

# District 6 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

## DISTRICT 6 10-YEAR CHIP

District 6'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.



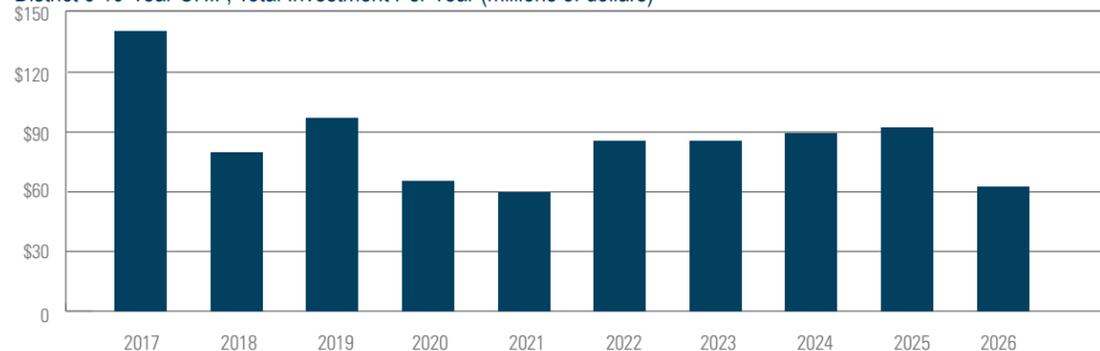
The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (6-3)
- 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. (6-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (6-4)
- 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. (6-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (6-5)
- 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 with the exception of projects with a regional significance that are under \$1 million. 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 6 Transportation Planning Director, Mark Schoenfelder, at [Mark.Schoenfelder@state.mn.us](mailto:Mark.Schoenfelder@state.mn.us) or 507-286-7552.

District 6 10-Year CHIP, Total Investment Per Year (millions of dollars)



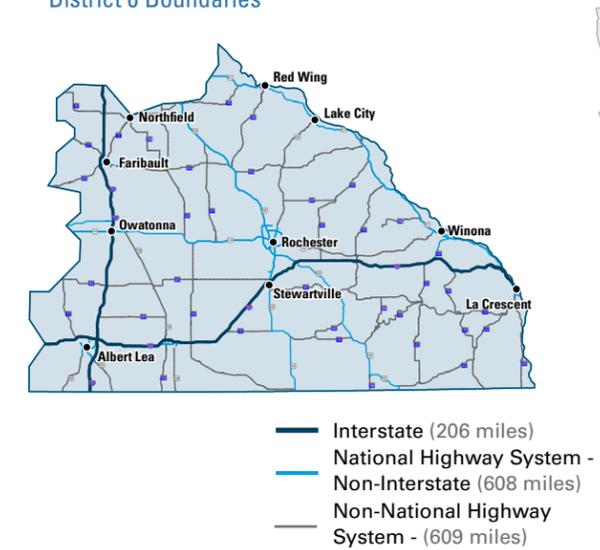
District 6 shares the southeast portion of Minnesota with District 7. It has three regional offices located in Rochester, Owatonna, and Winona, which are also regional trade centers. District 6 offices are staffed by 376 full-time employees. Major industries in the district include health care and social assistance, manufacturing, and retail trade. There are 21 truck stations located in District 6, three of which are at regional offices. The district has 848 bridges that are ten feet or greater in length and 433 miles of rail.

Counties*	Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha and Winona
Centerline Miles	1,413
Lane Miles	3,668
High Mast Lights	46
Culverts	8,410
Noise Walls	13
Overhead Signs	176
Population 2013	496,352
Annual VMT**	3,570,787,581
VMT/Capita	7,193

