STIP project description must include the route, point of reference, and work type(s) using the federal STBGTA funds. For projects on trails, the route may be the name of the trail (e.g., GITCHI-GAMI TRAIL). If the STBGTA work is part of a larger project, the work and limits must be identified separately from the larger project and documented on a separate line in the STIP.

- *State Project (SP) Note: The SP number would have a T extension at the end for the STBGTA portion.*

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

For stand-alone CMAQ projects, the STIP project description must include the route, point of reference, and work type(s) using the federal CMAQ funds. If the CMAQ work is part of a larger project, the CMAQ work and limits must be identified separately from the larger project and documented on a separate line in the STIP.

- *State Project (SP) Note: The SP number would have a Q extension at the end for the CMAQ portion.*

Associated Project

Construction plans typically contain multiple SPs (one main SP and one or more associated SPs). An Associated SP is assigned when the work is being done on a different control section than the Prime SP's control section. Since the project will be authorized under the Prime SP, Associated SPs should not be shown in the project description of the Prime SP unless it has its own line with federal funds. Associated SPs are sometimes referred to as associated projects.

- *State Project (SP) Note: Associated projects are not required to be shown as separate projects in the STIP unless they show a local federal share on a MnDOT let project. A project that uses two or more types of federal funds is required to be in the STIP as a separate line for each type of federal funds.*

Tied Project

Individual projects with their own construction plan but being let together on the same letting date and under one letting contract are called Tied Projects. Each of the Tied Projects (prime SP) are required to be shown in the STIP as separate projects and the project description for each project should include all the other tied SPs. The projects in CHIMES should have the same tied Let Group number.

Smart Codes

Smart Codes have been developed to support accurate and consistent tracking for many programs and processes shown in the STIP. Smart Codes should be included in the beginning of the Project Technical description. If a project has more than one Smart Code associated with it, use ** in between the codes, (i.e., **ELLE**AC**).

*NOTE: Smart Code(s) are **NOT** allowed to be coded in the Public Project Description in CHIMES. The Technical Project Description in CHIMES **does allow** for Smart Code(s)*

Table 7: Smart Codes

Smart Code	Definition
AB	Alternate Bid
AC	Advance construction/advance construction payback
ATTAIN	Advanced Transportation Technology and Innovation
B2020	2020 Chapter 3 Bonds
B2021	Laws 2021 1st Special Session Designated Bonds
B2021ND	Laws 2021 1st Special Session Non-Designated Bonds
B2023	Laws of 2023 Legislative Session
BD	Better Utilizing Investments to Leverage Development
BLATNIK	Blatnik Bridge Project
BIP	Bridge Investment Project
BFP	Bridge Formula Program (IIJA Bridge Formula Program)
CDS	Congressional Directed Spending
CHAP 5	Chapter 5 Bonds
CHAP 68	Chapter 68 Bonds
CHAP127	Chapter 127 Bonds (In ATIP use Bonds, In CHIMES use Bond Non Par) & Chapter 127 Bridge SRC (In ATIP use State TH, In CHIMES use State TH Non-Par) Note: Who S
CMGC	Construction Manager General Contractor
COC3	Corridors of Commerce, Chapter 3 & Chapter 214
COC4	Corridors of Commerce, Chapter 5 & Chapter 68
CRP	Carbon Reduction Program
DB	Design Build
ELLE	Early Let Late Encumber
EP	Early Procurement

Smart Code	Definition
ER	Emergency Repair
FLAP	Federal Lands Access Program
FLEX(YR)	Flexible Project(s) funded in the STIP or identified in the CHIP
HPBP	High Priority Bridge Program
HISTORIC	Historic Properties
IDIQ	Indefinite Delivery Indefinite Quantity (100% State Funds Only) - using federal funds should be **DBB** if approved by Brad Cornelius or Pheng Yang)
IIJA PROTECT	IIJA State General Fund - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Fund FFM)
INFRA	Infrastructure for Rebuilding America
INNO	Innovative Delivery Project
ITS	Intelligent Transportation System Project
LFTH	Local Federal on Trunk Highway
LONSYS	Local On-System Bridge Program
LGA	Local Government Advance/Local Government Advance Payback
LTPPS	Long-term Pavement Performance Supplement
MNXXX	Congressional Directed Spending Project
NEVI	National Electric Vehicle Infrastructure Formula Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Fund Protect)
IIJA PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (Fund Protect)
PRS	Projects of Regional Significance
RAISE	Rebuilding American Infrastructure with Sustainability & Equity Grant Program
RCP	Reconnecting Communities Pilot Program
RST	Rural Surface Transportation Grant Program

Smart Code	Definition
SEC164	MnDOT Section 164
RHRR	Rural High-Risk Roads
SEP14	Special Experimental Project No. 14
SMART	Strengthening Mobility and Revolutionizing Transportation
SB	Scenic Byway
SPPF	Statewide Performance Program (use this for freight projects)
SS4A	Safe Streets and Roads for All NOTE: not required to be in the STIP (up to the discretion of the MPO/District)
TED	Trunk Highway Transportation Economic Development Program
TRLF	Transportation revolving loan fund/transportation revolving loan payback

Pavement and Bridge

For pavement and bridge projects, use the following information as guidance when putting the STIP description together. Indicate clearly in the description if the project is added capacity such as adding additional lanes or widening lanes/bridges to accommodate a sidewalk or a bike trail. Minor works associated to the project such as signing, lighting, railing, painting, drainage, curb & gutter are considered non-primary work types or incidental works; therefore, not required to be listed in the STIP description.

