

District 7 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

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.



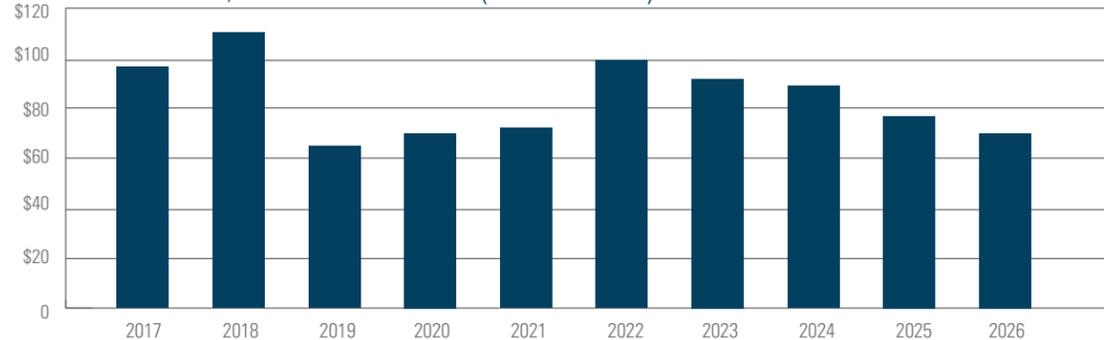
The 10-Year CHIP includes:

- 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 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.

The 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.

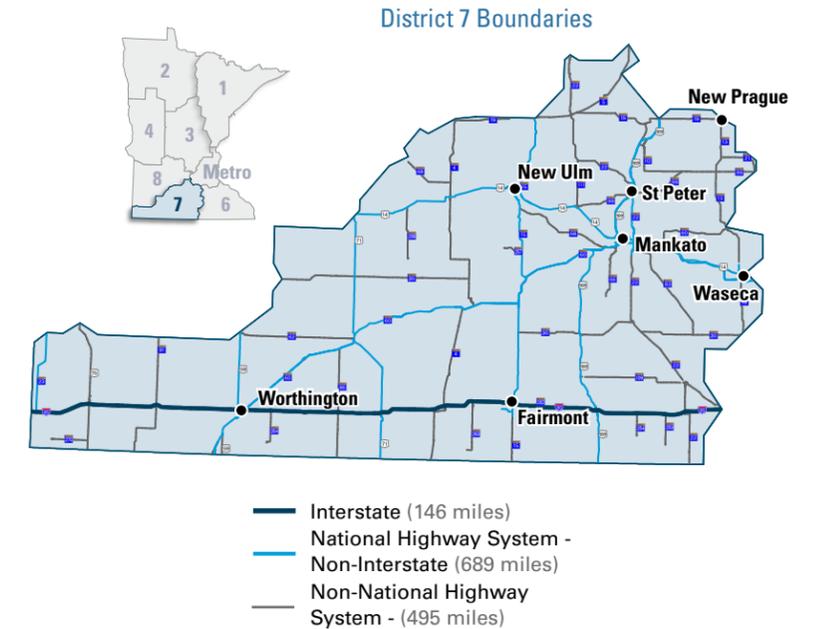
To obtain more information or become more involved, contact District 7 Transportation Planning Director, Lisa Bigham, at lisa.bigham@state.mn.us or 507-304-6195.

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



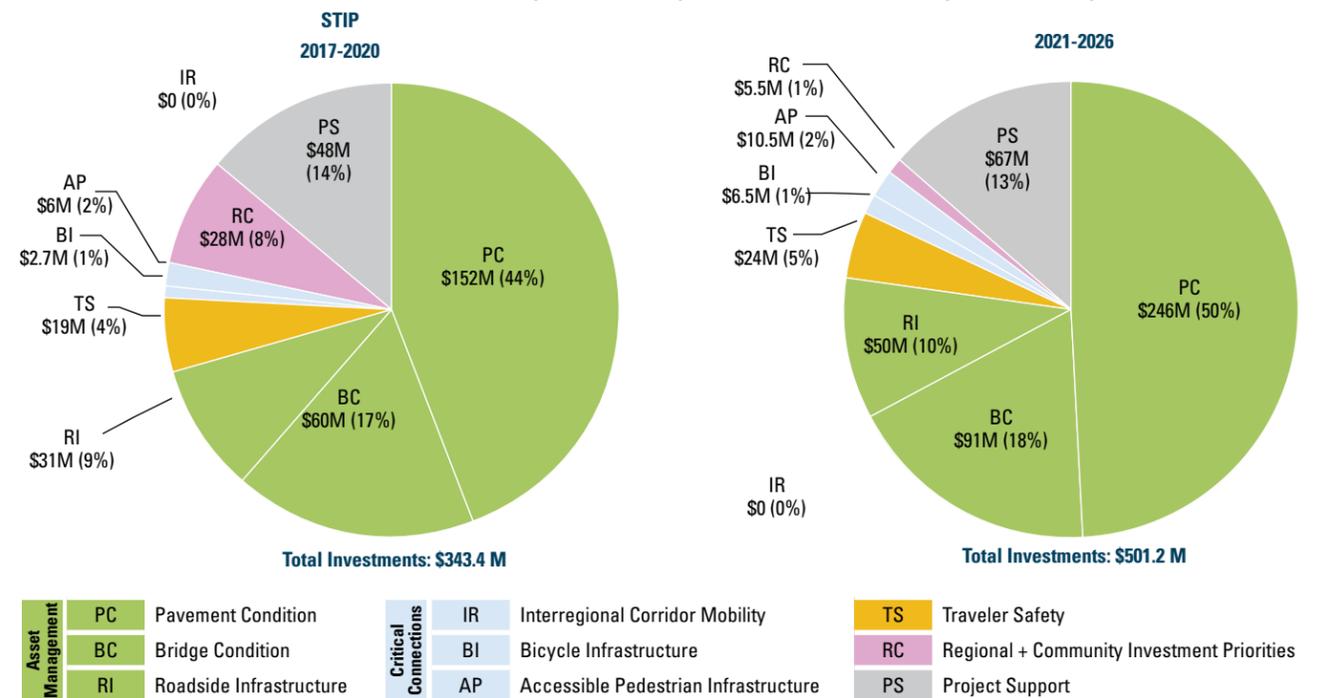
District 7 shares the southwest portion of Minnesota with District 8. It has two regional offices located in Mankato, and Windom. Mankato is also a Metropolitan Planning Organization. District 7 offices are staffed by 291 full-time employees. Major industries in the district include agriculture, retail 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 | 3,301 |
| High Mast Lights | 27 |
| Culverts | 6,065 |
| Noise Walls | 1 |
| Overhead Signs | 48 |
| Population 2013 | 287,957 |
| Annual VMT** | 2,027,399,591 |
| VMT/Capita | 7,040 |



