



District 7 10-Year Capital Highway Work Plan

(2015-2024)



NOVEMBER 2014

Prepared by
Office of Transportation System Management

DISTRICT 7 10-YEAR WORK PLAN

District 7's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

The 10-Year Work Plan includes:

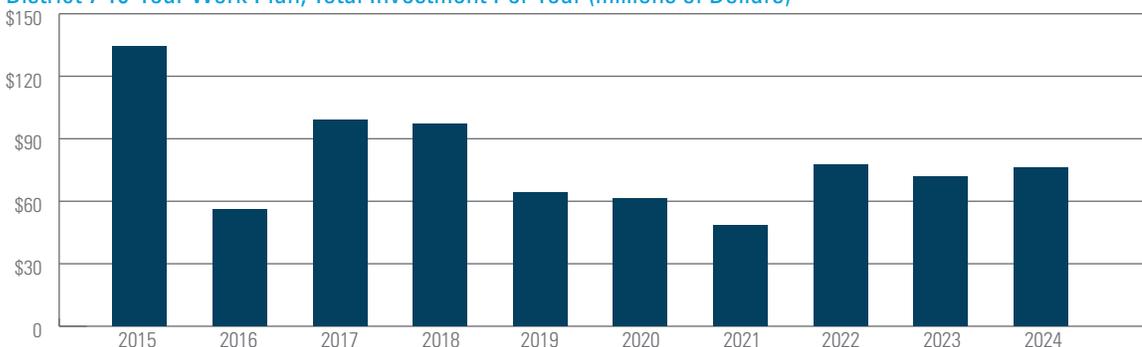
- An overview of the district, including a map of highway network type. (7-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (7-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (7-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (7-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (7-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of \$1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (7-8)



This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 7 Transportation Planning Director, Lisa Bigham, at lisa.bigham@state.mn.us or 507-304-6195.

District 7 10-Year Work Plan, Total Investment Per Year (millions of Dollars)

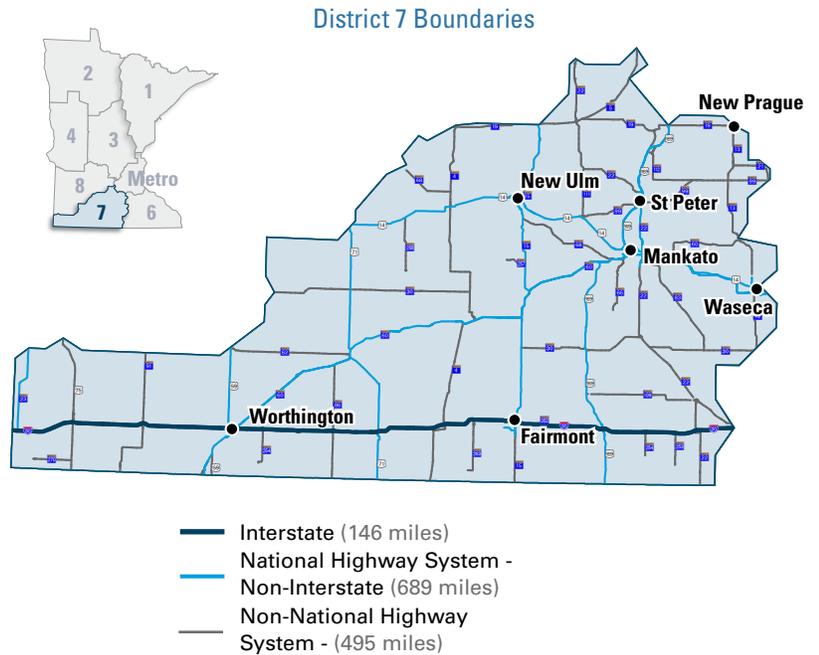


District 7 shares the southwest portion of Minnesota with District 8 (see map inset below). It has two regional offices located in Mankato, and Windom. Mankato is also a Metropolitan Planning Organization. District 7 offices are staffed by 291 full-time employees. Major industries in the district include agriculture, retail trade, and health care & social assistance. There are 20 truck stations located in District 7, two of which are at regional offices. The district has 484 bridges that are ten feet or greater in length. It also has 492 miles of rail.