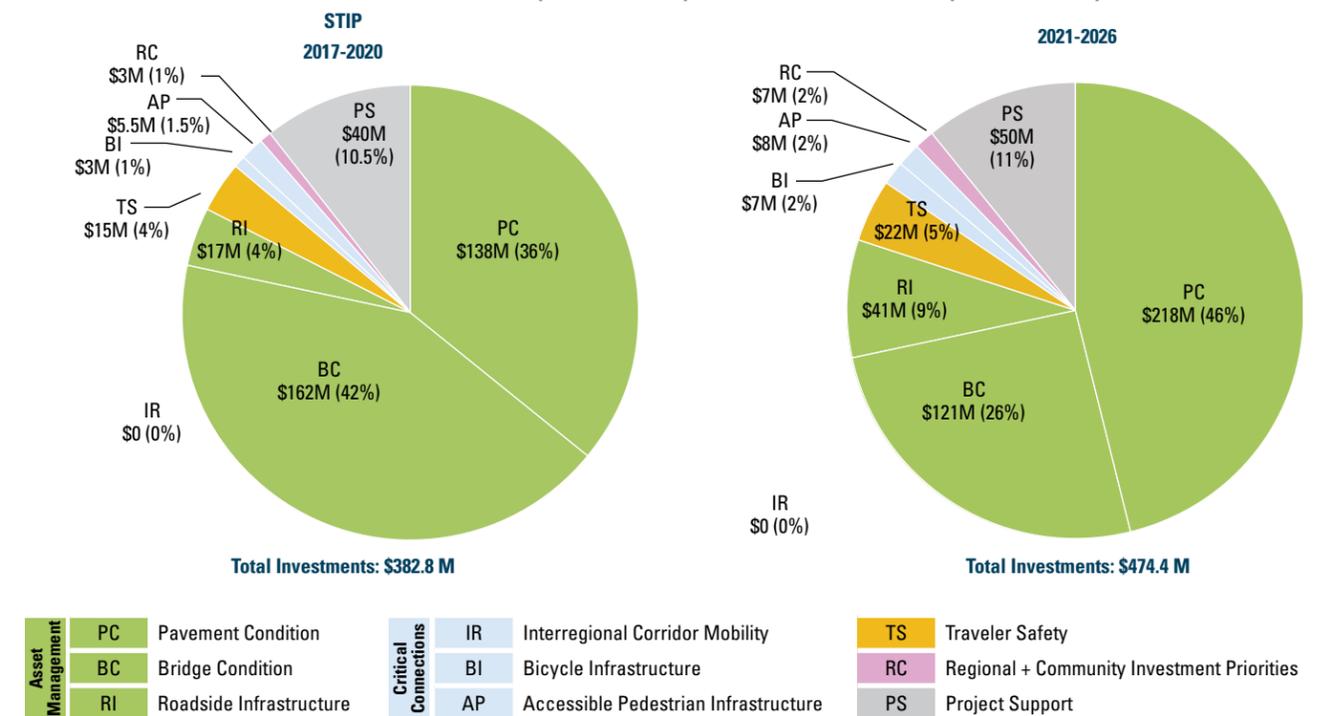
\*Based on ATP boundaries

\*\*VMT=Vehicle Miles Traveled on Trunk Highways

District 6 Boundaries



## PLANNED INVESTMENTS FOR STIP (2017-2020) AND YEARS 5-10 (2021-2026)



Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility	TS	Traveler Safety	
	BC	Bridge Condition		BI	Bicycle Infrastructure		RC	Regional + Community Investment Priorities
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure		PS	Project Support

## PROGRAM HIGHLIGHTS

The primary emphasis in the district program over the next 10 years is preservation of system assets with the goal of meeting investment category targets set out in MnSHIP. The investment approach is similar to previous years with investments addressing pavements as well as high-priority improvements across other investment categories.

## NOTABLE CHANGES FROM PREVIOUS CHIP

None.

## REMAINING RISKS

### High

- Project Support for Major River Crossings - With tight budgets on these projects, any overruns on the major river crossing bridges (given the size and scope of these projects) will have a substantial effect on the District DRMP program.
- Urban Reconstruction - Emphasis on pavement performance leads to focus on rural miles which are cheaper to repair than urban miles; district cannot fund urban reconstructions due to the cost of these projects.

### Medium

- Bituminous unit pricing within the district are higher than the statewide average. May not improve the expected number of miles given the investment level.
- Funding level of Preventative Maintenance and BARC setasides - difficult to conduct maintenance of recent investments due to cost.
- Long-term needs may not be met as investment level is not at 100% of performance-based need.
- District rest area pavements needs are not being met and funding is uncertain.

### Low

- Unable to react and implement improvements not identified in District Safety Plan or at sustained crash locations. (i.e. left turn lanes, extend right turn lanes, offset right, etc.).

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

## DISTRICT 6 HISTORIC PERFORMANCE

Statewide Plan Policy	Measure	Target	2010	2011	2012	2013	2014	2015
Safety	Fatalities	0	44	40	39	39	50	49
Bridge	Condition: NHS - % Poor	<2%	1.3%	2.3%	2.7%	2.6%	8.2%	7.6%
Bridge	Condition: Non-NHS - % Poor	<8%	2.3%	1.5%	1.3%	1.1%	1.8%	2.5%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	3.5%	2.4%	1.4%	3.0%	1.1%	1.0%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	4.4%	7.4%	8.5%	7.0%	5.8%	4.6%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	18.4%	18%	13.5%	11.0%	1.8%	2.7%

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

## DISTRICT 6 HIGHWAY INVESTMENT STRATEGIES

### Asset Management

- 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 to coordinate roadside infrastructure investments (culverts, guardrail, signing) with other preservation projects.

### 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 within the statewide safety emphasis areas.
- Coordinate safety investments, as appropriate, with other preservation projects to minimize disruption to travelers.

### Critical Connections

- Continue District Municipal Agreements program to strategically improve the bicycle network by partnering with local units of government.
- Continue implementing bicycle accommodations as part of pavement and bridge projects.
- Continue addressing identified ADA needs in communities through standalone and preservation projects.

### Regional and Community Investment Priorities

- Work with local partners to identify and develop projects that compete for funding from statewide programs like TED or other opportunities that arise.
- Continue District Municipal Agreements program to partner with local units of government on urban reconstruction and/or bicycle/pedestrian improvements.
- Manage expectations of corridor groups.

### Project Support

- Anticipate and provide funding for supplemental agreements, cost overruns, incentives, right of way costs and consultants to support and deliver the district program.