*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

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



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 expansions and a major bridge replacement project. A 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 -8 miles). Expansion of US 14 from N.Mankato to west of Nicollet (9 miles) will be completed in 2016 using Corridors of Commerce funding. The significant bridge project is on US 14 at the east edge of New Ulm. Three bridges, one over the Minnesota River, one over Front St. and the Canadian Pacific Railroad and a third bridge, as part of a US 14/MN 15 interchange 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 (some local infrastructure requires reconstruction).
- ADA improvement costs are increasing due to better compliance standards.
- Project support resource needs are high—both internal and external resources, and now both internal and external resources takes funding that could 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 and so roadways can be turned back to local jurisdiction
- If safety improvements are identified but are not eligible for HSIP funding, will be difficult to fund.

| 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 7 HISTORIC PERFORMANCE

| Statewide Plan Policy | Measure | Target | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------------------|--|--------|------|-------|------|------|------|------|
| Safety | Fatalities | 0 | 47 | 38 | 37 | 42 | 33 | 49 |
| Bridge | Condition: NHS - % Poor | <2% | 0.3% | 0.2% | 0.2% | 1.8% | 5.8% | 4.3% |
| Bridge | Condition: Non-NHS - % Poor | <8% | 3.4% | 3.4% | 2.4% | 1.3% | 2.7% | 0% |
| Pavement | Ride Quality Poor - Interstate, % of miles | <2% | 0% | 0% | 1.0% | 3.3% | 3.8% | 4.1% |
| Pavement | Ride Quality Poor - Non-Interstate NHS, % of miles | <4% | 4.8% | 5.4% | 7.0% | 3.3% | 4.0% | 4.9% |
| Pavement | Ride Quality Poor - Non-NHS, % of miles | <10% | 5.9% | 11.3% | 9.0% | 6.3% | 7.3% | 9.8% |

● 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.

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 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.

DISTRICT 7 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% | ▲ 4.3% | ▲ 4.1% | ● 8.8% | NHS bridge condition is projected to worsen considerably and be below target through 2026. |
| Bridge | Condition: Non-NHS - % Poor | <8% | ● 0% | ● 2% | ● 5.8% | The bridge condition target for the non-NHS is expected to be met. |
| Pavement | Ride Quality Poor - Interstate, % of miles | <2% | ▲ 4.1% | ▲ 7.4% | ● 11.4% | By 2026, condition on Interstates pavements will worsen dramatically and not be meeting the target by 2026. |
| Pavement | Ride Quality Poor - Non-Interstate NHS, % of miles | <4% | ▲ 4.9% | ▲ 6.5% | ● 7.8% | By 2026, condition on the remaining NHS pavements will worsen and not be meeting the target by 2026. |
| Pavement | Ride Quality Poor - Non-NHS, % of miles | <10% | ● 9.8% | ● 24.6% | ● 20.9% | By 2026, condition on non-NHS pavements will worsen dramatically and not be meeting the target by 2026. |

