



District 7 10-Year Capital Highway Investment Proposal

(2016-2025)



DECEMBER 2015

Prepared by
Office of Transportation System Management

DISTRICT 7 10-YEAR CHIP

District 7's 10-Year Capital Highway Investment Plan (CHIP) 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). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2013 MnSHIP for the next ten years.

The 10-Year CHIP includes:

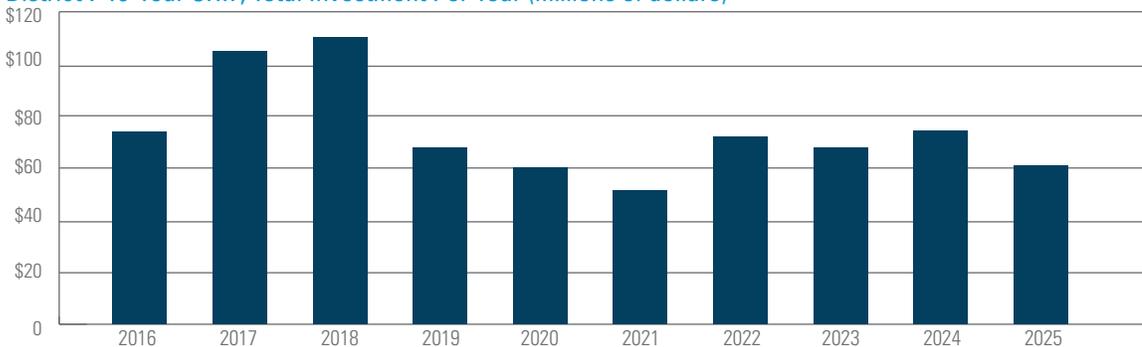
- An overview of the district, including a map of highway network type. (7-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the CHIP. MnDOT 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 CHIP, 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 cost of \$1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.

This CHIP 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. The 2013 MnSHIP guides the overall direction of the 10-Year Capital Highway CHIP 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.

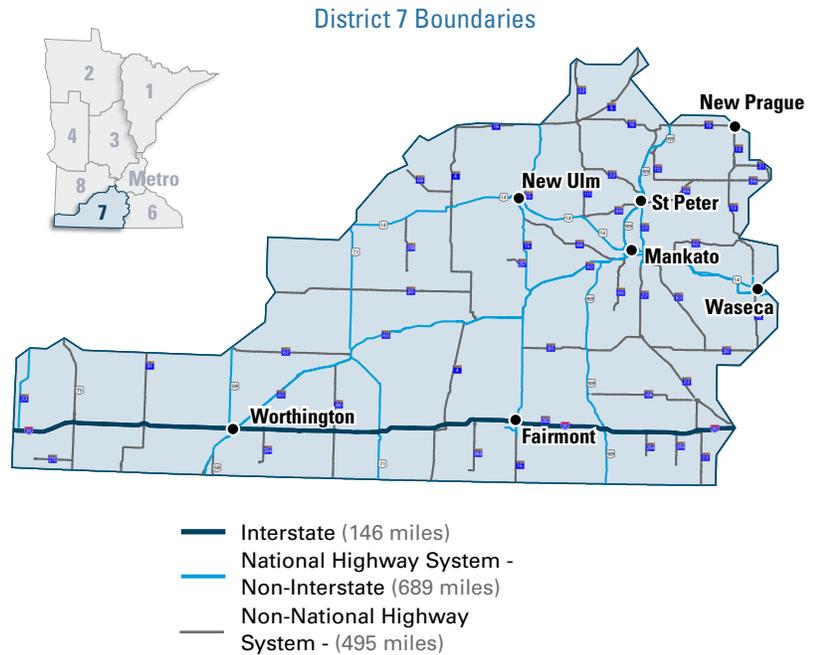


District 7 10-Year CHIP, Total Investment Per Year (millions of dollars)



District 7 shares the southwest portion of Minnesota with District 8. 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 and 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 and 492 miles of rail.

