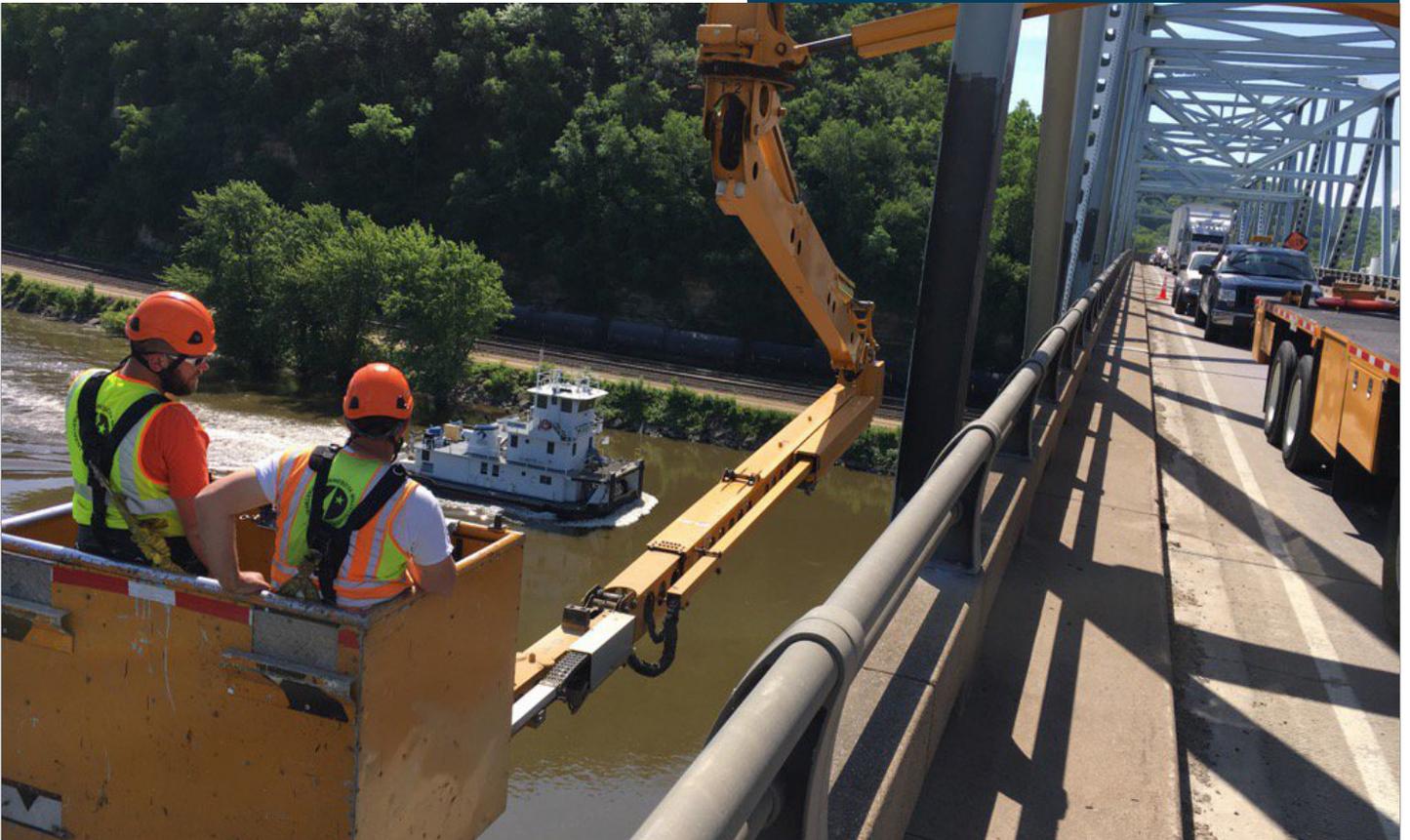


District 6 10-Year Capital Highway Investment Plan (2019-2028)



OCTOBER 2018

DISTRICT 6 10-YEAR CHIP OVERVIEW

District 6's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2017 MnSHIP for the next ten years. The project information is current as of August 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (6-3)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (6-4)
- A summary of planned investments over the next 10 years. (6-5)
- 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. (6-6)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (6-7)
- 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.

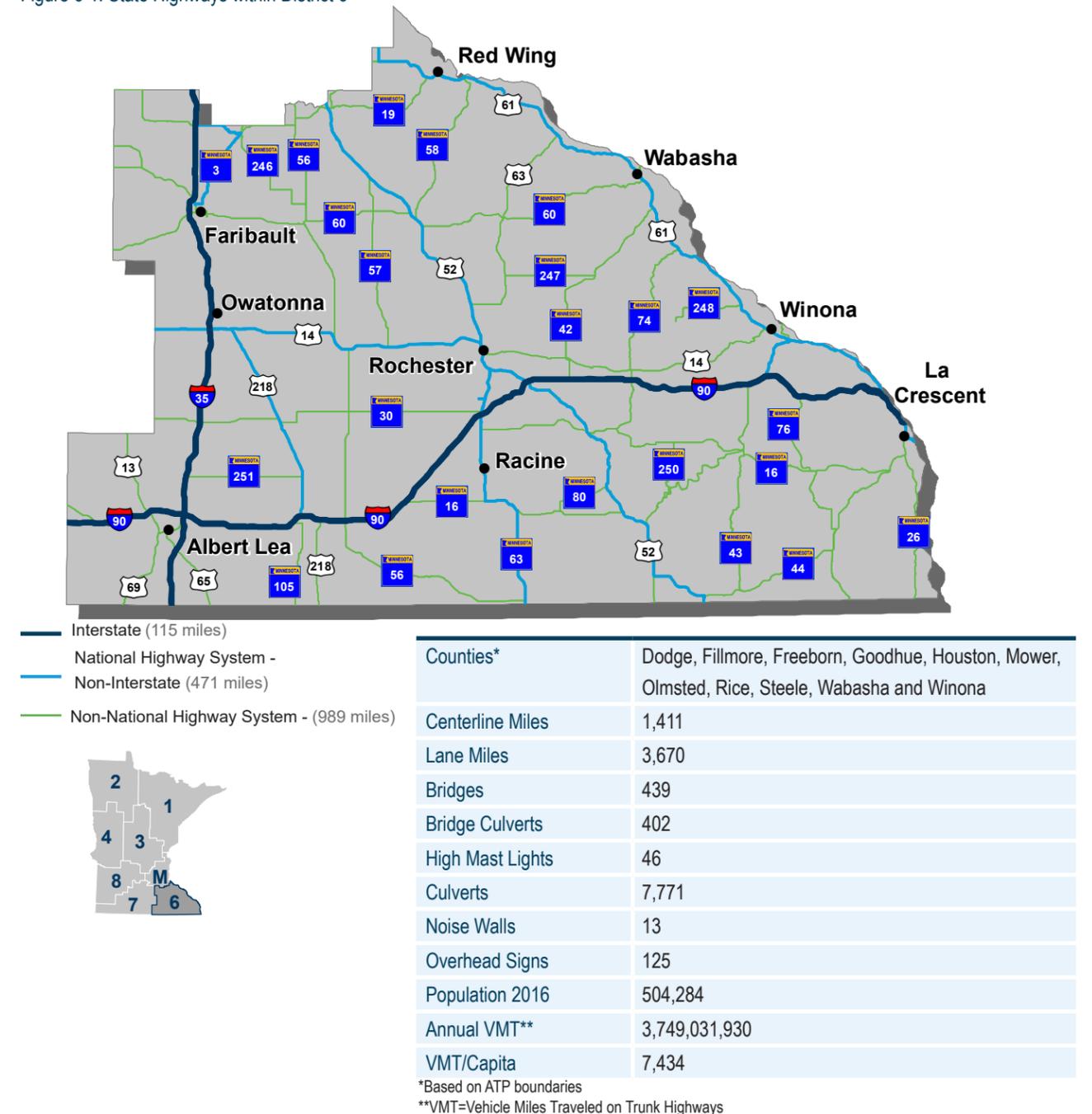
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway Projects Report. The 2017 MnSHIP guides the overall direction of the 10-Year CHIP until the next MnSHIP is completed.

To obtain more information or become more involved, contact District 6 Transportation Planning Director, Heather Lukes, at Heather.Lukes@state.mn.us or 507-286-7552.

District 6 Overview

District 6 shares the southeast portion of Minnesota with District 7. It has three regional offices located in Rochester, Owatonna, and Winona, which are also regional trade centers. District 6 offices are staffed by 404 full-time employees. Major industries in the district include education and knowledge creation, food and livestock processing, and footwear. Rochester is also home to internationally renowned medical care and testing facilities. There are 23 truck stations located in District 6, three of which are at regional offices. The district has 877 bridges that are ten feet or greater in length and 433 miles of rail.

Figure 6-1: State Highways within District 6



District 6 CHIP Investment

Over the next ten years, District 6 is projected to invest roughly \$944 million in state highway projects (Figure 6-2). The majority of projects will address pavement and bridge condition. MnDOT will also address 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 6 investment peaks in 2021 at roughly \$110 million. Investment after 2019 fluctuates annually between roughly \$75 and \$110 million.

