

# District 7 10-Year Capital Highway Investment Plan (2018-2027)



**DRAFT JUNE 2017**

## DISTRICT 7 10-YEAR CHIP OVERVIEW

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 2017 MnSHIP for the next ten years. The project information is current as of May 2017 and does not include new revenue provided by the legislature in the 2017 session. MnDOT is currently going through a process to select projects with the additional revenue. These projects will be included in next year's CHIP document published in 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (7-3)
- A summary of planned investments over the next 10 years. (7-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (7-5)
- 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. (7-6)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (7-7)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. With a few exceptions, such as district wide projects, set-asides, and landscaping projects, all of the projects in the district are listed here. 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 2017 MnSHIP guides the overall direction of the 10-Year capital Highway CHIP until the next MnSHIP is completed.

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

## District 7 Overview

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 246 bridges that are ten feet or greater in length and 492 miles of rail.

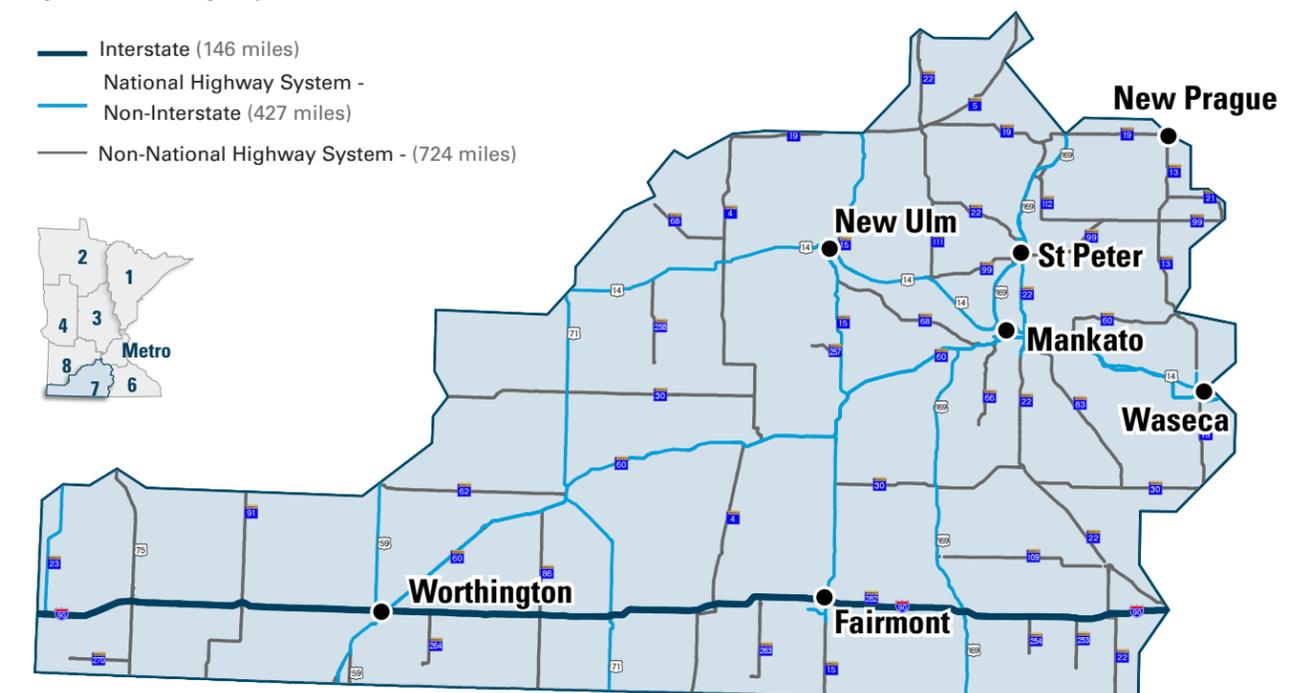
Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,298
Lane Miles	3,269
High Mast Lights	27
Bridge Culverts	222
Noise Walls	2
Overhead Signs	57
Population 2013	284,715
Annual VMT**	2,027,399,591
VMT/Capita	7,040

\*Based on ATP boundaries

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



Figure 7-1: State Highways within District 7



## District 7 CHIP Investment

Over the next ten years, District 7 is projected to invest roughly \$877 million in state highway projects (Figure 7-2). The majority of projects will address pavement and bridge condition. While the primary purpose of these projects will be to address pavement and bridge conditions, MnDOT also will address other needs along the project such as the condition of roadside infrastructure such as signage, culverts, and lighting, implement new safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and make limited investments in bicycle infrastructure. District 7 investment peaks in 2018 at roughly \$109 million. Investment after 2018 fluctuates annually between roughly \$69 and \$102 million.

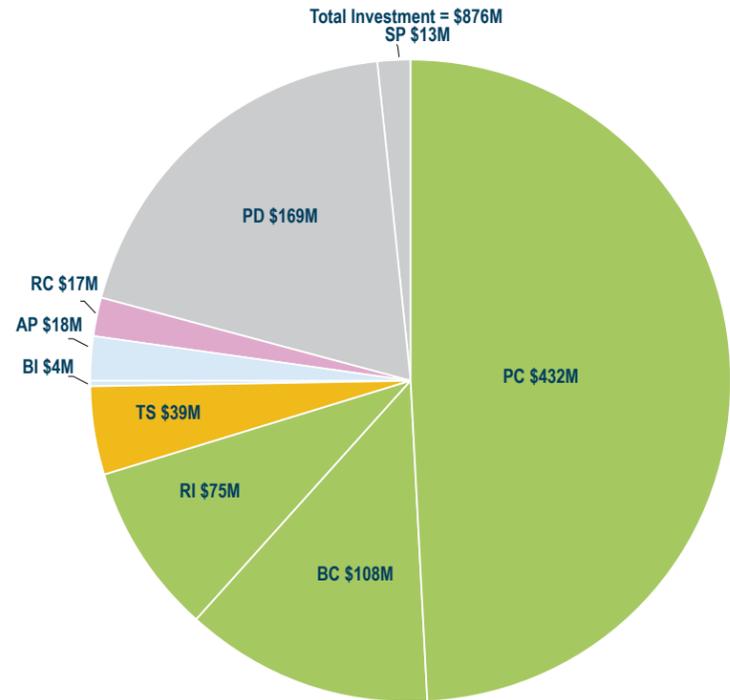
## HIGHWAY INVESTMENT STRATEGIES

Over the next ten years, District 7 will incorporate different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

### System Stewardship

- Urban Reconstruction – Because of the difficulty to program these with current funding levels and the high cost per mile that urban reconstruction projects render, District 7 engages early on with cities that have CHIP projects so that early planning can optimize funding and various planning efforts.

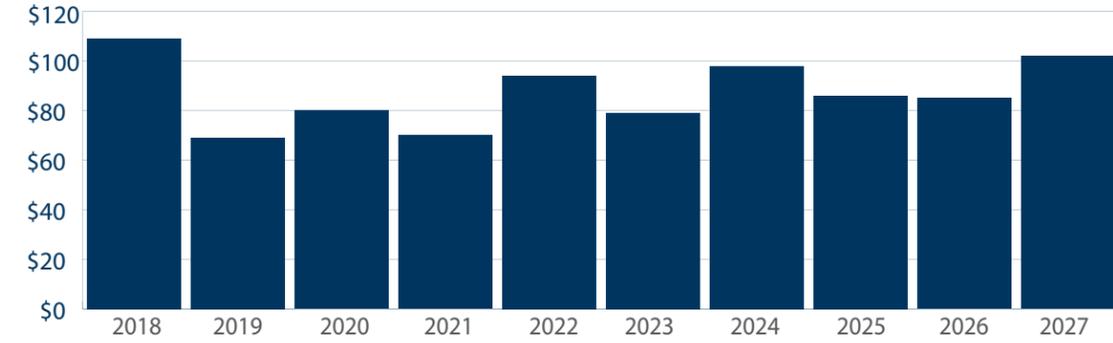
Figure 4-2: District 4 10-Year CHIP Investment by Investment Category (millions of dollars)



Note: No investment for Facilities, Jurisdictional Transfer, Freight, or Greater MN Mobility

<b>System Stewardship</b>	PC	Pavement Condition	<b>Critical Connections</b>	TC	Twin Cities Mobility	<b>Other</b>	TS	Traveler Safety
	BC	Bridge Condition		GM	Greater Minnesota Mobility		RC	Regional + Community Improvement Priorities
	RI	Roadside Infrastructure		FR	Freight		PD	Project Delivery
	JT	Jurisdictional Transfer		BI	Bicycle Infrastructure		SP	Small Programs
	FR	Facilities		AP	Accessible Pedestrian Infrastructure			

Figure 4-3: District 4 10-Year CHIP, Total Investment Per Year (millions of dollars)



- 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 and meet other performance targets.
- Pursue turnbacks of Non-NHS roadways by working closely with local jurisdictions and optimizing funding sources.