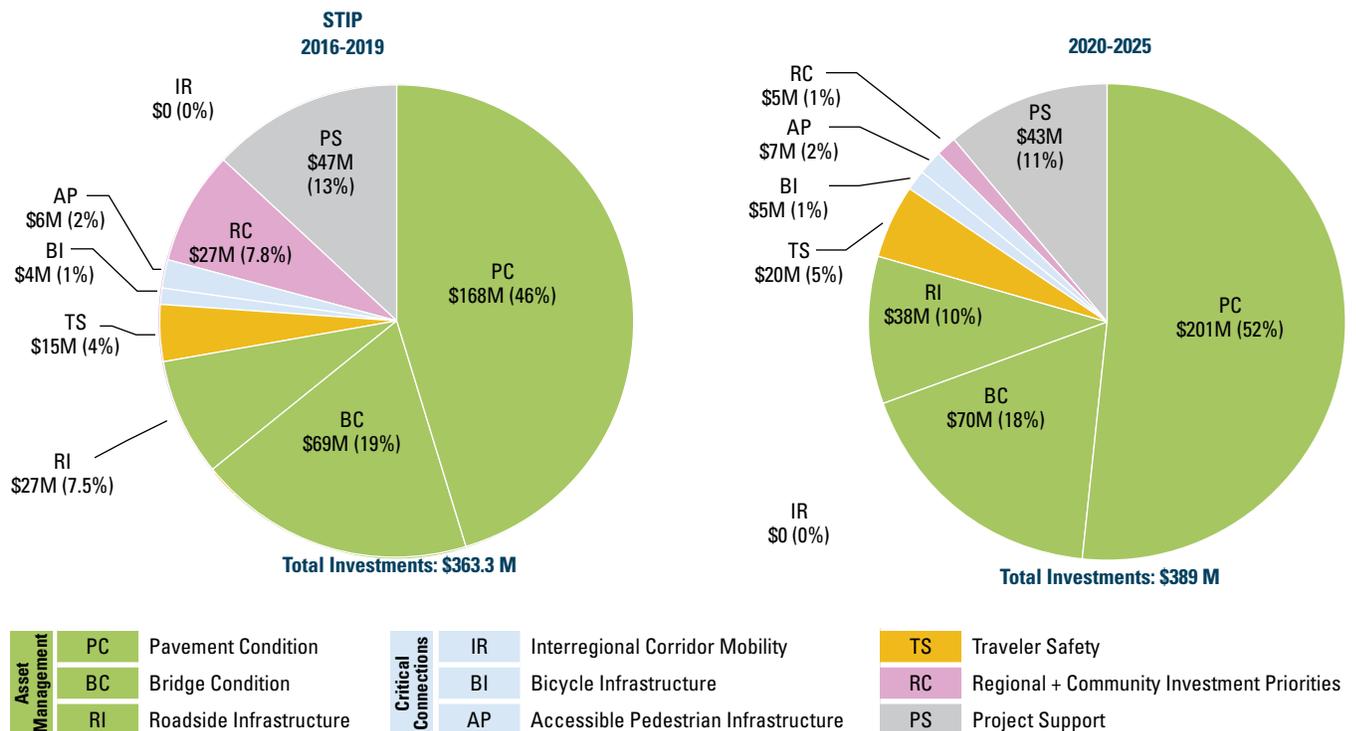
Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,326
Lane Miles	3,282
High Mast Lights	29
Culverts	5,674
Noise Walls	1
Overhead Signs	54
Population 2013	284,195
Annual VMT**	2,000,736,072
VMT/Capita	7,035



*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

Planned Investments for STIP (2016-2019) and Years 5-10 (2020-2025)



Program Highlights

The current 10-year CHIP for District 7 places a large emphasis on pavement preservation; the district will also be completing some four-lane expansion and a major bridge replacement project. The four-lane expansion had been legislatively mandated for MN 60 from Windom to St. James. Of that mandate, the only remaining project is the “west gap” (Windom to Mountain Lake). 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 STIP for FY 18-19 construction with a total of \$43M in construction cost.

Notable Changes from Previous CHIP

None.

Remaining Risks

High

- Urban preservation projects—resurfacing not adequate (local infrastructure needs require reconstruction).
- ADA improvement costs are increasing due to better compliance standards.
- Project support resource needs are high—both internal and external resources, and external resources takes funding that would otherwise go to fund Non-NHS system preservation.
- 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 bridge and road construction to fund additional emergency projects due to environment/weather (e.g. erosion, flooding).
- Turnbacks: MN 254, MN 263, MN 264 – identified on turnback list and 10-year plan (preservation project)
- Flexible turnback dollars should be made available to correct minor deficiencies so roadways can be turned back
- If safety improvements are identified but are not eligible for HSIP funding, it will be difficult to fund.

	Measure	Meets or exceeds targets	Moderately below target	Significantly below target
Bridge Preservation*	NHS - % Poor	≤2%	>2-5%	>5%
	Non-NHS - % Poor	≤8%	>8-11%	>11%
Pavement Preservation	Interstate, % of miles poor	≤2%	>2-5%	>5%
	Non-Interstate NHS, % of miles poor	≤4%	>4-7%	>7%
	Non-NHS, % of miles poor	≤10%	>10-13%	>13%

District 7 Historic Performance

Statewide Plan Policy	Measure	Target	2009	2010	2011	2012	2013	2014
Safety	Fatalities	0	34	47	38	37	42	33
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 1.0%	● 0.3%	● 0.2%	● 0.2%	● 1.8%	● 5.8%
	Condition: Non-NHS - % Poor	<8%	● 3.4%	● 3.4%	● 3.4%	● 2.4%	● 1.3%	● 2.7%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	▲ 3.1%	● 0%	● 0%	● 1.0%	▲ 3.3%	▲ 3.8%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 7.2%	▲ 4.8%	▲ 5.4%	▲ 7.0%	● 3.3%	● 4.0%
	Ride Quality Poor - Non-NHS, % of miles	<10%	● 6.7%	● 5.9%	▲ 11.3%	● 9.0%	● 6.3%	● 7.3%
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 – Because of the difficulty to program these with current funding levels and the high cost per mile that urban reconstruction projects render, a city has been asked to finance MnDOT’s share up front with a payback schedule.
- 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.
- 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.
- Coordinate safety investments with other preservation projects and with local jurisdictions to leverage funding and serve multiple purposes.

