

# District 8 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

## DISTRICT 8 10-YEAR CHIP

District 8'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:

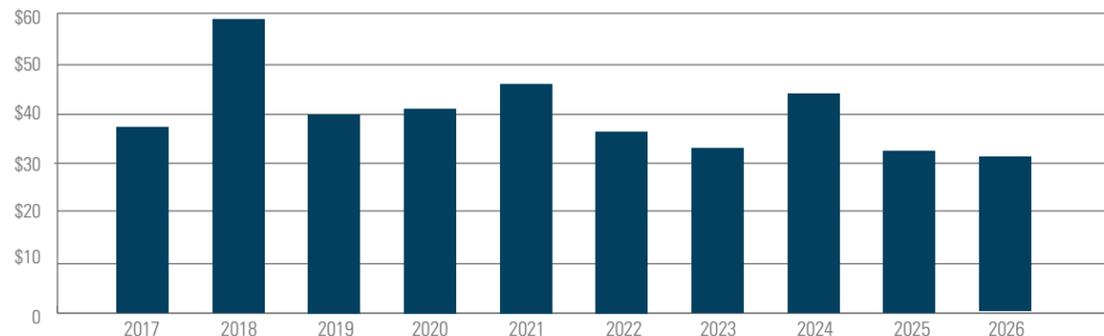
- An overview of the district, including a map of highway network type. (8-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the CHIP. MnDOT views projects in the STIP as commitments, while projects in Years 5-10 have more uncertainty but are planned to be delivered. (8-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (8-4)
- 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. (8-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (8-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. 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 8 Transportation Planning Director, Lindsey Knutson, at [Lindsey.Knutson@state.mn.us](mailto:Lindsey.Knutson@state.mn.us) or 320-214-6333.

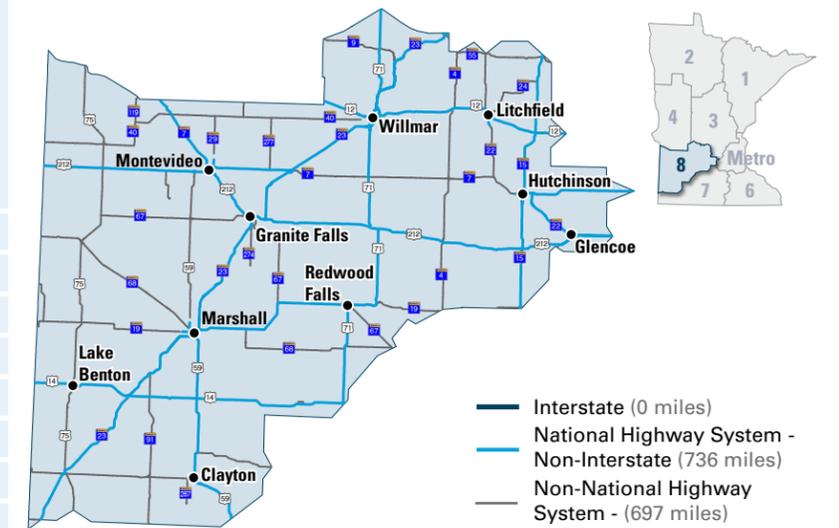
### DISTRICT 8 10-YEAR CHIP, TOTAL INVESTMENT PER YEAR (MILLIONS OF DOLLARS)



District 8 covers the southwest portion of Minnesota with District 7. It has three regional offices located in Willmar, Marshall, and Hutchinson, which are also regional trade centers. District 8 offices are staffed by 191 full-time employees. Major industries in the district include retail trade, manufacturing, and health care and social assistance. There are 15 truck stations located in district, three of which are at regional offices. The district has 365 bridges that are ten feet or greater in length and 468 miles of rail.

|                  |  |
|------------------|--|
| Counties*        | Chippewa, Lac Qui Parle, Lincoln, Lyon, Kandiyohi, McLeod, Meeker, Murray, Pipestone, Renville, Redwood, Yellow Medicine |
| Lane Miles       | 2,999  |
| Centerline Miles | 1,439  |
| High Mast Lights | 0  |
| Culverts         | 3,552  |
| Noise Walls      | 0  |
| Overhead Signs   | 8  |
| Population 2013  | 215,333  |
| Annual VMT**     | 1,447,456,889  |
| VMT/Capita       | 6,721  |