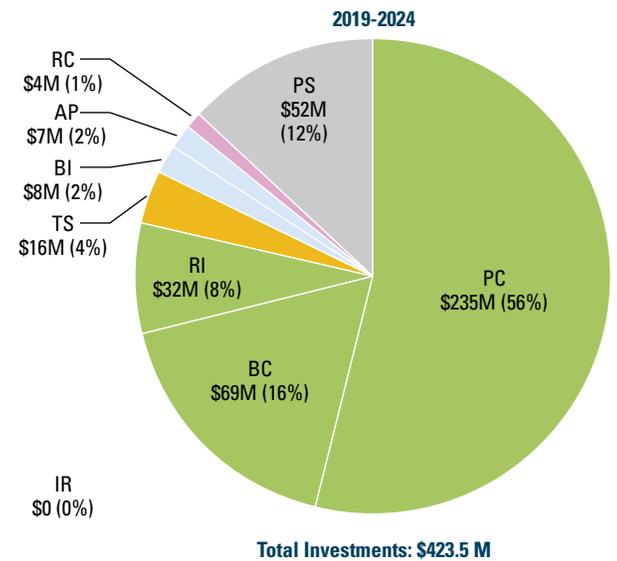
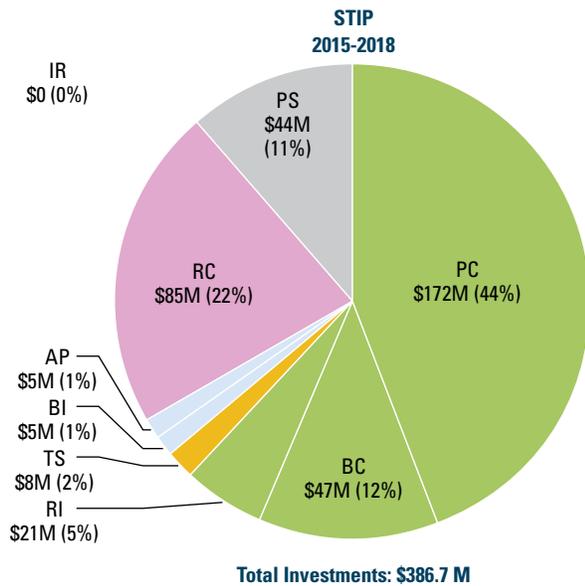
Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,330
Lane Miles	3,282
Population 2011	284,415
Annual VMT**	2,000,736,072
VMT/Capita	7,035

*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways



Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Asset Management	PC	Pavement Condition
	BC	Bridge Condition
	RI	Roadside Infrastructure

Critical Connections	IR	Interregional Corridor Mobility
	BI	Bicycle Infrastructure
	AP	Accessible Pedestrian Infrastructure

TS	Traveler Safety
RC	Regional + Community Investment Priorities
PS	Project Support

Program Highlights

The current 10-year work plan for District 7 places a large emphasis on pavement preservation; however, the district will also be completing two major four-lane expansion projects and a significant bridge replacement project. The first expansion project is a legislatively mandated two to four-lane expansion of MN 60 from Windom to St. James. The project is divided into three segments, the “east gap” (Butterfield to St. James), “middle gap” (Mountain Lake to Butterfield), and the “west gap” (Windom to Mountain Lake). Construction started with the east gap in 2013 and completion of the west and final gap is expected in 2018. The second four lane expansion project is along US 14 from North Mankato to Nicollet. This project will be discussed in more detail below.

The significant bridge project is on US 14 at the east edge of New Ulm. Two bridges, one over the Minnesota River and the other over Front St. and the Canadian Pacific Railroad are currently in the draft STIP for FY 18 construction with a total of \$43M construction cost.

Notable Changes from Previous Work Plan

In FY 14 and FY 15, District 7 will receive \$50M in additional allocated funding to invest in long-life pavement projects on Interstate 90. These funds were a result of cost savings on two major bridge projects in Minnesota (St. Croix River Crossing and Red Wing bridge project). The much needed investment in pavements on Interstate 90 will help District 7 move closer to the National Highway System performance measures relating to pavement condition and will provide a longer service life. Using the Corridors of Commerce program, the four-lane expansion project on US 14, from North Mankato to Nicollet, and a by-pass on the south side of Nicollet were accelerated and moved from 2014-2023 Work Plan to FY 15.

Overall, approximately 30% of the projects from last year’s work plan are programmed in the current STIP (2015-2018), approximately 40% remain in this year’s work plan, and the remaining 30% were considered for inclusion in the current work plan, but didn’t make the “short list” of projects.

