

KEY FACTS ABOUT MINNESOTA'S INTERSTATE HIGHWAY SYSTEM

The Dwight D. Eisenhower National System of Interstate and Defense Highways, which has been called the most ambitious public works project built since the Roman Empire, is the most critical link in Minnesota's transportation system.

- Minnesota has 914 miles of Interstate routes running the length of the state and connecting the state's major urban areas.
- Minnesota's Interstate system, which includes one percent of all roadway lane miles in the state, carries 22 percent of all vehicle travel in the state.
- Since funding of the Interstate system was approved in 1956, vehicle miles of travel in Minnesota have increased by 365 percent, the state's population has increased by 57 percent from approximately 3.2 million to 5.1 million and the number of vehicles in Minnesota has increased by 223 percent.

The state's Interstate Highway System saves the average Minnesota resident \$2,522 per year -- \$12.9 billion statewide -- in reduced accident costs such as medical expenses and lost productivity, the value of saved time and fuel, and reduced apparel, food, housing and transportation costs.

- By reducing travel times, the Interstate system saves each Minnesota resident 63 hours of travel time annually – 320 million hours statewide.
- Minnesota's Interstate system annually reduces statewide motor fuel consumption by 152 million gallons.
- Consumer costs have been significantly lowered by the Interstate Highway System. The cost of transporting goods has been reduced because the time it takes to make trips has been decreased.
- The following chart indicates the total annual savings per person and statewide of the Interstate system.

	Per Person	Statewide (millions)
Safety	\$84	\$430
Time and Fuel	\$1,005	\$5,126
Reduced Consumer Costs	\$1,432	\$7,306
Total	\$2,522	\$12,863

Traffic levels on Minnesota's Interstate highways are increasing as travel growth continues without the addition of new lanes.

- Between 1990 and 2004, vehicle travel on Minnesota's Interstates increased by 61 percent, while lane miles on the system increased by two percent.
- Between 1990 and 2004, the average annual amount of travel per Interstate-lane-mile in Minnesota increased by 58 percent.

Travel on Minnesota's Interstate highways is safer than travel on all other roadways in the state. Minnesota's Interstates provide travelers with a network of highways with a variety of safety designs that greatly reduce the likelihood of serious accidents.

- Minnesota's Interstate highways have saved approximately 3,400 lives in Minnesota since 1956. This estimate is based on assuming that, if there were no Interstates, traffic would be carried by other major roads in the state, which have higher traffic fatality rates.
- The features that make Interstates safer than non-Interstate routes include: a separation from other roads and rail lines, a minimum of four-lanes, gentler curves and often paved shoulders, median barriers and rumble strips to warn drivers when they are leaving the roadway.

The Interstate system is the backbone of the Minnesota economy and has played a critical role in improving business productivity in the state.

- Every year, \$166 billion in goods are shipped from sites in Minnesota and another \$161 billion in goods are shipped to sites in Minnesota, mostly by truck.
- Sixty-nine percent of the goods shipped annually from sites in Minnesota are carried by trucks and another 18 percent are carried by courier services, which use trucks for part of the deliveries. Similarly, 72 percent of the goods shipped to sites in Minnesota are carried by trucks and another 17 percent are carried by courier services, which use trucks for part of their deliveries.

Data from the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the U.S. Census Bureau was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.

TRIP
a national transportation research group