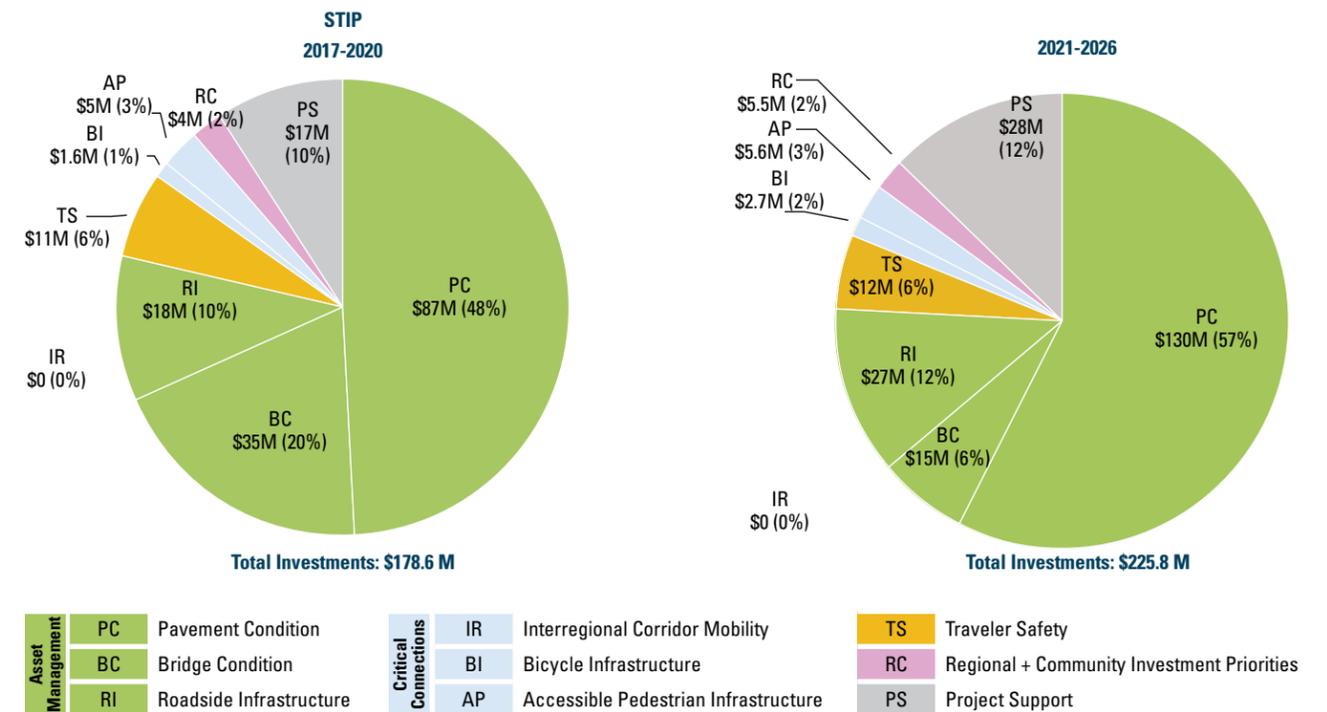
### District 8 Boundaries



\*Based on ATP boundaries

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

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



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

## PROGRAM HIGHLIGHTS

District 8 has focused construction investments on the preservation of highway pavements and bridges for the last several programming cycles. The District has looked at and utilized several different strategies over the years to ensure the construction dollar is extended. This has included concrete rehabilitations for concrete panels that have displayed the most severe damage, the utilization of a newer and less expensive material fix, known as Ultra-Thin Bounded Wearing Course (UTBWC) Surface Treatment, focusing on larger, longer term fixes, as well as more standard pavement restoration practices. Safety is also a high priority for the District. The development of a roundabout at US Highway 71 and MN Highway 7 is a prime example.

The District is also working to address urban reconstruction projects. Although the urban reconstruction needs far outweigh the dollars available for those projects, District 8 has identified two urban reconstructions in the Statewide Transportation Improvement Program (STIP) and one in the 10-Year Capital Highway Investment Proposal (CHIP). Improving freight connections and operations is also a priority. Currently, the District, along with local partners, is in the process of developing the Willmar Wye project to improve freight and intermodal connections throughout the region.

One area the District will not ignore is the need to improve mobility on several corridors within the region. Since receiving Corridors of Commerce funding in 2013 to complete the environmental review and preliminary layout work for the MN Highway 23 four-lane expansion projects between New London and Paynesville, as well as Paynesville and Richmond, the District has been working to get these projects ready for construction, should more funding become available. Another corridor with mobility concerns is US Highway 212 connecting District 8 to the Twin Cities. District 8 will coordinate with Metro District to work toward developing solutions for this corridor.

## NOTABLE CHANGES FROM PREVIOUS CHIP

The emphasis for this CHIP, like the last one, focuses on pavement preservation. Due to good bid prices over the last year, there are a handful of projects that have been advanced from last year's 10-Year CHIP or from outside the CHIP to help meet pavement preservation goals. Additionally, many safety projects have been added to the program to help address safety concerns throughout the District.

The most notable project changes from the previous work plan are the addition of sidewalk replacement on a number of our projects that go through urban areas, the addition of the Willmar Wye project, which is partially funded through a TIGER grant, and changing the Milan Bridge project from rehabilitation to replacement based on public feedback.

## REMAINING RISKS

### High

- Infrastructure needs beyond pavement

## DISTRICT 8 HISTORIC PERFORMANCE

| Statewide Plan Policy | Measure  | Target | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------------------|--|--------|------|------|------|------|------|------|
| <b>Safety</b>         | Fatalities   | 0      | 30   | 30   | 41   | 28   | 34   | 39   |
| <b>Bridge</b>         | Condition: NHS - % Poor                            | <2%    | 0.7% | 0.7% | 0.7% | 0.7% | 1.4% | 0%   |
| <b>Bridge</b>         | Condition: Non-NHS - % Poor                        | <8%    | 2.1% | 2.1% | 2.1% | 2.1% | 3.5% | 0.1% |
| <b>Pavement</b>       | Ride Quality Poor - Interstate, % of miles         | <2%    | None | None | None | None | None | None |
| <b>Pavement</b>       | Ride Quality Poor - Non-Interstate NHS, % of miles | <4%    | 2.2% | 6.7% | 5.0% | 3.9% | 2.3% | 2.4% |
| <b>Pavement</b>       | Ride Quality Poor - Non-NHS, % of miles            | <10%   | 2.6% | 5.7% | 6.0% | 6.4% | 2.4% | 3.0% |

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

\*Data for NHS/nonNHS are from arterial/Non Arterial

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

- Freight movement impediments
- Addressing four-lane highway system gaps (MN Highway 23 & US Highway 212)
- Addressing stormwater issues as flash flooding events become more frequent
- Improving narrow shoulders and steep ditches

### Medium

- Addressing the need for larger pavement fixes and moving away from thin mill and overlay projects that we've done in the past.
- Addressing pavement needs through urban areas (urban reconstructions).
- Municipal infrastructure needs that impact our system

### Low

- Severe winter impacts that cause substantial damage to the roadways
- The need for more permanent snow fences

## DISTRICT 8 HIGHWAY INVESTMENT STRATEGIES

### Asset Management

- Implementing pavement research via test sections to evaluate the potential for more cost effective pavement rehabilitation and exploring new asphalt construction methods
- Coordinating roadway patching maintenance with traditional preventive maintenance for better pavement preservation
- Improved monitoring and tracking of other assets

### Traveler Safety

- Focus on low cost, high benefit preventative safety strategies on pedestrian safety projects in the wake of increased pedestrian injuries and fatalities statewide

## DISTRICT 8 PROJECTED PERFORMANCE

| Statewide Plan Policy | Measure  | Target | 2015 Actual | 2020 Projected | 2026 Projected | Analysis  |
|-----------------------|--|--------|-------------|----------------|----------------|---|
| <b>Safety</b>         | Fatalities   | 0      | 39          | N/A            | N/A            | Not available   |
| <b>Bridge</b>         | Condition: NHS - % Poor                            | <2%    | 0%          | 0%             | 1.4%           | NHS bridge condition will meet the target through 2026.   |
| <b>Bridge</b>         | Condition: Non-NHS - % Poor                        | <8%    | 0.1%        | 0%             | 0.6%           | Non-NHS bridge condition will be well below the target through 2026.                                |
| <b>Pavement</b>       | Ride Quality Poor - Interstate, % of miles         | <2%    | None        | None           | None           | There are no Interstate routes in District 8.   |
| <b>Pavement</b>       | Ride Quality Poor - Non-Interstate NHS, % of miles | <4%    | 2.4%        | 7.7%           | 11.3%          | Remaining NHS pavement will increase significantly through 2026 and will not be meeting the target. |
| <b>Pavement</b>       | Ride Quality Poor - Non-NHS, % of miles            | <10%   | 3%          | 5.6%           | 6%             | Non-NHS pavement condition will still be meeting the target through 2026.                           |