Remaining Risks

High

- To deliver the major expansion and bridge projects listed above, significant project support is needed; therefore, pavement preservation investment will likely decrease, resulting in less than optimum fixes and lower predicted condition ratings on the non-NHS.
- Urban Reconstruction, Traveler Safety, and non-NHS pavements continue to decline without repairs and deterioration rates accelerate so that the delayed cost to fix escalates to a much higher level fix.

Medium

- Not enough BARC to fund additional emergency projects due to environment/weather (e.g. erosion, flooding).
- Cooperative Agreement setaside - Very small dollar amount for cooperative agreements hinders our ability to respond to local needs/opportunities as well as system needs.

District 7 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	36	34	47	38	37	42
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.9%	● 1.0%	● 0.3%	● 0.2%	● 0.2%	● 1.8%
	Condition: Non-NHS - % Poor	<8%	● 3.4%	● 3.4%	● 3.4%	● 3.4%	● 2.4%	● 1.3%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	● 0.6%	▲ 3.1%	● 0%	● 0%	● 1.0%	▲ 3.3%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.8%	● 7.2%	▲ 4.8%	▲ 5.4%	● 7.0%	● 3.3%
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 3.0%	▲ 6.7%	● 5.9%	● 11.3%	● 9.0%	▲ 6.3%
Mobility	Average travel speed I 90	> 55 MPH		●		●		
	Average travel speed US 169			●		●		
	Average travel speed US 14			●		●		
	Average travel speed MN 60			●		●		
	Average travel speed MN 23			●		●		

*Data for NHS/nonNHS are actually Arterial/Non Arterial

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

District 7 Highway Investment Strategies

Asset Management

- Urban Reconstruction – Will be difficult to program these with current funding levels and the high cost per mile that urban reconstruction projects render.
- Continue to assess pavement condition and evaluate options to respond to those highways that display the highest need that is cost efficient and will optimize pavement life.
- Continue preventive maintenance strategies, such as seal coats, joint seals, microsurfacing and mastics to prolong pavement life.
- Continue to coordinate roadside infrastructure investments (culvers, guardrail, signing) with other preservation projects.
- Pursue turnbacks of Non-NHS roadways by working closely with local jurisdictions and optimizing funding sources.

Traveler Safety

- Implement strategies identified from District Highway Safety Plan that would be eligible for funding from the HSIP program.
- Maintain the flexibility to react to changing conditions.
- Coordinate safety investments with other preservation projects and local jurisdictions to leverage funding and serve multiple purposes.

Critical Connections

- Continue implementing bicycle accommodations in priority areas and routes as part of pavement and bridge projects.
- Continue addressing ADA needs in communities through stand-alone and preservation projects.
- Coordinate bicycle and pedestrian improvements with local planning efforts such as State Health Improvement Program, Active Living and Safe Routes to School.

Regional and Community Investment Priorities & Project Support

- Work with local partners to identify and develop projects that compete for funding from statewide programs (TED, CIMS) or other opportunities that arise.
- Complete both MN 60 and US 14 expansion projects mentioned under “Program Highlights.”
- Anticipate and provide funding for supplemental agreements, cost overruns, incentives, right of way costs and consultants.

District 7 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	42	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	1.8%	3.07%	N/A	The bridge condition target for the non-NHS is expected to be met. NHS bridge condition is projected to decline and fall below target in 2018.
	Condition: Non-NHS - % Poor	<8%	1.3%	0%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	3.3%	2.3%	1.4%	By 2022, condition on the Non-Interstate and Non-NHS will worsen dramatically. Condition on the Interstate is expected to improve due to significant investment on I-90 in the Work Plan.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	3.3%	7.9%	6.7%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	6.3%	24.8%	21.4%	
Mobility	Average travel speed I 90	> 55 MPH				The average travel speed in the district will remain above target for the coming 10 years.
	Average travel speed US 169					
	Average travel speed US 14					
	Average travel speed MN 60					
	Average travel speed MN 23					