HIGHWAY INVESTMENT STRATEGIES

- Over the next ten years, District 6 will incorporate different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

System Stewardship

- Continue to assess pavement condition and evaluate options to respond to those highways that display the highest needs that are cost effective and will optimize pavement life
- Continue to coordinate roadside infrastructure investments (culverts, guardrail, signing) with other preservation projects
- Pursue turnbacks of Non-NHS roadways by working closely with local jurisdictions and optimizing funding sources

Transportation Safety

- Implement strategies identified in the District Highway Safety Plan that would be eligible for funding from the HSIP program
- Maintain the flexibility to react to changing conditions within the statewide safety emphasis areas
- Coordinate safety investments, as appropriate, with other preservation projects to minimize disruption to travelers

Critical Connections

- Continue District Municipal Agreements program to strategically improve the bicycle network by partnering with local units of government
- Implement bicycle accommodations, as identified in the draft District 6 Bicycle Plan, as part of pavement and bridge projects
- Continue addressing identified ADA needs in communities through standalone and preservation projects

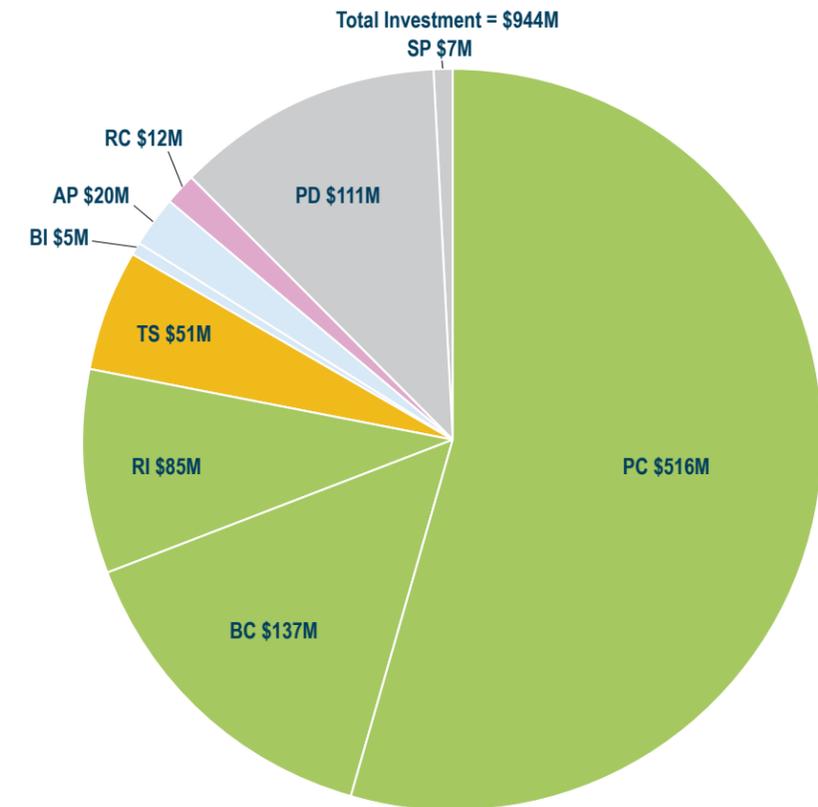
Healthy Communities

- Coordinate bicycle and pedestrian improvements with local planning efforts such as State Health Improvement Partnership, Active Living, and Safe Routes to School

Project Delivery

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

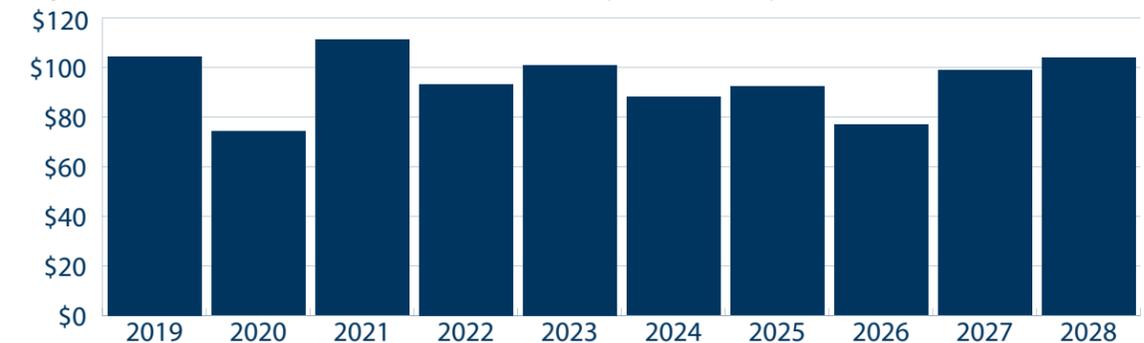
Figure 6-2: District 6 10-Year CHIP Investment by Investment Category (millions of dollars)



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

System Stewardship	PC	Pavement Condition	Critical Connections	TC	Twin Cities Mobility	Traveler Safety	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
	FA	Facilities		AP	Accessible Pedestrian Infrastructure			

Figure 6-3: District 6 10-Year CHIP, Total Investment Per Year (millions of dollars)



District 6 CHIP Highlights

Over the past five years District 6 has replaced, or is in the process of replacing, three major bridge crossings (Dresbach, Winona, and Red Wing) as well as preserving hundreds of miles of existing pavement. The District continues to focus investments on preserving existing infrastructure, including bridges, pavements, and other roadside infrastructure. Preservation projects are a priority under MnSHIP because they contribute to achieving national performance measures. Over 800 miles of roadway will be paved/preserved over the next 10 years in District 6.

Due to additional funding during the 2017 special legislative session, District 6 was able to upscope a project on US 52 southbound from a mill and overlay project to a longer term fix (reconstruction). In addition to reconstructing approximately 14 miles of pavement, the project also includes replacing multiple bridges and will investigate intersection improvements at US 52/MN 57/Co Rd 8 in Hader.

The District is in the process of completing the first Districtwide Bicycle Plan and will use this plan to help identify future bicycle investment projects that correspond with pavement projects in the CHIP.



NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

Pavement preservation continues to be a priority under MnSHIP, while bridge investment has decreased. This decrease in bridge funding has led the District to move bridge projects out of the CHIP.

MnSHIP also reduced funding available for Regional and Community Investment Priorities (RCIP) projects. RCIP funds allow the District to strategically address urban reconstruction needs in coordination with local partners. While MnSHIP has lowered this investment category, District 6 has opted to invest more in this area. There are currently two urban reconstruction projects in the STIP years and an additional four urban reconstruction projects being considered during the CHIP years.

REMAINING RISKS

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

Risks

- Due to the high cost of urban reconstruction projects, highway segments through urban areas are often omitted from projects resulting in a large number of cities that need to reconstruct highways through their communities. The need far exceeds available funding.
- There is a lack of adequate funding for system expansion, modernizing interchanges and bridges, handling capacity, demand, and operational improvements without special programs and funding sources.
- There is insufficient funding for bridge needs in the District.

DISTRICT 6 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2012 to 2016, District 6 saw the number of fatalities rise to and peak at 50 in 2014, and decline to 46 in 2016. District 6 will continue to make investments in new safety improvements throughout the district and over the next ten years. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths program.

Pavement Condition

District 6 saw a reduction in poor pavement miles on all three systems over the past five years and all are currently below the statewide targets. Over the next ten years pavements on all three systems are projected to deteriorate. The non-NHS pavements are projected to still be below the statewide target. Interstate and non-Interstate NHS will be slightly above the statewide target by 2028.

Bridge Condition

District 6 saw a decrease in the percent of bridges in poor condition on the NHS over the past five years and is currently below the statewide target. Conditions on non-NHS bridges remained steady and continue to be below the target. Over the next ten years, bridge condition on both the NHS and non-NHS is projected to decline. Non-NHS will meet the target, and NHS will miss the target in 2028.

Figure 6-4: District 6 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2012	2013	2014	2015	2016	2017
Safety	Fatalities	0	39	39	50	49	46	N/A
Bridge	Condition: NHS - % Poor	<2%	▲ 2.7%	▲ 2.6%	● 8.2%	● 7.6%	▲ 2.9%	● 0.0%
Bridge	Condition: Non-NHS - % Poor	<8%	● 1.3%	● 1.1%	● 1.8%	● 2.5%	● 1.6%	● 2.4%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 1.4%	● 3.0%	● 1.1%	● 1.0%	● 0.0%	● 0.0%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 8.5%	● 7.0%	● 5.8%	▲ 4.6%	● 1.9%	● 1.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	▲ 13.5%	▲ 11.0%	● 1.8%	● 2.7%	● 3.1%	● 3.3%

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

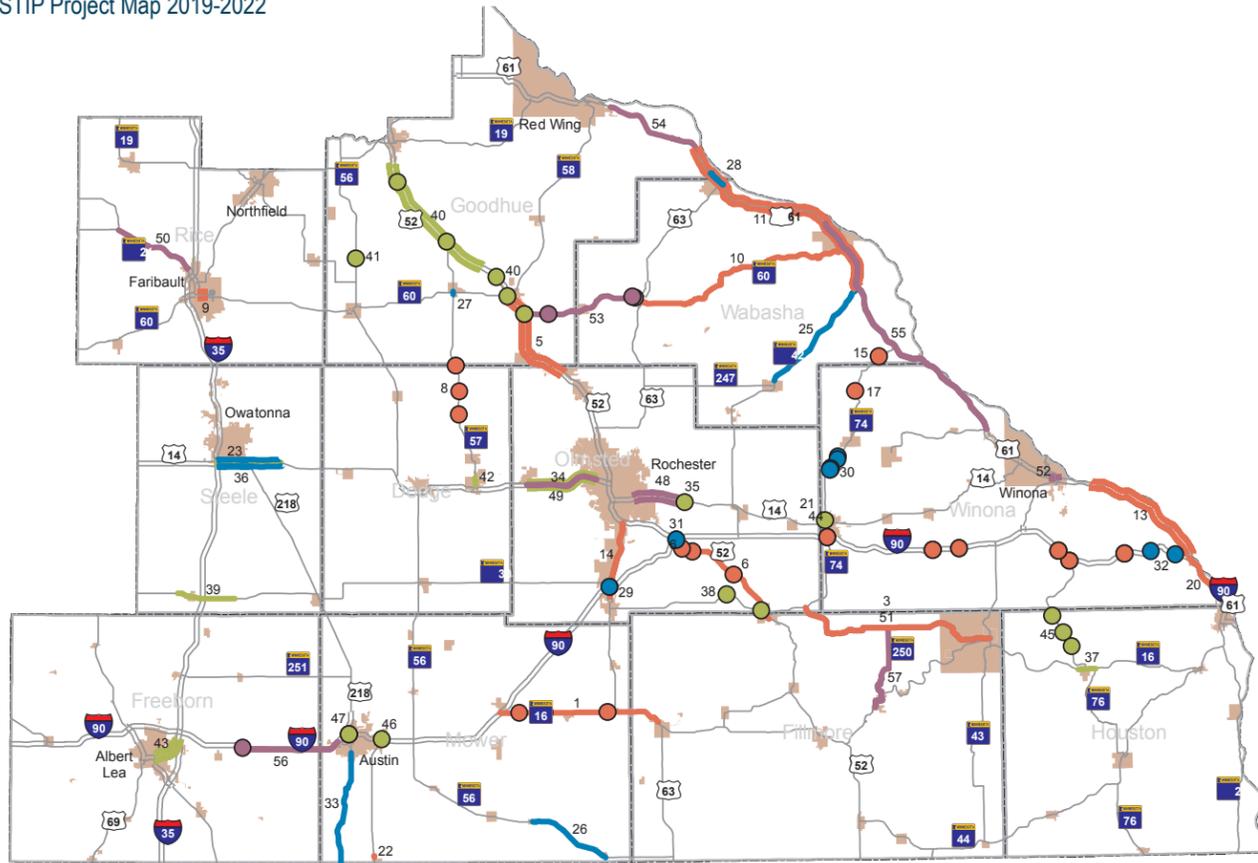
Figure 6-5: District 6 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2017 ACTUAL	2022 PROJECTED	2028 PROJECTED	ANALYSIS
Safety	Fatalities	0	-	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	● 0.0%	● 1.3%	▲ 2.6%	NHS bridges are expected to decline and slightly miss the target in 10 years.
Bridge	Condition: Non-NHS - % Poor	<8%	● 2.4%	● 1.8%	● 5.3%	Non-NHS bridges are expected to meet the target.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.9%	▲ 2.1%	The Interstate pavements are expected to decline and be slightly above the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 1.8%	▲ 5.0%	▲ 6.7%	The remaining NHS pavements are expected to decline by the end of the ten years.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 3.3%	● 5.9%	● 6.7%	The projections show the Non-NHS system will be within target in 2028.