Table 8: Suggested Pavement Work Type Word Use

Existing Pavement Work Types	Suggested word uses for STIP (description and abbreviation)
Mill and overlay/M&O Bituminous mill and overlay Bituminous overlay Bituminous mill and paving	Bituminous mill and overlay Bit m & o Bit mill & ovly
Concrete pavement rehabilitation Concrete rehab with diamond grinding Major cpr and diamond grinding CPR with diamond grinding Minor concrete pavement repair	Concrete pavement rehabilitation Conc pave rehab Conc pvmt rehab
Bituminous pavement/concrete overlay	Resurfacing
Pavement reconstruction Reconstruct roadway and correct subgrade and slop failure Reconstruct, construct Reconstruct and widen (w/o added capacity) Reconstruct a 1st, 2nd, 3rd, etc. lane Ramp reconstruction Construct auxiliary lanes Reconstruct/overlay	Construct/reconstruct
Construct new roadway, add additional roadway/alignment where never existed before	New construction
Reclamation	Reconditioning/Rehab

Table 9: Suggested Bridge Work Word Use

Existing Bridge Work Types	Suggested word uses for STIP (description and abbreviation)
Painting Replace or repair joints Rehab/replace bearings Repair railing or treat with special surface finish Epoxy crack seal Flood seal or chip seal deck Mill and patch deck Mill and overlay Deck Redeck Redeck with superstructure replacement Pier and pier cap rehab Widening Pier struts or infill at piers	Bridge rehab, Br. #XXXX Br. Rehab, Br. #XXXX
Remove and replace entire bridge (tear down an old bridge and replace with a new bridge w/o added capacity)	replace old br. #XXXX with new br. #XXXX
Remove an old bridge and replace with a new structure constructed with additional lane(s)	Replace old br. #XXXX with new br. #XXXX and add # additional lane(s)
New bridge structure (constructing a new bridge that never existed before)	construct new br. #XXXX

Project Description Examples

For Projects in a Non-MPO and MPO Area:

- The STIP description must include the street names in addition to the TH or CR designation and roadway number. Below are examples of Non-MPO and MPO Technical Project Descriptions to be used for the 2027-2030 STIP.

  Non-MPO Technical Project Descriptions examples below:

  - TH 23 from TH 15 to the Mississippi River Bridge
  - TH 63 from TH 52 to TH 14

  Below are MPO Technical Project Descriptions examples with street name in parenthesis:

  - TH 23 (Division Street) from TH 15 to the Mississippi River
  - TH 63 (Broadway) from TH 52 to 12th Street

Table 10: Project Description Examples

Project Type	Non-MPO Project Descriptions
Advance construction	Route, point of reference, work type, and add “(AC project, Payback in YYYY)”. For a multiple year payback project, add"(AC project, Paybacks in YYYY and YYYY) Examples: • **AC** MN 247, FROM JCT TH 63 TO TH 42, BITUMINOUS MILL & OVERLAY (AC PROJECT, PAYBACK IN 2027) • **AC** CSAH 2, STEARNS CSAH 4 TO CSAH 75, RESURFACING (AC PROJECT, PAYBACK IN 2027 & 2028)
Advance construction payback	Route, point of reference, work type, add (AC Payback X of X) Examples: • **AC** MN 247, FROM JCT TH 63 TO TH 42, BITUMINOUS MILL & OVERLAY (AC PAYBACK 1 OF 1) • **AC**CSAH 2, CSAH 4 TO CSAH 75, RESURFACING (AC PAYBACK 1 OF 2)
Bridge and culvert replacement	Route, point of reference, the old and the new bridge/culvert number. For new bridge include route, point of reference, and new bridge with additional work Examples: • MN 84, 0.2 MILES SOUTH OF LONGVILLE OVER BOY RIVER, REPLACE BRIDGE 984 WITH BOX CULVERT 11X03 • MN 36, OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS, ST. CROIX BRIDGE, REPLACE OLD BRIDGE #XXXX WITH NEW BRIDGE #82045, INCLUDING RAMPS ON & OFF TH 95

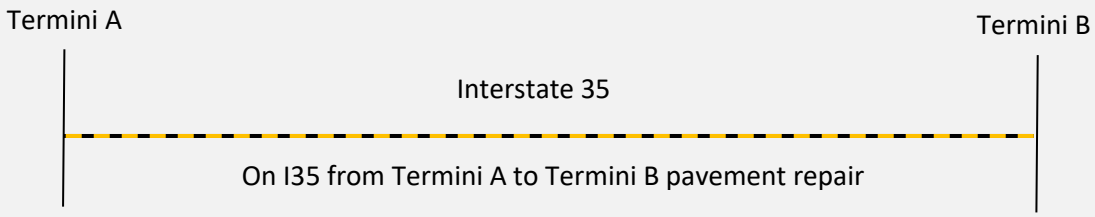
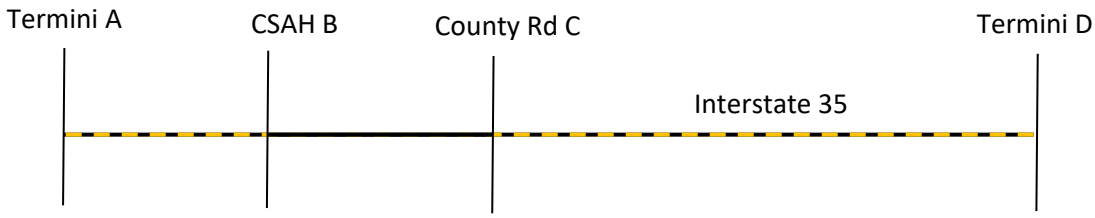
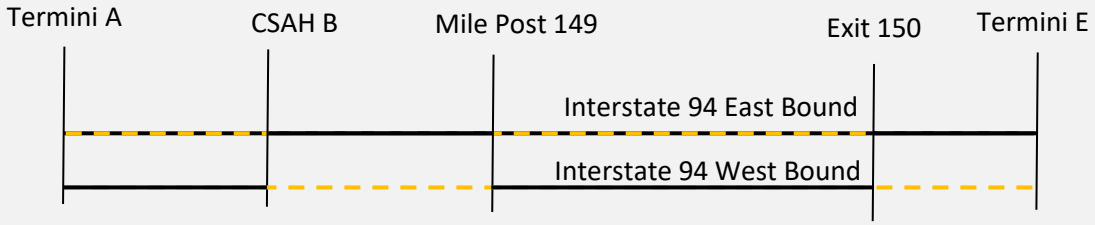
Project Type	Non-MPO Project Descriptions
Historic preservation and enhancement	Name, point of reference, and work type Examples: • ALONG BOTH SIDES OF TH 57 THROUGH MANTORVILLE, REPAIR AND RESTORATION OF HISTORICAL RETAINING WALLS • DEPOT IN STAPLES, RESTORATION OF THE EXISTING STRUCTURE
Multi-district project	Route, point of reference, work type, and add (Designed by District X, Funded by District Y under SP XXXX-XXM, $) Examples: • MN 46, 5.0 MI N OF SQUAW LAKE, REPLACE BR #8803 (DESIGNED BY DIST 2 SP 3109-40 AND FUNDED BY ATP 1 SP 3109-40M FOR $852,382) • ON TH 34, CSAH 26/CSAH 47 TO 0.3 MILES WEST OF PARK RAPIDS, RECLAIM AND WIDEN SHOULDERS (DESIGNED BY DIST 4, FUNDED BY DISTRICT 4 AND 2, ATP 4 $4,700,000; ATP 2 $3,200,000) (ASSOCIATED TO SP 0303-67, ATP 4)
Pedestrian/bike	Route, point of reference, work type Examples: • NEAR ALEXANDRIA, ADJACENT TO HWY 29, DOUGLAS CO RD 85 TO BIRCH BEACH, CONSTRUCTION OF BIKE TRAIL • CSAH 25 & CSAH 35 FROM CENTENNIAL PARK TO WORTHINGTON MIDDLE SCHOOL AT THE INT OF CSAH 10 & CSAH 35, CONSTRUCT WORTHINGTON TRAIL FOR PEDS AND BIKES
Roadway	Route, point of reference, work type Examples: • MN 11, INTERNATIONAL FALLS, FROM 0.25 MI E CSAH 332 TO E SHORE DOVE ISLAND, 11.3 MILES, MILL & OVERLAY • TH 63 IN INTERNATIONAL FALLS FR JCT TH 53/CRESCENT DR TO JCT TH53/4TH ST AND TH 11 FR 6TH AVE W TO 3RD AVE W AND TH 11 FR. 3RD AVE W TO 0.25 MI E CSAH 332, 1.8 MILES - MILL/INLAY, ADA, SIGNAL
Roadway without mileage	Location, description, work type Examples: • TH 10 AND TH 23 INTERCHANGE AREA, RESURFACING • US 61, GILMORE AVENUE, WINONA, RECONSTRUCT INTERSECTION AND INSTALL NEW SIGNAL