*Data for NHS/nonNHS are actually Arterial/Non Arterial

Meets or exceeds target Moderately below target Significantly below

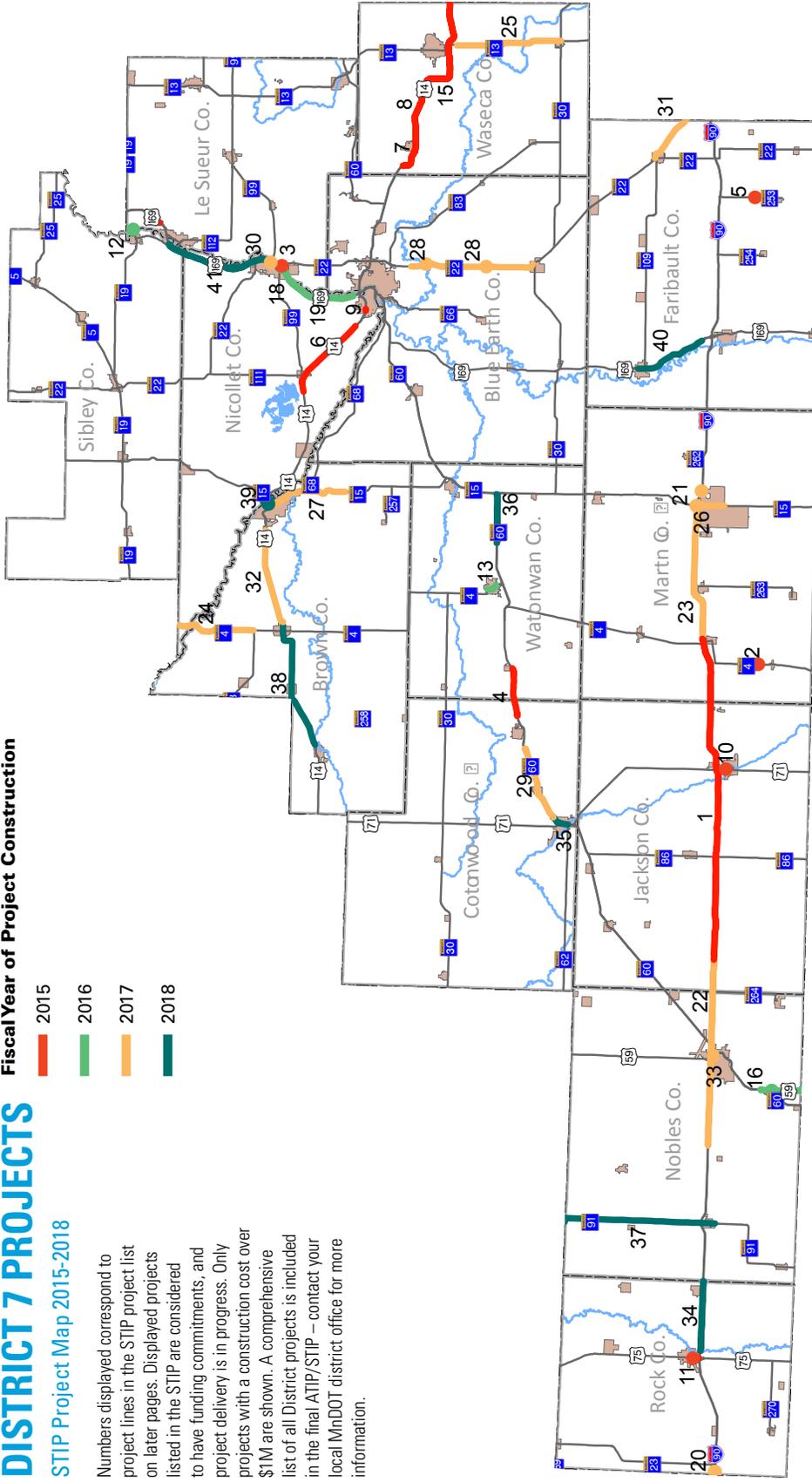
DISTRICT 7 PROJECTS

Fiscal Year of Project Construction

- █ 2015
- █ 2016
- █ 2017
- █ 2018

STIP Project Map 2015-2018

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. Only projects with a construction cost over \$1M are shown. A comprehensive list of all District projects is included in the final AIP/STIP – contact your local MnDOT district office for more information.