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

DISTRICT 6 STIP PROJECT LIST

STIP Project Map 2019-2022

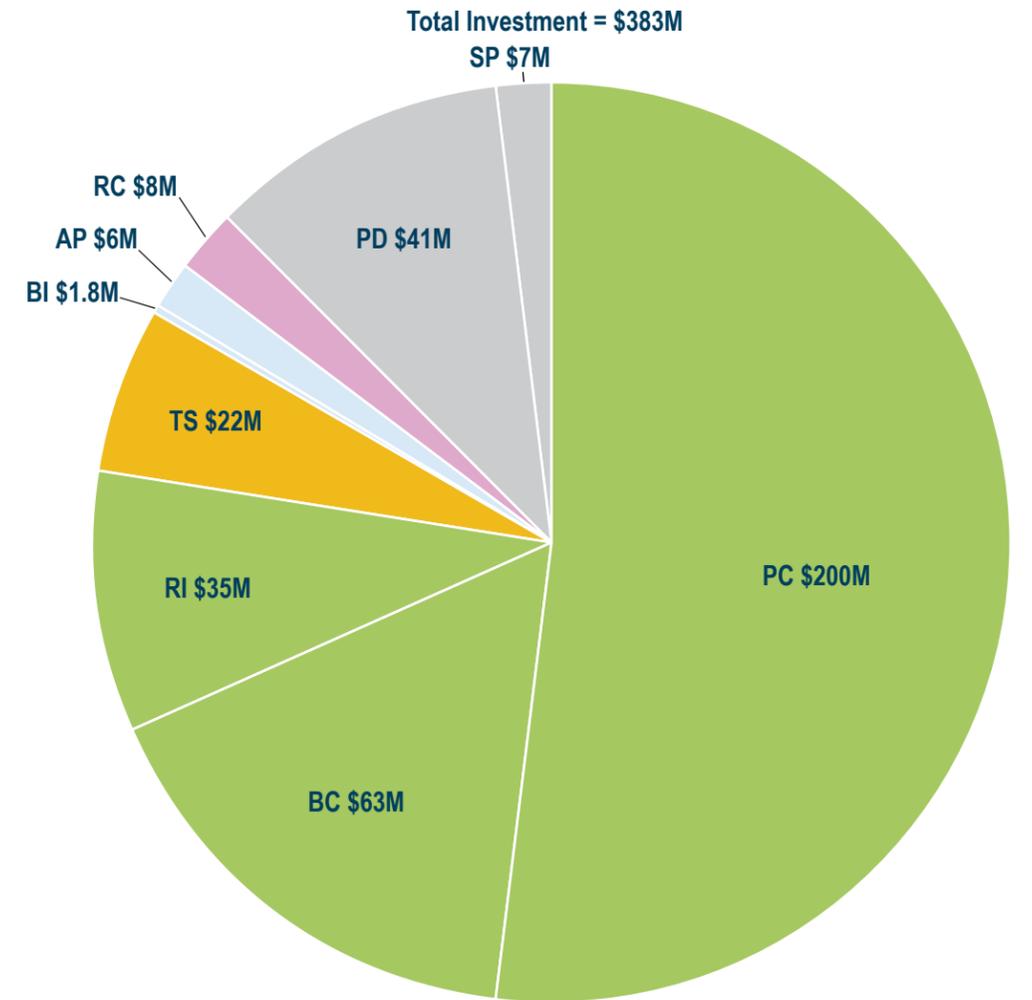


Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown 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

- 2019
- 2020
- 2021
- 2022

District 6 Investment for Years 2019-2022 of the 10-Year CHIP



Note: No investment for Jurisdictional Transfer, Facilities, 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 6 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
1	MN 16	MOWER/ FILLMORE	MN 16 FROM I 90 TO TRACY ROAD IN SPRING VALLEY, BITUMINOUS MILL AND OVERLAY AND REPLACE BRIDGE 6045 WITH NEW BRIDGE 50X04, BRIDGE 6046 WITH NEW BRIDGE 50X05 AND BRIDGE 6047 WITH NEW BRIDGE 50X06)	15.8	\$7.50 M	PAVEMENT
2	MN 19	WABASHA	MN 19, CSAH 46 REALIGNMENT TO MN 19 - COOPERATIVE AGREEMENTS PROGRAM - 2019 - TIED WITH SP 066-070-017	0.0	\$.36 M	OTHER
3	MN 30	FILLMORE	MN 30 FROM TH 74 TO RUSHFORD WEST CITY LIMITS, BITUMINOUS OVERLAY	21.2	\$5.40 M	PAVEMENT
4	I 35	RICE	HEATH CREEK REST AREA, RECONSTRUCTION	0.0	\$2.00 M	ROADSIDE INFRASTRUCTURE
5	US 52	GOODHUE/ OLMSTED	US 52 TMS PHASE III - ITS FROM ELK RUN TO MN 60 W INTERCHANGE	10.3	\$.69 M	SAFETY
6	US 52	OLMSTED/ FILLMORE	US 52 FROM 0.1 MI N OF FILLMORE COUNTY CSAH 5 TO 0.2 MI S I90, BITUMINOUS MILL AND OVERLAY, ADA IMPROVEMENTS AND REPLACE BRIDGE 6124 WITH NEW BRIDGE 55X25, 8182 WITH NEW BRIDGE 55X23 AND 8183 WITH NEW BRIDGE 55X24	12.5	\$8.40 M	PAVEMENT
7	MN 56	DODGE	MN 56 - AT 1.29 MI S OF E JCT TH 14 - CONSTRUCT A NB RIGHT TURN LANE AND SB BYPASS LANE	0.0	\$.14 M	OTHER
8	MN 57	DODGE	MN 57, OVER N BR MID FK ZUMBRO RIVER REPLACE BRIDGE 6862 WITH NEW BRIDGE 20015, OVER MILLIKEN CREEK REPLACE BRIDGE 6861 WITH NEW BRIDGE 20016 AND OVER MID FORK ZUMBRO RIVER REPLACE BRIDGE 6867 WITH NEW BRIDGE 20017	0.0	\$5.50 M	BRIDGE
9	MN 60	RICE	MN 60, CITY OF FARIBAULT, URBAN RECONSTRUCTION, BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS, JCT OF MN 21 TO CENTRAL AVENUE	1.1	\$6.37 M	PAVEMENT
10	MN 60	WABASHA	MN 60 FROM US 63 TO US 61, BITUMINOUS MILL AND OVERLAY AND LIGHTING	24.0	\$9.40 M	PAVEMENT
11	US 61	WABASHA/ GOODHUE	US 61, NB LANES FROM MN 42 TO END OF 4 LANE SECTION JUST NORTH OF WABASHA (1.7 MI NW MN 60) AND NB and SB LANES FROM 1.7 MI NW MN 60 TO 1 MI N OF LAKE CITY LIMITS, EXCLUDING W. ELM ST. TO CENTRAL POINT RD. IN LAKE CITY, BITUMINOUS MILL AN	23.7	\$14.74 M	PAVEMENT
12	US 61	RICE	US 61, CSAH 59 RECONSTRUCTION AND REALIGNMENT WITH US 61 IN WABASHA - COOPERATIVE AGREEMENTS PROGRAM - 2019 - TIED WITH SP 079-070-010	0.0	\$.05 M	OTHER
13	US 61	WINONA	US 61 NB AND SB FROM 0.4 MI N I 90 TO CSAH 15 (HOMER), BITUMINOUS MILL AND OVERLAY	12.7	\$10.80 M	PAVEMENT
14	US 63	OLMSTED	US 63, FROM NORTH LIMITS OF STEWARTVILLE TO SOUTH LIMITS OF ROCHESTER JUST SOUTH OF TH 52, CABLE MEDIAN BARRIER	7.3	\$.80 M	SAFETY
15	MN 74	WABASHA	MN 74, OVER STREAM, REPLACE BRIDGE 8355 WITH NEW BRIDGE 79X05	0.0	\$.30 M	BRIDGE

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2019													
81%	16%	-	-	-	3%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
81%	-	16%	-	-	2%	-	-	-	1%	1%	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
97%	-	-	-	-	3%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
79%	-	12%	-	-	3%	-	-	-	-	7%	-	-	-
83%	-	12%	-	-	3%	-	-	-	-	2%	-	-	-
70%	-	7%	-	-	20%	-	-	-	2%	2%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
97%	-	-	-	-	3%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-