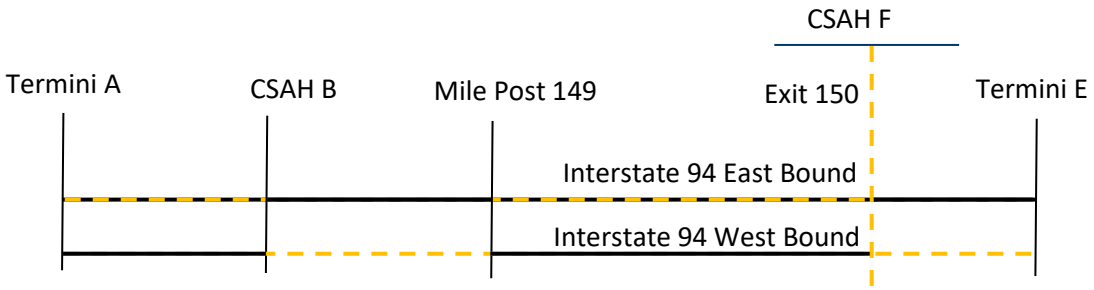
Project Type	Non-MPO Project Descriptions
STBGTA project	Route, point of reference, and work type. Sample below shows how to separate out the STBGTA which is part of a larger project. Examples: • Project using TA XXXX-XXT – CSAH 2, FROM RED LAKE CO CSAH 1, (NE OF RED LAKE FALLS) TO THE RED LAKE/PENNINGTON CO LINE, BIT OVERLAY • Project using Non-STBGTA (SFs/BFs) XXXX-XX - MN 200, S OF TH 200 (TWP RD OVER MARSH RIVER) REPL BR #6522 WITH BR #54011
Tied project	Route, point of reference, work type, and add (Tied to XXXX-XX) Examples: • MN 7, AT HENNEPIN CSAH 61, UPGRADE TO A 4-LANE ROADWAY (TIED TO 027-661-046) • MN 101, FROM DIAMOND LAKE RD TO HENNEPIN/WRIGHT COUNTY LINE, BITUMINOUS MILL & OVERLAY (TIED TO 2738-28 AND 238-010-003)
Rail	Rail name, work type, and point of reference Examples: • CP/SOO, INSTALL GATES AND FLASHING LIGHTS AT CSAH 40 • BNSF, INSTALL GATES & FLASHING LIGHTS, AT SAVANNA RD AND CO RD 186
HSIP	If HSIP is part of a bigger project, the HSIP portion should have its own line in the STIP with an S on the end of the SP (XXXX-XXS) and the description may indicate the HSIP portion only Examples: • Non HSIP description, SP XXXX-XX, US 12, W OF US 71 TO E OF US 71, REMOVE & REPLACE CONCRETE PAVEMENT AND 6TH STREET TO LAKELAND AVE, ADA WORK • HSIP description, SP XXXX-XXS, US 12, AT JCT OF US 12 & KANDIYOHI CSAH 9, FREE RIGHT TURN LANE
Multiple route project	All the routes, point of reference, work type Examples: • CSAH 96, FROM I35E TO US 61 AND ON US 61 FROM CSAH 96 TO I-694, PAVEMENT REPAIR • CSAH 13, FROM I35W TO CLIFF RD AND ON I35E FROM CLIFF RD TO CSAH 11, MILL AND OVERLAY
Transit – FHWA	Description, bus class number, and add "Bus related Equipment or Transit Facility and Transit related Equipment" at the end Examples: • ARROWHEAD TRANSIT – PURCHASE 1 BUS (400) AND BUS RELATED EQUIPMENT • CITY OF HIBBING – PURCHASE 2 BUSES (500) AND BUS RELATED EQUIPMENT • TRI-VALLEY TRANSIT - TRANSIT FACILITY AND TRANSIT RELATED EQUIPMENT