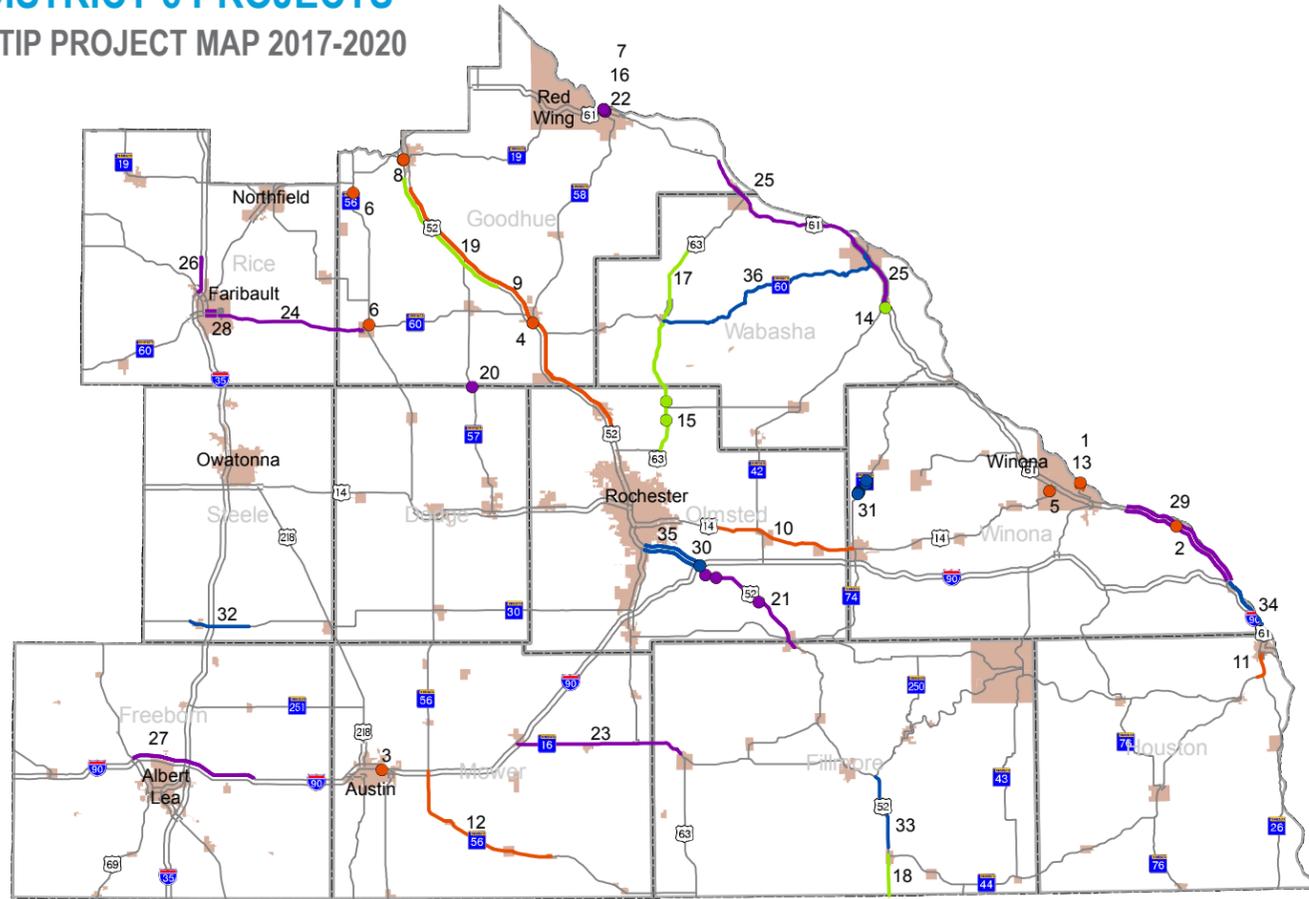
## DISTRICT 6 PROJECTED PERFORMANCE

Statewide Plan Policy	Measure	Target	2015 Actual	2020 Projected	2026 Projected	Analysis
Safety	Fatalities	0	49	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	7.6%	2.4%	1%	The bridge conditions on the NHS is expected to improve through the ten year period.
Bridge	Condition: Non-NHS - % Poor	<8%	2.5%	2.1%	2.5%	The bridge conditions on the non-NHS is expected to hold at current levels through the next ten years.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	1%	1.2%	3.6%	The Interstate pavements are expected to decline but just be slightly above the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	4.6%	4.8%	7%	The remaining NHS pavements are expected to decline significantly by the end of the ten years.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	2.7%	7.4%	7.8%	The projections show the Non-NHS system will be within target in 2026.

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

# DISTRICT 6 PROJECTS

## STIP PROJECT MAP 2017-2020



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

### Fiscal Year of Project Construction

- 2017
- 2018
- 2019
- 2020

## GLOSSARY OF DESCRIPTION TERMS

- AC: Advanced Construction
- ADA: Americans with Disabilities Act
- Alt. Bid: Alternate Bid
- BR: Bridge
- BRS: Bridges
- CIR: Cold Inplace Recycle
- CPR: Concrete Pavement Rehabilitation
- CSAH: County State Aid Highway
- EB: Eastbound Lanes
- HSIP: Highway Safety Improvement Program
- INCL: Including
- JCT: Junction
- MED: Medium
- NHS: National Highway System
- PED: Pedestrian
- TED: Transportation Economic Development program
- TMS: Traffic Management System
- UTB: Ultra-thin Bonded
- UTBWC: Ultra-thin Bonded Wearing Course
- WB: Westbound Lanes