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

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
16	MN 74	WABASHA	MN 74, REALIGNMENT OF MN 74 AND CSAH 26 INTERSECTION NEAR WEAVER - COOPERATIVE AGREEMENT PROGRAM - 2019	0.0	\$.31 M	OTHER
17	MN 74	WINONA	MN 74 FORCE ACCOUNT - MATERIALS AND EQUIPMENT RENTAL, OVER BEAVER CREEK, REPLACE BRIDGE 85002	0.0	\$.35 M	BRIDGE
18	I 90	FREEBORN	OAKLAND WOODS REST AREA, RECONSTRUCTION AND EXPANSION	0.0	\$2.80 M	ROADSIDE INFRASTRUCTURE
19	I 90	FREEBORN	HAYWARD REST AREA, RECONSTRUCTION AND EXPANSION	0.0	\$2.79 M	ROADSIDE INFRASTRUCTURE
20	I 90	WINONA	I 90 WB FROM NEAR US 61/DAKOTA TO 0.618 MI W OF WB ENT RAMP FROM US 61 NB, I 90 EB FROM NEAR US 61/DAKOTA TO 0.75 MI E OF CSAH 12, AND US 61 NB FROM N JCT I-90 TO 0.4 MILES N OF I-90, BITUMINOUS MILL AND OVERLAY	4.9	\$4.35 M	PAVEMENT
21	I 90	WINONA	I-90 BRIDGE REPAIR: CONCRETE SURFACE, JOINTS, RAILS, and APPROACHES ON BRS. 85817, 85818, 85823, 85824, 85829, 85830, 85841, 85842, 85843, 85844, 85845, 85846	0.0	\$5.20 M	BRIDGE
22	US 218	MOWER	US 218, AT PERSHING AVE IN LYLE, BYPASS LANE AND RIGHT TURN LANE	0.2	\$.30 M	SAFETY

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2019													
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
82%	-	14%	-	-	4%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-

Key

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- BI - Bicycle Infrastructure
- AP - Accessible Pedestrian Infrastructure
- RC - Regional and Community Improvement Priorities
- SP - Small Programs
- PD - Project Delivery

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2020						
23	US 14	STEELE	US 14 FROM I-35 TO CSAH 80, TMS	6.2	\$.50 M	ROADSIDE INFRASTRUCTURE
24	I 35	STEELE	STRAIGHT RIVER REST AREA, RECONSTRUCTION	0.0	\$2.00 M	ROADSIDE INFRASTRUCTURE
25	MN 42	WABASHA	MN 42 FROM 0.35 MI N OF MN 247 TO US 61, BITUMINOUS MILL AND OVERLAY	12.4	\$4.90 M	PAVEMENT
26	MN 56	MOWER	MN 56 FROM LEROY E. CITY LINE TO MAPLE ST. (TAOPI), BITUMINOUS MILL AND OVERLAY	8.4	\$4.10 M	PAVEMENT
27	MN 57	GOODHUE	ROUNDBOUT AT MN 57 AND MN 60 INTERSECTION - WANAMINGO	0.3	\$3.40 M	SAFETY
28	US 61	GOODHUE	US 61, IN LAKE CITY FROM WEST ELM STREET TO CENTRAL POINT ROAD, RECONSTRUCTION	1.6	\$8.70 M	OTHER
29	US 63	OLMSTED	US 63, OVER I 90, REPLACE BRIDGES 9890 AND SB BR 9889 AND INTERCHANGE IMPROVEMENTS	0.0	\$15.40 M	BRIDGE
30	MN 74	WINONA	MN 74, OVER STREAMS, REHAB BRIDGES 8593 AND 8595 AND REPLACE BRIDGES 5835, 5836, 8592 AND 8594	0.0	\$1.35 M	BRIDGE
31	I 90	OLMSTED	I 90 EB OVER US 52, BRIDGE 55810 AND WB OVER US 52, BRIDGE 55809, REHAB BRIDGES	0.0	\$2.63 M	BRIDGE
32	I 90	WINONA	I 90, EB OVER TWP 231, REPLACE BRIDGES 85814 AND 85816	0.0	\$5.00 M	BRIDGE
33	MN 105	MOWER	MN 105 FROM IA STATE LINE TO BRIDGE 5971, BITUMINOUS MILL AND OVERLAY	11.3	\$4.40 M	PAVEMENT
33	I 90	WINONA	I90 REPLACE BRIDGE 85814 AND 85816 EASTBOUND OVER TWP 231	0.0	\$5.00 M	BRIDGE

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2020													
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
72%	-	25%	-	-	3%	-	-	-	-	-	-	-	-
64%	-	18%	-	-	-	-	-	-	-	18%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
42%	-	15%	-	-	3%	-	-	-	5%	20%	15%	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	85%	12%	-	-	3%	-	-	-	-	-	-	-	-
-	85%	12%	-	-	3%	-	-	-	-	-	-	-	-
85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-
-	85%	12%	-	-	3%	-	-	-	-	-	-	-	-

Key

- PC - Pavement Condition
- BC - Bridge Condition
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- FR - Freight
- BI - Bicycle Infrastructure
- AP - Accessible Pedestrian Infrastructure
- RC - Regional and Community Improvement Priorities
- SP - Small Programs
- PD - Project Delivery

District 6 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2021						
34	US 14	STEELE	US 14 FROM CSAH 5 (BYRON) TO WEST CIRCLE DRIVE (ROCHESTER), TMS	7.0	\$.67 M	ROADSIDE INFRASTRUCTURE
35	US 14	OLMSTED	US 14, OVER STREAM, REPLACE BRIDGE 6034 AND CULVERT WORK	0.0	\$.64 M	BRIDGE
36	US 14	STEELE	US 14, FROM I 35 TO APPROX. 0.5 MI EAST OF 44TH AVE SE (CSAH 43), HIGH TENSION CABLE BARRIER	5.6	\$.68 M	SAFETY
37	MN 16	DISTRICTWIDE	MN 16, FROM 0.16 MILES WEST OF THE HOUSTON WEST CITY LIMITS TO BRIDGE 95111, MILL AND OVERLAY	1.7	\$.66 M	PAVEMENT
38	MN 30	OLMSTED	MN 30, REPLACE BRIDGE 9008 AND BRIDGE 9009, OVER N. BR. ROOT RIVER	0.3	\$ 5.40 M	BRIDGE
39	MN 30	STEELE	MN 30 FROM 0.28 MILE WEST OF ELLENDALE TO 1 MILE EAST OF CSAH 45 - MILL AND OVERLAY, CULVERT WORK AND STRUCTURAL LINING OF A BOX CULVERT PLUS THE REALIGNMENT OF MN 30 AND E 8TH AVE INTERSECTION AND ADA IMPROVEMENTS	5.6	\$ 2.70 M	PAVEMENT
40	US 52	GOODHUE	US 52 FROM S JCT OF MN 60 TO 2.2 MI S MN 19 IN GOODHUE COUNTY. RECONSTRUCT SB LANES, REPLACE BRIDGES 9414, 9483, 9659, 9660, 9662 AND 91048. INCLUDES POTENTIAL NEW INTERCHANGE AND BRIDGE AT US 52/TH 57 INTERSECTION IN HADER.	13.7	\$ 56.57 M	PAVEMENT
41	MN 56	GOODHUE	MN 56, REPLACE BOX 8648 OVER STREAM	0.2	\$ 1.00 M	BRIDGE
42	MN 57	DISTRICTWIDE	MN 57 FROM CSAH 34 TO 11TH STREET IN THE CITY OF KASSON, RECONSTRUCTION	0.8	\$ 3.75 M	OTHER
43	US 65	FREEBORN	US 65 NB AND SB FROM NEWTON AVE TO I-35 RAMPS IN ALBERT LEA, MN, BITUMINOUS MILL AND OVERLAY, ADA RAMP, SIDEWALK AND STORM SEWER REPAIRS (AC PROJECT - PAYBACK IN 2022)	2.7	\$ 3.90 M	PAVEMENT
44	MN 74	WINONA	MN 74, REPLACE BRIDGE 5932 OVER SOUTH FK WHITEWATER RIVER WITH NEW BRIDGE 85026 - ST CHARLES	0.0	\$ 1.80 M	BRIDGE
45	MN 76	HOUSTON	MN 76, REHAB BRIDGE 9104, 9105 AND 9106 OVER MONEY CREEK - FORCE ACCOUNT	0.0	\$.05 M	BRIDGE
46	I 90	MOWER	I 90, 28TH STREET OVER I 90, REPLACE BRIDGE 9504 WITH NEW BRIDGE 50811	0.0	\$ 3.30 M	BRIDGE
47	US 218	MOWER	US 218, WEST JUNCTION OVER I 90, REPLACE BRIDGES 50803 AND 50804	0.0	\$ 8.50 M	BRIDGE

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2021													
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
100%	-	-	-	-	-	-	-	-	-	-	-	-	-
-	93%	-	-	-	-	-	-	-	4%	4%	-	-	-
55%	-	25%	-	-	3%	-	-	-	2%	15%	-	-	-
97%	-	-	-	-	3%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
82%	-	12%	-	-	3%	-	-	-	2%	1%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	93%	-	-	-	-	-	-	-	4%	4%	-	-	-
-	93%	-	-	-	-	-	-	-	4%	4%	-	-	-