- Continue implementing bicycle accommodations in priority areas and routes as part of pavement and bridge projects.
- Continue addressing ADA needs in communities through standalone 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 like TED, or other opportunities that arise.
- Anticipate and provide for funding for supplemental agreements, cost overruns, incentives, right of way costs and consultant needs.

Critical Connections

District 7 Projected Performance

Statewide Plan Policy	Measure	Target	2014 Actual	2019 Projected	2025 Projected	Analysis
Safety	Fatalities	0	33	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	5.8%	3.4%	4.9%	The bridge condition target for the non-NHS is expected to be met. NHS bridge condition is projected to improve but remain slightly below target through 2025.
	Condition: Non-NHS - % Poor	<8%	2.7%	1.4%	2.8%	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	3.8%	1.1%	5.2%	By 2025, condition on the Non-Interstate and Non-NHS will worsen dramatically. Condition on the Interstate is expected to decline slightly and fall below target.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	4.0%	4.5%	8.9%	
	Ride Quality Poor - Non-NHS, % of miles	<10%	7.3%	26.5%	23.9%	
Mobility	Average travel speed I 90	> 55 MPH				The average travel speed in the district will remain above target for the coming 10 years. (IRC Model, 2011 run)
	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

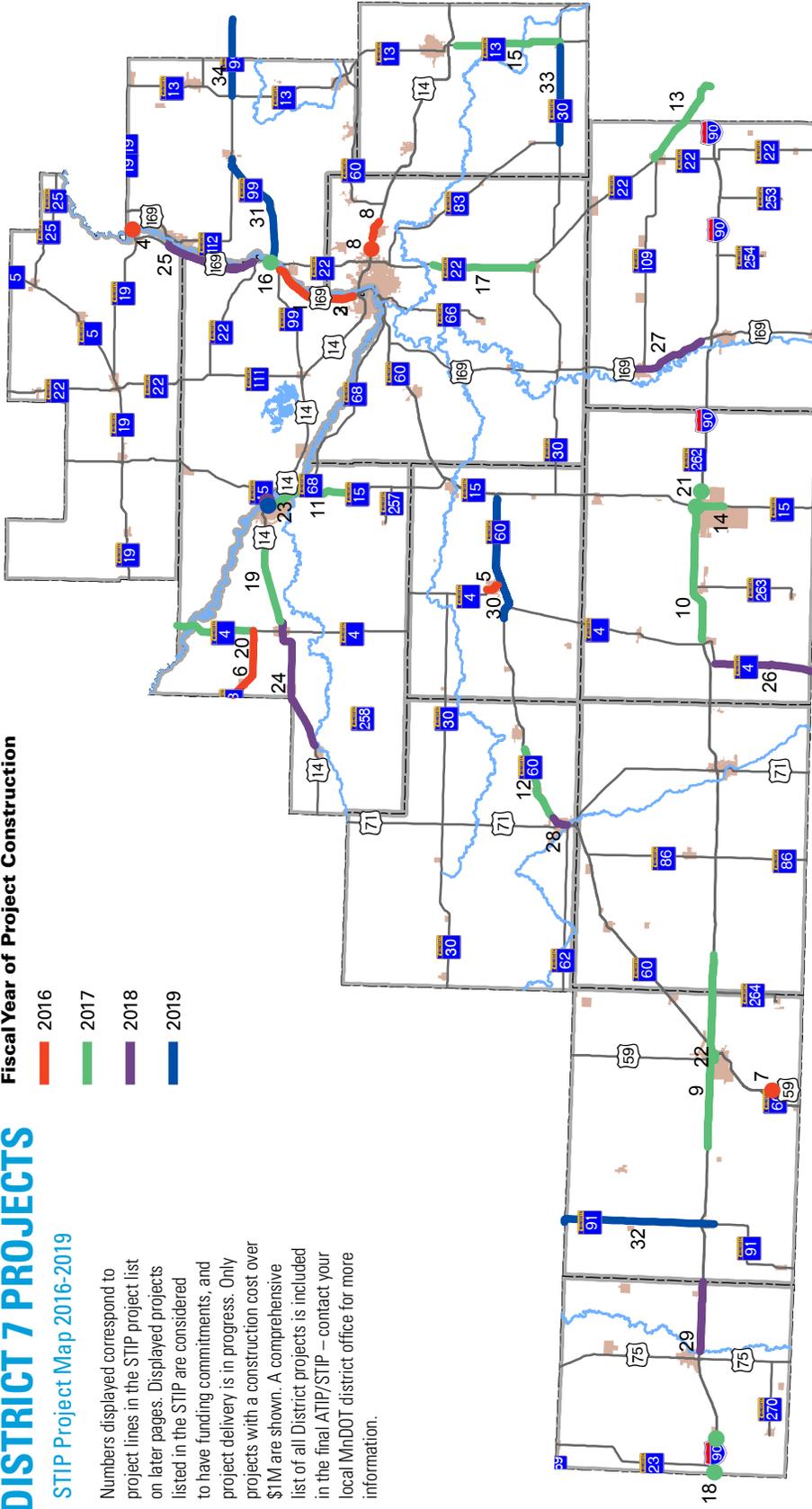
DISTRICT 7 PROJECTS

STIP Project Map 2016-2019

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.