### Transportation 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

- Work with local partners to continue implementing bicycle accommodations in priority areas and routes as part of pavement and bridge projects.
- District Bicycle plans have begun to be developed (for all districts) and will continue through summer 2018.
- 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.

### Healthy Communities

- Work with local partners, including the Mankato/North Mankato Area Planning Organization in corridor planning, such as the Hwy 22 Corridor Plan, Henderson Flood Mitigation Study and the Worthington Hwy 59 Corridor Study so that funding and planning can be optimized.

### Project Delivery

- Execute a two-year scoping process, starting when a project is in the 6th year of the CHIP that includes obtaining pavement data (pavement cores), hydraulics data (pipe condition), and traffic data (crash information).
- Perform Public Outreach and engagement with all thirteen counties each year and with cities that are in years 5 and 6 of the CHIP.

## District 7 CHIP Highlights

The current 10-year CHIP for District 7 places heavy emphasis on pavement preservation. In addition, the district will be completing some four-lane expansion and a major bridge replacement project. As part of the 2008 Transportation bill, four-lane expansion was 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) that will be completed in 2018.

The significant bridge project is on US 14 at the east edge of New Ulm. It includes 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 Fiscal Year 2018-2019 construction and with an estimated \$35.5M construction cost.

### NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

The new MnSHIP investment direction caused a number of bridge repair and replacement projects to be moved out of the CHIP and/or lower cost/lower life fixes to be planned for some of the bridge projects remaining in the CHIP. However, there is more funding available for pavements, so additional pavement projects are being planned.

Due to the many non-National Highway System roads in poor condition and lack of resources to address all of them in the CHIP, District 7 is developing a different pavement management strategy and has made changes in the CHIP in years 6 through 10 of the CHIP. Rather than selecting roadway segments with a goal to keep more miles of road from becoming poor, District 7 is selecting roadway segments on a “worst first” basis. In addition, the district is looking at project types with longer term fixes for some roads and taking a risk on other roads by using a lesser fix to offset the cost of the long term fixes. Preliminary projected outcomes show that by 2027 the Non-NHS system will have higher remaining service life, increased percent good and decreased percent poor for road segments system-wide.



### REMAINING RISKS

Not all district priorities and needs will be addressed. There remains significant risks within the district.

#### High

- Non-NHS pavements continue to decline without repairs and deterioration continues to accelerate and so the delayed cost to fix escalates to a much higher-level fix. Therefore, District 7 is developing a new strategy described above.
- Urban preservation projects—resurfacing not adequate (some local infrastructure requires reconstruction).
- ADA improvement costs are increasing as MnDOT is working with more extensive ADA requirements and standards in order to reach compliance by 2037 under MnDOT’s ADA transition plan.
- Project delivery resource needs are high—including both internal and external resources.

#### Medium

- Not enough bridge and road construction to fund additional emergency projects due to environment/weather (e.g. erosion, flooding).
- A large number of bridges (I-90, US 169, MN 60 and US 14) were built in the 1960’s, 70’s and 80’s and are coming due for work in a bubble in the next 10-30 years.

## DISTRICT 7 HISTORIC AND PROJECTED PERFORMANCE

### Traveler Safety

From 2011 to 2015, District 7 saw an increase in the number of fatalities from 38 to 49. District 7 continues to make investment in new safety improvements throughout the district over the next ten years to reduce fatalities and serious injuries on Minnesota roadways through the Toward Zero Deaths program.

### Pavement Condition

District 7 saw an increase in miles of poor pavement on the two NHS systems over the past five years. Interstate and non-Interstate NHS pavements are currently slightly above the statewide targets. Non-NHS pavements are slightly below the statewide target. Over the next ten years, pavements on all three systems are projected to deteriorate significantly.

### Bridge Condition

District 7 saw an increase in the percent of bridges in poor condition on the NHS over the past five years while condition on non-NHS bridges remained steady and within the statewide target. Over the next ten years, bridge condition on both the NHS and non-NHS is projected to improve and be meeting both targets by 2027.

Figure 7-4: District 7 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2011	2012	2013	2014	2015	2016
<b>Safety</b>	Fatalities	0	38	37	42	33	49	-
<b>Bridge</b>	Condition: NHS - % Poor	<2%	0.2%	0.2%	1.8%	5.8%	4.3%	2.7%
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	3.4%	2.4%	1.3%	2.7%	0%	1.0%
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	0%	1.0%	3.3%	3.8%	4.1%	2.2%
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	5.4%	7.0%	3.3%	4.0%	4.9%	4.4%
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	11.3%	9.0%	6.3%	7.3%	9.8%	8.4%

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

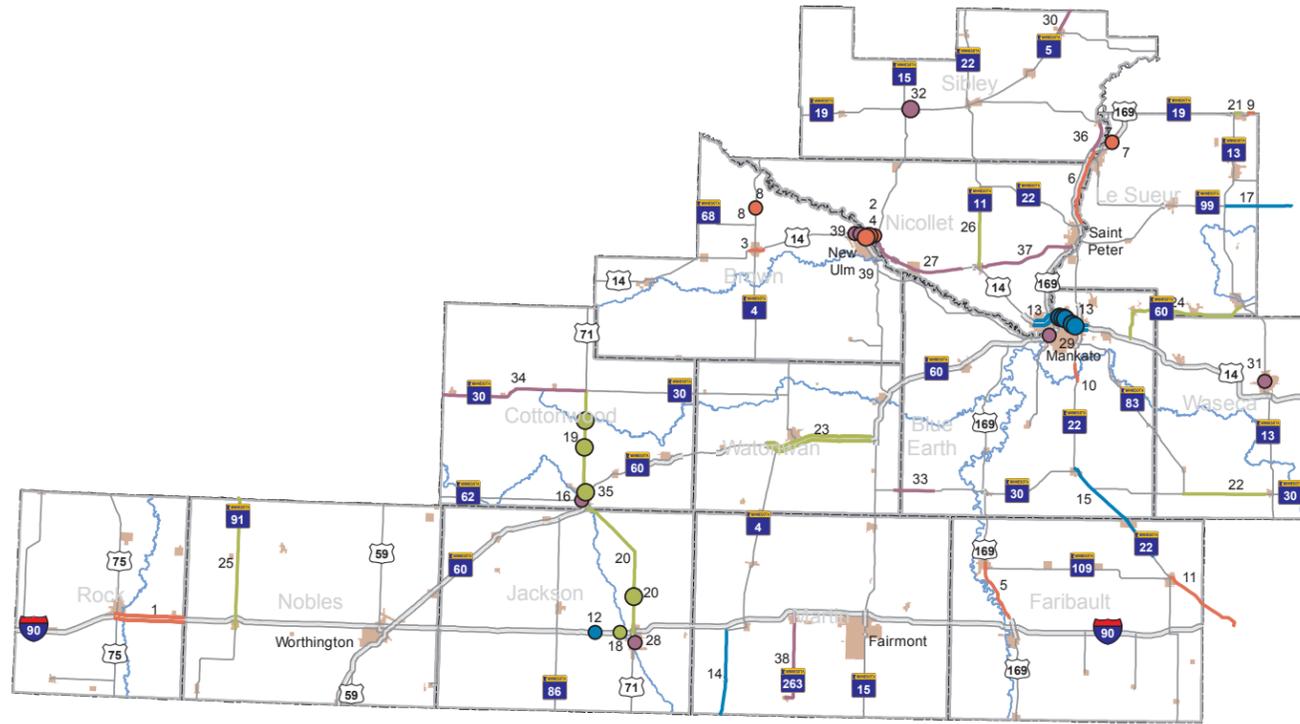
Figure 7-5: District 7 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2016 ACTUAL	2021 PROJECTED	2027 PROJECTED	ANALYSIS
<b>Safety</b>	Fatalities	0	-	N/A	N/A	Not available
<b>Bridge</b>	Condition: NHS - % Poor	<2%	▲ 2.7%	● 0.2%	● 0.7%	NHS bridges are expected to improve and meet the target.
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 1.0%	● 2.0%	● 3.0%	Non-NHS bridges will decline slightly but still meet the target.
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	▲ 2.2%	● 9.5%	● 10.6%	The Interstate pavements are expected to decline well past the statewide target.
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	▲ 4.4%	▲ 5.5%	● 10.9%	The remaining NHS pavements are expected to decline significantly.
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	● 8.4%	● 26.6%	● 16.3%	The projections show the Non-NHS system will decline and will not meet the target by 2027.