Key
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 BI - Bicycle Infrastructure
 AP - Accessible Pedestrian Infrastructure
 RC - Regional and Community Improvement Priorities
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District 6 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2022						
48	US 14	OLMSTED	US 14 EB AND WB FROM CSAH 36/MARION ROAD TO 0.2 MI E CSAH 19, BITUMINOUS MILL AND OVERLAY	5.1	\$3.10 M	PAVEMENT
49	US 14	OLMSTED	US 14, BYRON TO ROCHESTER FROM CSAH 34 TO US 52, HIGH TENSION CABLE BARRIER	7.3	\$.83 M	SAFETY
50	MN 21	RICE	MN 21 FROM 1.7 MI N OF I 35 TO MN 99, BITUMINOUS MILL AND OVERLAY	8.1	\$3.50 M	PAVEMENT
51	MN 30	FILLMORE	MN 30, RUSHFORD WEST CITY LIMITS TO MN 43, RECONSTRUCT URBAN SECTION	0.5	\$2.01 M	PAVEMENT
52	MN 43	WINONA	MN 43 NB AND SB FROM TH 61/WINONA TO JCT MANKATO AVE/ SARNIA ST, RECONSTRUCTION	0.5	\$9.45 M	PAVEMENT
53	MN 60	WABASHA/ GOODHUE	MN 60 FROM US 52 TO US 63 (ZUMBRO FALLS), BITUMINOUS MILL AND OVERLAY, GRADING, ADA IMPROVEMENTS AND REPLACE BRIDGES 8676, 8841 AND 8890	12.1	\$9.90 M	PAVEMENT
54	US 61	GOODHUE	US 61 FROM 1 MI N LAKE CITY LIMITS TO READY MIX ENTRANCE IN RED WING, BITUMINOUS MILL AND OVERLAY	9.6	\$4.54 M	PAVEMENT
55	US 61	WINONA/ WABASHA	US 61, SB LANES FROM 0.1 MI N MN 248 TO 1.7 MI NW MN 60, BITUMINOUS MILL AND OVERLAY AND MN 74, FROM WABASHA COUNTY ROAD 26 TO US 61, BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	26.9	\$12.00 M	PAVEMENT
56	I 90	FREEBORN	I 90 EB FROM CSAH 46 (PETRAN) TO 0.4 MI E MN 105, UNBONDED CONCRETE OVERLAY	9.3	\$14.50 M	PAVEMENT
57	MN 250	FILLMORE	MN 250 FROM 0.989 MI N OF MN 16 (BRIDGE 23027) TO MN 30, BITUMINOUS MILL AND OVERLAY AND HYDRAULIC IMPROVEMENTS	8.5	\$3.70 M	PAVEMENT

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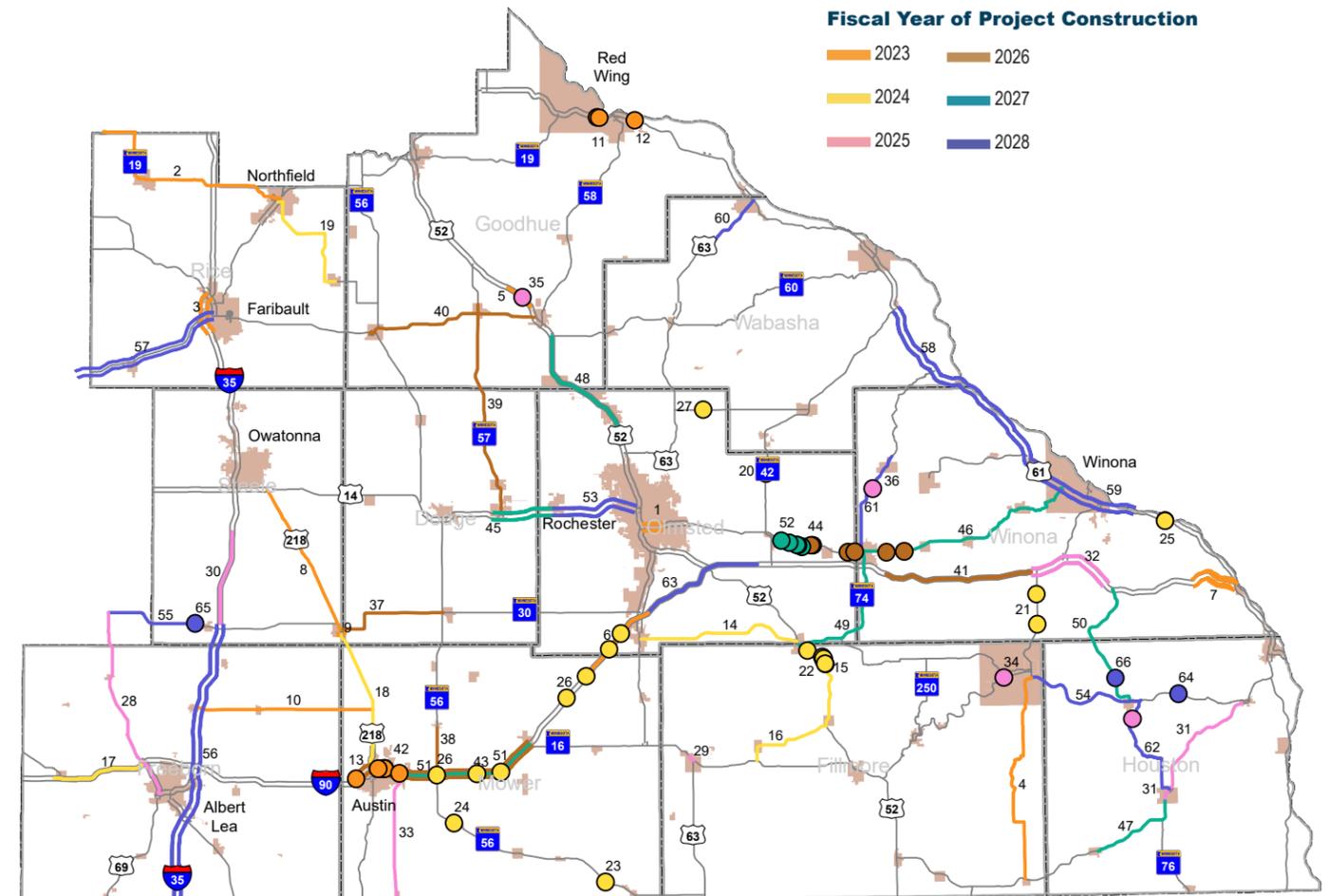
PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2022													
82%	-	12%	-	-	6%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
88%	-	10%	-	-	2%	-	-	-	-	-	-	-	-
66%	-	16%	-	-	2%	-	-	-	-	17%	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-
64%	17%	13%	-	-	2%	-	-	-	-	5%	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-
82%	-	12%	-	-	6%	-	-	-	-	-	-	-	-
82%	-	12%	-	-	6%	-	-	-	-	-	-	-	-
87%	-	11%	-	-	2%	-	-	-	-	-	-	-	-