Fiscal Year of Project Construction

- █ 2016
- █ 2017
- █ 2018
- █ 2019



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 2016-2019 (STIP) of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
2016					
1	US 169	Nicollet	US 169, FROM 1.0 MI N OF TH 14 TO 1.5 MI S OF SOUTH JCT TH 99, MILL AND CONCRETE OVERLAY & SIGNING	5.5	\$11.30 M
2	US 169	Nicollet	US 169, FROM 0.6 MI N OF TH 14 TO 0.1 MI S OF TH 99, GRADE, SURFACE AND MEDIAN WORK, REPLACE BR 8846 WITH NEW BR 52X07 & EXTEND CULVERTS 52X02 & 52X03 (CHAP 152)	8.8	\$6.00 M
3	US 169	Nicollet	US 169, FROM 0.6 MI N OF TH 14 TO 0.1 MI S OF TH 99, GRADE, SURFACE AND MEDIAN WORK, \$8M ECONOMIC DEVELOPMENT ADMINISTRATION FUNDS	8.8	\$8.00 M
4	MN 19	Le Sueur	MN 19, 0.787 MI EAST OF SIBLEY/LESUEUR COUNTY LINE, GRADING, REINFORCED SOIL SLOPES AND REPLACE BR 5369 WITH BR 40009, OVER UNION PACIFIC RAILROAD	0.3	\$5.70 M
5	MN 4	Watonwan	MN 4, FROM 200' S OF 10TH AVE S TO 11TH AVE NE IN ST JAMES, RECONSTRUCT ROADWAY, ADA, ROUNDABOUT AND LIGHTING	1.6	\$5.30 M
6	MN 68	Brown	MN 68, FROM CSAH 29 TO NORTH JCT TH 4, MILL & OVERLAY AND WIDENING	7.5	\$3.00 M
7	US 59	Nobles	US 59, FROM IOWA STATE LINE TO S JCT TH 60, RECLAIM & BITUMINOUS SURFACING, REPLACE BR 8530 WITH BR 53X08 AND DRAINAGE	4.0	\$2.50 M
8	US 14	Blue Earth	US 14, 0.41 MI W OF CSAH 56 TO 0.19 MI E OF CSAH 17, NEAR EAGLE LAKE, INTERSECTION MODIFICATIONS & LIGHTING	2.0	\$1.80 M
2017					
9	I 90	Nobles, Jackson	I90, FROM 1.0 MI E OF CSAH 13 TO TH 60 WB LANES, & FROM TH 60 TO CSAH 5 EB LANES, MILL & OVERLAY & END POST REPLACEMENT ON BR 53815 & 53816	20.0	\$9.70 M
10	I 90	Martin	I90, FROM 0.2 MI E OF TH 4 TO TH 15, WB LANES, MILL & OVERLAY & END POST REPLACEMENT ON VARIOUS BRIDGES	14.3	\$9.69 M
11	MN 15	Brown	MN 15, FROM 0.2 MI S OF TWP RD 46 TO TH 14/TH 15 (7TH NORTH SIGNAL) IN NEW ULM, MILL & OVERLAY AND ADA	8.5	\$7.51 M
12	MN 60	Cottonwood	MN 60, FROM WINDOM TO WEST OF MOUNTAIN LAKE, RECONSTRUCT FROM TWO LANE TO FOUR LANE DIVIDED HIGHWAY (AC PAYBACK IN 2018)	7.8	\$7.30 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
2016								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
50%	0%	20%	30%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
66%	0%	21%	13%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2017								
97%	1%	1%	1%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%