Project Type	Non-MPO Project Descriptions
Transit – FTA	Section number, description, bus class number and add "Bus related Equipment or Transit Facility and Transit related Equipment" at the end Examples: • SECT 5309: CENTRAL CORRIDOR OR SOUTHWEST CORNER LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION • SECT 5310: POLK CO DEV ACHIEVE CTR, PURCHASE 2 BUSES (500) AND BUS RELATED EQUIPMENT • SECT 5311(f): INTER-CITY BUS PROGRAM; INVOLVES OPERATING (50%), CAPITAL VEHICLE PURCHASES (80%), CAPITAL VEHICLE REHAB (80%), MARKETING (80%) AND PILOT OPERATING (100%)
Project Type	**MPO Project Descriptions**
Construct Roundabout	MSAS 117 (LOR RAY DR) & MSAS 255 (HOWARD DR), AT THE INTERSECTION OF LOR RAY DR AND HOWARD DR, CONSTRUCT A ROUNDABOUT
AC Projects	• **AC**: ALONG CSAH 16 (STOLTZMAN RD) FROM EXISTING TRAIL, 0.1 MI N OF CSAH 60 (STADIUM RD) TO W PLEASANT STREET, CONSTRUCT PED/BIKE TRAIL (AC PROJECT, PAYBACK IN 2027)
Safety Project	INSTALL SIGNS/MARKINGS AND LEFT TURN LANES AT TWO INTERSECTIONS CSAH 9 (COLLEGE VIEW ROAD E) AT CSAH 11 (50TH AVE SE) AND CSAH 25 (SALEM ROAD SW) AT CR 125 (MAYWOOD ROAD SW)
Turn Lanes	CSAH 13 (MIDWAY RD) AT CSAH 11 (STARK RD) TURN LANES

Description Format

Table 11: Additional Highway Project Description Format

Example	Description
1	
2	
3	

Example	Description
4	 On I94 EB & WB from Termini A to Termini E and at Exit 150 from I94 to CSAH F spot pavement work. Note: Hwy D has its own Control Section; therefore work being done on Hwy D requires an additional Associated/Tied SP. An additional SP is also required if the work is more than incident work.

Program Categories

Table 12: Highway Program Category

Category	Program Code	Description
Municipal Agreements	AM	The municipal agreements category is MnDOT's share of trunk highway work done by another jurisdiction.
Utility Agreements	AU	The utility agreements category is used for standalone utility agreements
Bridge Improvement and Repair	BI	The bridge improvement and repair category directed at the maintenance, protection, and improvement of safety on existing bridges. The work may consist of deck and substructure repairs, deck overlay, slope protection repair, bridge approach panel repair, bridge painting, minor widening, etc.
Bridge Replacement	BR	The bridge replacement category is directed at the elimination or correction of bridges that have been identified as inadequate and/or hazardous because of horizontal and vertical clearances, load restrictions or deterioration. The work may consist of replacing deficient bridges with bridges or culverts, constructing approaches or major bridge rehabilitation of a bridge.
Bike Trail	BT	The Bike Trail category is used for pedestrian and/or bike trails. The work may consist of construction, resurfacing or maintenance. Note: not an enhancement project.
Consultant Agreement	CA	The Consultant Agreement category includes work tied directly to preparing a project for construction including activities necessary to acquire right-of-way. The Consultant Agreement is also used for MnDOT's planning studies done by consultants.
Detour Agreement	DA	The Detour Agreement category is used for standalone detour agreements.
Drainage	DR	The Drainage category covers stand-alone drainage projects that include repair, replacement or new installation of hydraulic infrastructure and storm water treatment systems. Typical components are piping systems, culvert systems, catch basins, manholes, aprons, ponds, structural pollution control devices, infiltration/filtration basins, ditches, and swales. Correction of erosion problems may also be included in this type of work.
Enhancement	EN	The Enhancement category is used for those projects that qualify for Surface Transportation Block Grants-Transportation Alternative Program.

Category	Program Code	Description
Ferry Boat Program	FB	Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP)
Indian Reservation Road	IR	The Indian Reservation Roads category is intended for those roads constructed on Indian reservations and identified in the IRR TIP.
Local Partnership Program	LP	The Local Partnership Program (LPP) is to create statewide transportation partnership opportunities with local agencies.
Miscellaneous Agreement	MA	The Miscellaneous Agreement category can be used for any agreement other than a municipal agreement.
Major Construction	MC	The Major Construction category is directed toward improvements that increase the operational characteristics of a highway facility by decreasing congestion, increasing the operating speed and/or reducing accidents by adding through lanes, passing lanes, or by building a new roadway. The projects consist of grading, surfacing, and may include all or combinations of the following: interchanges, bridges, signals, lighting, signing, fencing, and landscaping.
Noise Walls	NO	The Noise Walls category is intended for the construction of noise walls.
Planning	PL	The Planning category is intended for long-range studies of options along or within transportation corridors. This cannot be used for MnDOT's planning projects done by internal staff.
Preventative Maintenance	PM	The Preventive Maintenance category is intended for projects that protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies. PM projects should be done on roads in GOOD condition and not as a quick fix to buy time until rehabilitation or reconstruction is needed.
Rest Area/Beautification	RB	The Rest Area/Beautification category is intended for the installation and/or upgrade of Roadside Rest Areas or preservation of Historical sites. The Beautification portion of the category is intended for those activities to improve the appearance of the roadside and state entrances, such as Landscape Partnerships.