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

# DISTRICT 7 STIP PROJECT LIST

STIP Project Map 2018-2021

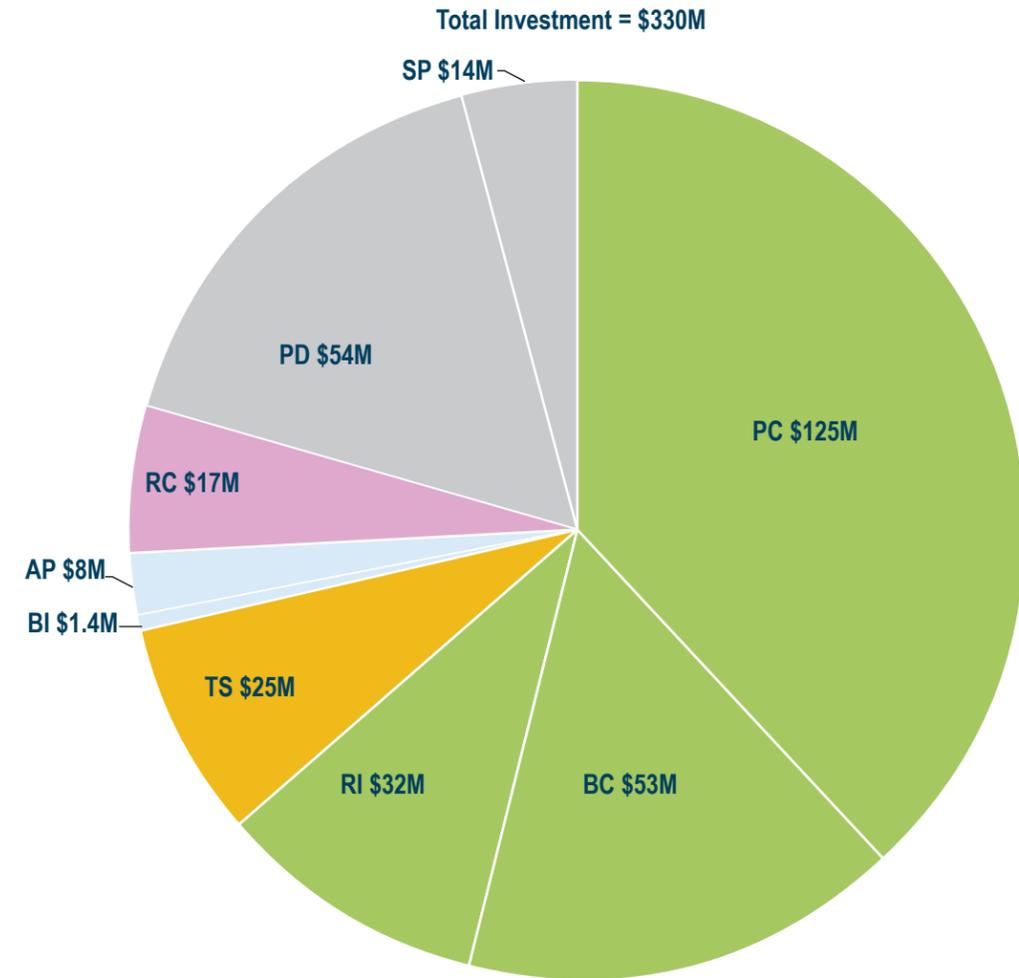


Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown include district wide projects, set-asides, landscaping, and other minor construction activities. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

### Fiscal Year of Project Construction

- 2018
- 2019
- 2020
- 2021

District 7 Investment for Years 2018-2021 of the 10-Year CHIP



Note: No investment for Facilities, Jurisdictional Transfer, Freight, or Greater MN Mobility

### Key

- |                                 |  |
|---------------------------------|--|
| PC - Pavement Condition         | TC - Twin Cities Mobility                          |
| BC - Bridge Condition           | FR - Freight                                       |
| RI - Roadside Infrastructure    | BI - Bicycle Infrastructure                        |
| JT - Jurisdictional Transfer    | AP - Accessible Pedestrian Infrastructure          |
| FA - Facilities                 | RC - Regional and Community Improvement Priorities |
| TS - Traveler Safety            | SP - Small Programs                                |
| GM - Greater Minnesota Mobility | PD - Project Delivery                              |

District 7 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2018</b>						
1	I 90	ROCK	Repair and resurface from Hwy 75 to Rock/Nobles county line	7.9	\$2.5 M	PAVEMENT
2	US 14	BROWN	Replace bridges over MN River and DME RR, improve pedestrian access in New Ulm, and construct a new interchange at intersection of Highway 15 / Couty Road 21.	1.0	\$23.0 M	BRIDGE
3	US 14	BROWN	Resurface from west of Sleepy Eye to Brown CR 27 and improve pedestrian crossings	1.9	\$2.5 M	PAVEMENT
4	US 14	NICOLLET	Construct MnDOT Truck Station in Courtland; remove New Ulm TS	0.0	\$3.6 M	BRIDGE
5	US 169	FARIBAULT	Resurface from I-90 to Faribault CR 12 in Winnebago and improve pedestrian crossings	7.7	\$2.4 M	PAVEMENT
6	US 169	NICOLLET	Resurface NB lanes from Union St in St. Peter to Hwy 93 at Le Sueur	9.6	\$17.0 M	PAVEMENT
7	US 169	LE SUEUR	Reconstruct Le Sueur Rest Area and parking lot on Hwy 169	0.8	\$0.5 M	OTHER
8	MN 4	BROWN	Construct roundabout at Jct of Brown CR 29	0.5	\$0.9 M	SAFETY
9	MN 19	LE SUEUR	Construct left and right turn lanes at Jcts with Le Sueur CRs 89 and 3	0.6	\$0.6 M	SAFETY
10	MN 22	BLUE EARTH	Resurface from Blue Earth CR 15 to Blue Earth CR 90 and construct roundabout at Jct of Blue Earth CR 90	2.3	\$3.8 M	PAVEMENT
11	MN 109	FARIBAULT	Resurface from Hwy 22 in Wells to I-90 in Alden and improve pedestrian crossings	10.2	\$6.7 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2018</b>													
91%	-	3%	-	-	6%	-	-	-	-	-	-	-	-
-	92%	2%	-	-	2%	-	-	-	2%	2%	-	-	-
30%	-	1%	-	-	14%	-	-	-	-	55%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
78%	-	-	-	-	5%	-	-	-	-	17%	-	-	-
72%	-	11%	-	-	12%	-	-	-	2%	1%	-	3%	-
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
24%	-	-	-	-	76%	-	-	-	-	-	-	-	-
80%	-	20%	-	-	3%	-	-	-	-	-	-	-	-
60%	-	27%	-	-	1%	-	-	-	-	12%	-	-	-

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2017 and does not include the new revenue provided by the legislature in the 2017 legislative session. Projects will be selected for the new revenue and included in next year's CHIP document published in 2018.