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DISTRICT 6 PROJECTS

Project Map 2023-2028

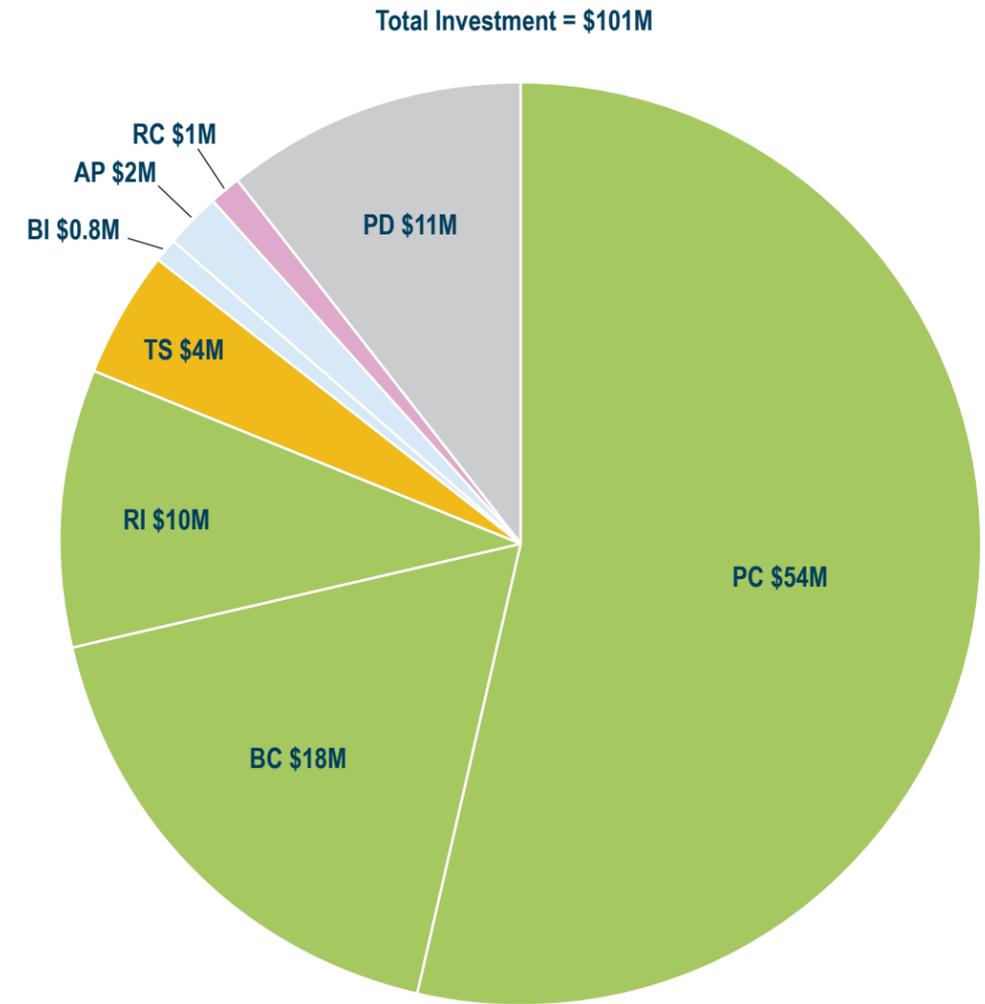


Numbers displayed correspond to project lines in project list for years 2023-2028 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2023						
1	US 14	OLMSTED	US 14 FROM US 52 TO CSAH 36, BITUMINOUS MILL AND OVERLAY	4.2	PAVEMENT	\$1.6 - 2.1 M
2	MN 19	RICE	TH 19 FROM TH 13 TO TH 3, BITUMINOUS MILL AND OVERLAY	21.6	PAVEMENT	\$8.7 - 11.7 M
3	I 35	RICE	I 35 NB AND SB FROM CSAH-48 TO 0.1 MI N MN-21, CONCRETE UNBONDED OVERLAY	3.9	PAVEMENT	\$9.8 - 13.3 M
4	MN 43	HOUSTON	MN 43 FROM TH 44 TO 0.2 MI S OF N JCT TH 16 (S END BR 23012), BITUMINOUS MILL AND OVERLAY	21.7	PAVEMENT	\$8.6 - 11.6 M
5	US 52	GOODHUE	US 52, NB FROM 1.1 MI N N JCT MN 60 TO 1.3 MI N CSAH 7, HEAVY OVERLAY	2.8	PAVEMENT	\$1.3 - 1.8 M
6	I 90	MOWER/OLMSTED	I 90, EB FROM 2.5 MI E CSAH 1 IN MOWER COUNTY TO 0.9 MI E US 63 IN OLMSTED COUNTY, MILL AND OVERLAY	8.6	PAVEMENT	\$3.2 - 4.3 M
7	I 90	WINONA	I 90, EB AND WB FROM 0.69 MI W CSAH-12 TO NEAR TH-61/DAKOTA, MILL AND OVERLAY	4.8	PAVEMENT	\$3.5 - 4.7 M
8	US 218	STEELE	US 218 FROM S JCT MN 30 TO US 14, BITUMINOUS MILL AND OVERLAY	14.8	PAVEMENT	\$5.4 - 7.3 M
9	US 218	STEELE	US 218 FROM 0.6 MI S S JCT TH 30 TO S JCT TH 30 (BLOOMING PRAIRIE), RECONSTRUCTION	0.6	PAVEMENT	\$4.8 - 6.5 M
10	MN 251	FREEBORN	MN 251 FROM I-35 IN FREEBORN COUNTY TO TH 218 IN MOWER COUNTY, BITUMINOUS MILL AND OVERLAY	16.4	PAVEMENT	\$6.6 - 8.9 M
11	US 61	GOODHUE	US 61 OVER HAY CREEK AND WITHERS HARBOR DRIVE, REPLACE BRIDGE 6483 AND OVER ABANDONED C and NW RR, PLUG BRIDGE 6482 - IN RED WING (AC PROJECT, PAYBACK IN 2024)	0.2	BRIDGE	\$8.1 - 11 M
12	US 61	GOODHUE	US 61, OVER CP RAIL, REPLACE BRIDGE 6776	0.0	BRIDGE	\$3.2 - 4.3 M
13	I 90	MOWER	AC** AUSTIN DESIGN BUILD REPL BR 6868 I90 WB OV CEDAR R., REPLACE BR 6869 I90 EB OV CEDAR R., REHAB BR 9178 I90 WB OV 6TH ST NE, REHAB BR 9179 I90 EB OV 6TH ST NE, REPL BRIDGE 9180 CSAH 45 OV I 90, REHAB BR 9183 MN 105 OV I90, REPLACE BR 9	0.0	BRIDGE	\$24.1 - 32.6 M

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2023

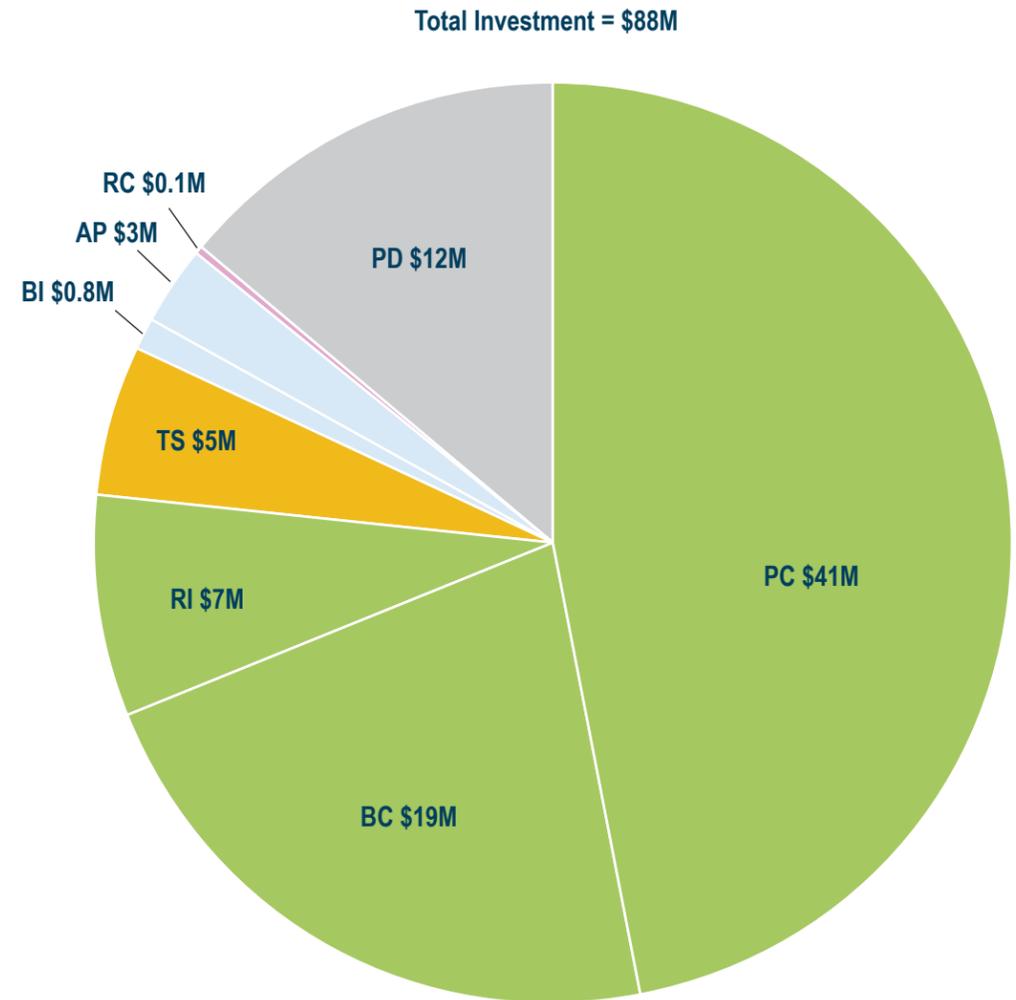


Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility

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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2024						
14	MN 30	OLMSTED	MN 30 FROM US 63 TO US 52, BITUMINOUS MILL AND OVERLAY	15.7	PAVEMENT	\$6.5 - 8.8 M
15	US 52	FILLMORE	US 52 FROM 0.1 MI N MN 80 TO 0.1 MI N CSAH 5 LT, BITUMINOUS MILL AND OVERLAY	8.7	PAVEMENT	\$3 - 4.1 M
16	MN 80	FILLMORE	MN 80 FROM TH 16 TO TH 52, BITUMINOUS MILL AND OVERLAY	8.4	PAVEMENT	\$3.5 - 4.7 M
17	I 90	FREEBORN	I 90 WB FROM ALDEN TO TH 13, UNBONDED CONCRETE OVERLAY	8.9	PAVEMENT	\$10.4 - 14.1 M
18	US 218	MOWER	US 218 FROM W JCT I 90 TO 0.6 MI S S JCT MN 30, BITUMINOUS MILL AND OVERLAY	15.6	PAVEMENT	\$5.4 - 7.3 M
19	MN 246	RICE	MN 246 FROM TH 3 TO NERSTRAND, BITUMINOUS MILL AND OVERLAY	12.2	PAVEMENT	\$5.1 - 6.8 M
20	MN 42	OLMSTED	MN 42, REPLACE BOXES 8669 AND 8675 OVER STREAMS	0.0	BRIDGE	\$1 - 1.4 M
21	MN 43	WINONA	MN 43, REPLACE BOXES 91122 AND 91121 OVER STREAMS	0.0	BRIDGE	\$0.8 - 1.1 M
22	US 52	FILLMORE	US 52 OVER STREAMS, REPLACE BOX CULVERTS 6123, 6122, 6121, 6120, 6119 AND 95580	0.0	BRIDGE	\$1.8 - 2.4 M
23	MN 56	MOWER	MN 56, REPLACE BRIDGE 8489 OVER STREAM	0.0	BRIDGE	\$0.7 - 0.9 M
24	MN 56	MOWER	MN 56, REPLACE BOX 6468 OVER STREAM WITH BRIDGE	0.0	BRIDGE	\$0.9 - 1.3 M
25	US 61	WINONA	US 61, OVER CEDAR CREEK, REPLACE NB BRIDGE 9062 AND SB BRIDGE 9063	0.0	BRIDGE	\$2.5 - 3.3 M
26	I 90	MOWER	OVER I 90, MN 56 (BR 9505), CSAH 20 (BR 9506), CSAH 13 (BR 9507), CSAH 1 (BR 9705), CSAH 15 (BR 9706), CSAH 6 (BR 9856) AND CSAH 35 (BR 9859), REDECK BRIDGES -	0.0	BRIDGE	\$2.4 - 3.2 M
27	MN 247	OLMSTED	MN 247, REPLACE BOX 6934 OVER STREAM	0.0	BRIDGE	\$0.5 - 0.7 M