Category	Program Code	Description
Reconstruction	RC	The Reconstruction category is intended to bring sections of the highway that and are inadequate with respect to grades (deficient horizontal and/or vertical sight distances) and cross section (steep slopes and narrow shoulders) to an acceptable standard with a 20-year minimum life expectancy. These projects may also provide for the upgrading of sections with load capacity restrictions. The reconstruction category is not meant to include the addition of through traffic lanes. The projects consist predominantly of grading or heavy regrading, base, surfacing, and bridges/culverts where necessary including un-bonded concrete overlay.
Reconditioning	RD	The Reconditioning category is intended to correct conditions that have been identified as critically deficient without involving major changes to the cross section. The projects usually consist of a combination of two or more of the following: widening, resurfacing, recycling, reclamation, concrete pavement rehab, turn lanes, drainage correction or shouldering. The work may also involve major ditch restoration, isolated geometric corrections, as well as projects with road strengthening as an objective. Geometric improvements include corrections to the horizontal (with, curvature) and vertical (grade) design elements of the highway. White topping/thin concrete overlays are included in this category.
Resurfacing	RS	The Resurfacing category is intended to restore the roadway surface and/or shoulders. The projects may consist of removing and replacing the top layer of the roadway, placing an additional layer on the existing roadway or shoulder, maintenance emergencies or minor improvements (e.g., joints, culverts, and slopes).
Recreational Trails	RT	The Recreational Trails category is intended for projects that are administered by the DNR and are funded through the FHWA Recreational Trails Program.
Right-of-Way	RW	These projects are intended to provide for the purchase of property needed for highway construction and to relocate utilities and railroad facilities.
Road Repair	RX	Also referred to as BARC, the road repair category is used for minor preservation work. Work must be more than ordinary maintenance and be necessary to achieve the normal life expectancy of the roadway.
Supplemental Agreement and Cost Overrun	SA	The supplemental agreement/cost overrun category is intended to cover unanticipated items that appear during construction of the project.

Category	Program Code	Description
Safety Improvements	SC	Safety Capacity (SC) – This includes any safety project using federal funds with a state match or 100% state funds.
Safety Improvements	SH	Safety HSIP (SH) -federally funded safety projects using HSIP funding. (This category relates directly to the federal Highway Safety Improvement Program (HSIP).
Safety Rail	SR	The purpose of the Safety Rail category is to promote and enhance safety at all public railroad-highway grade crossings in the state. These projects can be funded by the federal Highway Safety Improvement Program.
Traffic Management	TM	Activities to reduce Single Occupancy Vehicle (SOV) use by Van Pools, Carpool and Ride Matching Programs, Marketing, Transit Ridership Incentives, etc.

Table 13: Transit Program Category

Category	Program Code	Description
Transit	TR	The Transit category is used for transit capital projects that are funded using FHWA STBGP, FTA or CMAQ.
Capital Program	B3	Section 5309 - Major Capital Programs - New Starts/Small Starts. These are major capital projects funded by appropriations through the US Treasury General Fund and include New Start and Small Start discretionary programs.
Urbanized Area Formula	B9	Section 5307 - The Urbanized Area Formula. This category provides FTA formula funding for capital and operating assistance.
Elderly and Persons with Disabilities	NB	Section 5310 - The Elderly and Persons with Disabilities. This category provides FTA formula funds for capital assistance.
Non-Urbanized Areas	OB	Section 5311 – Section 5311(f) - The Non-urbanized Areas. This category provides FTA formula funds for capital and operating assistance for Public Transit.
State of Good Repair	GR	Section 5337 - State of Good Repair. This category provides FTA formula funds for High Intensity Motorbus and High Intensity Fixed Guide Way Modernization capital projects.
Bus and Bus Facilities	BB	Section 5339 - Bus and Bus Facilities. This program provides FTA formula funds for capital projects to replace, rehab and/or purchase buses and bus-related capital equipment and/or transit facilities.

Primary and Secondary Work Types

Listed below are the Primary/Secondary Work Types for column W and column Y in the ATIP template.

PRIMARY WORK TYPE	SHORT VERSION	SECONDARY WORK TYPE
APPURTENANCE	APP	CLEAR & GRUB EDUCATION AND SAFETY FENCING GUARD RAIL HISTORIC PRESERVATION IMPACT ATTENUATOR LANDSCAPING LIGHTING LIVING SNOW FENCE MEDIAN BARRIER NOISE ABATEMENT SLOPE WORK (INSLOPE OR BACKSLOPE) TRAFFIC BARRIER WETLAND MITIGATION
BIKE/PED	BIKE	BRIDGE PEDESTRIAN COOP CONST AGREEMENT EDUCATION AND SAFETY IMPROVE EXISTING TRAIL NEW TRAIL PEDESTRIAN RAMPS (ADA IMPROVEMENTS) SIDEWALKS
BRPC - BRIDGE REPLACEMENT OR CONSTRUCTION	BRPC	ACQUIRE ACCESS CONTROL APPROACH PANEL REPAIR APPROACH PANEL REPLACEMENT BOX CULVERT BRIDGE EARLY MATERIALS BRIDGE MAJOR WIDENING BRIDGE NEW BRIDGE REMOVAL BRIDGE REPLACEMENT COOP CONST AGREEMENT DETOUR AGREEMENT IMPROVE EXISTING TRAIL JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP MISCELLANEOUS AGREEMENT NEW TRAIL OTHER SUPP AGREE & COST OVERRUNS UTILITY AGREEMENT WIDEN AND REDECK

PRIMARY WORK TYPE	SHORT VERSION	SECONDARY WORK TYPE
BRRH - BRIDGE REHABILITATION	BRRH	ACQUIRE ACCESS CONTROL BOX CULVERT BRIDGE DECK OVERLAY BRIDGE DECK REPLACEMENT BRIDGE JOINT REPLACEMENT BRIDGE PAINTING BRIDGE RAILING OR MEDIAN BARRIER REPLACEMENT BRIDGE REPAIR BRIDGE TEMPORARY COOP CONST AGREEMENT DETOUR AGREEMENT IMPROVE EXISTING TRAIL JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP MISCELLANEOUS AGREEMENT NEW TRAIL SUPP AGREE & COST OVERRUNS UTILITY AGREEMENT WIDEN AND REDECK
BUILDINGS	BUIL	SAFETY REST AREA WEIGH STATION
DRAINAGE	DRAI	COOP CONST AGREEMENT CULVERT – NEW CULVERT EXTENSION CULVERT REHABILITATION CULVERT REPLACEMENT CURB & GUTTER EDGE DRAINS EROSION REPAIR RIP RAP SLIDE REPAIR STORM SEWER - NEW STORM SEWER REHABILATION STORM SEWER REPLACEMENT