DISTRICT 6 PROJECTS FOR YEARS 2017-2020 (STIP) OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2017</b>					
1	MN 43	WINONA	WORK PACKAGE #5 - BRIDGE NO. 5900 THROUGH-TRUSS REHABILITATION AND APPROACH SPAN REMOVALS	1.1	\$38.00 M
2	US 61	WINONA	US 61 SB OVER TROUT CREEK, REPLACE BRIDGE 9065 WITH BRIDGE 85028	0.0	\$2.60 M
3	I 90	MOWER	I 90, UNDER 11TH DRIVE NE, AUSTIN, REPLACE BRIDGE 9177 (NEW BRIDGE 50808)	0.0	\$2.32 M
4	MN 58	GOODHUE	MN 58, OVER TH 52 IN ZUMBROTA, REPLACE BRIDGE 9661	0.0	\$7.14 M
5	US 14	WINONA	ON US 14, REPLACE PEDESTRIAN BRIDGE 85003 NEAR ST MARY'S UNIVERSITY CAMPUS IN WINONA	0.0	\$1.70 M
6	MN 56	GOODHUE	MN 56, OVER N FORK ZUMBRO RIVER (NEAR KENYON), REPLACE BRIDGE 4617 WITH NEW BRIDGE 25020 AND OVER PRAIRIE CREEK, REPLACE BRIDGE 6543 WITH NEW BRIDGE 25031 (AC PROJECT, PAYBACK IN 2018)	0.0	\$1.80 M
7	US 63	GOODHUE	US 63, RED WING, REPLACE BRIDGE 9040 OVER MISSISSIPPI RIVER AND CP RAIL PLUS APPROACH WORK AND REHAB OR REPLACE BRIDGE 9103 - INCLUDES \$11.2M TH BONDS (AC PROJECT - PAYBACKS IN 2018, 2019 AND 2020)	0.3	\$12.50 M
8	US 52	GOODHUE	US 52 OVER LITTLE CANNON RIVER, REPLACE BRS 9485 WITH BR 25032 AND 9486 WITH BR 25036 (AC PROJECT - PAYBACK IN 2018)	0.0	\$2.00 M
9	US 52	GOODHUE/ OLMSTED	US 52, NB LANES, ROCHESTER TO CANNON FALLS WITH EXCEPTIONS FROM R.P. 64.398 TO 66.632 AND R.P. 79.360 TO 82.206, MEDIUM BITUMINOUS OVERLAY AND HIGH TENSION CABLE MEDIAN BARRIER FROM R.P. 66.200 TO 79.100 (AC PROJECT, PAYBACK IN 2018) - SEE HSIP PORTION OF PROJECT UNDER 2506-75S	27.4	\$12.11 M
10	US 14	OLMSTED/ WINONA	US 14 FROM 0.2 MI E OF CSAH 19 TO W JCT MN 74, GRADING AND BITUMINOUS MILL AND OVERLAY	14.2	\$4.93 M
11	MN 16	HOUSTON	MN 16 FROM 0.56 MI W OF MN 26 TO 0.8 MI S OF US 61 AND US 61, NB AND SB FROM WI/MN SL TO 0.4 MI. E. TH 16/61 JCT - MEDIUM BITUMINOUS MILL AND OVERLAY - TIED WITH S.P. 2804-37 (TH 44 - HOKAH)	3.0	\$2.75 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2017</b>								
0%	99%	0%	0%	0%	1%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	100%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	96%	0%	0%	0%	1%	1%	3%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
87%	0%	10%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%

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. Only projects with a construction cost of \$1 million and more are listed here with the exception of projects with a regional significance that are under \$1 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
12	MN 56	MOWER	MN 56 FROM MAPLE STREET IN TAOPI TO CSAH 46, MEDIUM BITUMINOUS MILL AND OVERLAY AND FROM E END BR. 50810 TO FIRST ST IN ADAMS, RECONSTRUCT	16.4	\$6.71 M
13	MN 43	WINONA	WORK PACKAGE #6 - COMPLETE ROADWAY APPROACHES FOR BRIDGES 85851 AND 5900, RECONSTRUCTION BRIDGE 5900 AND COMPLETE BRIDGE 85851	1.1	\$27.00 M
<b>2018</b>					
14	MN 42	WABASHA	MN 42, NEAR KELLOGG, REPLACE BRIDGE 5787 WITH BRIDGE 79030	0.0	\$1.60 M
15	US 63	WABASHA/ OLMSTED	US 63, CSAH 33 TO TH 60, WHITETOPPING AND REPLACE BRIDGE 8831 AND 8313 OVER STREAM	12.8	\$9.35 M
16	US 63	GOODHUE	CONTRACT ADMINISTRATION (CONSULTANT BOND ELIGIBLE) - RED WING BRIDGE 9040 AND BRIDGE 9103 - FY 2018	0.3	\$1.50 M
17	US 63	WABASHA	US 63, TH 60 TO CSAH 78, MEDIUM BITUMINOUS MILL AND OVERLAY AND MN 60 FROM APPLIEDALE DRIVE TO US 63 IN ZUMBRO FALLS, GRADING, BITUMINOUS AND ADA	8.7	\$4.80 M
18	MN 139	FILLMORE	MN 139, IA/MN STATE LINE TO US 52 (HARMONY), MEDIUM BITUMINOUS MILL AND OVERLAY	3.9	\$1.93 M
19	US 52	GOODHUE	US 52, SB LANES FROM 1.2 MI N CSAH 7 TO 2.2 MI S MN 19, MEDIUM BITUMINOUS MILL AND OVERLAY	13.7	\$6.04 M
<b>2019</b>					
20	MN 57	DODGE	MN 57, OVER N BR MID FK ZUMBRO RIVER, APPROX 8.8 MILES N OF MANTORVILLE, REPLACE BRIDGE 6862	0.0	\$1.45 M
21	US 52	OLMSTED/ FILLMORE	US 52 FROM 0.1 MI N OF FILLMORE COUNTY CSAH 5 TO 0.2 MI S I90, BITUMINOUS MILL & OVERLAY, ADA IMPROVEMENTS AND REPLACE BRIDGE 6124, 8182 AND 8183	12.5	\$8.37 M
22	US 63	GOODHUE	CONTRACT ADMINISTRATION (CONSULTANT BOND ELIGIBLE) - RED WING BRIDGE 9040 AND BRIDGE 9103 - F.Y. 2019	0.3	\$1.60 M
23	MN 16	MOWER/ FILLMORE	MN 16 FROM I 90 TO TRACY ROAD IN SPRING VALLEY, MEDIUM BITUMINOUS MILL AND OVERLAY	15.8	\$7.34 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%	7%	3%	0%	0%	1%	0%	0%
0%	99%	0%	0%	0%	1%	1%	0%	0%
<b>2018</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	8%	3%	0%	0%	0%	0%	0%
0%	96%	0%	0%	0%	1%	1%	3%	0%
89%	0%	8%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
<b>2019</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	96%	0%	0%	0%	1%	1%	3%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%