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

- Strategically selecting a handful of larger safety projects, such as the roundabout project on MN Highway 7 and US Highway 71 south of Willmar, as well as the culvert and shoulder widening project on MN Highway 68 west of Marshall
- Partnering with locals along key corridors to conduct safety assessments to identify future corridor improvements

### **Critical Connections**

- Focus on addressing ADA needs in communities during surface preservation projects

### **Regional and Community Investment Priorities**

- Strategically address urban reconstruction needs in coordination with local partners and focus on Cooperative Agreements on locally initiated low-cost projects
- Continue to develop environmental reviews and preliminary layouts to prepare for future construction funding along MN Highway 23

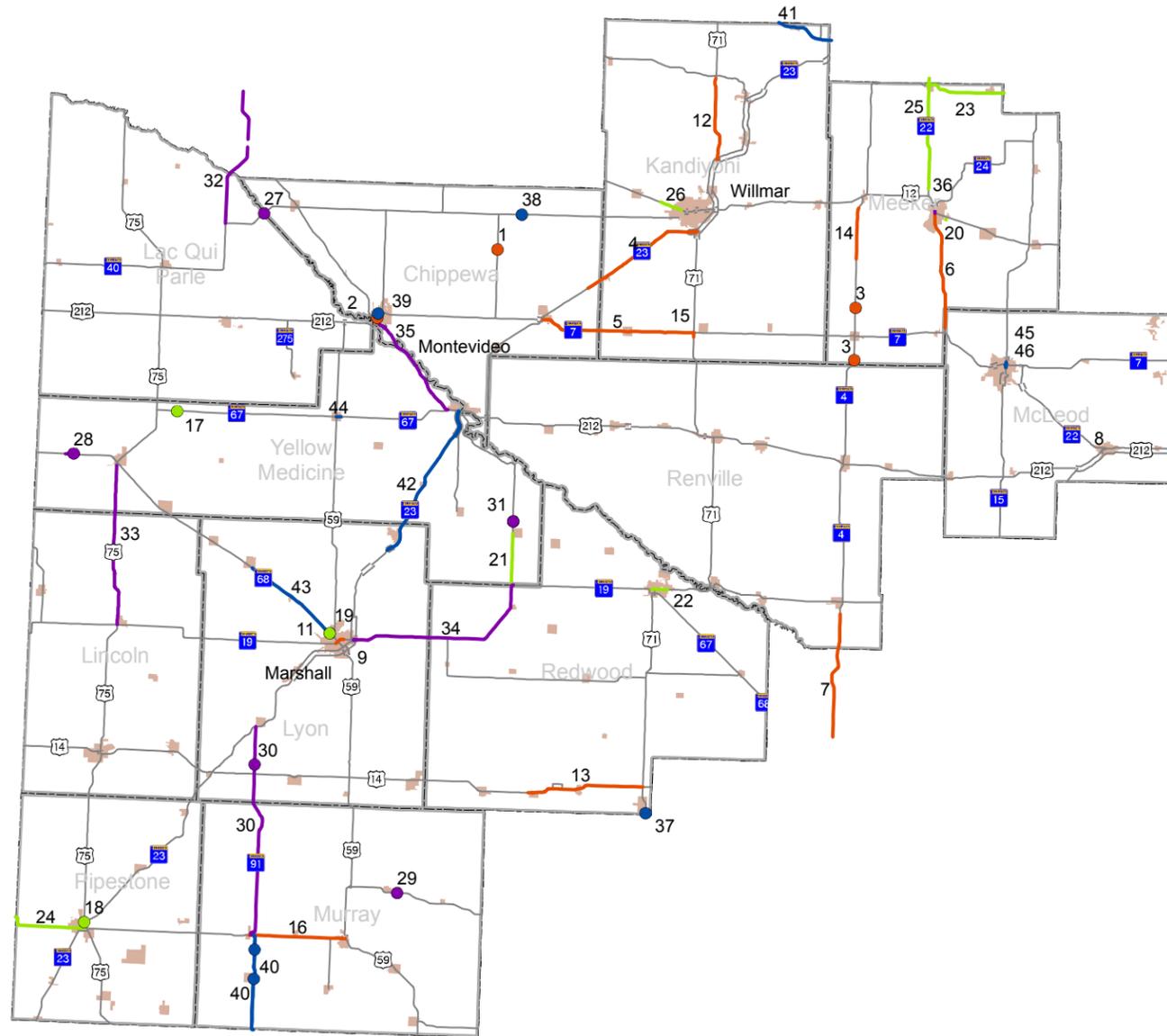
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# DISTRICT 8 PROJECTS

## STIP PROJECT MAP 2017-2020

### Fiscal Year of Project Construction

- 2017
- 2018
- 2019
- 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.