PRIMARY WORK TYPE	SHORT VERSION	SECONDARY WORK TYPE
GRSU - GRADE AND SURFACE	GRSU	ACQUIRE ACCESS CONTROL ACQUIRE SITE CORNERS AUXILIARY LANE BUILDING REMOVAL/DEMOLITION BYPASS LANE COOP CONST AGREEMENT DETOUR AGREEMENT EDGELINE RUMBLE STRIPS GRADING ONLY JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP MAJOR CONSTRUCTION - BIT MAJOR CONSTRUCTION - CONC MISCELLANEOUS AGREEMENT NEW PAVEMENT – BIT NEW PAVEMENT - CONC SHOULDER REPAIR SHOULDER REPLACEMENT SUPP AGREE & COST OVERRUNS UTILITY AGREEMENT
INTELLIGENT TRANSPORTATION SYSTEMS	ITS	MISCELLANEOUS AGREEMENT SUPP AGREE & COST OVERRUNS TRAFFIC MANAGEMENT SYSTEM UTILITY AGREEMENT
PAVEMENT RESURFACE AND REHABILITATION	PAVE	BIT CENTERLINE RUMBLE STRIPS BIT COLD INPLACE RECYCLING BIT CRACK REPAIR BIT EDGELINE RUMBLE STRIPS BIT PROFILE CHANGE AND REPAVE BIT SHOULDER REPAIR BITUMINOUS CRACK & SEALING BITUMINOUS OVERLAY BITUMINOUS RECLAMATION CONC CENTERLINE RUMBLE STRIPS CONC CRACK REPAIR CONC EDGELINE RUMBLE STRIPS CONC PROFILE CHANGE AND REPAVE CONC SHOULDER REPAIR CONCRETE JOINT REPAIRS/SEALING CONCRETE PAVEMENT REHAB CONCRETE PAVEMENT REPAIR CONCRETE WHITE TOPPING COOP CONST AGREEMENT DETOUR AGREEMENT IMPROVE EXISTING TRAIL JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP MILL AND BIT INLAY MILL AND BIT OVERLAY MISCELLANEOUS AGREEMENT NEW TRAIL

PRIMARY WORK TYPE	SHORT VERSION	SECONDARY WORK TYPE
		SUPP AGREE & COST OVERRUNS UNBONDED CONCRETE OVERLAY UTILITY AGREEMENT
PRESERVATION / MAINTENANCE / PREVENTATIVE MAINTENANCE SETASIDE ONLY (P)	PRES	BITUMINOUS ROUT & SEAL BITUMINOUS SAW & SEAL BITUMINOUS SEAL COAT BITUMINOUS SEALING CENTERLINE RUMBLE STRIPS CONCRETE PVMNT SURFACE PLANING COOP CONST AGREEMENT DETOUR AGREEMENT EDGELINE RUMBLE STRIPS FOG SEAL JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP MICRO SURFACING MISCELLANEOUS AGREEMENT SUPP AGREE & COST OVERRUNS UTILITY AGREEMENT
RAILROADS	RAIL	RAILROAD AGREEMENT RR SIGNALS RR SURF/SIGNALS RR SURFACING RR X-ING CLOSURE RR X-ING IMPROVEMENTS UTILITY AGREEMENT
RIGHT OF WAY	ROW	ABANDONED RR & R/W ALIGN ACQUIRE ACCESS CONTROL ACQUIRE SITE CORNERS FRONTAGE ROAD R/W MONUMENTATION & MAP RIGHT OF WAY PURCHASE
SETASIDE DISTRICTWIDE PROJECT	SETA	BARC CONCRETE PAVEMENT REPAIR COOP CONST AGREEMENT DETOUR AGREEMENT JURISDICTIONAL REASSIGNMENT LANDSCAPE PARTNERSHIP LANDSCAPING LIGHTING MISCELLANEOUS AGREEMENT R/W AGREEMENTS RAILROAD AGREEMENT RESEARCH AGREEMENT RIGHT OF WAY PURCHASE SUPP AGREE & COST OVERRUNS UTILITY AGREEMENT

PRIMARY WORK TYPE	SHORT VERSION	SECONDARY WORK TYPE
TRAFFIC CONTROL DEVICES/SAFETY	TRAF	ACQUIRE SITE CORNERS CHANNELIZATION COOP CONST AGREEMENT DETOUR AGREEMENT HOV RAMP METER BYPASS LANDSCAPE PARTNERSHIP MISCELLANEOUS AGREEMENT OTHER PASSING LANES PAVE SHOULDER PAVEMENT MARKINGS REPLACEMENT ROUNDABOUT SHOULDER WIDENING SIGNING STRIPING SUPP AGREE & COST OVERRUNS TRAFFIC BARRIER TRAFFIC SIGNAL INSTALL TRAFFIC SIGNAL REVISION TURN LANES UTILITY AGREEMENT WARNING FLASHERS
TRANSIT	TRAN	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) TRANSIT OPERATIONS TRANSIT VEHICLE PURCHASE
ELECTRONIC VEHICLE & CHARGING INFRASTRUCTURE	EVCI	TO BE FILLED IN LATER
OTHER ALTERNATIVE FUEL VEHICLE & INFRASTRUCTURE	OAFVI	TO BE FILLED IN LATER

Proposed Funds

The Proposed Funds is the preliminary funding assigned to a project. Table 14 provides a list of all the available funding codes made by OTSM to ensure optimal use of all transportation funding. Projects on the interstate route can go up to a 90/10 split.