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. Only projects with a construction cost of \$1 million and more are listed here with the exception of projects with a regional significance that are under \$1 million.

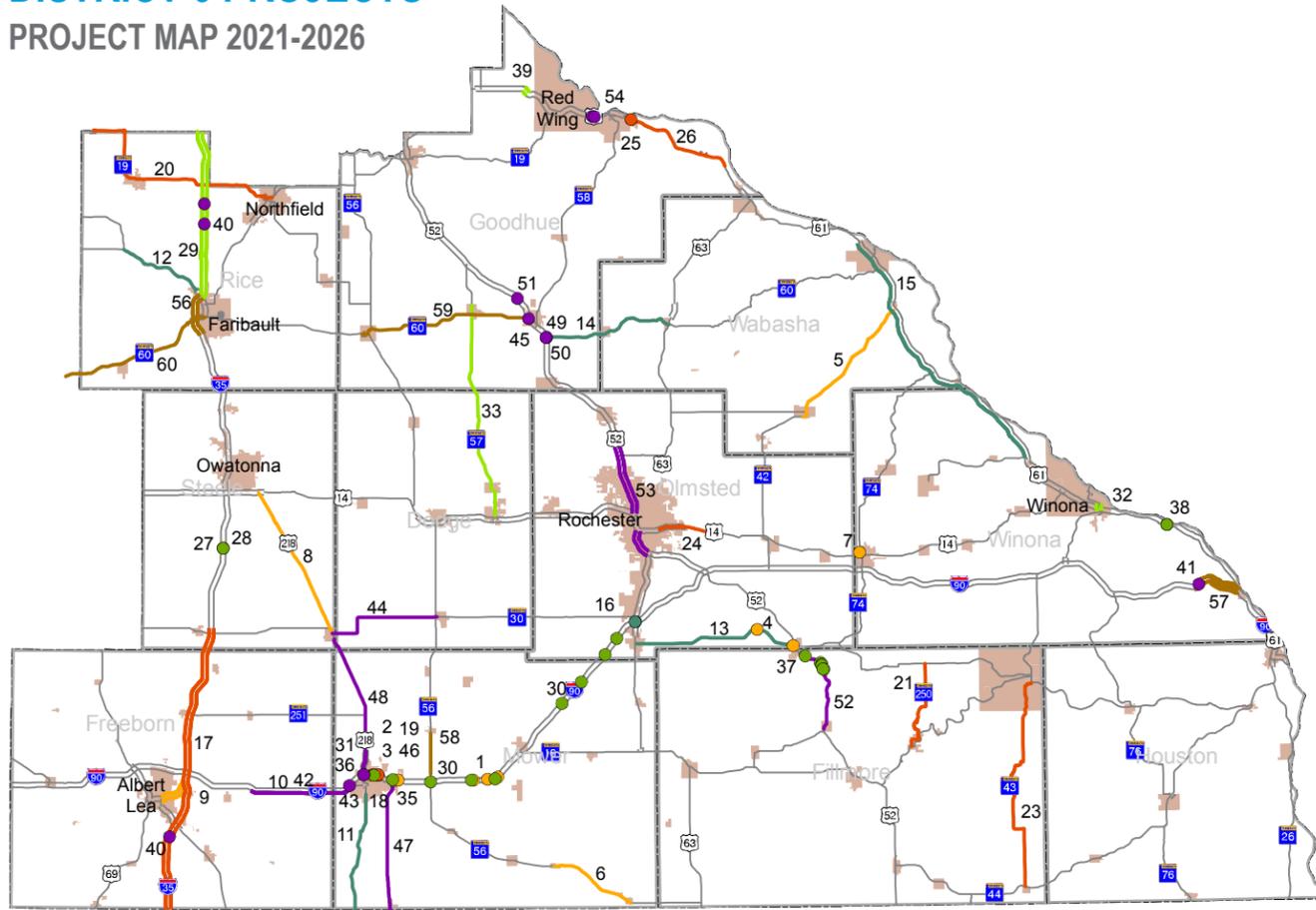
Number	Route	County	Description	Length (mi)	Total Construction Cost
24	MN 60	RICE/GOODHUE	MN 60 FROM E. END BRIDGE 5370 OVER STRAIGHT RIVER IN FARIBAULT TO HUSETH AVE IN KENYON, BITUMINOUS MILL AND OVERLAY	13.5	\$6.53 M
25	US 61	WABASHA/GOODHUE	US 61, NB AND SB FROM MN 42 TO 1 MI N LAKE CITY LIMITS, BITUMINOUS MILL AND OVERLAY	23.7	\$13.30 M
26	I 35	RICE	I 35 SB LANES FROM 0.1 MI N MN 21 TO 0.1 MI N CSAH 9, BITUMINOUS MILL AND OVERLAY	3.8	\$1.92 M
27	I 90	FREEBORN	I 90, WB LANES FROM MN 13 TO CSAH 46 (PETRAN), BITUMINOUS MILL AND OVERLAY	11.6	\$4.80 M
28	MN 60	RICE	MN 60, CITY OF FARIBAULT, URBAN SECTION BITUMINOUS OVERLAY, JCT OF MN 21 TO CENTRAL AVENUE	1.1	\$6.37 M
<b>2020</b>					
30	I 90	OLMSTED	I 90 EB OVER US 52, BRIDGE 55810 AND WB OVER US 52, BRIDGE 55809, REHAB BRIDGES	0.0	\$2.57 M
31	MN 74	WINONA	MN 74, OVER STREAMS, REHAB BRIDGES 8593 AND 8595 AND REPLACE BRIDGES 5835, 5836, 8592 AND 8594	0.0	\$1.35 M
32	MN 30	STEELE	MN 30 FROM 0.28 MI W OF ELLENDALE TO 1 MI E OF CSAH 45, BITUMINOUS MILL AND OVERLAY	5.6	\$3.10 M
33	US 52	FILLMORE	US 52 FROM 0.1 MI N CSAH 22 TO 0.1 MI S E JCT MN 16, BITUMINOUS MILL AND OVERLAY	7.0	\$3.90 M
34	I 90	WINONA	I 90 WB FROM NEAR US 61/DAKOTA TO 0.618 MI W OF WB ENT RAMP FROM US 61 NB AND EB FROM NEAR US 61/DAKOTA TO 0.1 MI W OF S LIMITS OF DAKOTA, BITUMINOUS MILL AND OVERLAY	6.0	\$4.20 M
35	US 52	FILLMORE	US 52 NB AND SB FROM 0.2 MI S OF I 90 TO US 63, BITUMINOUS OVERLAY	5.8	\$7.12 M
36	MN 60	WABASHA	MN 60 FROM US 63 TO US 61, BITUMINOUS MILL AND OVERLAY	24.0	\$10.90 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. Only projects with a construction cost of \$1 million and more are listed here with the exception of projects with a regional significance that are under \$1 million.