### 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 8 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 277        | CHIPPEWA                | MN 277, 3.7 MILES S OF MN 40, REPLACE BRIDGE #6816 (OVER COUNTY DITCH)  | 0.5         | \$ .77 M                |
| 2           | MN 29         | CHIPPEWA                | MN 29, 0.2 MILES N OF US 212, REPLACE BRIDGE #9111 (OVER TC&W RAILROAD)   | 0.5         | \$1.50 M                |
| 3           | MN 4          | MEEKER                  | MN 4, N & S OF COSMOS, REPLACE BRIDGES #90992 (DITCH CROSSING) & #90993 (BELLE CREEK)   | 0.2         | \$1.20 M                |
| 4           | MN 23         | KANDIYOHI/CHIPPEWA      | MN 23, 0.8 MILES E. OF MN 7 (N. END OF BRIDGE #12012) TO 0.6 MI E. OF KANDIYOHI CSAH 5, MILL & OVERLAY  | 16.3        | \$2.10 M                |
| 5           | MN 7          | KANDIYOHI/CHIPPEWA      | MN 7, MN 23 (CLARA CITY) TO US 71, ALTERNATE BID (AC PROJECT, PAYBACK IN 2018)  | 16.4        | \$3.94 M                |
| 6           | MN 22         | MCLEOD/MEEKER           | MN 22, W JCT MN 7 TO S EDGE OF LITCHFIELD, UTB & OVERLAY, RECLAIM SHOULDERS, & CULVERT WORK   | 12.3        | \$4.8 M                 |
| 7           | MN 4          | RENVILLE/BROWN/NICOLLET | MN 4, MN 68 TO MN 19 (FAIRFAX) (D8 IS THE LEAD, D8 SHARE IS \$1.1M AND D7 SHARE IS \$4.7M) (JOINT PROJECT WITH D7, D8 LEAD, TOTAL PROJECT COST IS \$5.8M), MILL & OVERLAY | 13.4        | \$1.10 M                |
| 8           | MN 19         | LYON                    | MN 19, 225' W OF GREELEY STREET TO 285' W OF BRUCE STREET (MARSHALL), MICRO MILL & UTBWC  | 1.0         | \$ .25 M                |
| 9           | US 59         | LYON                    | US 59, US 59 & LYON CSAH 6, LEFT TURN LANE (2017 HSIP PROJECT)  | 0.4         | \$ .55 M                |
| 10          | MN 68         | LYON                    | TED, MN 68, MN 68 & 240TH AVENUE (MARSHALL), LEFT TURN/ACCELERATION LANE  | 0.4         | \$ .67 M                |
| 11          | US 71         | KANDIYOHI               | US 71, 0.5 MILES N. OF JCT MN 23 TO 0.2 MILES N. OF JCT MN 9, MILL, CIR, & OVERLAY PLUS DNR UNDERPASS AND TURN LANES  | 9.0         | \$4.8 M                 |
| 12          | US 14, MN 330 | REDWOOD                 | US 14, 0.1 MILES W OF REVERE TO US 71, MILL AND OVERLAY & MN 330, W JCT US 14 TO E JCT US 14, OVERLAY   | 14.4        | \$1.36 M                |
| 13          | MN 4          | MEEKER                  | MN 4, 0.4 MILES N OF 220TH STREET TO US 12 (GROVE CITY), MILL & OVERLAY PLUS EDGEDRAINS   | 5.4         | \$1.60 M                |
| 14          | US 71         | KANDIYOHI               | US 71, JCT OF US 71/MN 7 (ALSO INCLUDES WORK ON MN 7 0.25 MILES W OF US 71 TO 0.25 MILES E OF US 71), ROUNDABOUT  | 1.0         | \$2.16 M                |
| 15          | MN 30         | MURRAY                  | MN 30, LAKE WILSON TO US 59 (SLAYTON), MILL & OVERLAY   | 10.2        | \$2.20 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| <b>2017</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 25%                | 70%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 15%                | 80%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 30%                | 70%              | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 91%                | 0%               | 7%                                | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |
| 85%                | 0%               | 12%                               | 0%              | 0%           | 3%                     | 0%                                   | 0%   | 0%              |
| 90%                | 0%               | 7%                                | 3%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 95%                | 0%               | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 100%                                       | 0%              |
| 61%                | 0%               | 9%                                | 27%             | 0%           | 2%                     | 0%                                   | 0%   | 0%              |
| 90%                | 0%               | 10%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 5%                                | 95%             | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 5%                                   | 0%   | 0%              |

| Number      | Route          | County                     | Description   | Length (mi) | Total Construction Cost |
|-------------|----------------|----------------------------|---|-------------|-------------------------|
| <b>2018</b> |                |                            |   |             |                         |
| 16          | MN 67          | YELLOW MEDICINE            | MN 67, 2.1 MILES E OF US 75, REPLACE BRIDGE #4966 (OVER LAC QUI PARLE RIVER) WITH #87026 PLUS STREAM STABILIZATION  | 0.4         | \$1.30 M                |
| 17          | US 75          | PIPESTONE                  | US 75, S JCT MN 23 TO 0.1 N OF N JCT MN 23 (S END OF BR 6572) (PIPESTONE) MILL & OVERLAY PLUS REPLACE BRIDGE #6572 (OVER DITCH) PLUS ADA & TWLTL  | 0.7         | \$1.80 M                |
| 18          | MN 68          | LYON                       | MN 68, 0.6 MILES N OF US 59, SCARIFY & LOW SLUMP OVERLAY ON BRIDGE #42002 (OVER REDWOOD RIVER DIVERSION CHANNEL)  | 0.4         | \$0.29 M                |
| 19          | US 12          | MEEKER                     | US 12, US 12 & CSAH 34 (LITCHFIELD), OFFSET FREE RIGHT (2018 HSIP PROJECT)  | 0.4         | \$0.21 M                |
| 20          | MN 67          | YELLOW MEDICINE            | MN 67, 0.4 MILES W OF 4TH AVE IN ECHO TO MN 19, MICRO MILL & OVERLAY  | 5.5         | \$0.91 M                |
| 21          | MN 19<br>US 71 | REDWOOD                    | MN 19, S MINNESOTA ST TO PATTON ST (REDWOOD FALLS), ADA, SIGNALS & TWLTL & US 71, TIN ST TO 2ND ST, ADA   | 2.2         | \$2.68 M                |
| 22          | MN 55          | MEEKER                     | MN 55, EDEN VALLEY TO MEEKER/STEARNS COUNTY LINE, MILL & OVERLAY  | 8.4         | \$2.10 M                |
| 23          | MN 30          | PIPESTONE                  | MN 30, SD/MN STATE LINE TO 5TH AVE, MILL & OVERLAY  | 7.7         | \$2.40 M                |
| 24          | MN 22          | MEEKER                     | MN 22, US 12 TO MN 55 (EDEN VALLEY), UTB & OVERLAY  | 11.8        | \$4.70 M                |
| 25          | US 12<br>MN 40 | KANDIYOHI                  | US 12, WILLMAR WYE - RR BYPASS W SIDE OF WILLMAR. US 12 - RECON & NEW BRIDGE 0.1 MI E OF TWP 26 TO 0.6 MI E OF CSAH 55 & MN 40 - RECONSTRUCT & NEW BRIDGE, 0.3 MI W OF CSAH 55 TO 0.7 MI W OF CSAH 5 (TIGER FUNDS FROM FEDERAL RAIL ADMINISTRATION) | 3.0         | \$27.50 M               |
| <b>2019</b> |                |                            |   |             |                         |
| 26          | MN 40          | CHIPPEWA/<br>LAC QUI PARLE | MN 40, 3 MILES W. OF MILAN, REPLACE BRIDGE #5380 (OVER LAC QUI PARLE LAKE)  | 0.4         | \$6.00 M                |
| 27          | MN 68          | YELLOW MEDICINE            | MN 68, OVER LAZARUS CREEK, 3.6 MILES W OF CANBY, REPLACE BRIDGE #5432 (OVER LAZARUS CREEK) & REPLACE 24" CULVERT  | 1.5         | \$1.00 M                |
| 28          | MN 30          | MURRAY                     | MN 30, 0.6 MILES E. OF E. LIMITS OF CURRIE, SCARIFY & LOW SLUMP OVERLAY OF BRIDGE #6782 (OVER DES MOINES RIVER)   | 0.4         | \$0.15 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| <b>2018</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 5%                 | 90%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 45%                | 30%              | 10%                               | 4%              | 0%           | 3%                     | 8%                                   | 0%   | 0%              |
| 5%                 | 95%              | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 95%                | 0%               | 3%                                | 2%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 44%             | 0%           | 0%                     | 56%                                  | 0%   | 0%              |
| 80%                | 0%               | 10%                               | 2%              | 0%           | 1%                     | 7%                                   | 0%   | 0%              |
| 90%                | 0%               | 8%                                | 0%              | 0%           | 2%                     | 0%                                   | 0%   | 0%              |
| 84%                | 0%               | 9%                                | 3%              | 0%           | 0%                     | 4%                                   | 0%   | 0%              |
| 34%                | 60%              | 0%                                | 5%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| <b>2019</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 20%                | 70%              | 5%                                | 2%              | 0%           | 3%                     | 0%                                   | 0%   | 0%              |
| 10%                | 85%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |

| Number      | Route         | County                      | Description   | Length (mi) | Total Construction Cost |
|-------------|---------------|-----------------------------|---|-------------|-------------------------|
| 29          | MN 91         | MURRAY/ LYON                | MN 91, MN 30 (LAKE WILSON) TO MN 23, MILL & OVERLAY PLUS REPLACE BRIDGE #9094 (DITCH CROSSING)  | 23.1        | \$5.90 M                |
| 30          | MN 67         | YELLOW MEDICINE             | MN 67, 0.74 MILES N. OF ECHO, REPLACE BRIDGES #91176 & #5641 (OVER BOILING SPRING CREEK)  | 0.4         | \$ .46 M                |
| 31          | MN 119        | LAC QUI PARLE/ SWIFT        | MN 119, MN 40 TO US 12, EXEMPT IN APPLETON (TIED TO 7611-15M, JOINT PROJECT WITH D4, D8 IS THE LEAD. TOTAL PROJECT COST IS \$3M), MILL & OVERLAY  | 14.3        | \$1.40 M                |
| 32          | US 75         | LINCOLN/ YELLOW MEDICINE    | US 75, MN 19 (IVANHOE) TO CANBY, MILL & OVERLAY   | 17.0        | \$4.00 M                |
| 33          | MN 19         | REDWOOD/ LYON               | MN 19, MARSHALL TO W. JCT MN 67, MILL & OVERLAY (AC PROJECT, PAYBACK IN 2020)   | 21.0        | \$5.22 M                |
| 34          | US 212        | YELLOW MEDICINE/ CHIPPEWA   | US 212, JCT MN 29 (MONTEVIDEO) TO W. END OF BRIDGE #87015 (GRANITE FALLS), MILL & CIR OVERLAY PLUS RUMBLE STRIPS  | 12.2        | \$3.60 M                |
| 35          | US 12         | MEEKER                      | US 12, 4TH STREET TO S. JCT MN 22 (LITCHFIELD) (INCLUDES WORK ON MN 22 FROM RP 142.968 TO 143.08), RECONSTRUCT  | 0.4         | \$3.20 M                |
| <b>2020</b> |               |                             |   |             |                         |
| 36          | US 71         | REDWOOD                     | US 71, 2.8 MILES S OF US 14, REPLACE BRIDGE #5543 (OVER COTTONWOOD RIVER)   | 0.4         | \$3.00 M                |
| 37          | MN 40         | CHIPPEWA                    | MN 40, 2.4 MILES E OF MN 277, REPLACE BRIDGE #6864 (OVER COUNTY DITCH)  | 0.4         | \$ .53 M                |
| 38          | MN 29         | CHIPPEWA                    | MN 29, 0.9 MILES N OF US 212, REPLACE BRIDGE #9287 (OVER CITY STREET)   | 0.4         | \$1.60 M                |
| 39          | MN 91         | MURRAY                      | MN 91, MURRAY/NOBLES COUNTY LINE TO MN 30 (LAKE WILSON), MILL & OVERLAY PLUS REPLACE BRIDGES #6753 (OVER CHANARAMBIE CREEK) & #6754 (DITCH CROSSING)  | 10.2        | \$4.00 M                |
| 40          | MN 55<br>MN 4 | KANDIYOHI/<br>STEARNS       | MN 55, STEARNS/KANDIYOHI COUNTY LINE TO KANDIYOHI/<br>STEARNS COUNTY LINW & MN 4, MN 55 TO KANDIYOHI/<br>STEARNS COUNTY LINE, MILL & OVERLAY (JOINT PROJECT WITH D3, D3 IS THE LEAD. TOTAL PROJECT COST IS \$10.4M) | 7.9         | \$4.70 M                |
| 41          | MN 23         | LYON/<br>YELLOW<br>MEDICINE | MN 23, 0.1 MILES N OF CSAH 24 (COTTONWOOD) TO JCT US 212 (GRANITE FALLS), MILL & CONCRETE OVERLAY & LEFT TURN LANES (AC PROJECT, PAYBACK IN FY 2021)  | 17.5        | \$7.10 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 65%                | 30%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 8%                 | 88%              | 4%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 10%                               | 5%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 88%                | 0%               | 8%                                | 0%              | 0%           | 4%                     | 0%                                   | 0%   | 0%              |
| 90%                | 0%               | 10%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 90%                | 0%               | 10%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 47%                | 0%               | 7%                                | 3%              | 0%           | 2%                     | 1%                                   | 40%  | 0%              |
| <b>2020</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 75%              | 15%                               | 5%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 20%                | 78%              | 2%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 20%                | 75%              | 2%                                | 0%              | 0%           | 3%                     | 0%                                   | 0%   | 0%              |
| 65%                | 30%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 90%                | 0%               | 10%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 61%                | 0%               | 6%                                | 13%             | 0%           | 0%                     | 7%                                   | 0%   | 0%              |