Table 14: Proposed Fund Codes

Program	Fund Code	Description	Federal Split
TH Bond	BF	MnDOT's trunk highway bond funds	NA
Bridge Formula Program	BFP	Bridge Formula Program	MnDOT: 81.42/18.58% Local: 81.42/18.58% if desired
Off-system Bridge Program	BROS	Off-system bridge	80/20% or 81.42/18.58%
Congestion Mitigation & Air Quality-	CMAQ	Congestion mitigation and air quality	Local: 80/20% or 81.42/18.58% MnDOT: 81.42/18.58%
Carbon Reduction Program	CRP	Carbon Reduction Program	MnDOT: 81.42/18.58% Local: 81.42/18.58% if desired
FHWA Earmark	DEMO	Legislative assignment of federal funds for specific projects or repurposed projects	MnDOT: 81.42/18.58% Local: 81.42/18.58% if desired
Highway Safety Improvement Program: Repeat Offender Law	DPS	Repeat Offender Law – money transfers through the Department of Public Safety	100% or 90/10%
Federal Fund Miscellaneous	FFM*	Federal funds that are not formula or DEMO	Vary, based on allocation memo
Public Lands Highway Discretionary	FLAP	Federal Lands Access Program	NA
Federal Transit Administration	FTA	Federal Transit Administration	Capital project: 80/20% Operating project: 50/50%

Program	Fund Code	Description	Federal Split
Highway Safety Improvement Program	HSIP	Highway safety improvement program – ATP & MnDOT	90/10%
Highway Safety Improvement Program	HSIP	FHWA Section 164	90/10%
Local Funds/Other Funds	LF	Local funds/other funds	NA
Not Applicable	NA	For information only-no funds	NA
National Electric Vehicle Infrastructure	NEVI	National Electric Vehicle Infrastructure Formula Program	80/20%
National Highway Freight Program	NHFP	Interstate – national highway freight program activities	NHS: 81.42/18.58% Interstate: 90/10%
National Highway Performance Program	NHPP	Interstates, NHS, and principal arterials; bridge, resurf/preserv/reconst on non-NHS federal highways now eligible	NHS: 81.42/18.58% Interstate: 90/10%
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects	MnDOT: 80/20% Local: 80/20 if desired
Rail highway crossing hazard elimination	RRS	Highway rail grade crossing and rail safety	100%
Recreational trail program	RT	Transportation alternatives program – recreational trails program – Department of Natural Resources	100%
State road construction	SF	MnDOT's state TH funds	NA
State General Funds	GF MATCH/GF NON PAR	State General Funds Account	100% or match project
Surface transportation block grant program	STBGP 0-4,999	STBGP for population 4,999 or less	81.42/18.58% Interstate: 90/10%

Program	Fund Code	Description	Federal Split
Surface transportation block grant program	STBGP 5,000-49,999	STBGP for population 5,000 to 49,999	81.42/18.58% Interstate: 90/10%
Surface transportation block grant program	STBGP 50,000-199,999	STBGP for population 50,000 to 199,999	81.42/18.58% Interstate: 90/10%
Surface transportation block grant program	STBGP>200K	STBGP for population 200,000 and greater	81.42/18.58% Interstate: 90/10%
Surface transportation block grant program	STBGP statewide	Use for setasides and statewide funded projects only	81.42/18.58% Interstate: 90/10%
Surface transportation block grant – transportation alternative program	STBGTA 0-4,999	STBGTA for population 4,999 and less	81.42/18.58% if desired
Surface transportation block grant – transportation alternative program	STBGTA 5,000-49,999	STBGTA for population 5,000 to 49,999	81.42/18.58% if desired
Surface transportation block grant – transportation alternative program	STBGTA 50,000-199,999	STBGTA for population 50,000 to 199,999	81.42/18.58% if desired
Surface transportation block grant – transportation alternative program	STBGTA>200K	STBGTA for population 200,000 and greater	81.42/18.58% if desired
Surface transportation block grant – transportation alternative program	STBGTA statewide	Use for setasides and statewide funded projects only	81.42/18.58% if desired
Transportation access	TA	Use for projects on federally owned public land	81.42/18.58% or 90/10%
Trunk highway economic development	TED	Use TED for Fund Type and show dollars under State TH	100% SFs

*Proposed fund code FFM should only be used for those projects funded with miscellaneous federal funds that are not target formula or DEMO funds.

State Aid Project Number Format

Table 15: State Aid Project Number Format

STATE AID FOR LOCAL TRANSPORTATION PROJECT NUMBER FORMAT GUIDANCE

Revised July 2025

State Aid project (SAP= state aid projects, SP= federal projects) numbers consist of 3 sets of 3 numbers (add leading zeros as necessary): XXX-YYY-ZZZ

Agency Number (XXX) – Route/System Number (YYY) - Sequence Number (ZZZ)

FIRST THREE DIGITS (XXX) – AGENCY NUMBERS

001-087	County number
088	Across County boundaries, but within the State of Minnesota
089	Tribal agencies (no longer in use- retain for historical purposes)
090	Transit related projects sponsored by non-State Aid transit agency
091	Projects sponsored by miscellaneous non-State Aid agencies; i.e. Park Board, Township
092	Other State Agencies, i.e. DNR
094	Minnesota Historical Society
095	Water related agencies; i.e. ACOE, harbor authority, etc.
097	U of M or another educational institution
098	Cities under 5000 Population
101-499	City number