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District 7 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2019</b>						
12	I 90	JACKSON	Replace rest area four miles west of Jackson for EB traffic	0.7	\$6.5 M	OTHER
13	US 14	BLUE EARTH	Resurface from Lookout Drive to Hwy 22 and replace guardrail on bridges	7.0	\$7.5 M	PAVEMENT
14	MN 4	MARTIN	Resurface from Iowa State line to Martin CR 26 and replace two bridges	10.1	\$6.7 M	PAVEMENT
15	MN 22	BLUE EARTH	Landscaping from 5th Ave in Mapleton to 206th Street	0.0	\$0.3 M	OTHER
16	MN 60	COTTONWOOD	Resurface from Hwy 62 to 490th Ave in Windom	1.9	\$3.3 M	PAVEMENT
17	MN 99	LE SUEUR	Resurface and widen from Hwy 13 to Hwy 21 in Le Sueur County	8.0	\$8.6 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2019</b>													
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
45%	32%	15%	-	-	5%	-	-	-	-	3%	-	-	-
58%	22%	18%	-	-	2%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
54%	-	20%	-	-	-	-	-	-	-	26%	-	-	-
62%	-	10%	-	-	28%	-	-	-	-	-	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2020</b>						
18	I 90	JACKSON	Replace rest area one mile west of Hwy 71 For WB traffic	0.3	\$6.5 M	OTHER
19	US 71	COTTONWOOD	Resurface from Hwy 60 in Windom to Hwy 30 and repair three bridges	12.3	\$4.4 M	PAVEMENT
20	US 71	JACKSON	Resurface from Jackson CR 38 in the city of Jackson to Hwy 60 in Windom and replace box culvert	17.8	\$9.0 M	PAVEMENT
21	MN 19	LE SUEUR	Reconstruct from 4th Ave to 7th Ave in New Prague	1.0	\$6.0 M	OTHER
22	MN 30	WASECA	Resurface from Hwy 83 to New Richland and replace two bridges	10.0	\$5.9 M	PAVEMENT
23	MN 60	WATONWAN	Repair and resurface from one mile west of Hwy 4 to Hwy 15	12.9	\$13.5 M	PAVEMENT
24	MN 60	LE SUEUR	Resurface from Hwy 14 to Hwy 13 in Waterville	16.3	\$9.0 M	PAVEMENT
25	MN 91	NOBLES	Resurface from S Adrian limits to Nobles/Murray County line and improve pedestrian crossings	15.8	\$7.1 M	PAVEMENT
26	MN 111	NICOLLET	Resurface from 1st St in Nicollet to Hwy 22. Resurface Hwy 22 from Hwy 111 to 280th St in Gaylord	19.1	\$5.0 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2020</b>													
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
40%	4%	6%	-	-	50%	-	-	-	-	-	-	-	-
82%	3%	10%	-	-	3%	-	-	-	2%	-	-	-	-
55%	11%	11%	-	-	2%	-	-	-	-	8%	-	-	-
67%	25%	7%	-	-	1%	-	-	-	-	-	-	-	-
86%	7%	6%	-	-	1%	-	-	-	-	-	-	-	-
61%	5%	7%	-	-	27%	-	-	-	-	-	-	-	-
65%	18%	6%	-	-	6%	-	-	-	-	5%	-	-	-
91%	-	7%	-	-	2%	-	-	-	-	-	-	-	-

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District 7 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2021</b>						
27	US 14	NICOLLET	US 14, FROM 0.5 MI E OF THE TH14/TH 15/CR 21 INTERSECTION TO 1.5 MI W OF TH 99/OLD TH 14, MILL AND OVERLAY	11.7	\$8.5 M	PAVEMENT
28	US 71	JACKSON	US 71, AT THE INTERSECTION OF TH 71 AND SHERMAN ST IN THE CITY OF JACKSON, REPLACE SIGNAL SYSTEM	0.0	\$0.2 M	OTHER
29	US 169	BLUE EARTH	US 169, AT THE INTERSECTION OF TH 169 AND OWATONNA ST IN THE CITY OF MANKATO, REPLACE SIGNAL SYSTEM	0.0	\$0.2 M	OTHER
30	MN 5	SIBLEY	MN 5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US 212 IN NORWOOD YOUNG AMERICA - MILL AND OVERLAY (DESIGNED BY D7, METRO PORTION OF \$1.54M UNDER SP 1001-17M)	6.4	\$4.2 M	PAVEMENT
31	MN 13	WASECA	MN 13, AT THE INTERSECTION OF TH 13 AND 7TH AVE NW IN THE CITY OF WASECA, REPLACE SIGNAL SYSTEM	0.0	\$0.1 M	OTHER
32	MN 19	SIBLEY	MN 19, 0.8 MI E OF JCT TH 15, OVER CO DITCH #42 REPLACE BR 91422 WITH NEW BR XXXX	0.0	\$1.3 M	BRIDGE
33	MN 30	WATONWAN	MN 30, FROM 2.2 MI E OF TH 15 TO 7.0 MI E OF TH 15, REPLACE BR 1575, 1576 & 8805 WITH NEW BR XXXX, XXXX & XXXX	4.0	\$3.9 M	BRIDGE
34	MN 30	COTTONWOOD	MN 30, FROM CSAH 7 TO TH 71, MILL AND OVERLAY	17.4	\$5.6 M	PAVEMENT
35	MN 62	COTTONWOOD	MN 62, FROM PLUM AVE TO TH 60 IN WINDOM, MILL AND ULTRA THIN BONDED WEAR COURSE, ADA AND INSTALL A RRFB	0.8	\$1.1 M	PAVEMENT
35	MN 62	COTTONWOOD	MN 62, FROM PLUM AVE TO TH 60 IN WINDOM, MILL AND ULTRA THIN BONDED WEAR COURSE, ADA AND INSTALL A RRFB	0.8	\$1.1 M	PAVEMENT
36	MN 93	SIBLEY	MN 93, FROM US 169 TO THE FLOOD WALL IN HENDERSON, MILL AND OVERLAY, REHAB BR 72005	3.6	\$2.2 M	PAVEMENT
37	MN 99	NICOLLET	MN 99, FROM BIRCH ST IN NICOLLET TO THE S JCT US 169 IN ST PETER, MILL AND OVERLAY, REPLACE BR 4596 & 52013 WITH NEW BR XXXX & XXXX, LIGHTING AND ADA	11.5	\$5.5 M	PAVEMENT
38	MN 263	MARTIN	MN 263, FROM CR 125 (CLARK ST) IN CEYLON TO THE NORTH RAMPS AT I90, RECLAIM, SHOULDER WIDENING AND NEW GUARDRAIL AT BR 46010 AND ADA	11.2	\$7.1 M	PAVEMENT
39	MN 15	BROWN	MN 14/15, AT THE INTERSECTION OF 16TH NORTH ST AND TH 14, AND GARDEN ST AND TH 14, REPLACE SIGNAL SYSTEMS, AND AT THE INTERSECTION OF 19TH SOUTH ST AND TH 15, REPLACE CURB RAMP, IN THE CITY OF NEW ULM	0.0	\$0.3 M	OTHER

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2021</b>													
46%	-	51%	-	-	3%	-	-	-	-	-	-	-	-
1%	-	-	-	-	-	-	-	-	-	99%	-	-	-
2%	-	-	-	-	-	-	-	-	-	98%	-	-	-
80%	-	17%	-	-	3%	-	-	-	-	-	-	-	-
3%	-	-	-	-	-	-	-	-	-	97%	-	-	-
25%	63%	12%	-	-	-	-	-	-	-	-	-	-	-
1%	80%	16%	-	-	3%	-	-	-	-	-	-	-	-
63%	-	11%	-	-	26%	-	-	-	-	-	-	-	-
27%	-	2%	-	-	3%	-	-	-	7%	61%	-	-	-
27%	-	2%	-	-	3%	-	-	-	7%	61%	-	-	-
36%	19%	24%	-	-	21%	-	-	-	-	-	-	-	-
52%	22%	2%	-	-	23%	-	-	-	-	1%	-	-	-
63%	-	10%	-	-	22%	-	-	-	-	5%	-	-	-
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**Key**