| Number | Route | County                         | Description   | Length (mi) | Total Construction Cost |
|--------|-------|--------------------------------|---|-------------|-------------------------|
| 42     | MN 68 | LYON, YELLOW MEDICINE/ LINCOLN | MN 68, MINNEOTA TO MARSHALL, SHOULDER WIDENING (AC PROJECT, PAYBACK IN FY 2021)   | 10.7        | \$4.20 M                |
| 43     | MN 67 | YELLOW MEDICINE                | MN 67, US 59 TO 6TH STREET IN CLARKFIELD, MILL & OVERLAY  | 0.6         | \$.44 M                 |
| 44     | MN 15 | MCLEOD                         | MN 15, 5TH AVE. SW TO 2ND AVE. NE IN HUTCHINSON, RECONSTRUCT (ADDITIONAL FUNDING FOR ADA IMPROVEMENTS AND MULTIMODAL IMPROVEMENTS FROM DRMP, TIED TO PROJECT #46) | 0.5         | \$1.65 M                |
| 45     | MN 15 | MCLEOD                         | MN 15, 5TH AVE. SW TO 2ND AVE. NE IN HUTCHINSON, RECONSTRUCT (PROJECT FUNDED THROUGH SPP, TIED TO PROJECT #45)  | 0.5         | \$3.35 M                |

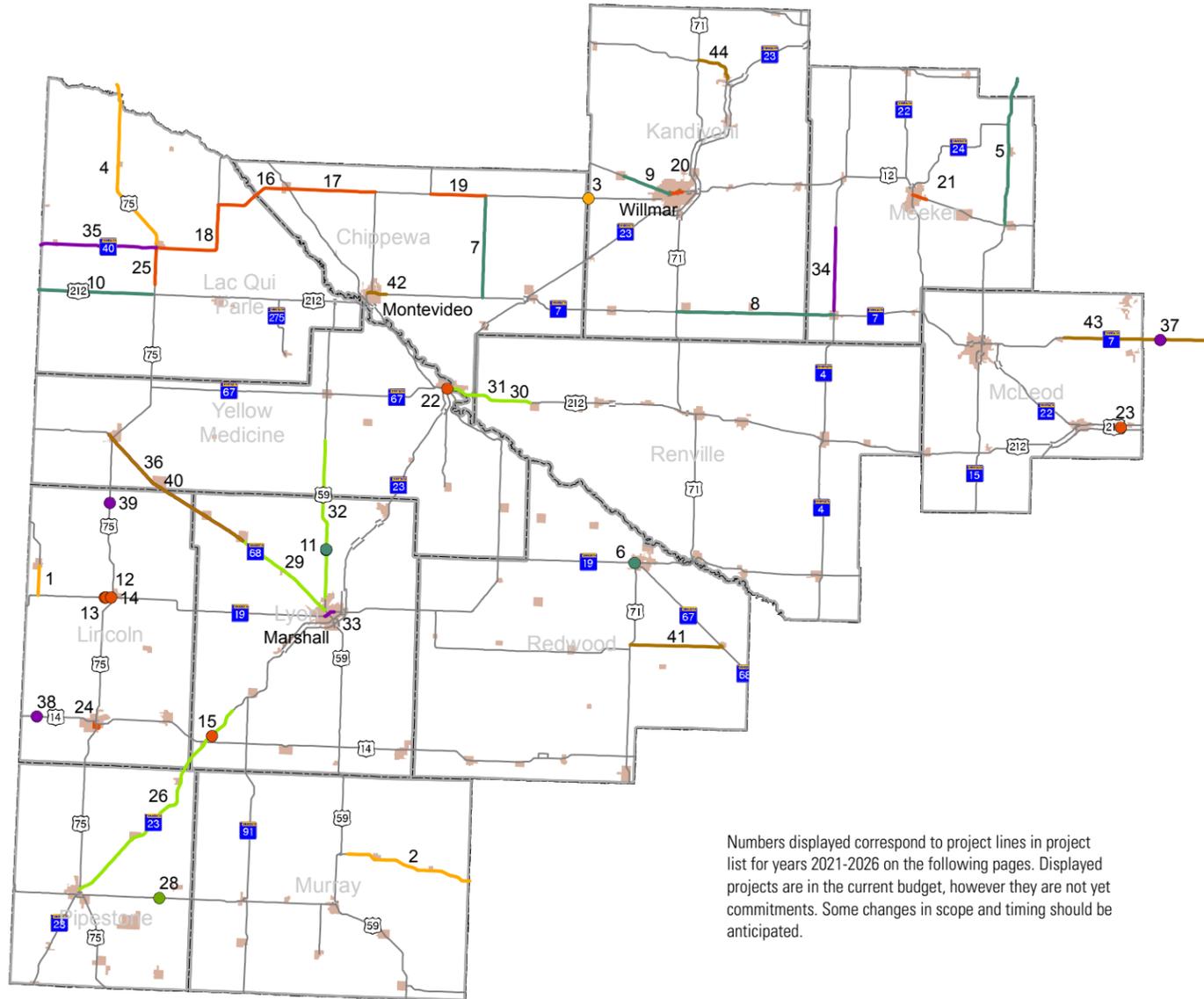
| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 10%                | 0%               | 75%                               | 10%             | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 60%                | 0%               | 5%                                | 0%              | 0%           | 5%                     | 30%                                  | 0%   | 0%              |
| 47%                | 0%               | 7%                                | 3%              | 0%           | 1%                     | 20%                                  | 22%  | 0%              |
| 47%                | 0%               | 7%                                | 3%              | 0%           | 1%                     | 20%                                  | 22%  | 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.

# DISTRICT 8 PROJECTS

## PROJECT MAP 2021-2026

### Fiscal Year of Project Construction



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.