MIDDLE THREE DIGITS (YYY) – ROUTE / SYSTEM NUMBERS

010	Municipal State Aid projects on the Trunk Highway system
020	Municipal State Aid projects on County State Aid Highway system
030	System wide projects on multiple State Aid routes – when the work does not affect the County's/City's NEEDS, i.e. traffic signals, seal coat, guardrails, studies, etc.
035	Lump sum of dollars for Trunk Highway Turn Back projects
040	Money spent on maintenance building used to maintain State Aid roads backed by bond
050	Work on city streets when Municipal State Aid Streets meet NEEDS
060	Federal Scenic Byways
070	Project throughout a city or county – not necessarily related to the State Aid system; i.e. HSIP, studies
072	Project throughout a district – i.e. Multi-County HSIP projects
080	City projects off State Aid system
090	Multiuse Trail
091	Federal Project Number for Livable Communities Grant (Safety Projects for Pedestrians)
101-499	Municipal State Aid Street (MSAS) route number
500-588	Not used
589	State funds for IIJA discretionary grant assistance
590*	Active Transportation Program
591*	Safe Routes to School Program
592	Local road improvement program (LRIP) bonding on township road projects
593*	LRIP bonding on county road projects
594*	LRIP bonding on city street projects
595	Federal Enhancement project, i.e. landscaping, buildings, trolley cars, museums, etc.
596	County project off State Aid roadway system
597*	Bonding (i.e.: LBRP, flood) on a city street (led by state aid city or led by county for small city)
598*	Bonding (i.e.: LBRP, flood) on a county road
599	Bonding (i.e.: LBRP, town bridge account, flood) on a township road (led by county)
600	State Park Road Account projects (& DNR projects on non-State Aid roads)
601-899	County State Aid Highway (CSAH) route number + 600

*Active Transportation, Safe Routes to School, LRIP, LBRP, flooding bonding on CSAH and MSAS routes should use regular CSAH and MSAS convention.

Example: Anoka County (County number 002) will use state aid funds to recondition a segment of CSAH 116, the 4th project on that route; the project number assigned would be SAP 002-716-004.

Multiple Districts/ATP Projects

At times, multiple districts/ATP involvements are required to design and/or fund a single construction project. This is when the project starts in one district/ATP going across its border and ends within another district/ATP.

To help identify multiple district/ATP projects in the STIP, the descriptions must include the "design" district and the total amount funded by each of the ATPs.

Multiple District/ATP project is identified where the work is being done on one control section; however, requires two SPs. One SP is assigned by the district doing the design work, XXXX-XX, and the other SP will be the same except adding the letter M extension at the end, XXXX-XXM (M stands for multiple districts). The district who designs the project is the project owner regardless of what the funding split will be. The district that does not design the project but partially or fully funds the project will acquire SP XXXX-XXM.

A project with work being done on two different control sections, where one control section is in one district/ATP and the other control section is in the other district/ATP, requires two different SPs each assigned by their own District.

Multiple District/ATP Project Types

- Project with the same SPs, designed by one district, and funded by another ATP
- Project with the same SPs, designed by one district, and funded by both ATPs
- Project with different SPs, designed by one district, and funded by both ATPs
- Project with different SPs, designed by both districts and funded by both ATPs

Multiple District Project funding in STIP

Project with the same SP, designed by one district, and funded by another ATP:

- Designed by District 2
- Funded by ATP 1

Table 16: Project with Same SP, Designed by One District and Funded by another ATP

STIP – 2 Lines	ATP	District	FHWA $	TH $
5555-55	1	2	0	0
5555-55M	1	1	814,200	185,800

Project with the same SP, designed by one district, and funded by both ATPs:

- Designed by District 1
- Funded by ATPs 1 and 3

Table 17: Project with Same SP, Designed by One District and Funded by Both ATPs

STIP – 2 Lines	ATP	District	FHWA $	TH $
5555-55	1	1	814,200	185,800
5555-55M	3	3	814,200	185,800

Project with different SPs, designed by one district, and funded by both ATPs:

- Designed by District 1
- Funded by ATPs 1 and 2

Table 18: Project with Different SPs, Designed by One District and Funded by Both ATPs

STIP – 2 Lines	ATP	District	FHWA $	TH $
5555-55	1	1	814,200	185,800
6666-66	2	2	814,200	185,800

Project with different SPs, designed by both districts and funded by both ATPs:

- Designed by Districts 1 & 2 and funded by ATPs 1 & 2

Table 19: Project with Different SPs, Design by District 1 & District 2 and Funded Both ATPs

STIP – 2 Lines	ATP	District	FHWA $	TH $
5555-55	1	1	814,200	185,800
6666-66	2	2	814,200	185,800

Shared Construction – MN DOT Let Project

Shared Construction is the local work that is being done as part of a MnDOT let project. MnDOT is responsible and pays for the entire project and the local agency reimburses MnDOT the local share or the local match if federally funded, through “Shared Receipts”. Shared Receipts and/or local federal shares are credited to the District’s Budget when received. The tables below reflect all local shares in T790129 Appropriation as the local receipts will off-set expenditures.

Shared Construction projects utilizing state aid funds, local federal funds, or non-TH bond funds will require a State Aid project number, XXX-XXX-XXX (assigned by MnDOT’s State Aid Office).

With Shared Construction, the State Aid project number is most often associated to the MnDOT project number. MnDOT’s project number is called Prime SP and State Aid project number is called Non-Prime SP.

(See tables below). Prime SP required to be shown in the STIP and Non-Prime SP is not required to be shown in the STIP unless local federal funds are used.

Shared Construction Types

- MnDOT project with MnDOT TH funds and local funds (local or State Aid) (Table 21)
- MnDOT project with MnDOT federal, MnDOT TH and local funds (local or State Aid) (Table 22)
- MnDOT project with MnDOT federal and local federal funds (Table 23)
- MnDOT project with MnDOT federal where the locals contributing match to MnDOT federal funds (must have prior approval from Cooperative Agreements.

Shared Construction in the STIP

Tables 20 through Table 22 shows how shared construction projects should be listed in the STIP.

Table 20: MnDOT Project with MnDOT TH Funds and Local Funds (Local or State Aid)

STIP – 1 Lines	TH $	Other $
1111-11	80,000	20,000

Table 21: MnDOT Project with MnDOT Federal and Local Funds (Local or State Aid)

STIP – 1 Lines	FHWA $	TH $	Other $
1111-11	814,200	185,800	20,000

Table 22: MnDOT Project with MnDOT Federal and Local Federal Funds

STIP – 2 Lines	FHWA $	TH $	Other $
1111-11	814,200	185,800	
222-222-222*	407,100		92,900 + $$$

*If State Aid SP is unknown at the time of developing the STIP, use 1111-11L. An Administrative Modification is required to change 1111-11L to the real State Aid SP once identified and the two SPs must be adjacent to each other.