District 7 Projects for Years 2016-2019 (STIP) of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
13	MN 109	Faribault, Freeborn	MN 109, FROM TH 22 TO I90 IN ALDEN, MILL AND OVERLAY AND ADA	10.0	\$6.28 M
14	MN 15	Martin	MN 15, FROM JOHNSON STREET TO 0.05 MI S OF GOEMANN RD IN FAIRMONT, MILL & OVERLAY, ADA AND REPLACE EXPANSION JOINTS ON BR 46002	3.1	\$6.10 M
15	MN 13	Waseca	MN 13, 1.5 MI S OF WASECA TO TH 30 IN NEW RICHLAND, MILL & OVERLAY, REHAB BR#81001 & 81002 AND GUARDRAIL REPLACEMENT	10.9	\$6.00 M
16	MN 99	Le Sueur	MN99, RECONDITION INPLACE BRIDGE #4930 OVER THE MN RIVER IN ST PETER	0.1	\$4.90 M
17	MN 22	Blue Earth	MN 22, FROM 0.3 MI N OF TH 30 TO 0.1 MI N OF JCT CSAH 15, RECONSTRUCT AND REPLACE BR#5959 WITH NEW BR 07051 (AC PAYBACK IN 2018 & 2019)	10.5	\$4.66 M
18	I 90	Rock	I 90, FROM 0.3 MI E OF SOUTH DAKOTA STATE LINE TO 2.9 MI E OF JCT TH 23, REHAB BR#9685, 9686, 9689 & 9690	3.5	\$4.60 M
19	US 14	Brown	US 14, FROM 0.1 MI E OF CSAH 27 TO THE WEST LIMITS OF NEW ULM, MILL & OVERLAY	9.8	\$3.50 M
20	MN 4	Brown, Nicollet	MN 4, FROM JCT TH 68 TO THE NICOLLET/RENVILLE COUNTY LINE, MILL & OVERLAY, D8 IS THE LEAD, D8 SHARE IS \$1.3M	8.3	\$3.40 M
21	I 90	Martin	I 90, FROM 0.5 MI E OF TH 4 TO 1.7 MI W OF CSAH 53 CONSTRUCT CROSSEOVERS, CONCRETE REPAIR & REHAB BR 46821, 46822, 46833 & 46834 & REPLACE END POSTS ON BR 46817 & 46818	17.7	\$2.62 M
22	US 59	Nobles	US 59, FROM N JCT TH 60 TO I90 IN WORTHINGTON, MILL & OVERLAY	1.1	\$2.20 M
2018					
23	US 14	Brown	US 14, DESIGN BUILD, OVER MN RIVER, DM&E RR & MSAS 111, 0.4 MI E OF S JCT OF TH 15, REPLACE BR 9200 & BR 9294 (AC PAYBACK IN 2019)	2.0	\$27.10 M
24	US 14	Brown	US 14, FROM 0.25 MI E OF CO RD 5 IN SPRINGFIELD TO 0.1 MI E OF CSAH 27, MILL & OVERLAY, CONCRETE GRINDING, BITUMINOUS OVERLAY & ADA	14.3	\$10.30 M
25	US 169	Sibley, Nicollet	US 169, FROM UNION ST IN ST PETER TO TH 93 AT LE SUEUR, NB LANES ONLY, MILL & OVERLAY	9.6	\$6.40 M
26	MN 4	Martin	MN4, FROM IOWA STATE LINE TO W JCT CSAH 26, MILL & OVERLAY AND REPLACE BRIDGES 3572 & 3878	10.1	\$6.10 M
27	US 169	Faribault	US 169, FROM 1 MI NORTH OF I90 TO 0.2 MI NORTH OF CSAH 12 IN WINNEBAGO, OVERLAY AND ADA IMPROVEMENTS	7.7	\$3.80 M
28	MN 60	Cottonwood	MN60, FROM 6TH ST (TH62) TO 490TH AVE IN WINDOM, EB & WB LANES, MILL & OVERLAY	1.8	\$3.50 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
61%	0%	24%	1%	0%	0%	14%	0%	0%
63%	3%	6%	5%	0%	0%	23%	0%	0%
77%	14%	4%	1%	0%	2%	2%	0%	0%
0%	93%	0%	0%	0%	4%	0%	0%	0%
73%	7%	15%	5%	0%	0%	0%	0%	0%
15%	75%	3%	7%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	8%	0%	0%	0%	0%	0%	0%
66%	0%	16%	3%	0%	2%	12%	0%	0%
2018								
0%	92%	2%	2%	0%	2%	0%	0%	0%
76%	0%	12%	2%	0%	1%	9%	0%	0%
76%	0%	11%	10%	0%	2%	1%	0%	0%
59%	27%	12%	2%	0%	0%	0%	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 2016-2019 (STIP) of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
29	I 90	Rock	I90, WB LANES, FROM THE BRIDGE OVER ROCK RIVER (67806) TO THE ROCK/NOBLES COUNTY LINE, CONCRETE PAVEMENT REHAB	7.3	\$2.80 M
2019					
30	MN 60	Watonwan	MN60, FROM 1.2 MI W OF W JCT TH 4 TO 0.7 MI W OF W JCT TH 15, EB & WB LANES, CPR AND BITUMINOUS MILL & OVERLAY (AC PROJECT, AC PAYBACK IN SFY 2020)	12.9	\$8.80 M
31	MN 99	Le Sueur	MN99, FROM MINNESOTA RIVER BRIDGE TO CSAH 38 IN LE CENTER, MILL & OVERLAY AND WIDENING AND REPLACE BRIDGE 8893	12.6	\$8.10 M
32	MN 91	Nobles	MN 91, FROM THE S ADRIAN CITY LIMITS TO NOBLES/MURRAY COUNTY LINE, MILL & OVERLAY, ADA AND REPLACE CULVERTS 1503 & 8793	15.8	\$7.5 M
33	MN 30	Waseca	MN30, FROM TH 83 TO NEW RICHLAND, MILL & OVERLAY AND REPLACE BRIDGES 6789 & 8131	10.0	\$5.70 M
34	MN 99	Le Sueur, Rice	MN99, FROM TH 13 TO TH 21, MILL & OVERLAY AND WIDENING	8.0	\$3.90 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
89%	0%	4%	7%	0%	0%	0%	0%	0%
2019								
84%	8%	7%	1%	0%	0%	0%	0%	0%
56%	6%	15%	22%	0%	1%	0%	0%	0%
68%	11%	11%	2%	0%	0%	8%	0%	0%
68%	24%	7%	1%	0%	0%	0%	0%	0%
62%	0%	10%	28%	0%	0%	0%	0%	0%