### 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 8 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP**

| Number      | Route  | County                  | Description  | Length (mi) | Total Construction Cost |
|-------------|--------|-------------------------|--|-------------|-------------------------|
| <b>2021</b> |        |                         |  |             |                         |
| 1           | MN 271 | LINCOLN                 | MN 271, MN 19 TO RAILROAD ST (HENDRICKS), MICRO MILL & OVERLAY   | 3.2         | \$ .70 M                |
| 2           | MN 30  | MURRAY                  | MN 30, US 59 TO MURRAY/COTTONWOOD COUNTY LINE, MILL & OVERLAY  | 13.9        | \$4.80 M                |
| 3           | MN 40  | KANDIYOHI               | MN 40, 0.12 MILES E OF CHIPPEWA/KANDIYOHI COUNTY LINE, REPLACE BRIDGE #91681 (OVER DITCH)                                  | 0.0         | \$ .37 M                |
| 4           | US 75  | LAC QUI PARLE/BIG STONE | US 75, 8TH ST (MADISON) TO MN 7, THIN MILL & OVERLAY (JOIN PROJECT WITH D4, D8 IS THE LEAD. TOTAL PROJECT COST IS \$5.80M) | 18.6        | \$4.80 M                |
| <b>2022</b> |        |                         |  |             |                         |
| 5           | MN 15  | MEEKER/ STEARNS         | MN 15, DASSEL TO KIMBALL, THIN OVERLAY (2.1 MILES ARE IN DISTRICT 3)   | 15.9        | \$3.50 M                |
| 6           | MN 19  | REDWOOD                 | MN 19, 0.2 MILES W OF W JCT US 71, SCARIFY & LOW SLUMP OVERLAY ON BRIDGE 5133 (OVER REDWOOD RIVER)                         | 0.10        | \$ .35 M                |
| 7           | MN 277 | CHIPPEWA                | MN 277, MN 7 TO MN 40, MILL & OVERLAY  | 11.0        | \$1.90 M                |
| 8           | MN 7   | KANDIYOHI/ MEEKER       | MN 7, US 71 TO MN 4 (COSMOS), ALT. BID   | 17.1        | \$11.70 M               |
| 9           | US 12  | MEEKER                  | US 12, 0.1 MI W E PENNOCK CL TO 1.1 MILES E. OF CSAH 5 (W END BR #5526), MILL & OVERLAY                                    | 5.5         | \$2.50 M                |
| 10          | US 212 | LAC QUI PARLE           | US 212, S DAKOTA/MN STATE LINE TO 0.2 MILES W OF US 75, MILL & OVERLAY   | 12.4        | \$2.70 M                |
| 11          | US 59  | LYON                    | US 59, 5.6 MILES N OF MARSHALL, REPLACE BRIDGES #8886 (STREAM X-ING) & 8887 (OVER DITCH)                                   | 0.0         | \$ .70 M                |
| <b>2023</b> |        |                         |  |             |                         |
| 12          | MN 19  | LINCOLN                 | MN 19, 0.8 MILES W OF US 75, REPLACE BRIDGE 826 (YELLOW MEDICINE RIVER X-ING)  | 0.00        | \$ .36 M                |
| 13          | MN 19  | LINCOLN                 | MN 19, 0.7 MILES W OF US 75, REPLACE BRIDGE 8736 (YELLOW MEDICINE RIVER X-ING)   | 0.00        | \$ .36 M                |
| 14          | MN 19  | LINCOLN                 | MN 19, 0.1 MILES W OF US 75, REPLACE BRIDGE #8737 (OVER YELLOW MEDICINE RIVER)   | 0.0         | \$ .36 M                |
| 15          | MN 23  | LYON                    | MN 23, 1.1 MILES E. OF FLORENCE, REHAB BRIDGE #5746 (OVER REDWOOD RIVER)   | 0.0         | \$ .36 M                |
| 16          | MN 40  | LAC QUI PARLE/ CHIPPEWA | MN 40, MN 119 TO US 59, MEDIUM M&O   | 8.4         | \$3.00 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| <b>2021</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 80%                | 0%               | 10%                               | 0%              | 0%           | 1%                     | 9%                                   | 0%   | 0%              |
| 80%                | 0%               | 14%                               | 1%              | 0%           | 3%                     | 2%                                   | 0%   | 0%              |
| 0%                 | 95%              | 4%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 7%                                | 0%              | 0%           | 1%                     | 9%                                   | 3%   | 0%              |
| <b>2022</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 85%                | 0%               | 8%                                | 0%              | 0%           | 2%                     | 5%                                   | 0%   | 0%              |
| 20%                | 75%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 15%                               | 0%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 13%                               | 0%              | 0%           | 3%                     | 2%                                   | 2%   | 0%              |
| 85%                | 0%               | 8%                                | 0%              | 0%           | 2%                     | 5%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 4%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| <b>2023</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 95%              | 4%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 4%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 4%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 10%                | 85%              | 5%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 79%                | 0%               | 10%                               | 0%              | 0%           | 2%                     | 9%                                   | 0%   | 0%              |