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 7 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 90	I90 DESIGN BUILD EB LANES FROM E OF TH86 TO E OF TH4 AND WB LANES FROM CSAH5 TO E OF TH4, MILL AND OVERLAY, DRAINAGE REPAIRS, LIGHTING AND ADA	33.2	\$36.30 M
2	MN 4	MN4 N OF IOWA STATE LINE, OVER STREAM AND EAST FORK DES MOINES RIVER, REPLACE BR 887 AND REPLACE BR 6649	0	\$1.50 M
3	MN 22	MN22 NEAR ST PETER WEST OF BR 40002, RAISE ROAD ELEVATION AND CONSTRUCT NEW BR 40005	0.4	\$2.50 M
4	MN 60	FROM E OF MOUNTAIN LAKE TO W OF BUTTERFIELD, RECONSTRUCT FROM 2LN TO 4LN, ALTERNATE BID, (AC PROJECT, PAYBACK IN 2016 AND 2017)	4.9	\$14.50 M
5	MN 253	MN253, N OF BRICELYN, OVER EAST FORK BLUE EARTH RIVER, REPLACE BR 6876 WITH BR 22X07	0	\$1.00 M
6	US 14	CORRIDORS OF COMMERCE US14, FROM NICOLLET TO NORTH MANKATO, CONSTRUCT 4-LANE RD AND BYPASS NICOLLET	9.1	\$40.00 M
7	US 14	US14 IN JANESVILLE, RECONSTRUCT (LOCALLY LED)	1	\$5.75 M
8	US 14	FROM CO RD 60 TO JANESVILLE, JANESVILLE TO WASECA AND WASECA TO OWATONNA, UNBONDED CONCRETE OVERLAY (LOCALLY LED)	20.9	\$10.50 M
9	US 14	US 14, LOOKOUT DRIVE AT TH 14, BRIDGE AND RAMP WORK	0.1	\$1.50 M
10	US 71	US71 S OF SPRINGFIELD PKWY TO S OF INDUSTRIAL PKWY IN JACKSON, RECONSTRUCT, M/O, HAWK SIGNAL, PED/BIKE TRAIL, REPLACE BR 6741	0.7	\$5.50 M
11	US 75	US75 FROM S OF KOEHN AVE TO N OF 131ST ST IN LUVERNE, REPLACE BR 6245 WITH NEW BR 67X03, MILL AND OVERLAY AND ADA	0.6	\$2.00 M
12	US 169	US169 JCT WITH CSAH28, N OF LE SUEUR, ACCESS IMPROVEMENTS	0.2	\$3.72 M
2016				
13	MN 4	MN4 FROM S OF 10TH AVE S TO 11TH AVE N IN ST JAMES, RECONSTRUCT ROADWAY AND ADA	1.3	\$5.30 M
14	MN 19	MN19 OVER UPRR, EAST OF SIBLEY COUNTY LINE, REPLACE BR 5369 WITH BR 40009	0	\$4.85 M
15	US 14	US14, FROM THE W LIMITS OF WASECA TO THE E LIMITS OF WASECA, RECONSTRUCT (LOCALLY LED)	2.6	\$17.25 M
16	US 59	US59 FROM IOWA STATE LINE TO TH60, MILL AND OVERLAY, REPLACE BR 8530 AND REPLACE CULVERTS 395261 AND 395394	4.3	\$3.70 M
17	US 71	US71, AT INDUSTRIAL PKWY AND TH71, CONSTRUCT ROUNDABOUT	0.5	\$2.64 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. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed \$1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
95%	0%	1%	1%	0%	0%	1%	0%	2%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
10%	80%	0%	0%	0%	0%	10%	0%	0%
67%	0%	0%	0%	0%	3%	3%	28%	0%
60%	30%	0%	0%	0%	5%	5%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
2016								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	5%	5%	90%	0%