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

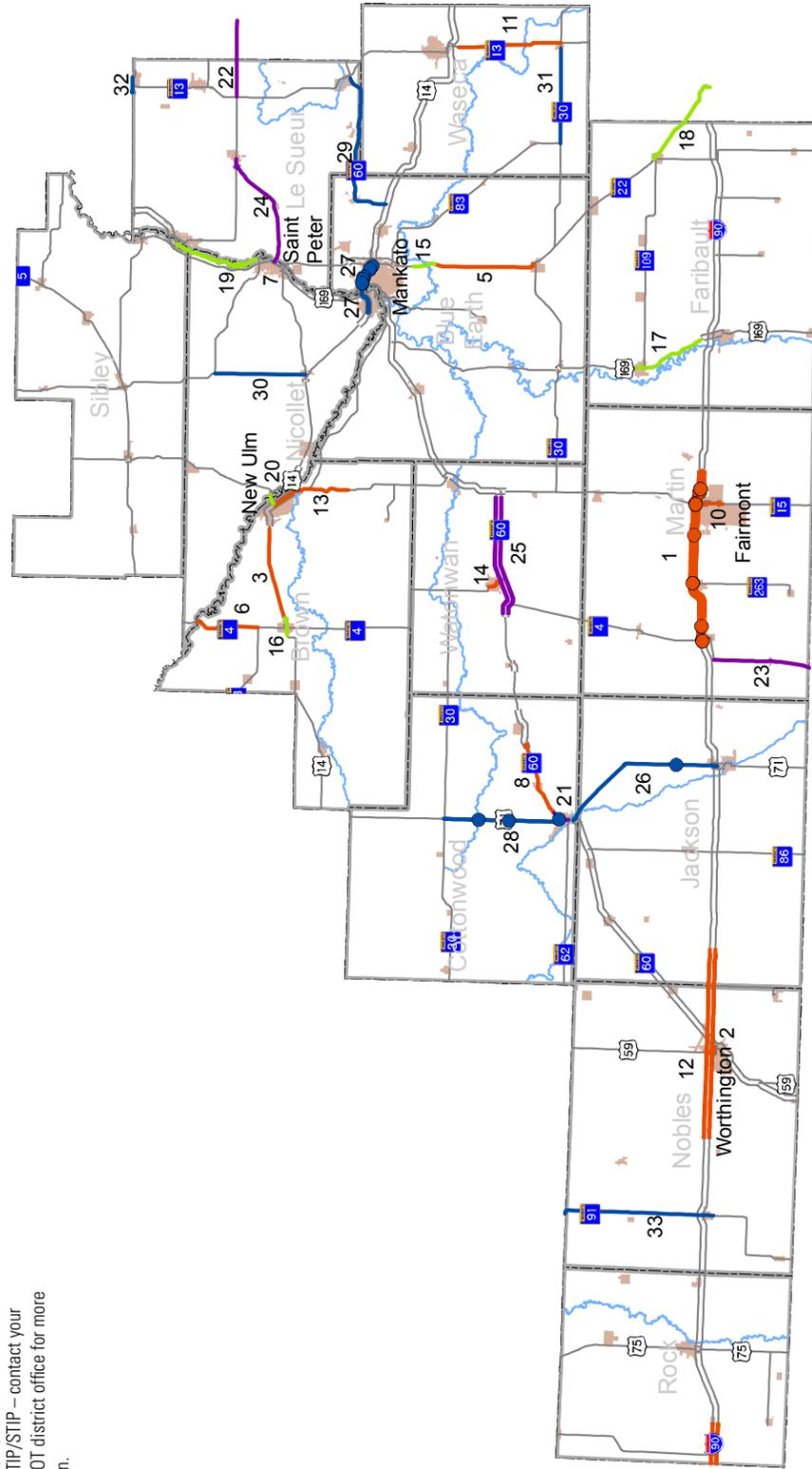
DISTRICT 7 PROJECTS

STIP PROJECT MAP 2017-2020

Fiscal Year of Project Construction



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.



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

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|-------|------------|--|-------------|-------------------------|
| 2017 | | | | | |
| 1 | I 90 | MARTIN | I90, FROM 0.3 MI W OF TH 4 TO 1.34 MI E OF 230TH AVE, MILL & OVERLAY & END POST REPLACEMENT ON VARIOUS BRIDGES | 18.5 | \$11.20 M |
| 2 | US 59 | NOBLES | US 59, FROM N JCT TH 60 TO I90 IN WORTHINGTON, MILL & OVERLAY, ADA LIGHTING & SIGNAL SYSTEMS | 1.2 | \$1.30 M |
| 3 | US 14 | BROWN | US 14, FROM 0.1 MI E OF CSAH 27 TO THE WEST LIMITS OF NEW ULM, MILL & OVERLAY | 9.7 | \$2.30 M |
| 4 | I 90 | ROCK | I 90, FROM SOUTH DAKOTA STATE LINE TO 0.67 MI E OF CSAH 4, REHAB BR#9685, 9686, 9689 & 9690 | 4.5 | \$4.60 M |
| 5 | MN 22 | BLUE EARTH | MN 22, FROM 5TH AVE IN MAPLETON 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 |
| 6 | MN 4 | BROWN | MN 4, FROM JCT TH 68 TO THE NICOLLET/RENVILLE COUNTY LINE, MILL & OVERLAY (TIED TO 6501-12) D8 IS THE LEAD, D8 SHARE IS \$1.1M | 6.3 | \$4.70 M |
| 7 | MN 99 | LE SUEUR | MN99, RECONDITION INPLACE BRIDGE #4930 OVER THE MN RIVER IN ST PETER | 0.1 | \$4.90 M |
| 8 | MN 60 | COTTONWOOD | MN 60, FROM WINDOM TO WEST OF MOUNTAIN LAKE, RECONSTRUCT FROM TWO LANE TO FOUR LANE DIVIDED HIGHWAY, REPLACE CULVERT 8260 WITH NEW CULVERT 17X04 & LIGHTING (AC PAYBACK IN 2018) | 7.8 | \$4.96 M |
| *9 | US 14 | WASECA | US 14, FROM THE W CITY LIMITS OF WASECA TO THE E CITY LIMITS OF WASECA, RECONSTRUCT (TIED 172-010-003) | 3.4 | \$5.34 M |
| 10 | MN 15 | MARTIN | MN 15, FROM JOHNSON STREET TO 0.05 MI S OF GOEMANN RD IN FAIRMONT, MILL & OVERLAY, ADA | 3.1 | \$6.10 M |
| 11 | MN 13 | WASECA | MN 13, TH 30 IN NEW RICHLAND TO 0.9 MI S OF JCT TH 14, MILL & OVERLAY, REHAB BR#81001 & 81002 AND GUARDRAIL REPLACEMENT, LIGHTING, FLASHER SYSTEM & ADA | 10.9 | \$6.40 M |
| 12 | I 90 | NOBLES | 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 | \$7.26 M |
| 13 | 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, ADA, BRIDGES & SIGNALS | 8.5 | \$7.70 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.