| Number      | Route  | County                   | Description   | Length (mi) | Total Construction Cost |
|-------------|--------|--------------------------|---|-------------|-------------------------|
| 17          | MN 40  | CHIPPEWA                 | UMN 40, S 59 (MILAN) TO MN 29, MILL & OVERLAY   | 9.3         | \$3.50 M                |
| 18          | MN 40  | LAC QUI PARLE            | MN 40, US 75 (MADISON) TO MN 119, MILL & OVERLAY PLUS ADA & CULVERT LINERS                                | 11.4        | \$4.00 M                |
| 19          | MN 40  | LAC QUI PARLE, CHIPPEWA  | MN 40, MN 29 TO MN 277, MILL & OVERLAY  | 12.0        | \$4.20 M                |
| 20          | US 12  | KANDIYOHI                | US 12, 1.2 MILES E. OF CSAH 5 (E. END OF BRIDGE #5526) TO 6TH STREET (WILLMAR), MAJOR CPR                 | 1.1         | \$1.00 M                |
| 21          | US 12  | MEEKER                   | US 12, S JCT MN 22 (LITCHFIELD) TO 0.3 MILES E. OF CSAH 34, MEDIUM MILL & OVERLAY                         | 1.7         | \$1.50 M                |
| 22          | US 212 | CHIPPEWA                 | US 212, 0.1 MILES E. OF E. JCT MN 67, SCARIFY & LOW SLUMP OVERLAY ON BRIDGE #12000 (OVER MINNESOTA RIVER) | 0.0         | \$.56 M                 |
| 23          | US 212 | MCLEOD                   | US 212, 2.5 MILES E. OF MCLEOD/CARVER COUNTY LINE, REDECK/ REPLACE BRIDGE #43005 (OVER BUFFALO CREEK)     | 0.0         | \$1.20 M                |
| 24          | US 75  | LINCOLN                  | US 75, 0.6 MILES S OF S JCT US 14 (LAKE BENTON) TO S JCT US 14, MEDIUM MILL & OVERLAY                     | 0.0         | \$.57 M                 |
| 25          | US 75  | LAC QUI PARLE            | US 75, TWP 127 TO S LIMITS OF MADISON, MILL & OVERLAY   | 3.7         | \$1.30 M                |
| <b>2024</b> |        |                          |   |             |                         |
| 26          | MN 23  | PIPESTONE/ LINCOLN/ LYON | MN 23, US 75 (PIPESTONE) TO 0.6 MILES E. OF CSAH 18, MILL & OVERLAY                                       | 26.40       | \$14.20 M               |
| 27          | MN 29  | CHIPPEWA                 | MN 29, 1.0 MILES N OF US 212, REPLACE BRIDGE #9112 (UNDER 1ST STREET)                                     | 0.00        | \$2.50 M                |
| 28          | MN 30  | PIPESTONE                | MN 30, 3.5 MILES W OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGE #4566 (OVER STREAM)                    | 0.00        | \$.54 M                 |
| 29          | MN 68  | LYON                     | MN 68, MINNEOTA TO US 59 (MARSHALL), MILL & OVERLAY   | 11.7        | \$3.70 M                |
| 30          | US 212 | RENVILLE                 | US 212, 2.3 MILES E. OF MN 23 TO W SACRED HEART CITY LIMITS, MEDIUM MILL & OVERLAY                        | 4.0         | \$2.40 M                |
| 31          | US 212 | CHIPPEWA/ RENVILLE       | US 212, W JCT MN 23/MN 67 TO 2.3 MILES E. OF MN 23, THICK OVERLAY   | 5.5         | \$4.80 M                |
| 32          | US 59  | LYON/ YELLOW MEDICINE    | US 59, CSAH 33 TO CSAH 3, MILL & OVERLAY  | 17.1        | \$6.50 M                |
| <b>2025</b> |        |                          |   |             |                         |
| 33          | MN 19  | LYON                     | MN 19, MARSHALL, RECONSTRUCT  | 1.2         | \$10.10 M               |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 5%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 83%                | 0%               | 10%                               | 0%              | 0%           | 2%                     | 5%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 94%              | 5%                                | 0%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 13%                               | 0%              | 0%           | 3%                     | 2%                                   | 2%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2024</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 83%                | 0%               | 15%                               | 2%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 17%                | 71%              | 5%                                | 2%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 2%                                | 2%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 6%                                | 4%              | 0%           | 5%                     | 2%                                   | 3%   | 0%              |
| 81%                | 0%               | 5%                                | 3%              | 0%           | 2%                     | 9%                                   | 0%   | 0%              |
| 86%                | 0%               | 5%                                | 3%              | 0%           | 2%                     | 4%                                   | 0%   | 0%              |
| 85%                | 0%               | 15%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2025</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 50%                | 0%               | 10%                               | 3%              | 0%           | 2%                     | 5%                                   | 30%  | 0%              |

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| Number      | Route | County                         | Description  | Length (mi) | Total Construction Cost |
|-------------|-------|--------------------------------|--|-------------|-------------------------|
| 34          | MN 4  | MEEKER                         | MN 4, COSMOS TO 0.5 MILES N OF TWP 243/451, MILL & OVERLAY   | 9.0         | \$3.60 M                |
| 35          | MN 40 | LAC QUI PARLE                  | MN 40, SOUTH DAKOTA/MINNESOTA STATE LINE TO US 75 (MADISON), MILL & OVERLAY  | 12.6        | \$3.20 M                |
| 36          | MN 68 | YELLOW MEDICINE/ LINCOLN/ LYON | MN 68, CANBY TO MINNEOTA, MILL & OVERLAY   | 11.7        | \$3.34 M                |
| 37          | MN 7  | CARVER                         | MN 7, 1.8 MILES E. OF MCLEOD/CARVER COUNTY LINE, REPLACE BRIDGE #8518 (OVER STREAM)  | 0.0         | \$.66 M                 |
| 38          | US 14 | LINCOLN                        | US 14, 1.8 MILES E. OF SOUTH DAKOTA/MINNESOTA STATE LINE, REPLACE BRIDGE #1686 (OVER STREAM)   | 0.0         | \$.62 M                 |
| 39          | US 75 | YELLOW MEDICINE                | US 75, 1.6 MILES S OF LINCOLN/YELLOW MEDICINE COUNTY LINE, REPLACE BRIDGE #8373 (OVER STREAM)  | 0.0         | \$.49 M                 |
| <b>2026</b> |       |                                |  |             |                         |
| 40          | MN 68 | YELLOW MEDICINE/ LINCOLN/ LYON | MN 68, CANBY TO MINNEOTA, MILL & OVERLAY   | 18.6        | \$2.56 M                |
| 41          | MN 68 | REDWOOD                        | MN 68, N JCT US 71 TO CSAH 3 (MORGAN), MEDIUM MILL & OVERLAY   | 10.2        | \$6.40 M                |
| 42          | MN 7  | CHIPPEWA                       | MN 7, N JCT MN 29 TO 1.6 MILES E. OF N JCT MN 29<br>MN 29, 1 MILE N OF US 212 (N END OF BRIDGE #9287) TO N JCT MN 7 (MONTEVIDEO) , MEDIUM MILL & OVERLAY | 2.1         | \$1.24 M                |
| 43          | MN 7  | MCLEOD/ CARVER                 | MN 7, SILVER LAKE TO MN 25, MEDIUM MILL & OVERLAY  | 15.7        | \$8.00 M                |
| 44          | MN 9  | KANDIYOHI                      | MN 9, NEW LONDON TO US 71, RECLAIM & OVERLAY   | 4.3         | \$1.90 M                |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 80%                | 0%               | 13%                               | 3%              | 0%           | 2%                     | 2%                                   | 0%   | 0%              |
| 80%                | 0%               | 13%                               | 3%              | 0%           | 2%                     | 2%                                   | 0%   | 0%              |
| 80%                | 0%               | 4%                                | 2%              | 0%           | 4%                     | 7%                                   | 3%   | 0%              |
| 18%                | 75%              | 5%                                | 2%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 18%                | 75%              | 5%                                | 2%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 95%              | 2%                                | 2%              | 0%           | 1%                     | 0%                                   | 0%   | 0%              |
| <b>2026</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 80%                | 0%               | 5%                                | 3%              | 0%           | 7%                     | 2%                                   | 3%   | 0%              |
| 80%                | 0%               | 5%                                | 4%              | 0%           | 3%                     | 8%                                   | 0%   | 0%              |
| 82%                | 0%               | 10%                               | 3%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 13%                               | 2%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 80%                | 0%               | 7%                                | 1%              | 0%           | 3%                     | 5%                                   | 4%   | 0%              |

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. 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.