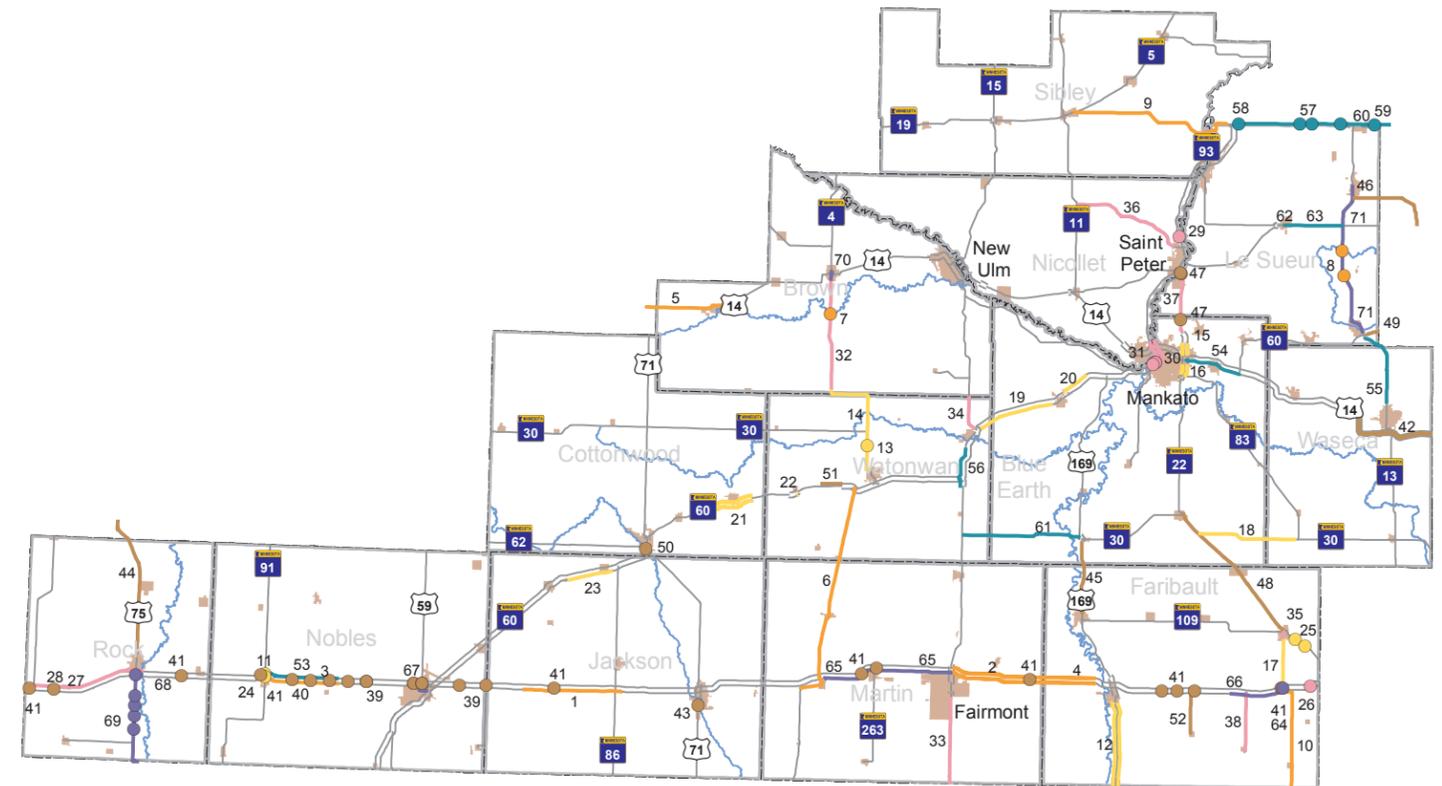
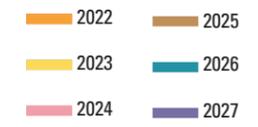
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# DISTRICT 7 PROJECTS

Project Map 2022-2027

Fiscal Year of Project Construction



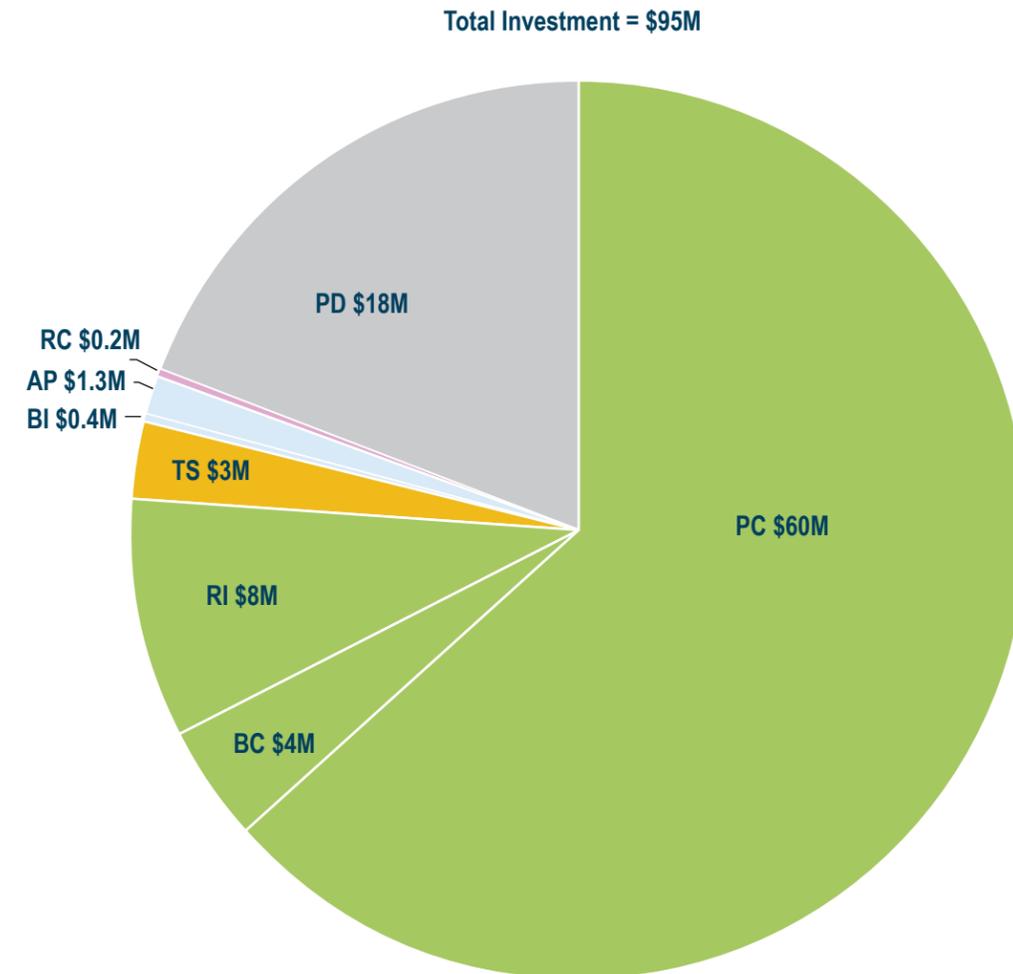
Numbers displayed correspond to project lines in project list for years 2022-2027 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

District 7 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2022</b>						
1	I 90	JACKSON	MEDIUM MILL AND OVERLAY, TO TH 86	10.8	PAVEMENT	\$4.9 - 6.6 M
2	I 90	MARTIN/ FARIBAULT	THICK MILL/OVERLAY, FROM FAIRMONT TO COUNTY LINE	11.6	PAVEMENT	\$9.9 - 13.3 M
3	I 90	NOBLES	UNBONDED OVERLAY	8.8	PAVEMENT	\$11.9 - 16.1 M
4	I 90	FARIBAULT	MEDIUM MILL AND OVERLAY, COUNTY LINE TO BLUE EARTH	4.1	PAVEMENT	\$3.8 - 5.2 M
5	US 14	BROWN/ REDWOOD	COLD INPLACE RECYCLE (INCLUDES SPRINGFIELD)	8.3	PAVEMENT	\$3.3 - 4.5 M
6	MN 4	MARTIN	CIR & MEDIUM MILL/OVERLAY, Th Overlay	24.2	PAVEMENT	\$10 - 13.5 M
7	MN 4	BROWN	REPLACE BRIDGE 6757 AT RP 58.7	0.0	BRIDGE	\$1.3 - 1.8 M
8	MN 13	LE SUEUR	REPLACE BRIDGE 6354 (RP 49.817) AND 6355 (RP 52.584)	0.0	BRIDGE	\$1.1 - 1.5 M
9	MN 19	SIBLEY	MED MILL/OVERLAY	18.2	PAVEMENT	\$8.4 - 11.4 M
10	MN 22	FARIBAULT	MED MILL/OVERLAY	11.7	PAVEMENT	\$4.5 - 6.1 M