*Project not shown

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 2017 | | | | | | | | |
| 65% | 20% | 15% | 0% | 0% | 0% | 0% | 0% | 0% |
| 66% | 0% | 16% | 3% | 0% | 2% | 12% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 15% | 75% | 3% | 7% | 0% | 0% | 0% | 0% | 0% |
| 73% | 7% | 15% | 5% | 0% | 0% | 0% | 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% | 100% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 63% | 3% | 6% | 5% | 0% | 0% | 23% | 0% | 0% |
| 77% | 14% | 4% | 1% | 0% | 2% | 2% | 0% | 0% |
| 97% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|--------|------------|--|-------------|-------------------------|
| 14 | 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 | \$8.29 M |
| 2018 | | | | | |
| 15 | MN 22 | BLUE EARTH | MN 22, FROM CSAH 15 TO CSAH 90, REHAB ROADWAY AND AT JCT OF CSAH 90, CONSTRUCT ROUNDABOUT (TIED 007-070-005) | 2.3 | \$1.92 M |
| 16 | US 14 | BROWN | US 14, FROM WEST SIDE OF SLEEPY EYE TO 0.1 MI E OF CSAH 27, MILL & OVERLAY, CONCRETE GRINDING & ADA | 1.9 | \$2.10 M |
| 17 | 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 |
| 18 | MN 109 | FARIBAULT | MN 109, FROM TH 22 TO I90 IN ALDEN, MILL AND OVERLAY AND ADA | 10.2 | \$6.28 M |
| 19 | US 169 | NICOLLET | US 169, FROM UNION ST IN ST PETER TO TH 93 AT LE SUEUR, NB LANES ONLY, MILL & CONCRETE OVERLAY | 9.6 | \$17.01 M |
| 20 | 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)NEW BRIDGE # 52016 | 1.0 | \$23.10 M |
| 2019 | | | | | |
| 21 | MN 60 | COTTONWOOD | MN60, FROM 6TH ST (TH62) TO 490TH AVE IN WINDOM, EB & WB LANES, MILL & OVERLAY | 1.8 | \$3.50 M |
| 22 | MN 99 | LE SUEUR | MN99, FROM TH 13 TO TH 21, MILL & OVERLAY AND WIDENING | 8.0 | \$3.90 M |
| 23 | 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 |
| 24 | 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 |
| 25 | 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 | \$8.81 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% |
| 2018 | | | | | | | | |
| 76% | 0% | 19% | 5% | 0% | 0% | 0% | 0% | 0% |
| 76% | 0% | 12% | 2% | 0% | 1% | 9% | 0% | 0% |
| 70% | 0% | 10% | 3% | 0% | 5% | 12% | 0% | 0% |
| 61% | 0% | 24% | 1% | 0% | 0% | 14% | 0% | 0% |
| 72% | 0% | 11% | 14% | 0% | 2% | 1% | 0% | 0% |
| 0% | 92% | 2% | 2% | 0% | 2% | 2% | 0% | 0% |
| 2019 | | | | | | | | |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 62% | 0% | 10% | 28% | 0% | 0% | 0% | 0% | 0% |
| 59% | 27% | 12% | 2% | 0% | 0% | 0% | 0% | 0% |
| 56% | 6% | 15% | 22% | 0% | 1% | 0% | 0% | 0% |
| 84% | 8% | 7% | 1% | 0% | 0% | 0% | 0% | 0% |

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|--------|------------|---|-------------|-------------------------|
| 2020 | | | | | |
| 26 | US 71 | JACKSON | US71, FROM CSAH 38 IN JACKSON TO TH 60 IN WINDOM, MILL & OVERLAY AND REPLACE BR 8325 | 17.8 | \$9.00 M |
| 27 | US 14 | NICOLLET | US14, FROM 0.3 MI W OF LOOKOUT DRIVE TO TH 22, MILL & OVERLAY, REHAB BR 91387 | 7.0 | \$6.03 M |
| 28 | US 71 | COTTONWOOD | US71, FROM N JCT TH 60 IN WINDOM TO TH 30, MILL & OVERLAY AND REHAB BR 8701, 8328 & 5633 | 12.3 | \$4.40 M |
| 29 | MN 60 | BLUE EARTH | MN60, FROM TH 14 TO TH 13 IN WATERVILLE, MILL & OVERLAY | 16.3 | \$10.95 M |
| 30 | MN 111 | SIBLEY | MN111, FROM 1ST ST IN NICOLLET TO JCT TH 22 & ON MN 22 FROM JCT TH 111 TO 280TH ST IN GAYLORD, BITUMINOUS RECLAIM AND BITUMINOUS SURFACING (AC PAYBACK IN 2021) | 19.1 | \$6.40 M |
| 31 | MN 30 | WASECA | MN30, FROM TH 83 TO NEW RICHLAND, MILL & OVERLAY AND REPLACE BRIDGES 6789 & 8131 | 10.0 | \$5.70 M |
| 32 | MN 19 | LE SUEUR | MN19, FROM FOURTH AVE(TH21) TO SEVENTH AVE SE, RECONSTRUCT ROADWAY (TIED 237-010-006)(AC PAYBACK IN 2021) | 1.6 | \$5.20 M |
| 33 | 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 | \$6.97 M |