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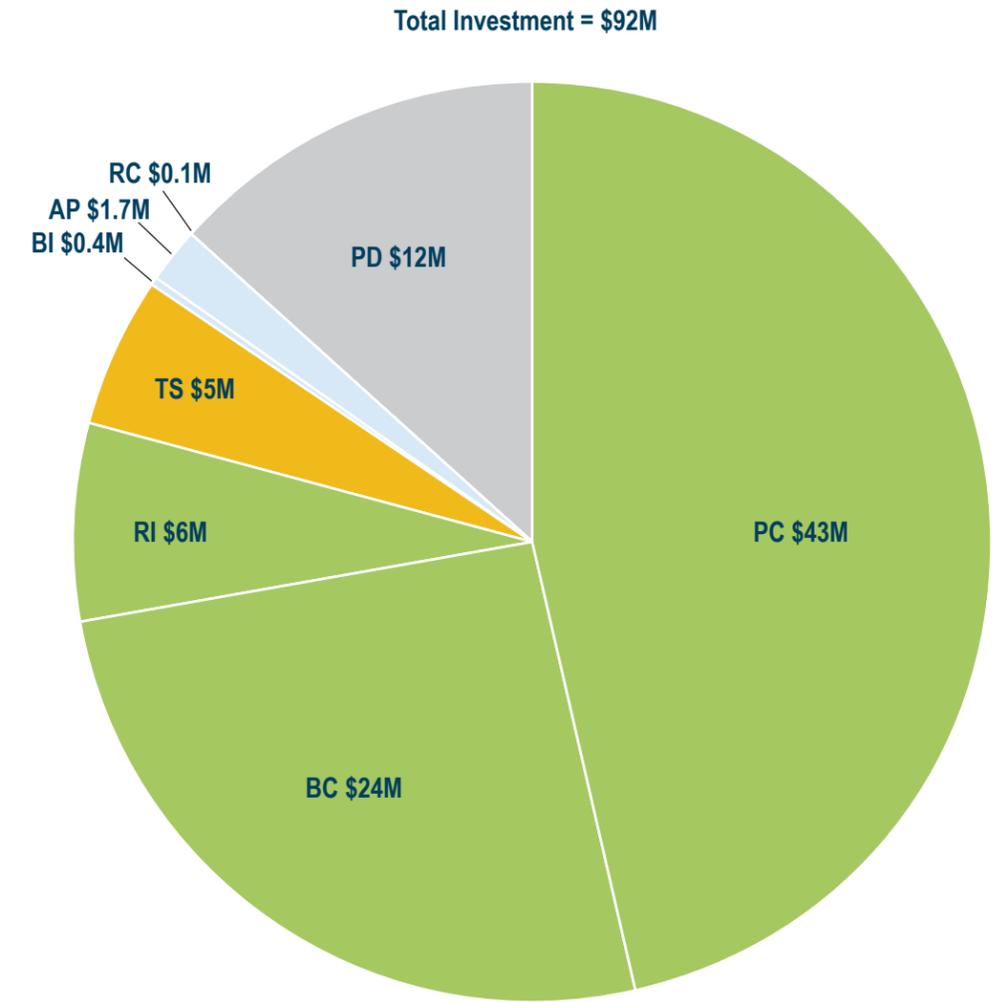
Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility

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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						
28	MN 13	FREEBORN	MN 13 FROM TH 69 TO TH 30, BITUMINOUS MILL AND OVERLAY	15.9	PAVEMENT	\$6.8 - 9.2 M
29	MN 16	FILLMORE	MN 16/US 63 FROM TRACEY RD. (SPRING VALLEY) TO E GRISWALD ST, RECONSTRUCT	0.6	PAVEMENT	\$5.1 - 6.9 M
30	I 35	STEELE	I 35, SB FROM 0.5 MI N MN-30 TO 1.13 MI N BR 74803, MILL AND OVERLAY	8.8	PAVEMENT	\$3.4 - 4.6 M
31	MN 44	HOUSTON	MN 44 FROM CSAH 12 TO HOKAH, BITUMINOUS MILL AND OVERLAY	12.9	PAVEMENT	\$5.5 - 7.4 M
32	I 90	WINONA	I 90, WB FROM TH 43 TO TH 76, UNBONDED CONCRETE OVERLAY	8.3	PAVEMENT	\$10.9 - 14.8 M
33	US 218	MOWER	US 218 FROM IA BORDER TO E JCT I 90, BITUMINOUS MILL AND OVERLAY	12.2	PAVEMENT	\$5.4 - 7.4 M
34	MN 16	FILLMORE	MN 16 and 76, SCOUR REMEDIATION ON BRIDGES 23015 (RUSHFORD) AND BRIDGE 6679 (YUCATAN)	0.0	BRIDGE	\$0.4 - 0.5 M
35	US 52	GOODHUE	US 52, SB OVER N FK ZUMBRO RIVER, REPLACE BRIDGE 9414	0.0	BRIDGE	\$2.7 - 3.7 M
36	MN 74	WINONA	MN 74, REPLACE BRIDGE 85006 OVER WHITEWATER RIVER AND REHAB BRIDGE CULVERTS, IN STATE PARK	0.0	BRIDGE	\$2 - 2.7 M

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2025	
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Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Program or Greater MN Mobility

Key

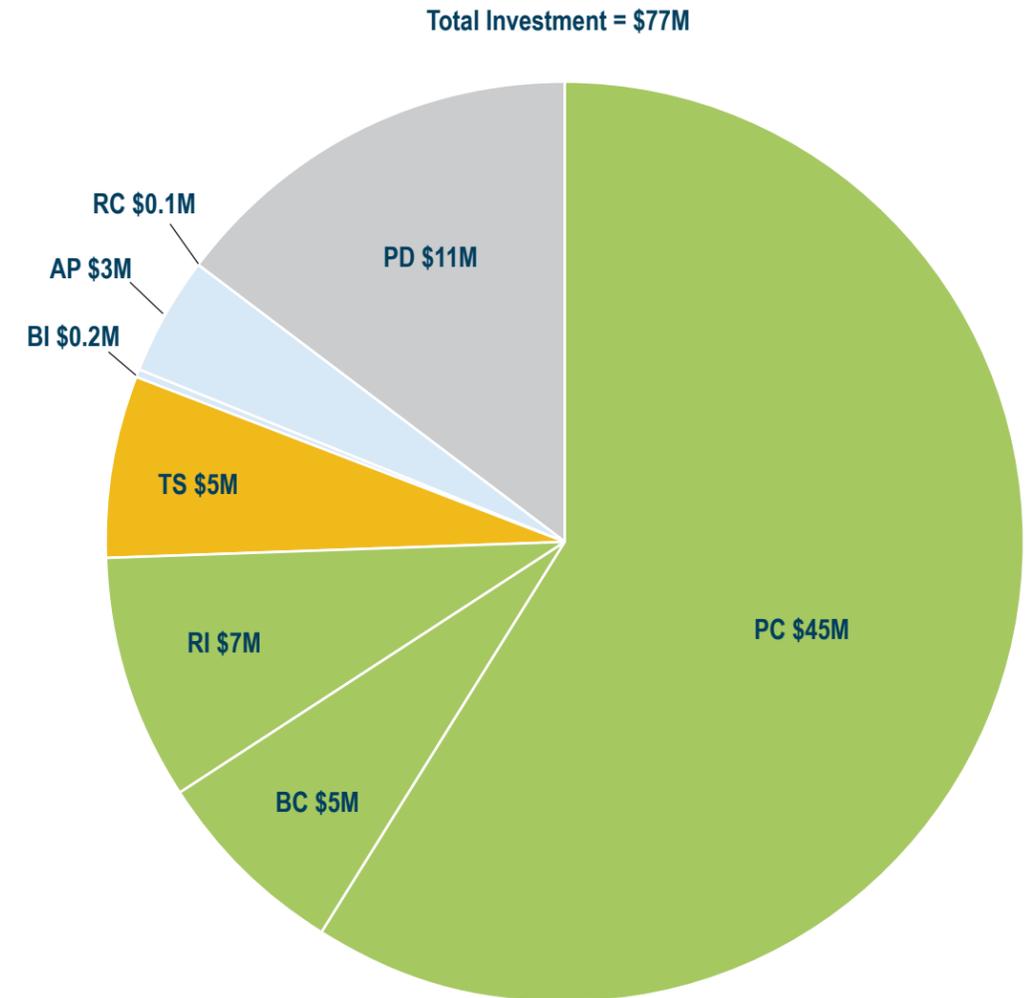
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District 6 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2026						
37	MN 30	DODGE	MN 30 FROM S US 218 IN BLOOMING PRAIRIE TO MN 56 IN HAYFIELD, BITUMINOUS MILL AND OVERLAY	11.1	PAVEMENT	\$4.8 - 6.5 M
38	MN 56	MOWER	MN 56 FROM CSAH 46 TO S CITY LIMITS OF BROWNSDALE, BITUMINOUS MILL AND OVERLAY	4.3	PAVEMENT	\$1.9 - 2.5 M
39	MN 57	DODGE/ GOODHUE	MN 57 FROM CSAH 34 (KASSON) TO 0.16 MI N OF CSAH 30 (WANAMINGO), BITUMINOUS MILL AND OVERLAY	20.2	PAVEMENT	\$8.9 - 12 M
40	MN 60	GOODHUE	MN 60 FROM HUSETH AVE. (KENYON) TO US 52, BITUMINOUS MILL AND OVERLAY	16.3	PAVEMENT	\$7.2 - 9.7 M
41	I 90	WINONA	I 90 WB FROM TH 74 TO TH 43, BITUMINOUS MILL AND OVERLAY	14.1	PAVEMENT	\$5.6 - 7.6 M
42	I 90	WINONA	I 90, EB AND WB FROM TH 105 TO CSAH 46, HEAVY OVERLAY	5.0	PAVEMENT	\$9.5 - 12.8 M
43	I 90	WINONA	I 90, WB FROM CSAH 46 TO 0.4 MI E MN 16, HEAVY OVERLAY	12.9	PAVEMENT	\$6.6 - 9 M
44	US 14	OLMSTED	US 14, REPLACE BOXES 4989, 4988, 8053, 8052, 8051 AND 8050 OVER STREAMS	0.0	BRIDGE	\$2.3 - 3.1 M