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%
85%	0%	8%	3%	0%	2%	2%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2020</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
55%	0%	25%	3%	0%	2%	15%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
74%	0%	10%	13%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

# DISTRICT 6 PROJECTS

## PROJECT MAP 2021-2026



Numbers displayed correspond to project lines in project list for years 2021-2026 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

- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

## GLOSSARY OF DESCRIPTION TERMS

- AC: Advanced Construction
- ADA: Americans with Disabilities Act
- Alt. Bid: Alternate Bid
- BR: Bridge
- BRS: Bridges
- CIR: Cold Inplace Recycle
- CPR: Concrete Pavement Rehabilitation
- CSAH: County State Aid Highway
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- INCL: Including
- JCT: Junction
- MED: Medium
- NHS: National Highway System
- PED: Pedestrian
- TED: Transportation Economic Development program
- TMS: Traffic Management System
- UTB: Ultra-thin Bonded
- UTBWC: Ultra-thin Bonded Wearing Course
- WB: Westbound Lanes

DISTRICT 6 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2021</b>					
1	I 90	MOWER	I 90 OVER ROSE CREEK , REPLACE BOX CULVERTS 8963, 8964 AND 8965	0.00	\$2.25 M
2	I 90	MOWER	I 90, 28TH STREET OVER I 90, REPLACE BRIDGE 9504	0.00	\$2.52 M
3	I 90	MOWER	I 90, CSAH 46 OVER I 90, REPLACE BRIDGE 9180	0.00	\$2.96 M
4	MN 30	OLMSTED	MN 30, REPLACE BRIDGE 9008 AND REDECK BRIDGE 9009, OVER N. BR. ROOT RIVER	0.25	\$3.50 M
5	MN 42	WABASHA	MN 42 FROM 0.35 MI N OF MN 247 TO US 61, BITUMINOUS MILL AND OVERLAY (AC PROJECT - PAYBACK IN 2022)	12.53	\$5.66 M
6	MN 56	MOWER	MN 56 FROM LEROY E. CITY LINE TO MAPLE ST. (TAOPI), BITUMINOUS MILL AND OVERLAY	8.40	\$3.64 M
7	MN 74	WINONA	MN 74, REPLACE BRIDGE 5932 OVER SOUTH FK WHITEWATER RIVER - ST CHARLES	0.00	\$1.70 M
8	US 218	STEELE	US 218 FROM S JCT MN 30 TO US 14, BITUMINOUS MILL AND OVERLAY	14.80	\$6.42 M
9	US 65	FREEBORN	US 65 NB AND SB FROM NEWTON AVE TO I-35 RAMPS IN ALBERT LEA, MN, BITUMINOUS MILL AND OVERLAY, ADA RAMP, SIDEWALK AND STORM SEWER REPAIRS	2.67	\$2.34 M
<b>2022</b>					
10	I 90	FREEBORN	EB FROM CSAH 46 (PETRAN) TO 0.4 MI E MN 105, UNBONDED CONCRETE OVERLAY	9.19	\$14.60 M
11	MN 105	MOWER	MN 105 FROM IA STATE LINE TO BRIDGE 5971, MEDIUM BITUMINOUS MILL AND OVERLAY	11.27	\$4.19 M
12	MN 21	RICE	MN 21 FROM 1.7 MI N OF I 35 TO MN 99, BITUMINOUS MILL AND OVERLAY	8.09	\$3.65 M
13	MN 30	OLMSTED	MN 30 FROM US 63 TO US 52, MEDIUM BITUMINOUS MILL AND OVERLAY	15.75	\$7.11 M
14	MN 60	WABASHA/ GOODHUE	MN 60 FROM US 52 TO WEST LIMITS OF ZUMBRO FALLS, MEDIUM BITUMINOUS MILL AND OVERLAY	12.06	\$5.58 M
15	US 61	WINONA/ WABASHA	US 61, SB LANES FROM 0.1 MI N MN 248 TO 1.7 MI NW MN 60, BITUMINOUS MILL AND OVERLAY	26.87	\$13.54 M
16	US 63	OLMSTED	US 63, OVER I 90, REPLACE NB BRIDGE 9890 AND SB BR 9889 - ADDITIONAL DRMP FUNDS FOR 5509-84 RAMPS AND LOOP (AC PROJECT, PAYBACK IN 2023)	0.00	\$10.41 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2021</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