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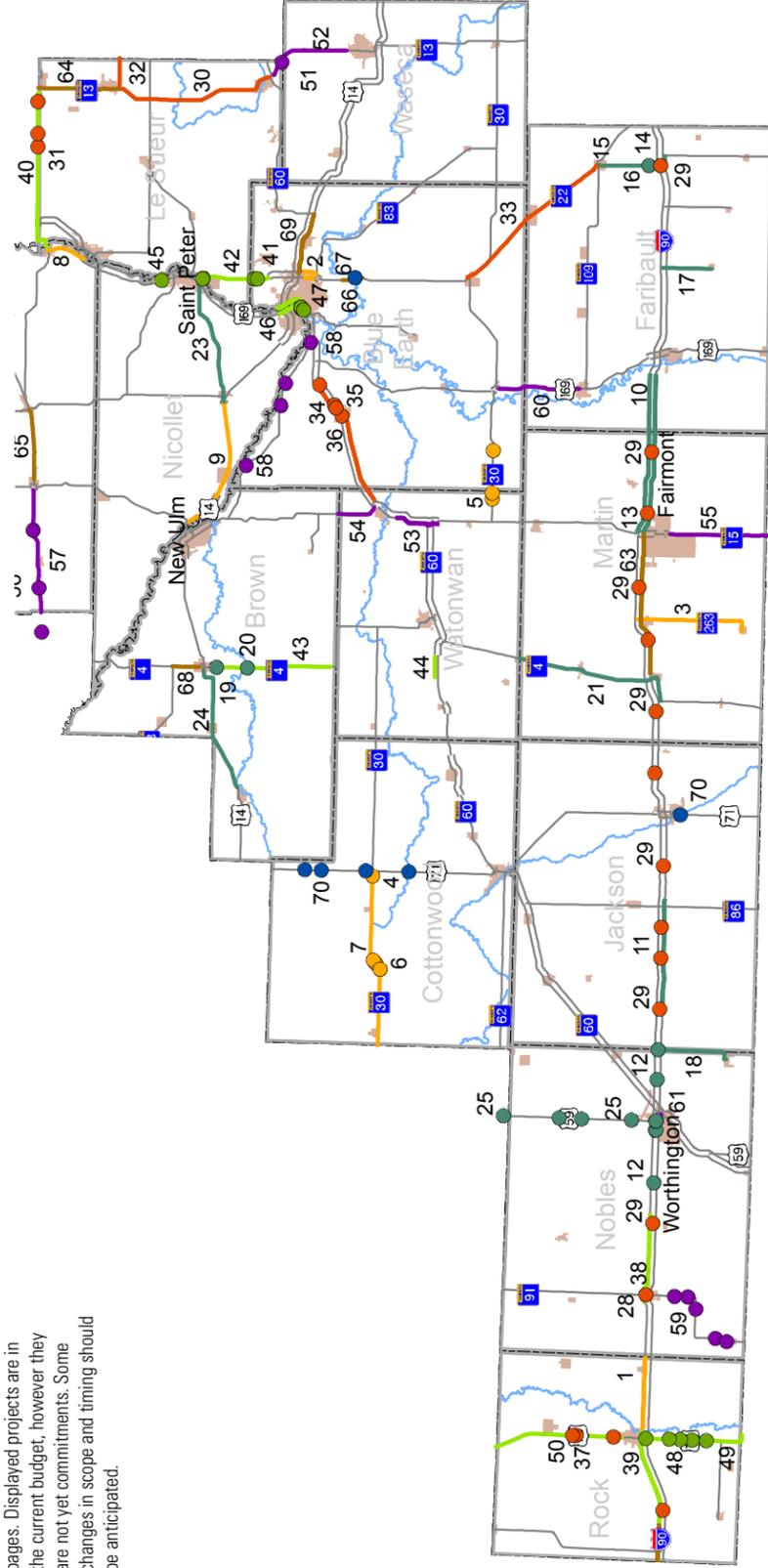
| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 2020 | | | | | | | | |
| 82% | 3% | 10% | 3% | 0% | 2% | 0% | 0% | 0% |
| 50% | 19% | 30% | 0% | 0% | 0% | 2% | 0% | 0% |
| 40% | 4% | 6% | 50% | 0% | 0% | 0% | 0% | 0% |
| 68% | 0% | 22% | 8% | 0% | 0% | 2% | 0% | 0% |
| 67% | 8% | 14% | 11% | 0% | 0% | 0% | 0% | 0% |
| 68% | 24% | 7% | 1% | 0% | 0% | 0% | 0% | 0% |
| 55% | 11% | 11% | 2% | 0% | 0% | 8% | 0% | 0% |
| 68% | 11% | 11% | 2% | 0% | 0% | 8% | 0% | 0% |