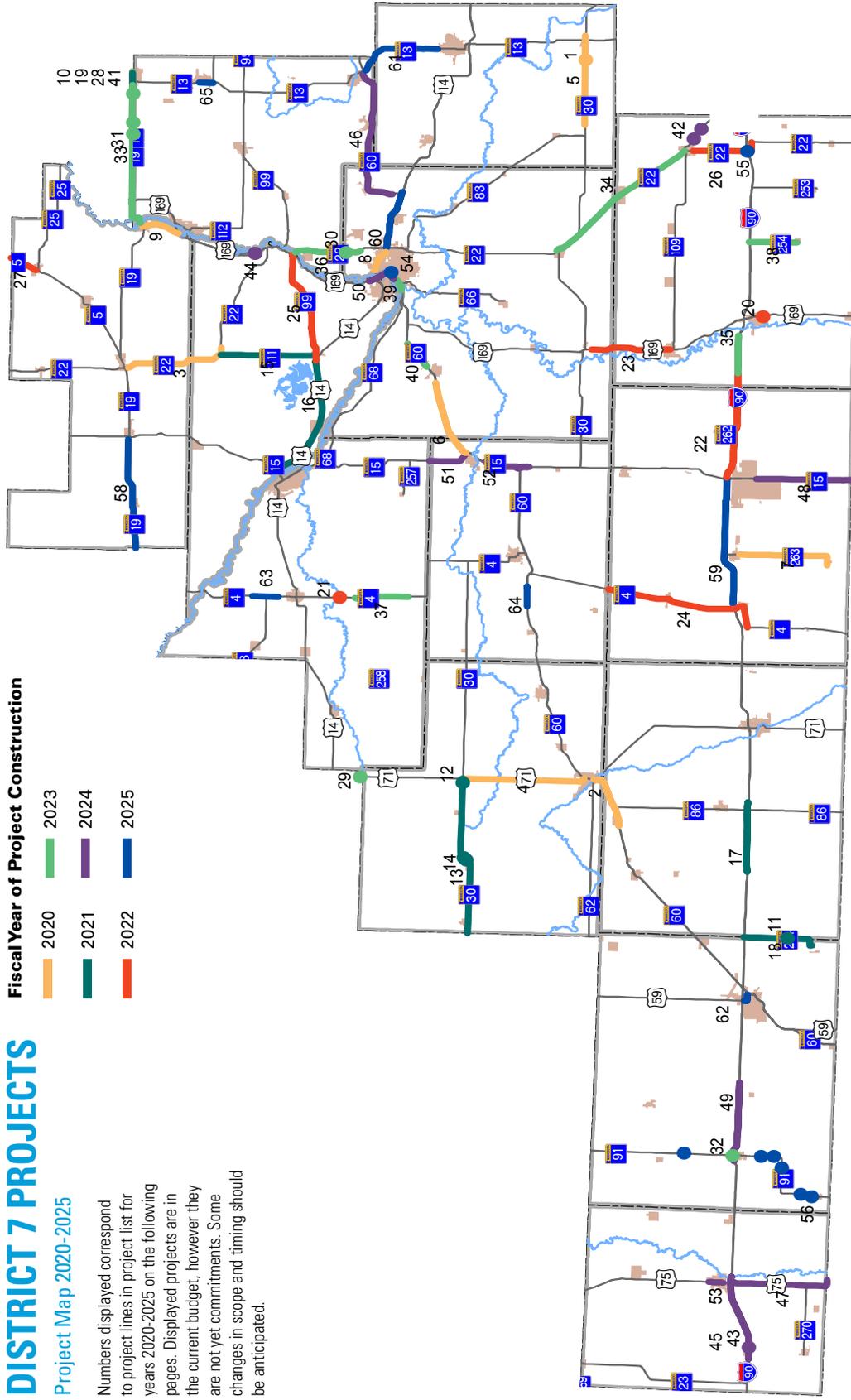
DISTRICT 7 PROJECTS

Project Map 2020-2025

Numbers displayed correspond to project lines in project list for years 2020-2025 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.