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%	1%	0%	0%
80%	0%	12%	3%	0%	2%	3%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
77%	0%	12%	3%	0%	2%	6%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2022</b>								
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%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	100%	0%

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Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2023</b>					
17	US 14	FREEBORN/ STEELE	I 35 NB AND SB FROM IA/MN STATE LINE TO 0.5 MI N MN 30, CONCRETE PAVEMENT REHAB	20.30	\$14.82 M
18	I 90	MOWER	I 90, REHAB EB BR 9179 OVER 6TH ST NE	0.00	\$1.12 M
19	I 90	MOWER	I 90, WB BR 6868 OVER CEDAR RIVER AND WB BR 9178 OVER 6TH ST NE , REPLACE BRIDGES	0.00	\$4.96 M
20	MN 19	RICE	TH 19 FROM TH 13 TO TH 3, BITUMINOUS MILL AND OVERLAY	21.57	\$10.07 M
21	MN 250	FILLMORE	MN 250 FROM MN 16 TO MN 30, BITUMINOUS MILL AND OVERLAY	9.48	\$4.28 M
22	MN 3	RICE	TH 3, OVER UP RR, REPLACE BRIDGE 66001	0.00	\$2.30 M
23	MN 43	HOUSTON	MN 43 FROM TH 44 TO THE N JCT TH 16, MEDIUM BITUMINOUS MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2024)	21.37	\$4.84 M
24	US 14	OLMSTED	US 14 EB AND WB FROM CSAH 36/MARION ROAD TO 0.2 MI E CSAH 19, BITUMINOUS MILL AND OVERLAY	5.10	\$3.21 M
25	US 61	GOODHUE	US 61, OVER CP RAIL, REPLACE BRIDGE 6776	0.00	\$3.71 M
26	US 61	WABASHA/ GOODHUE	US 61 FROM 1 MI N LAKE CITY CITY LIMITS TO READY MIX ENTRANCE IN RED WING, BITUMINOUS MILL AND OVERLAY	9.61	\$4.47 M
<b>2024</b>					
27	I 35	STEELE	I 35 SB OVER STRAIGHT RIVER, REHAB BRIDGE 74803	0.00	\$1.31 M
28	I 35	STEELE	I 35, NB OVER STRAIGHT RIVER, REPLACE BRIDGE 74804	0.00	\$1.68 M
29	I 35	RICE	I 35 NB AND SB FROM 0.1 MI N MN 21 TO RICE/SCOTT COUNTY LINE, CONCRETE PAVEMENT REHAB	16.24	\$6.25 M
30	I 90	MOVER	OVER I 90, MN 56 (BR 9505), CSAH 20 (BR 9506), CSAH 13 (BR 9507), CSAH 1 (BR 9705), CSAH 15 (BR 9706), CSAH 6 (BR 9856) AND CSAH 35 (BR 9859), REDECK BRIDGES	0.00	\$2.06 M
31	I 90	MOWER	I 90 EB OVER CEDAR RIVER, REPLACE BRIDGE 6869	0.00	\$5.00 M
32	MN 43	WINONA	MN 43 NB AND SB FROM TH 61/WINONA TO JCT MANKATO AVE/ SARNIA ST, RECONSTRUCTION	0.52	\$9.59 M
33	MN 57	DODGE/ GOODHUE	MN 57 FROM CSAH 34 (KASSON) TO 0.16 MI N OF CSAH 30 (WANAMINGO), BITUMINOUS MILL AND OVERLAY	20.16	\$9.83 M
34	US 14	OLMSTED/ WINONA	US 14, CULVERT REHAB AND REPAIRS IN OLMSTED AND WINONA COUNTIES	0.00	\$1.46 M
35	US 218	MOWER	US 218, SB OVER I 90, REPLACE BRIDGE 9201	0.00	\$2.45 M
36	US 218	MOWER	US 218, SB OVER I 90, REPLACE BRIDGE 50803	0.00	\$3.18 M
37	US 52	FILLMORE	US 52 OVER STREAMS, REPLACE BOX CULVERTS 6123, 6122, 6121, 6120, 6119 AND 95580	0.00	\$2.10 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2023</b>								
82%	0%	12%	3%	0%	2%	1%	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%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	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%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2024</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	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%	100%	0%	0%	0%	0%	0%	0%	0%
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%