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**2022**



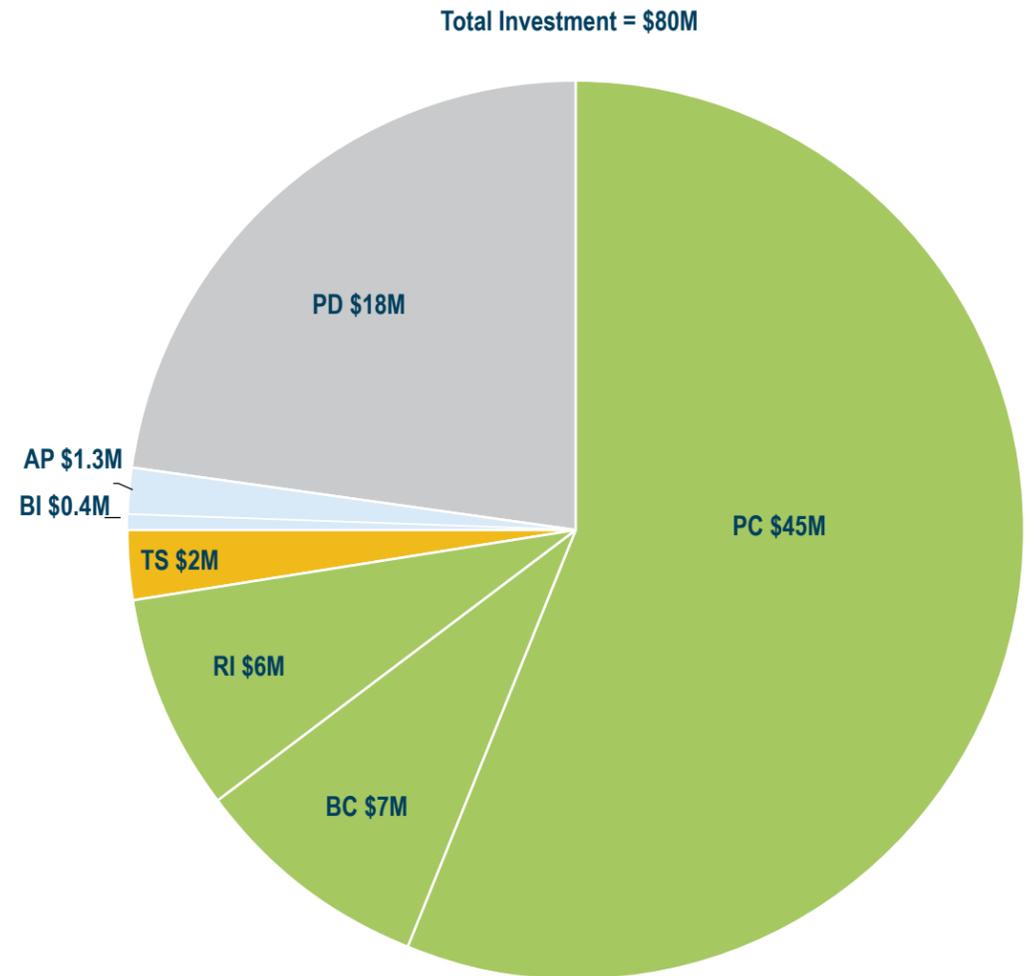
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2023</b>						
11	I 90	NOBLES	REPLACE BRIDGE 53802 (RP 26.626)	0.0	BRIDGE	\$2.6 - 3.5 M
12	US 169	FARIBAULT	CIR & MEDIUM OL	9.3	PAVEMENT	\$3.7 - 5 M
13	MN 4	WATONWAN	REPLACE BRIDGE 5076 (RP 40.562)	0.0	BRIDGE	\$0.7 - 0.9 M
14	MN 4	WATONWAN	RECLAIM & OVERLAY	13.0	PAVEMENT	\$8 - 10.8 M
15	MN 22	BLUE EARTH	MAJOR CPR/GRIND	1.4	PAVEMENT	\$1.9 - 2.5 M
16	MN 22	BLUE EARTH	BAB CONSTR- RURAL, 200 FT N TH 83 TO BASSETT DRIVE	1.3	PAVEMENT	\$7.7 - 10.4 M
17	MN 22	FARIBAULT	RECLAIM, APPROX 1.5 MILES SOUTH OF I90 TO WELLS	5.8	PAVEMENT	\$3.7 - 5 M
18	MN 30	BLUE EARTH/ WASECA	MED MILL/OVERLAY	10.8	PAVEMENT	\$5 - 6.8 M
19	MN 60	WATONWAN/ BLUE EARTH	THICK MILL & OVERLAY, MADELIA TO LAKE CRYSTAL	8.5	PAVEMENT	\$3.5 - 4.8 M
20	MN 60	BLUE EARTH	MEDIUM MILL/OVERLAY, BETWEEN MANKATO AND LAKE CRYSTAL	3.2	PAVEMENT	\$1.3 - 1.8 M
21	MN 60	COTTONWOOD	THICK MILL/OVERLAY	4.3	PAVEMENT	\$4.6 - 6.2 M
22	MN 60	WATONWAN	THICK MILL/OVERLAY	0.2	PAVEMENT	\$0.1 - 0.1 M
23	MN 60	JACKSON	CIR /MEDIUM OL & RECLAIM /OVERLAY	4.9	PAVEMENT	\$2 - 2.7 M
24	MN 91	NOBLES	REPLACE BRIDGE 5653 (RP 013.614)	0.0	BRIDGE	\$0.9 - 1.2 M
25	MN 109	FARIBAULT	REPLACE BRIDGES 2601(RP 24.508) AND 2461 (RP 25.751)	0.0	BRIDGE	\$1.3 - 1.7 M

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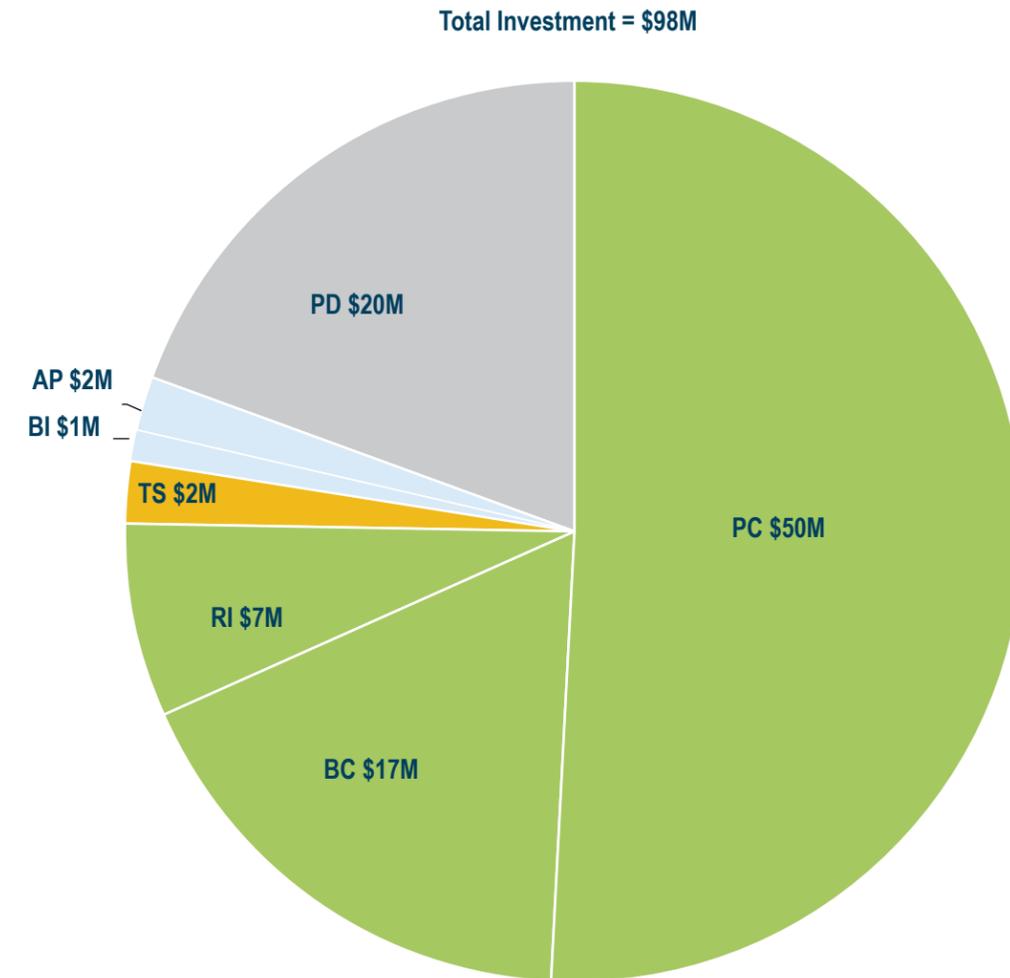
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District 7 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2024</b>						
26	I 90	FARIBAULT	REPLACE BRIDGE 22819, (24809, 24810 DISTRICT 6) (RP 143.352 - MN109)	0.0	BRIDGE	\$3.0 - 4.0 M
27	I 90	ROCK	MAJOR CPR/GRIND, BEAVER CREEK TO LUVERNE	9.3	PAVEMENT	\$8.1 - 10.9 M
28	I 90	ROCK	THICK OVERLAY	3.9	PAVEMENT	\$3.3 - 4.4 M
29	US 169	NICOLLET	REPLACE BRIDGE 52001 (RP 69.474)	0.0	BRIDGE	\$1.7 - 2.3 M
30	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); 07029 (RP 52.917)	0.0	BRIDGE	\$9.3 - 12.6 M
31	US 169	BLUE EARTH/ NICOLLET	MEDIUM MILL/OVERLAY, MANKATO/NORTH MANKATO	3.0	PAVEMENT	\$2.8 - 3.7 M
32	MN 4	BROWN	RECLAIM AND OVERLAY, FROM 2 MILES NORTH OF COUNTY LINE TO SOUTH SLEEPY EYE CL	11.7	PAVEMENT	\$7.9 - 10.7 M
33	MN 15	MARTIN	CIR & MEDIUM OVERLAY, STATE LINE TO FAIRMONT	9.5	PAVEMENT	\$4.4 - 5.9 M
34	MN 15	WATONWAN	MEDIUM MILL/OVERLAY, MADELIA TO WATONWAN/BROWN COUNTY LINE	3.8	PAVEMENT	\$2.3 - 3.1 M
35	MN 22	FARIBAULT	CIR AND MED OL, ADA, WELLS CITY LIMITS	0.9	PAVEMENT	\$0.5 - 0.7 M
36	MN 22	NICOLLET	RECLAIM & OVERLAY	12.5	PAVEMENT	\$8.2 - 11.2 M
37	MN 22	BLUE EARTH/ LE SUEUR	MEDIUM MILL/OVERLAY, NORTH SIDE OF MANKATO TO RIVER BRIDGE (COST IS TOO LOW)	6.6	PAVEMENT	\$3.1 - 4.2 M
38	MN 253	FARIBAULT	MEDIUM MILL/OVERLAY	6.5	PAVEMENT	\$4.0 - 5.4 M