Fiscal Year of Project Construction

- 2020 —
- 2021 —
- 2022 —
- 2023 —
- 2024 —
- 2025 —



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 2020-2025 of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
2020					
1	MN 30	Waseca	REPLACE BRIDGES 6789 (RP 166.273) AND 8131 (RP 167.010)	0	\$1.65 M
2	MN 60	Cottonwood, Jackson	FROM RP 35.783 TO RP 40.613 WB LANES, AND RP 34.584 TO RP 40.613 EB LANES, MAJOR CPR/D.GRINDING	6.2	\$6.63 M
3	MN 22	Sibley, Nicollet	FROM RP 78.850 TO RP 89.369, RECLAIM	10.5	\$6.40 M
4	US 71	Cottonwood	FROM RP 28.955 TO RP 41.247, MED. MILL & OVERLAY	12.3	\$5.04 M
5	MN 30	Waseca	FROM RP 159.122 TO RP 168.943, MEDIUM MILL/OVERLAY	9.8	\$4.99 M
6	MN 60	Blue Earth, Watonwan	FROM RP 83.941 TO RP 92.464 EB LANES, THICK MILL & OVERLAY	8.5	\$4.88 M
7	MN 263	Martin	FROM RP 0.000 TO RP 9.699, MEDIUM MILL/OVERLAY	9.7	\$3.60 M
8	US 14	Blue Earth	FROM RP 130.940 TO RP 133.331 WB, AND 130.940 TO 133.213 EB, MEDIUM MILL/OVERLAY	2.4	\$1.91 M
9	MN 93	Sibley	FROM RP 1.700 TO RP 5.599, MEDIUM MILL/OVERLAY	3.9	\$1.45 M
10	MN 19	Scott, Le Sueur	FROM RP 150.492 TO RP 151.780, URBAN RECONSTRUCTION, NEW PRAGUE (YEAR 1 OF 4)	1.3	\$1.00 M
2021					
11	MN 264	Jackson	REPLACE BRIDGES 6973 (RP 3.019) AND 6954 (RP 5.241)	0	\$1.00 M
12	MN 30	Cottonwood	REPLACE BRIDGE 8166 (RP 73.208)	0	\$1.29 M
13	MN 30	Cottonwood	REPLACE BRIDGES 8661 (RP 64.483), 8662 (RP 64.905), AND 8663 (RP 63.716)	0	\$2.36 M
14	MN 30	Cottonwood	FROM RP 56.267 TO RP 73.707, THICK MILL/OVERLAY	17.4	\$8.24 M
15	MN 111	Nicollet	FROM RP 0.500 TO 9.789, RECLAIM	9.9	\$7.00 M
16	US 14	Nicollet	FROM RP 104.387 TO RP 117.576, THICK MILL & OVERLAY	13.2	\$6.36 M
17	I 90	Jackson	FROM RP 57.994 TO RP 65.545 EB LANES, MED. MILL & OVERLAY	7.6	\$3.66 M
18	MN 264	Nobles	FROM RP 0.00 TO 7.394, MEDIUM MILL/OVERLAY	7.4	\$3.48 M
19	MN 19	Scott, Le Sueur	FROM RP 150.492 TO RP 151.780, URBAN RECONSTRUCTION, NEW PRAGUE (YEAR 2 OF 4)	1.3	\$1.00 M
2022					
20	US 169	Faribault	REPLACE BRIDGE 5154 (RP 9.182)	0	\$3.00 M
21	MN 4	Brown	REPLACE BRIDGE 6757 AT RP 58.7	0	\$1.58 M
22	I 90	Martin, Fairbault	FROM RP 102.168 TO 113.790, EB AND WB, THICK MILL/OVERLAY	11.6	\$11.61 M
23	US 169	Blue Earth, Fairbault	FROM RP 19.897 TO RP 27.857, .2 MI N CR-12, UNBONDED OVERLAY	8.0	\$10.25 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
2020								
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
72.1%	0%	11.5%	3.2%	0.0%	2.3%	10.9%	0.0%	0.0%
2021								
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
82.1%	0	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	12.4%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
72.1%	0%	11.5%	3.2%	0.0%	2.3%	10.9%	0.0%	0.0%
2022								
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
82.1%	0%	12.4%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%