District 7 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
18	US 169	US169, FROM TH 14 TO ST PETER, GRADE, SURFACE AND MEDIAN WORK	8.8	\$14.00 M
19	US 169	US169 FROM TH14 TO ST PETER, MILL AND CONCRETE OVERLAY	8.7	\$11.30 M
2017				
20	I 90	I90 E OF SOUTH DAKOTA SL REHAB BRIDGES	0	\$4.90 M
21	I 90	I90 E OF FAIRMONT, BR 46821, 46822 AND AT THE JCT OF TH15, BR 46833, 46834, REHAB	0	\$2.19 M
22	I 90	I90, RUSHMORE TO WORTHINGTON WB LANES, AND FROM WORTHINGTON TO E OF TH 264 EB LANES, MILL AND OVERLAY	19.9	\$11.70 M
23	I 90	I90 SHERBURN TO FAIRMONT WB LANES, MILL AND OVERLAY	14.3	\$7.40 M
24	MN 4	MN 4, FROM JCT TH 68 TO THE NICOLLET/RENVILLE COUNTY LINE, M/O	8.3	\$3.57 M
25	MN 13	MN13 S OF WASECA TO TH30 IN NEW RICHLAND, MILL AND OVERLAY, REHAB BR 81001 AND 81002 AND GUARDRAIL REPLACEMENT	10.9	\$6.55 M
26	MN 15	MN15 FROM JOHNSON ST TO S OF GOEMANN RD IN FAIRMONT, M/O AND ADA	3.1	\$6.10 M
27	MN 15	MN 15, FROM S OF TWP RD 46 TO TH 14/TH 15 (7TH NORTH SIGNAL) IN NEW ULM, MILL AND OVERLAY	8.5	\$7.18 M
28	MN 22	MN 22, FROM N OF TH 30 TO N OF JCT CR 90, REPLACE BR 5959 AND 6497 AND UNBONDED OVERLAY (AC PAYBACK IN 2018)	12.8	\$23.14 M
29	MN 60	MN 60, FROM WINDOM TO W OF MOUNTAIN LAKE, RECONSTRUCT FROM 2 LANE TO 4 LANE DIVIDED HWY (AC PAYBACKS IN 2018, 2019)	7.8	\$27.10 M
30	MN 99	RECONDITION INPLACE BR 4930 OVER THE MN RIVER IN ST. PETER	0.1	\$4.90 M
31	MN 109	MN109, FROM TH22 TO I90 IN ALDEN, MILL AND OVERLAY	10	\$5.29 M
32	US 14	US 14, FROM 7TH AVE NE IN SLEEPY EYE TO NEW ULM, M/O, GRINDING	10	\$4.30 M
33	US 59	US59 FROM N JCT TH60 TO I90 IN WORTHINGTON, MILL AND OVERLAY	1.1	\$2.20 M
2018				
34	I 90	I90, WB LANES, FROM THE BR OVER ROCK RIVER (67806) TO THE ROCK/NOBLES CL, MILL AND OVERLAY	7.3	\$2.50 M
35	MN 60	MN60, FROM TH 62 TO 490TH AVE IN WINDOM, MILL AND OVERLAY	1.8	\$3.50 M
36	MN 60	MN60, FROM CO RD 103 TO S JCT TH15, WB ONLY, CONCRETE PAVEMENT REHAB AND MILL AND OVERLAY	5.2	\$2.00 M
37	MN 91	MN91 FROM THE S ADRIAN CITY LIMITS TO NOBLES/MURRAY COUNTY LINE, RECLAIM AND MILL AND OVERLAY	15.8	\$6.00 M
38	US 14	US 14, FROM CO RD 5 IN SPRINGFIELD TO 7TH AVE NE IN SLEEPY EYE, MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND ADA	13.7	\$10.53 M
39	US 14	US 14, DESIGN BUILD, OVER MN RIVER, DM/E RR AND MSAS 111, E OF S JCT OF TH 15, REPLACE BR 9200 AND BR 9294 (AC PAYBACK IN 2019)	1	\$43.24 M
40	US 169	US169, FROM N OF I90 NEAR BLUE EARTH TO N OF CSAH12 IN WINNEBAGO, M/O	7.7	\$3.80 M
41	US 169	US169 FROM UNION ST IN ST PETER TO TH 93 AT LE SUEUR, NB LANES ONLY, M/O	10.8	\$6.40 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2017								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
77%	14%	4%	1%	0%	2%	2%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
66%	0%	16%	3%	0%	2%	12%	0%	0%
2018								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
78%	0%	12%	2%	0%	1%	7%	0%	0%
0%	92%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