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**2024**



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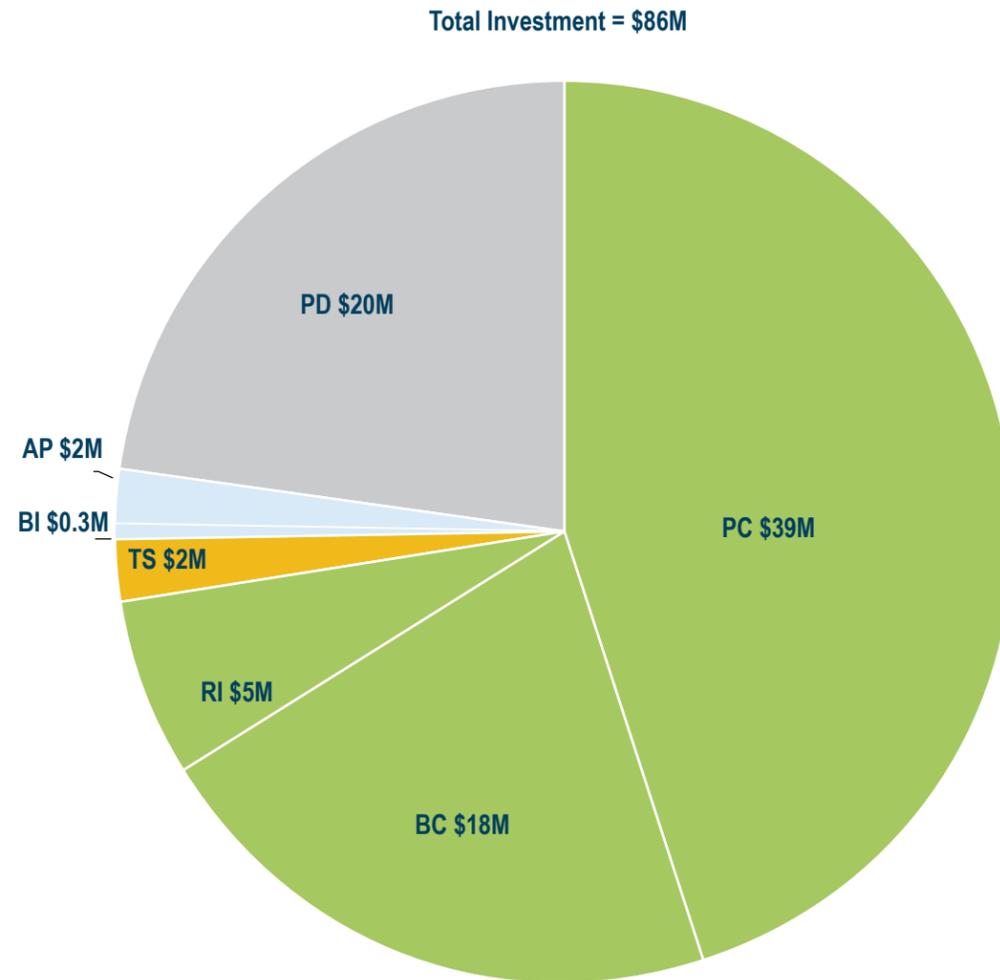
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District 7 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2025</b>						
39	I 90	NOBLES	REHAB MULTIPLE BRIDGES ON I90 - 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	BRIDGE	\$3.4 - 4.6 M
40	I 90	NOBLES	REHAB MULTIPLE BRIDGES ON I90 - 53810 (RP WB); 53809, 53824, 53811, 53812 (RP)	0.0	BRIDGE	\$2.1 - 2.9 M
41	I 90	DISTRICTWIDE	REHAB MULTIPLE BRIDGES (BOX CULVERTS OR ARCHES) ON I90 - 91370 (RP 127+00.072); 91355 (RP 093+00.904); 91744 (RP 092+00.104); 91002 (RP 000+00.565); 91077 (RP 017+00.423); 91223 (RP 058+00.118); 91085 (RP 026+00.155); 91136 (RP 110+00.745); 91371 (RP 128)	0.0	BRIDGE	\$2.1 - 2.9 M
42	US 14	WASECA	0.331 MI W CR-2 OVERPASS (WASECA BYPASS) MINOR CPR D-GRINDING	9.8	PAVEMENT	\$2.6 - 3.5 M
43	US 71	JACKSON	REPLACE BRIDGES 3491 (RP 7.894)	0.0	BRIDGE	\$1 - 1.4 M
44	US 75	ROCK/ PIPESTONE	CIR & MEDIUM OL	15.2	PAVEMENT	\$7.3 - 9.9 M
45	US 169	FARIBAULT/ BLUE EARTH	UNBONDED OVERLAY, WINNEBAGO TO AMBOY	8.0	PAVEMENT	\$9.9 - 13.4 M
46	MN 21	LE SUEUR/RICE	MEDIUM MILL/OVERLAY	9.2	PAVEMENT	\$4.2 - 5.7 M
47	MN 22	BLUE EARTH	REPLACE BRIDGE 8436 (RP 58.447); REHAB BRIDGE 07036 (RP 58.126); 40003 (RP 63.463); 40002 (RP 63.531)	0.0	BRIDGE	\$3 - 4.1 M
48	MN 22	FARIBAULT/ BLUE EARTH	CIR & MEDIUM OL	16.9	PAVEMENT	\$7.6 - 10.3 M
49	MN 60	LE SUEUR	MED MILL/OVERLAY, FROM W CL OF WATERVILLE TO RICE COUNTY LINE	1.4	PAVEMENT	\$0.7 - 0.9 M
50	MN 60	COTTONWOOD	REPLACE BR 17001 RP 40.362	0.0	BRIDGE	\$3.4 - 4.6 M
51	MN 60	WATONWAN	MEDIUM MILL/OVERLAY, BETWEEN BUTTERFIELD AND ST JAMES	2.3	PAVEMENT	\$1.1 - 1.5 M
52	MN 254	FARIBAULT	MEDIUM MILL/OVERLAY	4.8	PAVEMENT	\$2.4 - 3.3 M