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2026



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Key

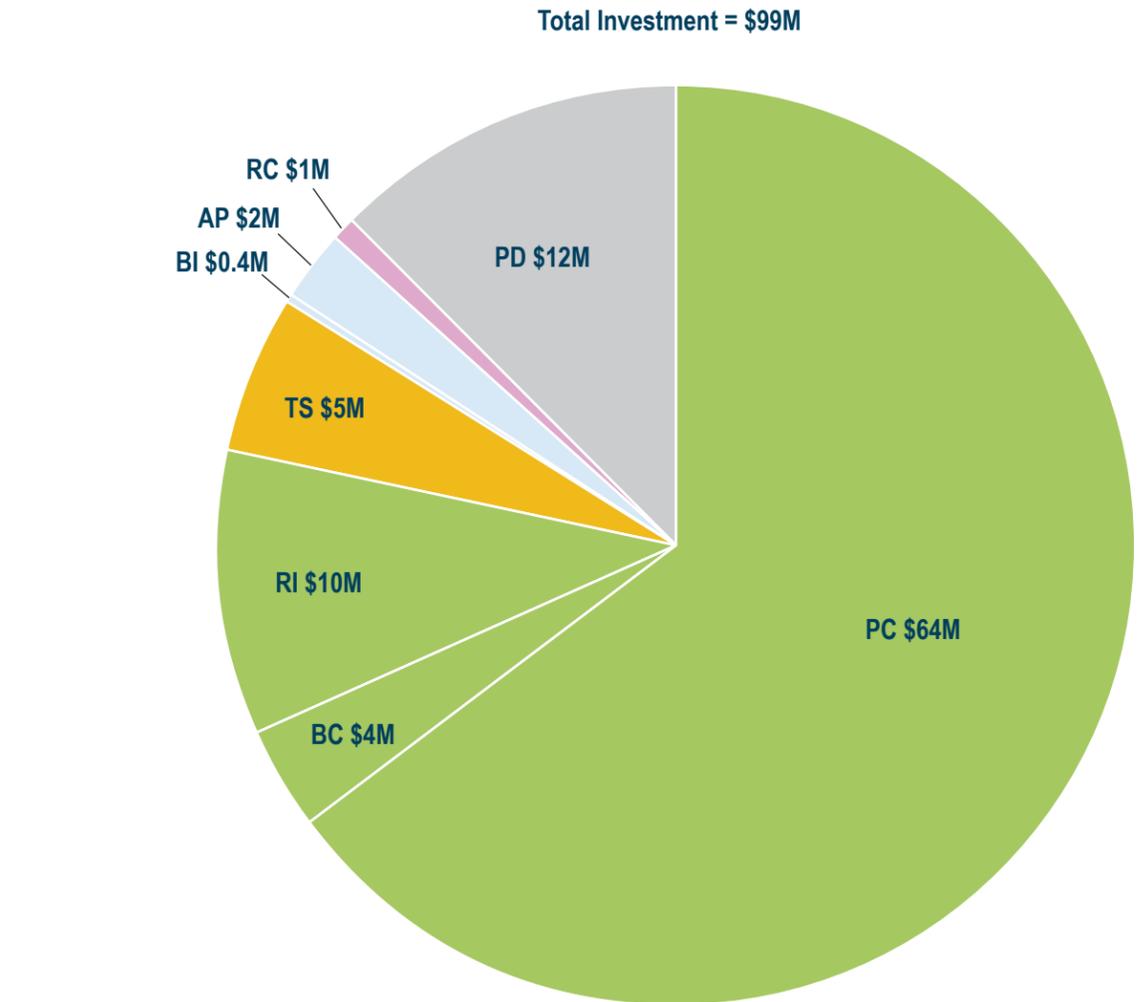
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District 6 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2027						
45	US 14	DODGE/OLMSTED	US 14, EB AND WB FROM 1.5 MI E CSAH 9 TO 0.23 MI W CSAH 5, HEAVY OVERLAY	5.9	PAVEMENT	\$6.2 - 8.4 M
46	US 14	WINONA	US 14 FROM W JCT TH 74 TO TH 61, BITUMINOUS MILL AND OVERLAY	21.9	PAVEMENT	\$9.9 - 13.4 M
47	MN 44	HOUSTON	MN 44 FROM SPRING GROVE TO CALEDONIA, BITUMINOUS MILL AND OVERLAY	8.8	PAVEMENT	\$4 - 5.4 M
48	US 52	GOODHUE/OLMSTED	US 52, SB FROM 0.41 MI N CSAH 12 TO S JCT MN 60, UNBONDED CONCRETE OVERLAY	13.3	PAVEMENT	\$15.5 - 21 M
49	MN 74	WINONA	MN 74 FROM TH 52 TO E JCT US 14, BITUMINOUS MILL AND OVERLAY	13.7	PAVEMENT	\$6.2 - 8.4 M
50	MN 76	HOUSTON/WINONA	MN 76 FROM HOUSTON TO I-90, BITUMINOUS MILL AND OVERLAY	13.7	PAVEMENT	\$5.8 - 7.8 M
51	I 90	WINONA	I 90, EB FROM CSAH 46 TO 0.24 MI E MN 16, UNBONDED CONCRETE OVERLAY	12.8	PAVEMENT	\$18 - 24.3 M
52	US 14	OLMSTED	US 14, REPLACE BOXES 6028, 6029, 6030, 6031 AND 6032 OVER STREAMS	0.0	BRIDGE	\$2 - 2.7 M

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2027



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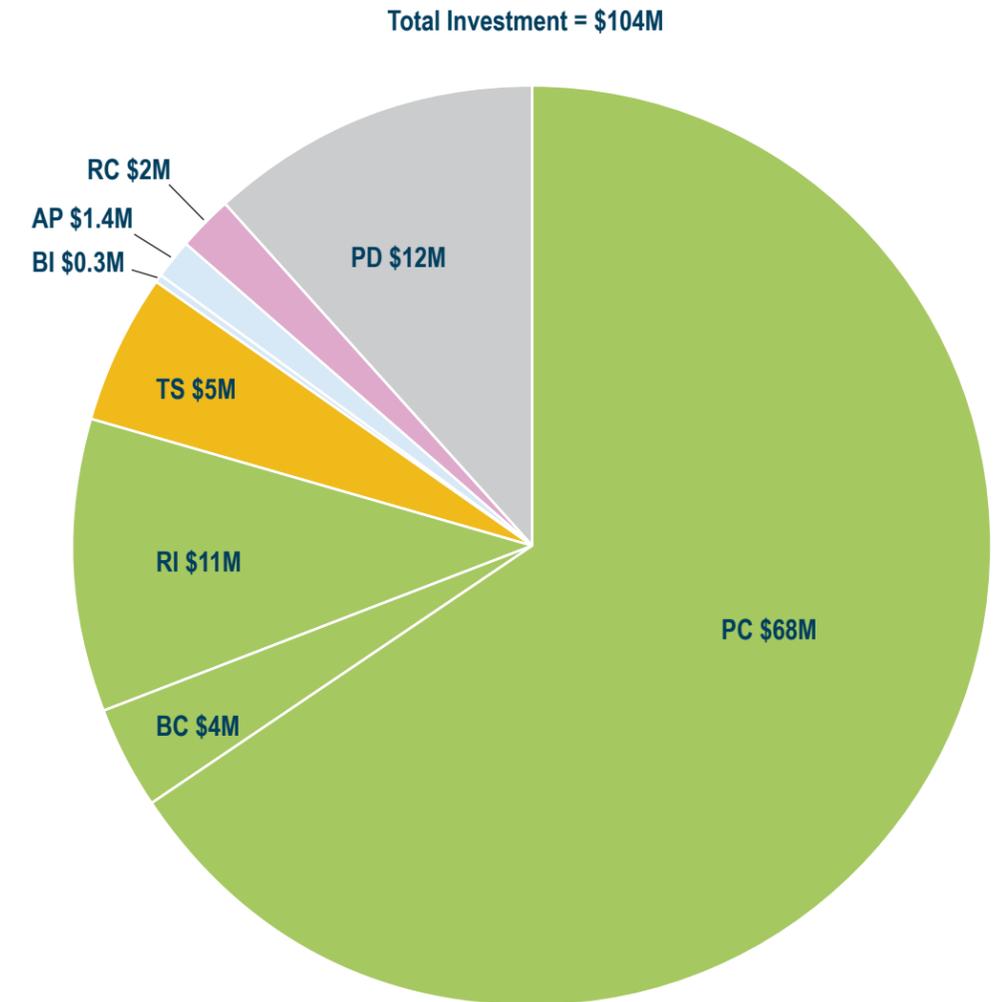
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District 6 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2028						
53	US 14	OLMSTED	US 14, EB AND WB FROM BYRON TO ROCHESTER, MILL AND OVERLAY	8.2	PAVEMENT	\$6.9 - 9.4 M
54	MN 16	FILLMORE	MN 16 FROM RUSHFORD TO HOUSTON, BITUMINOUS MILL AND OVERLAY	12.0	PAVEMENT	\$5.1 - 6.8 M
55	MN 30	WASECA/ STEELE	MN 30 FROM MN 13 TO ELLENDALE, BITUMINOUS MILL AND OVERLAY	9.0	PAVEMENT	\$3.8 - 5.1 M
56	I 35	FREEBORN/ STEELE	I 35, NB FROM IOWA/MN STATE LINE TO 0.5 MI N MN 30 AND SB FROM IOWA/MN STATE LINE TO 0.66 MI. S. CSAH 23, CONCRETE PAVEMENT REHABILITATION	27.1	PAVEMENT	\$12.3 - 16.6 M
57	MN 60	RICE	MN 60 EB AND WB FROM 0.3 MI E MN 13 TO MN 21, BITUMINOUS MILL AND OVERLAY	14.9	PAVEMENT	\$7.2 - 9.7 M
58	US 61	WINONA	US 61 NB FROM 0.24 MI S OF US 14 TO TH 42 AND SB FROM 0.24 MI S OF US 14 TO TH 248, BITUMINOUS MILL AND OVERLAY	24.5	PAVEMENT	\$12.2 - 16.5 M
59	US 61	WINONA	US 61, NB AND SB FROM HOMER TO WINONA, MILL AND OVERLAY	7.0	PAVEMENT	\$5.9 - 8 M
60	US 63	WABASHA	US 63 FROM CR 78 TO TH 61, BITUMINOUS MILL AND OVERLAY	6.2	PAVEMENT	\$2.6 - 3.5 M
61	MN 74	WINONA	MN 74 FROM W JCT US 14 TO N LIMITS ELBA, BITUMINOUS MILL AND OVERLAY	10.1	PAVEMENT	\$4.2 - 5.7 M
62	MN 76	HOUSTON	MN 76 FROM CALEDONIA TO HOUSTON, BITUMINOUS MILL AND OVERLAY	11.2	PAVEMENT	\$4.7 - 6.4 M
63	I 90	OLMSTED	I 90 WB FROM 0.5 MI E US 63 TO 1.7 MI E CSAH 19, MILL AND OVERLAY	13.5	PAVEMENT	\$5.7 - 7.7 M
64	MN 16	HOUSTON	MN 16, REPLACE BRIDGE 5848 OVER CRYSTAL CREEK, EAST OF HOUSTON	0.0	BRIDGE	\$1.5 - 2 M
65	MN 30	STEELE	MN 30, REPLACE BOX 8885 OVER STREAM	0.0	BRIDGE	\$0.5 - 0.7 M
66	MN 76	HOUSTON	MN 76, REPLACE BRIDGE 9106 OVER STREAM	0.0	BRIDGE	\$1.2 - 1.6 M

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2028



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

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