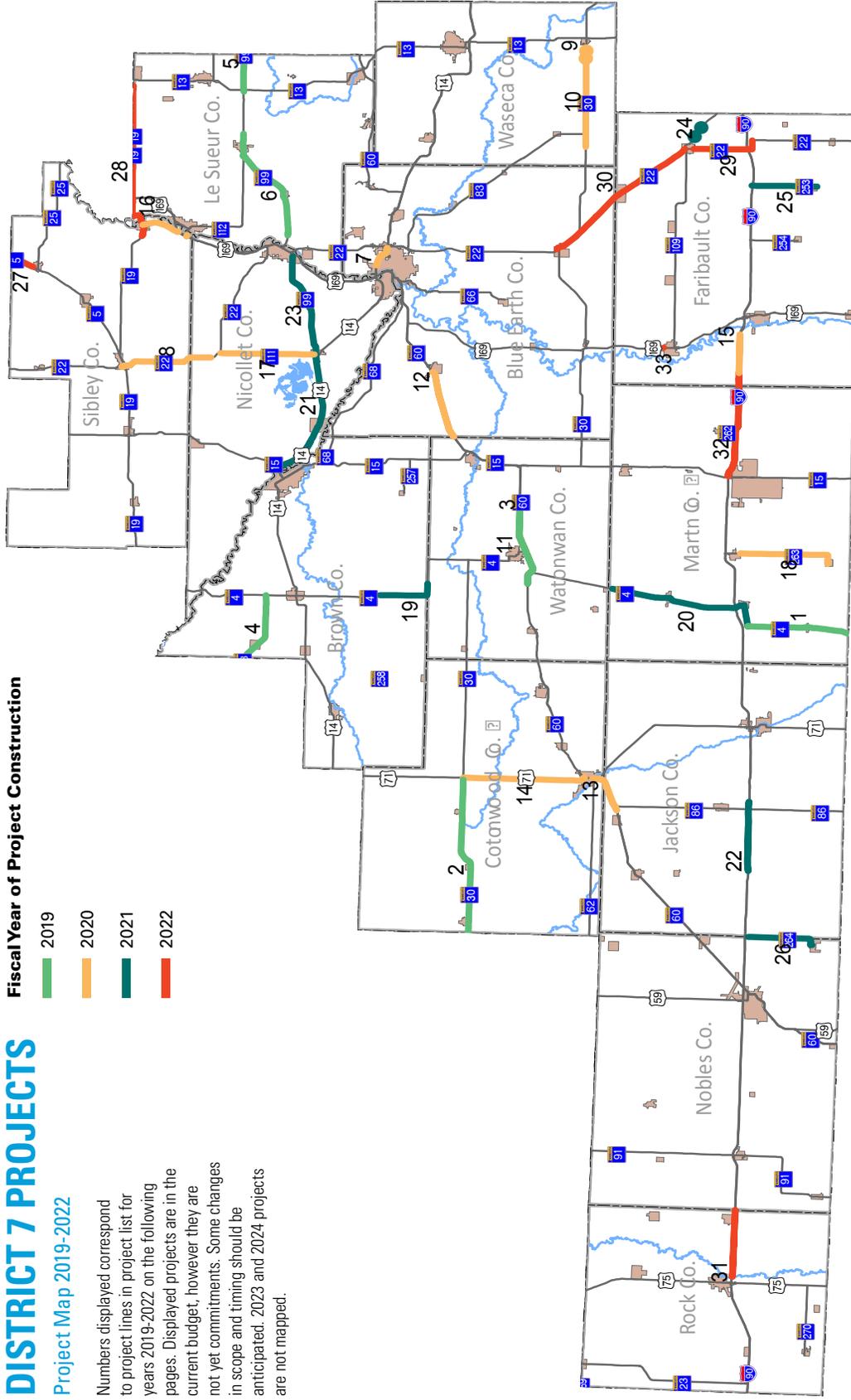
DISTRICT 7 PROJECTS

Project Map 2019-2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 7 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 4	FROM RP 0.000 TO RP 10.147, MEDIUM MILL/OVERLAY	10.1	\$3.75 M
2	MN 30	FROM RP 56 TO RP 73.688, THICK MILL/OVERLAY	17.7	\$6.48 M
3	MN 60	FROM RP 64.331 TO RP 74.136 EB LANES, RP 70 TO RP 72 WB LANES, THICK OVERLAY	9.8	\$6.81 M
4	MN 68	FROM RP 91.54 TO RP 99.010, THIN MILL/OVERLAY	7.5	\$1.24 M
5	MN 99	FROM RP 32.614 TO RP 40.618, MED. MILL AND OVERLAY	8.0	\$3.90 M
6	MN 99	FROM RP 15 - 28, MEDIUM MILL/OVERLAY	13.0	\$5.20 M
2020				
7	US 14	FROM RP 131.079 TO RP 133.370, MEDIUM MILL/OVERLAY	2.3	\$1.91 M
8	MN 22	FROM RP 80 TO RP 89.375, RECLAIM	9.4	\$5.40 M
9	MN 30	REPLACE BR 6789 AND BR 8131 AT RP 166.273 AND RP 167.010	0.0	\$1.65 M
10	MN 30	FROM RP 157.936 TO RP 167.758, MEDIUM MILL/OVERLAY	9.8	\$3.65 M
11	MN 60	FROM RP 64.331 TO RP 70.147, WB LANES, THICK OVERLAY	5.8	\$3.59 M
12	MN 60	FROM RP 85.543 TO RP 92.983 EB LANES, THICK MILL AND OVERLAY	7.4	\$4.88 M
13	MN 60	FROM RP 35.900 TO RP 40.696, MAJOR CPR/D.GRINDING	4.8	\$5.96 M
14	US 71	FROM RP 27.936 TO RP 41.223, MED. MILL AND OVERLAY	13.3	\$5.04 M
15	I 90	FROM RP 113.7 TO 117.9, EB AND WB, MED MILL/OVERLAY	4.2	\$4.50 M
16	MN 93	FROM RP 0.700 TO RP 5.600, MEDIUM MILL/OVERLAY	4.9	\$1.45 M
17	MN111	FROM RP .5 TO RP 9.798, RECLAIM	9.3	\$5.50 M
18	MN263	FROM RP 0.000 TO RP 9.706, MEDIUM MILL/OVERLAY	9.7	\$3.60 M
2021				
19	MN 4	FROM RP 50 - 56, MEDIUM MILL/OVERLAY	6.0	\$3.00 M
20	MN 4	FROM RP 10 TO RP 26, MEDIUM MILL/OVERLAY	16.0	\$7.82 M
21	US 14	FROM RP 104.454 TO RP 117.678, THICK MILL AND OVERLAY	13.2	\$6.36 M
22	I 90	FROM RP 58.000 TO RP 65.541 EB LANES, MED. MILL AND OVERLAY	7.5	\$3.66 M
23	MN 99	FROM RP 0 - 12, MEDUM MILL/OVERLAY	12.0	\$5.89 M
24	MN 109	REPLACE BR 2601 AND 2461 AT RP 24.506 AND RP 25.751	24.5	\$1.60 M
25	MN 253	FROM RP 0.000 TO RP 6.483, MEDIUM MILL/OVERLAY	6.5	\$2.40 M
26	MN 264	FROM RP 0.00 TO 7, MEDIUM MILL/OVERLAY	7.0	\$3.48 M