DISTRICT 7 PROJECTS

PROJECT MAP 2021-2026

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



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 7 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|--------|----------------------|---|-------------|-------------------------|
| 2021 | | | | | |
| 1 | I 90 | ROCK | MAJOR CPR/GRIND, LUVERNE TO MAGNOLIA | 0.0 | \$3.29 M |
| 2 | MN 22 | BLUE EARTH | RECONSTRUCTION, TH 83 TO NORTH SIDE OF BASSETT DR | 1.31 | \$13.70 M |
| 3 | MN 263 | MARTIN | MEDIUM MILL AND OVERLAY, CEYLON TO WELCOME | 11.23 | \$3.74 M |
| 4 | MN 30 | COTTONWOOD | REPLACE BRIDGE 8166 (RP 73.208) | 0.00 | \$1.29 M |
| 5 | MN 30 | BLUE EARTH | REPLACE BRIDGE 8805 (RP 125.951); BRIDGE 1576 (RP 121.779); AND BRIDGE 1575 (RP 121.193) | 0.00 | \$2.00 M |
| 6 | MN 30 | COTTONWOOD | REPLACE BRIDGES 8661 (RP 64.483), 8662 (RP 64.905), AND 8663 (RP 63.716) | 0.00 | \$2.36 M |
| 7 | MN 30 | COTTONWOOD | THICK OVERLAY, WESTBROOK TO US 71 | 17.44 | \$8.24 M |
| 8 | MN 93 | SIBLEY | MEDIUM MILL AND OVERLAY, US 169 TO HENDERSON | 3.90 | \$2.26 M |
| 9 | US 14 | BROWN/ NICOLLET | THICK MILL & OVERLAY, NEW ULM TO NICOLLET | 13.14 | \$6.36 M |
| 2022 | | | | | |
| 10 | I 90 | FARIBAULT | MEDIUM MILL AND OVERLAY, COUNTY LINE TO BLUE EARTH | 4.12 | \$4.50 M |
| 11 | I 90 | JACKSON | MEDIUM MILL AND OVERLAY, TO TH 86 | 10.85 | \$5.76 M |
| 12 | I 90 | NOBLES | REHAB MULTIPLE BRIDGES ON I90 - 53812 (RP 37.709); 53815 (RP 42.863 WB); 53816 (RP 42.869 EB); 53817 (RP 43.475 WB); 53818 (RP 43.745 EB); 53821 (RP 47.816); 53822 (RP 50.748) | 0.0 | \$7.00 M |
| 13 | I 90 | MARTIN/ FARIBAULT | THICK MILL/OVERLAY, FROM FAIRMONT TO COUNTY LINE | 11.62 | \$11.61 M |
| 14 | MN 22 | FARIBAULT | REPLACE BRIDGE 5902 (RP 13.317) | 0.00 | \$1.50 M |
| 15 | MN 22 | FARIBAULT | THICK MILL/OVERLAY, ADA, WELLS CITY LIMITS | 0.0 | \$2.70 M |
| 16 | MN 22 | FARIBAULT | RECLAIM, APPROX 1.5 MILES SOUTH OF I90 TO WELLS | 6.76 | \$3.99 M |
| 17 | MN 254 | FARIBAULT | MEDIUM MILL/OVERLAY, FROST TO I90 | 0.0 | \$1.71 M |
| 18 | MN 264 | NOBLES/ JACKSON | MEDIUM MILL/OVERLAY, ROUND LAKE TO I90 | 7.39 | \$3.48 M |
| 19 | MN 4 | BROWN | REPLACE BRIDGE 8852 (RP 61.757) | 0.0 | \$1.00 M |
| 20 | MN 4 | BROWN | REPLACE BRIDGE 6757 AT RP 58.7 | 0.00 | \$1.58 M |
| 21 | MN 4 | MARTIN | MEDIUM MILL/OVERLAY, SHERBURN TO ORMSBY | 16.24 | \$7.82 M |
| 22 | MN 5 | SIBLEY | DOWELED WHITETOP, GREEN ISLE TO COUNTY LINE (AC PAYBACK IN 2023) | 2.79 | \$1.85 M |
| 23 | MN 99 | NICOLLET | MEDIUM MILL/OVERLAY, NICOLLET TO ST PETER | 0.0 | \$5.89 M |
| 24 | US 14 | BROWN | UNBONDED OVERLAY, SPRINGFIELD TO SLEEPY EYE | 0.0 | \$6.64 M |
| 25 | US 59 | NOBLES | REPLACE BRIDGE 8235 (RP 19.470); 8236 (RP 21.648); 8237 (RP 27.123); AND 6173 (RP 14.551) | 0.00 | \$1.84 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 2021 | | | | | | | | |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 64% | 0% | 9% | 22% | 0% | 2% | 4% | 0% | 0% |
| 72% | 0% | 12% | 3% | 0% | 2% | 11% | 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% | 15% | 3% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 15% | 3% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 2022 | | | | | | | | |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 72% | 0% | 12% | 3% | 0% | 2% | 11% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 72% | 0% | 12% | 3% | 0% | 2% | 11% | 0% | 0% |
| 82% | 0% | 12% | 3% | 0% | 2% | 2% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|-------|---|--|-------------|-------------------------|
| 2023 | | | | | |
| 26 | 190 | ROCK | REPLACE BRIDGE 9774 (RP 5.077) | 0.0 | \$3.00 M |
| 27 | 190 | FREEBORN | REPLACE BRIDGE 24810 (RP 143.352 - MN109) | 0.0 | \$3.00 M |
| 28 | 190 | NOBLES | REPLACE BRIDGE 53802 (RP 26.626) | 0.0 | \$3.00 M |
| 29 | 190 | NOBLES/ JACKSON/ MARTIN/ FARIBAULT | REHAB BRIDGES 53810 (RP 033.707); 32801 (RP 054.687); 32816 (RP 059.741); 32818 (RP 062.728); 32805 (RP 068.770); 32814 (RP 078.092); 46801 (RP 084.159); 46832 (RP 091.283); 46813 (RP 096.818); 46831 (RP 104.171); 46824 (RP 110.235); 22814 (RP 138.687) | 0.0 | \$6.30 M |
| 30 | MN 13 | LE SUEUR | MEDIUM MILL/OVERLAY, .26 MILES NORTH OF TH 60 TO TH 21/S MONTGOMERY CL | 0.0 | \$13.70 M |
| 31 | MN 19 | LE SUEUR | REPLACE BRIDGES 8741 (RP 145.002), 8742 (RP 146.313), AND 8713 (RP 149.423) | 0.00 | \$2.40 M |
| 32 | MN 21 | LE SUEUR/RICE | RECLAMATION, FROM RICE-LE SUEUR CO LINE TO JCT MN-TH13 | 0.0 | \$1.91 M |
| 33 | MN 22 | FARIBAULT/ BLUE EARTH | MEDIUM MILL/OVERLAY, WELLS TO MAPLETON | 0.0 | \$9.30 M |
| 34 | MN 60 | BLUE EARTH | MEDIUM MILL/OVERLAY, BETWEEN MANKATO AND LAKE CRYSTAL | 3.16 | \$1.53 M |
| 35 | MN 60 | BLUE EARTH | REHAB/REPLACE BRIDGE 07003 (RP 93.586); 07006 (RP 94.905); 07007 (RP 97.343); 91779 (RP 94.544) | 0.0 | \$3.50 M |
| 36 | MN 60 | WATONWAN/ BLUE EARTH | THICK MILL & OVERLAY, MADELIA TO LAKE CRYSTAL | 8.53 | \$6.13 M |
| 37 | US 75 | ROCK | REPLACE BRIDGE 8358 (RP 12.888); 8360 (RP 16.561); 8361 (RP 16.938) | 0.0 | \$2.30 M |
| 2024 | | | | | |
| 38 | 190 | NOBLES | MEDIUM MILL/OVERLAY, ADRIAN TO RUSHMORE | 8.75 | \$5.00 M |
| 39 | 190 | ROCK | MAJOR CPR/GRIND, BEAVER CREEK TO LUVERNE | 9.31 | \$9.49 M |
| 40 | MN 19 | SIBLEY/LE SUEUR | MEDIUM MILL/OVERLAY, HENDERSON TO NEW PRAGUE (AC PAYBACK IN 2025) | 0.0 | \$5.66 M |
| 41 | MN 22 | BLUE EARTH/LE SUEUR | REPLACE BRIDGE 8436 (RP 58.447); REHAB BRIDGE 07036 (RP 58.126); 40003 (RP 63.463); 40002 (RP 63.531) | 0.00 | \$3.55 M |
| 42 | MN 22 | BLUE EARTH/LE SUEUR | MEDIUM MILL/OVERLAY, NORTH SIDE OF MANKATO TO RIVER BRIDGE | 6.63 | \$3.63 M |
| 43 | MN 4 | BROWN | RECLAMATION, FROM 2 MILES NORTH OF COUNTY LINE TO SOUTH SLEEPY EYE CL (AC PAYBACK IN 2025) | 5.35 | \$3.25 M |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 2023 | | | | | | | | |
| 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% |
| 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% |
| 82% | 0% | 12% | 3% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 2024 | | | | | | | | |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 74% | 0% | 24% | 2% | 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% | 6% | 0% | 0% | 0% | 0% | 0% |