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Number	Route	County	Description	Length (mi)	Total Construction Cost
38	US 61	WINONA	OVER CEDAR CREEK, REPLACE NB BRIDGE 9062 AND SB BRIDGE 9063	0.00	\$2.90 M
39	US 61	WABASHA	US 61, NB AND SB FROM PARK ST. TO CENTER POINT IN LAKE CITY, RECONSTRUCTION	0.90	\$6.56 M
<b>2025</b>					
40	I 35	FREEBORN	I 35 OVER CO DITCH 16, REPLACE CONCRETE PIPE ARCH 91215, OVER WOLF CREEK, REPLACE BOX CULVERT 91011 AND OVER HEATH CREEK, REPLACE BOX CULVERT 91012	0.00	\$1.85 M
41	I 90	WINONA	I 90, CSAH 12 OVER I 90, REPLACE BRIDGE 85814	0.00	\$3.10 M
42	I 90	MOWER/ OLMSTED	I 90 EB FROM 2.5 MI E CSAH 1 TO 0.9 MI E TH 63, MEDIUM MILL AND OVERLAY	8.63	\$4.87 M
43	MN 105	MOWER	MN 105, OVER I 90, REPLACE BRIDGE 9183	0.00	\$3.68 M
44	MN 30	DODGE	MN 30 FROM S US 218 IN BLOOMING PRAIRIE TO MN 56 IN HAYFIELD, BITUMINOUS MILL AND OVERLAY	11.10	\$5.58 M
45	MN 60	GOODHUE	MN 60, OVER US 52, REPLACE BRIDGE 9662	0.00	\$3.55 M
46	US 218	MOWER	US 218, OVER I 90, REPLACE BRIDGE 50804	0.00	\$3.27 M
47	US 218	MOWER	US 218 FROM IA BORDER TO E JCT I 90, BITUMINOUS MILL AND OVERLAY	12.18	\$6.22 M
48	US 218	MOWER	US 218 FROM W JCT I 90 TO 0.6 MI S S JCT MN 30, BITUMINOUS MILL AND OVERLAY	15.56	\$7.57 M
49	US 52	GOODHUE	US 52, NB OVER MN 60, REPLACE BRIDGE 9660	0.00	\$1.80 M
50	US 52	GOODHUE	US 52, SB OVER MN 60, REPLACE BRIDGE 9659	0.00	\$2.34 M
51	US 52	GOODHUE	US 52, SB OVER N FK ZUMBRO RIVER, REPLACE BRIDGE 9414	0.00	\$3.19 M
52	US 52	FILLMORE	US 52 SB FROM 0.1 MI N MN 80 TO 0.1 MI N CSAH 5 LT, BITUMINOUS MILL AND OVERLAY	8.66	\$4.88 M
53	US 52	FILLMORE	US 52 NB AND SB FROM US 63 TO 0.2 MI S OF 85TH ST, CONCRETE PAVEMENT REHAB	10.90	\$10.97 M
54	US 61	GOODHUE	US 61 OVER HAY CREEK AND WITHERS HARBOR DRIVE, REPLACE BRIDGE 6483 AND OVER ABANDONED C&NW RR, PLUG BRIDGE 6482 - IN RED WING	0.17	\$7.50 M
<b>2026</b>					
55	I 35	STEELE	I 35, SB FROM 0.5 MI N MN-30 TO 1.13 MI N BR 74804, MEDIUM MILL AND OVERLAY	8.77	\$4.11 M
56	I 35	RICE	I 35 NB AND SB FROM CSAH-48 TO 0.1 MI N MN-21, CONCRETE UNBONDED OVERLAY	3.93	\$13.67 M

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Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2025</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
84%	0%	12%	3%	0%	0%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
84%	0%	12%	3%	0%	0%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>2026</b>								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
57	I 90	WINONA	I 90, EB AND WB FROM 0.69 MI W CSAH-12 TO NEAR TH-61/DAKOTA, MEDIUM MILL AND OVERLAY	4.79	\$4.49 M
58	MN 56	MOWER	MN 56 FROM CSAH 46 TO S CITY LIMITS OF BROWNSDALE, BITUMINOUS MILL AND OVERLAY	4.26	\$2.16 M
59	MN 60	GOODHUE	MN 60 FROM HUSETH AVE. (KENYON) TO US 52, BITUMINOUS MILL AND OVERLAY	16.30	\$8.27 M
60	MN 60	RICE	MN 60 EB AND WB FROM 0.3 MI E MN 13 TO MN 21, BITUMINOUS MILL AND OVERLAY	14.91	\$8.95 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%
83%	0%	12%	3%	0%	1%	1%	0%	0%
83%	0%	12%	3%	0%	1%	1%	0%	0%