2022				
27	MN 5	FROM RP 15 - 17.5, MEDIUM MILL/OVERLAY	2.5	\$1.34 M
28	MN 19	FROM RP 132.9 - 150.381, THICK OVERLAY	17.5	\$10.16 M
29	MN 22	FROM RP 10.767 TO RP 17.524, MEDIUM MILL/OVERLAY	6.8	\$3.46 M
30	MN 22	FROM RP 18.4 - 35.4, MEDIUM MILL/OVERLAY	17.0	\$8.56 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed \$1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2020								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2021								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2022								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 7 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
31	I 90	FROM RP 13.151 TO RP 20.470, WB LANES, UNBONDED OVERLAY	7.3	\$9.43 M
32	I 90	FROM RP 102.166 TO 113.783, THICK MILL/OVERLAY	11.6	\$11.61 M
33	US 169	FROM RP 20.282 TO RP 28.242, .2 MI N CR-12, UNBONDED OVERLAY	0.0	\$10.25 M
2023 - Investments Identified by Category Only				
		NHS PAVEMENTS SETASIDE		\$19.00 M
		NON-NHS PAVEMENT SETASIDE		\$27.89 M
		BARC SETASIDE		\$2.27 M
		CONSTRUCTION INCENTIVES SETASIDE		\$2.07 M
		CONSULTANT AGREEMENT SETASIDE		\$3.00 M
		RIGHT OF WAY SETASIDE		\$1.00 M
		SUPPLEMENTAL AGREEMENT SETASIDE		\$3.26 M
		HSIP SETASIDE		\$1.03 M
		NHS BRIDGE SETASIDE		\$12.00 M
		NON-NHS BRIDGE SETASIDE		\$2.60 M
2024 - Investments Identified by Category Only				
		NHS PAVEMENTS SETASIDE		\$23.00 M
		NON-NHS PAVEMENT SETASIDE		\$28.00 M
		NON-NHS BRIDGE SETASIDE		\$5.55 M
		CONSTRUCTION INCENTIVES SETASIDE		\$1.00 M
		CONSULTANT AGREEMENT SETASIDE		\$1.62 M
		SUPPLEMENTAL AGREEMENT SETASIDE		\$1.60 M
		HSIP SETASIDE		\$1.03 M
		NHS BRIDGE SETASIDE		\$18.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2023 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
87%	13%	0%	0%	0%	0%	0%	0%	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%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
2024 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	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%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%