District 7 Projects for Years 2020-2025 of the 10-Year CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
24	MN 4	Martin	FROM RP 10.111 TO RP 26.350, MEDIUM MILL/OVERLAY	16.2	\$7.82 M
25	MN 99	Nicollet	FROM RP 0 - 12.326, MEDUM MILL/OVERLAY	12.3	\$5.89 M
26	MN 22	Faribault	FROM RP 10.767 TO RP 17.524, MEDIUM MILL/OVERLAY	6.8	\$3.46 M
27	MN 5	Sibley	FROM RP 14.731 - 17.521, MEDIUM MILL/OVERLAY	2.8	\$1.34 M
28	MN 19	Scott, Le Sueur	FROM RP 150.492 TO RP 151.780, URBAN RECONSTRUCTION, NEW PRAGUE (YEAR 3 OF 4)	1.4	\$1.00 M
2023					
29	US 71	Redwood	REPLACE BRIDGE 5543 (RP 51.439)	0	\$2.23 M
30	MN 22	Blue Earth	REPLACE BRIDGE 8436 (RP 58.447)	0	\$1.50 M
31	MN 19	Le Sueur	REPLACE BRIDGES 8741 (RP 145.002), 8742 (RP 146.313), AND 8713 (RP 149.423)	0	\$2.40 M
32	I 90	Nobles	REPLACE BRIDGE 53802 (RP 26.626)	0	\$3.00 M
33	MN 19	Le Sueur	FROM RP 134.452 - 150.492, THICK OVERLAY	16.0	\$9.16 M
34	MN 22	Blue Earth, Fairbault	FROM RP 18.438 - 35.373, MEDIUM MILL/OVERLAY	16.9	\$8.56 M
35	I 90	Faribault	FROM RP 113.790 TO 117.910, EB & WB, MED MILL/OVERLAY	4.1	\$4.50 M
36	MN 22	Blue Earth, Le Sueur	FROM RP 56.427 TO RP 63.592, MEDIUM MILL/OVERLAY	6.6	\$3.63 M
37	MN 4	Brown	FROM RP 51.835 TO RP 57.184 (0.48 MI N 680TH AVE TO NW END OF BR 6749), MEDIUM MILL/OVERLAY	5.3	\$3.00 M
38	MN 254	Faribault	FROM RP 5.852 TO RP 10.648, MEDIUM MILL/OVERLAY	4.8	\$1.78 M
39	US 169	Blue Earth	FROM RP 51.703 TO RP 53.385, SB, AND FROM RP 51.914 TO RP 53.385 NB, MEDIUM MILL/OVERLAY	1.7	\$1.53 M
40	MN 60	Blue Earth	FROM RP 94.560 TO RP 97.720, WB, MEDIUM MILL/OVERLAY	3.2	\$1.53 M
41	MN 19	Scott, Le Sueur	FROM RP 150.492 TO RP 151.893, URBAN RECONSTRUCTION, NEW PRAGUE (YEAR 4 OF 4)	1.4	\$1.00 M
2024					
42	MN 109	Faribault	REPLACE BRIDGES 2601 (RP 24.508) AND 2461 (RP 25.751)	0	\$1.00 M
43	I 90	Rock	REPLACE BRIDGE 9774 (RP 5.077)	0	\$3.00 M
44	US 169	Nicollet	REPLACE BRIDGE 52001 (RP 69.474) AND 52002 (RP 69.474)	0	\$4.00 M
45	I 90	Rock	FROM RP 3.907 TO RP 13.151, WB, MAJOR CPR	9.2	\$9.49 M
46	MN 60	Blue Earth, Le Sueur	FROM RP 116.480 TO RP 132.335 MEDIUM MILL/OVERLAY	15.8	\$8.80 M
47	US 75	Rock	FROM RP 0.00 TO RP 9.606, MEDIUM MILL/OVERLAY	9.6	\$5.98 M
48	MN 15	Martin	FROM RP 0.00 TO RP 9.471, MEDIUM MILL/OVERLAY	9.5	\$5.61 M
49	I 90	Nobles	FROM RP 25.965 TO RP 34.709, WB, MEDIUM MILL/OVERLAY	8.7	\$5.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
72.1%	0%	11.5%	3.2%	0.0%	2.3%	10.9%	0.0%	0.0%
2023								
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	12.4%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	2.3%	0.9%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
87.0%	13%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
87.0%	13%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
72.1%	0%	11.5%	3.2%	0.0%	2.3%	10.9%	0.0%	0.0%
2024								
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
0.0%	93%	0.0%	0.0%	0.0%	3.5%	3.6%	0.0%	0.0%
82.1%	0%	12.4%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
82.1%	0%	12.4%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
50	US 169	Nicollet, Blue Earth	FROM RP 53.385 TO RP 56.350 SB, AND RP 53.385 TO RP 56.229 NB, MEDIUM MILL/OVERLAY	3.0	\$3.24 M
51	MN 15	Watowan	FROM RP 38.952 TO RP 42.578 MEDIUM MILL/OVERLAY	3.8	\$2.58 M
52	MN 15	Watowan	FROM RP 32.392 TO RP 36.547 SB, MEDIUM MILL/OVERLAY	4.6	\$2.25 M
53	US 75	Rock	FROM RP 10.675 TO RP 12.082, NB, MEDIUM MILL/OVERLAY	1.4	\$1.31 M
2025					
54	US 169	Blue Earth	REHAB BRIDGE 07042 (VETS BRIDGE) (RP 104.370)	0	\$5.00 M
55	I 90	Faribault	REHAB BRIDGES 22814 (RP 12.151), 24809 (RP 143.806), AND 22819 (RP 141.741)	0	\$2.00 M
56	MN 91	Nobles	REPLACE MULTIPLE BRIDGES ON MN91 - BRIDGE 1503 (RP 018.646), 5654 (RP 009.705), 5634 (RP 010.965), 8644 (RP 003.054), 6366 (RP 001.860), AND 8642 (RP 007.830)	0	\$3.00 M
57	MN 19	Sibley	FROM RP 97.255 TO RP 109.418, MAJOR CPR	12.1	\$10.41 M
58	I 90	Martin	FROM RP 87.814 TO RP 102.168, EB, THICK MILL/OVERLAY	14.4	\$8.70 M
59	US 14	Blue Earth	FROM RP 134.392 TO RP 140.775 EB, MAJOR CPR	6.4	\$5.67 M
60	MN 13	Le Sueur, Waseca	FROM RP 33.795 TO RP 42.292 MEDIUM MILL/OVERLAY	8.5	\$4.50 M
61	US 59	Nobles	FROM RP 11.018 TO RP 12.164, N JCT TH60 TO I90, URBAN RECONSTRUCT	1.1	\$4.00 M
62	MN 4	Brown	FROM RP 63.430 O RP 66.048 (.4 MI N JCT US-14 TO N OF TH-68), MEDIUM MILL/OVERLAY	2.6	\$2.12 M
63	MN 60	Watowan	FROM RP 61.911 TO RP 64.032, EB, MEDIUM MILL/OVERLAY	2.2	\$1.33 M
64	MN 13	Le Sueur	FROM RP 58.688 TO RP 60.109 MAJOR CPR	1.4	\$1.21 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
87.0%	13%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
87.0%	13%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
87.0%	13%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
82.1%	0%	11.5%	3.2%	0.0%	1.5%	1.7%	0.0%	0.0%
2025								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	2%	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%	2%	0%	0%
72%	0%	12%	3%	0%	2%	11%	0%	0%
82%	0%	12%	3%	0%	2%	2%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	2%	0%	0%