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| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|-------------|--------|--------------------------|--|-------------|-------------------------|
| 44 | MN 60 | WATONWAN | MEDIUM MILL/OVERLAY, BETWEEN BUTTERFIELD AND ST JAMES | 2.34 | \$1.34 M |
| 45 | US 169 | NICOLLET | REPLACE BRIDGE 52001 (RP 69.474) | 0.0 | \$2.00 M |
| 46 | US 169 | BLUE EARTH/ NICOLLET | MEDIUM MILL/OVERLAY, MANKATO/NORTH MANKATO | 3.01 | \$3.24 M |
| 47 | US 169 | NICOLLET/BLUE EARTH | REHAB MULTIPLE BRIDGES ON US169/60 - BRIDGE 52008 (RP 053.236); 52011 (RP 053.536); 52012 (RP 053.534); 9098 (RP 053.234) (AC PAYBACK IN 2025) | 0.0 | \$10.95 M |
| 48 | US 75 | ROCK | REPLACE BRIDGE 6242 (RP 3.787); 8356 (RP 5.198); 8357 (RP 6.341); 6243 (RP 7.437); 6244 (RP 9.720) | 0.00 | \$3.00 M |
| 49 | US 75 | ROCK | MEDIUM MILL/OVERLAY, STATE LINE TO LUVERNE | 0.0 | \$5.98 M |
| 50 | US 75 | ROCK | UNBONDED OVERLAY, LUVERNE TO ROCK/PIPESTONE COUNTY LINE | 0.0 | \$10.91 M |
| 2025 | | | | | |
| 51 | MN 13 | LE SUEUR | REPLACE BRIDGE 1590 (RP 40.761) | 0.0 | \$1.00 M |
| 52 | MN 13 | WASECA/LE SUEUR | MEDIUM MILL/OVERLAY, WASECA TO WATERVILLE | 0.0 | \$4.50 M |
| 53 | MN 15 | WATONWAN | MEDIUM MILL/OVERLAY, BETWEEN MADELIA AND TH 60 | 4.57 | \$2.34 M |
| 54 | MN 15 | WATONWAN | MEDIUM MILL/OVERLAY, MADELIA TO WATONWAN/BROWN COUNTY LINE | 3.85 | \$2.68 M |
| 55 | MN 15 | MARTIN | MEDIUM MILL/OVERLAY, STATE LINE TO FAIRMONT | 0.0 | \$5.31 M |
| 56 | MN 19 | RENVILLE/ SIBLEY | REHAB BRIDGE 91256 (RP 95.317); 91257 (RP 99.683); 91258 (RP 105.434) | 0.0 | \$1.00 M |
| 57 | MN 19 | SIBLEY | MAJOR CPR, RENVILLE/SIBLEY COUNTY LINE TO WINTHROP (AC PAYBACK IN 2026) | 0.0 | \$6.91 M |
| 58 | MN 68 | BLUE EARTH | REHAB BRIDGE 6357 (RP 140.138) AND REPLACE BRIDGES 8993 (RP 125.629); 6982 (RP 132.130); AND 8557 (RP 135.445) (AC IN 2026) | 0.0 | \$1.80 M |
| 59 | MN 91 | NOBLES | REPLACE MULTIPLE BRIDGES ON MN91 - 5654 (RP 009.705), 5634 (RP 010.965), 8644 (RP 003.054), 6366 (RP 001.860), AND 8642 (RP 007.830) | 0.00 | \$2.50 M |
| 60 | US 169 | FARIBAULT/ BLUE EARTH | UNBONDED OVERLAY, WINNEBAGO TO AMBOY | 7.96 | \$11.64 M |
| 61 | US 59 | NOBLES | URBAN RECONSTRUCT, WORTHINGTON | 0.0 | \$4.00 M |
| 2026 | | | | | |
| 62 | I 90 | ROCK | THICK OVERLAY | 0.0 | \$3.84 M |
| 63 | I 90 | MARTIN | THICK MILL/OVERLAY, SHERBURN TO FAIRMONT | 14.35 | \$8.70 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 2025 | | | | | | | | |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 85% | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 85% | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 85% | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 85% | 0% | 12% | 3% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 73% | 0% | 12% | 2% | 0% | 2% | 11% | 0% | 0% |
| 2026 | | | | | | | | |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |

| Number | Route | County | Description | Length (mi) | Total Construction Cost |
|--------|-------|------------------------|--|-------------|-------------------------|
| 64 | MN 13 | LE SUEUR | MAJOR CPR, MONTGOMERY; THICK OVERLAY FROM S CITY LIMITS TO TH 19 IN NEW PRAGUE | 0.0 | \$7.72 M |
| 65 | MN 19 | SIBLEY | RECLAIM/OVERLAY, FROM .25 MI W OF TH 15 TO SIBLEY AVE IN GAYLORD (TM 109.512 TO TM 109.815; TM 110.58 TO TM 117.405) | 0.0 | \$7.13 M |
| 66 | MN 22 | BLUE EARTH | REPLACE BRIDGE 6497 (RP 46.650) | 0.0 | \$2.00 M |
| 67 | MN 22 | BLUE EARTH | MEDIUM MILL/OVERLAY, CR 15 TO CR 90 (WILL AC \$3,500,000 IN 2027) | 0.0 | \$8.74 M |
| 68 | MN 4 | BROWN | MEDIUM MILL AND OVERLAY, FROM .4 MI N JCT US-14 TO N OF TH-68 | 2.61 | \$1.76 M |
| 69 | US 14 | BLUE EARTH | MAJOR CPR/GRIND, MANKATO - TH 22 TO TH 60 | 6.43 | \$5.86 M |
| 70 | US 71 | JACKSON/ COTTONWOOD | REPLACE BRIDGES 3491 (RP 7.894); 5633 (RP 37.617); 5632 (RP 41.853); 5631 (RP 46.225); AND 5630 (RP 47.781) | 0.0 | \$3.61 M |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 77% | 0% | 12% | 2% | 0% | 0% | 10% | 0% | 0% |
| 79% | 0% | 12% | 2% | 0% | 2% | 5% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |
| 83% | 0% | 12% | 2% | 0% | 2% | 1% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 82% | 0% | 12% | 6% | 0% | 0% | 0% | 0% | 0% |
| 0% | 93% | 0% | 0% | 0% | 4% | 4% | 0% | 0% |

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**CAPITAL HIGHWAY INVESTMENT PLAN (CHIP) PROJECTS BY
LEGISLATIVE DISTRICT STIP (2016-2019) AND YEARS 5-10 (2020-2025)**