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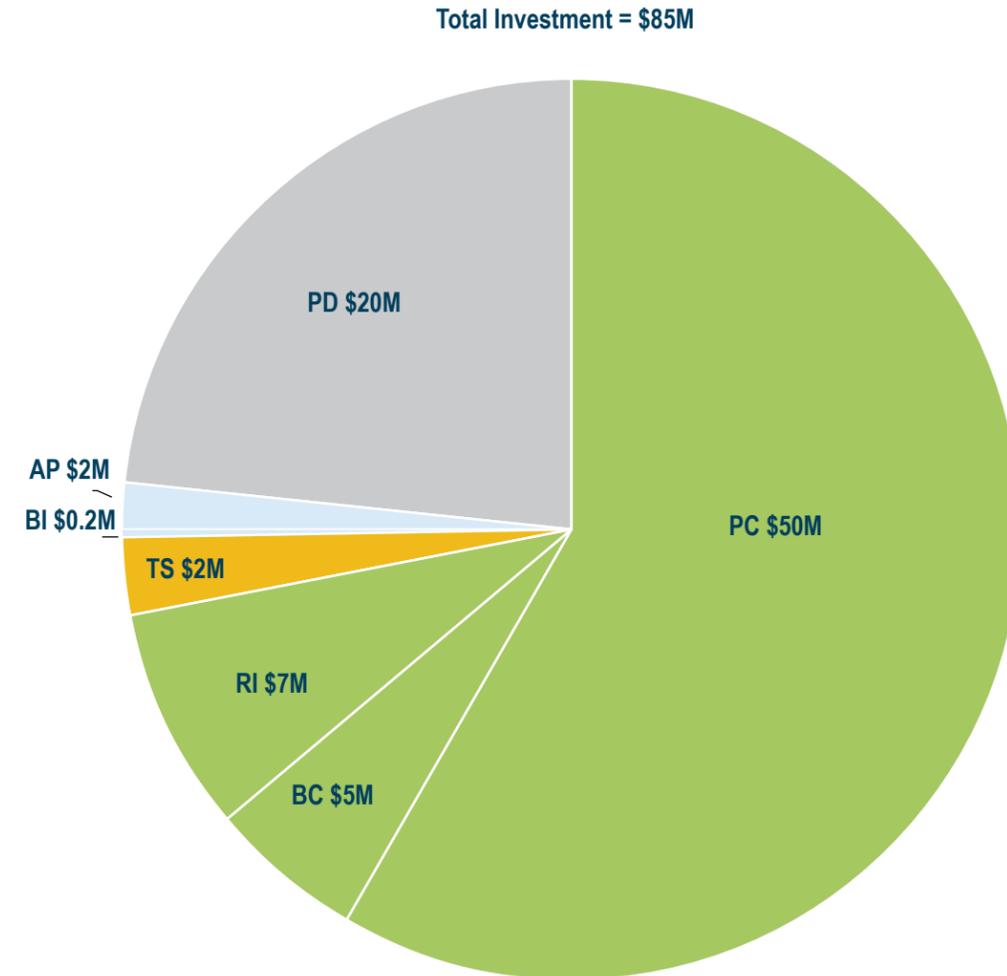
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2026</b>						
53	I 90	NOBLES	UNBONDED OVERLAY	8.7	PAVEMENT	\$14.2 - 19.2 M
54	US 14	BLUE EARTH	MAJOR CPR/GRIND, MANKATO - TH 22 TO TH 60	6.4	PAVEMENT	\$5.0- 6.7 M
55	MN 13	WASECA/LE SUEUR	MEDIUM MILL/OVERLAY, WASECA TO WATERVILLE	8.5	PAVEMENT	\$4.0 - 5.4 M
56	MN 15	WATONWAN	MEDIUM MILL/OVERLAY, BETWEEN MADELIA AND TH 60	4.6	PAVEMENT	\$2.0- 2.7 M
57	MN 19	LE SUEUR	REPLACE BRIDGES 8741 (RP 145.002), 8742 (RP 146.313), AND 8713 (RP 149.423)	0.0	BRIDGE	\$2.0 - 2.8 M
58	MN 19	LE SUEUR	REPLACE BR 8098 (RP 138.373)	0.0	BRIDGE	\$0.7 - 0.9 M
59	MN 19	LE SUEUR	REPLACE BRIDGE 8851 (RP 153.121)	0.0	BRIDGE	\$0.8 - 1 M
60	MN 19	SIBLEY/LE SUEUR	THIN MILL/OVERLAY	16.7	PAVEMENT	\$4.3 - 5.8 M
61	MN 30	BLUE EARTH/ WATONWAN	WHITETOP (DOWELED)	12.9	PAVEMENT	\$13.9 - 18.9 M
62	MN 99	LE SUEUR	THICK OVERLAY	0.5	PAVEMENT	\$0.4 - 0.5 M
63	MN 99	LE SUEUR	CIR & MEDIUM OL	6.1	PAVEMENT	\$2.6 - 3.5 M

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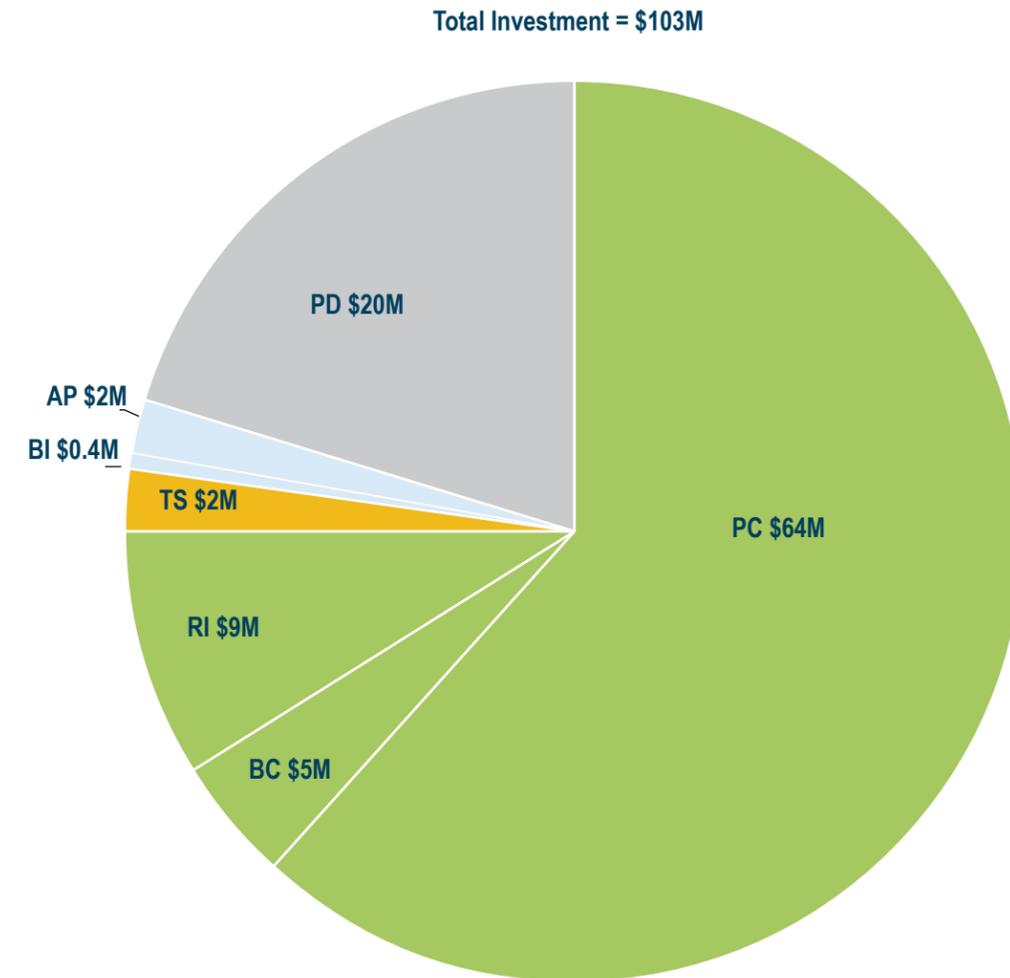
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2027</b>						
64	I 90	FARIBAULT	REPLACE BR 22814 (RP 112.151 - MN 22)	0.0	BRIDGE	\$0.9 - 1.2 M
65	I 90	MARTIN	CIR AND OL, SHERBURN TO FAIRMONT	14.4	PAVEMENT	\$7.4 - 10 M
66	I 90	FARIBAULT	UNBONDED OVERLAY	6.0	PAVEMENT	\$8.7 - 11.8 M
67	US 59	NOBLES	URBAN RECONSTRUCT, WORTHINGTON	1.1	PAVEMENT	\$11.6 - 15.6 M
68	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)	0.0	BRIDGE	\$2.6 - 3.5 M
69	US 75	ROCK	CIR & MEDIUM OL	9.6	PAVEMENT	\$5.0 - 6.7 M
70	MN 4	BROWN	MAJOR CPR/D.GRINDING	1.2	PAVEMENT	\$1.8 - 2.5 M
71	MN 13	LE SUEUR	RECLAIM & OL, CIR & OL, MED OL	17.3	PAVEMENT	\$19.6 - 26.5 M

**2027**



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