

District 7 10-Year Capital Highway Investment Plan (2019-2028)



OCTOBER 2018

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 August 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (7-3)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (7-4)
- A summary of planned investments over the next 10 years. (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.

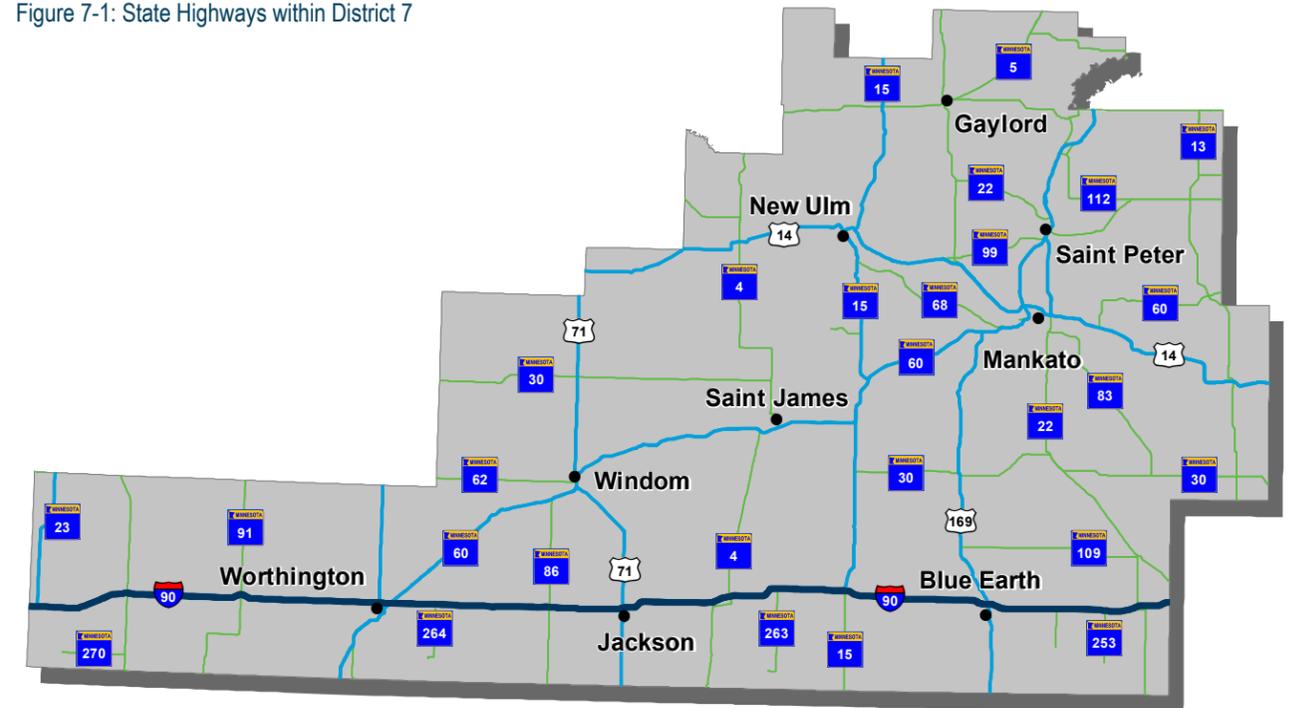
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway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

To obtain more information or become more involved, contact District 7 Transportation Planning Director, Ronda Allis, at ronda.allis@state.mn.us or 507-514-2332.

District 7 Overview

District 7 shares the southwest portion of Minnesota with District 8. It has two regional offices located in Mankato, and Windom. The Mankato/North Mankato Area Planning Organization is the only Metropolitan Planning Organization located within District 7. District 7 offices are staffed by 291 full-time employees. Major industries in the district include agriculture, food and livestock processing, electrical equipment, and biopharmaceuticals. There are 20 truck stations located in District 7, two of which are at regional offices. The district has 468 bridges that are ten feet or greater in length and 492 miles of rail.

Figure 7-1: State Highways within District 7



- Interstate (146 miles)
- National Highway System - (427 miles)
- Non-Interstate (427 miles)
- Non-National Highway System - (724 miles)



Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,300
Lane Miles	3,292
Bridges	222
Bridge Culverts	246
High Mast Lights	29
Culverts	6,113
Noise Walls	2
Overhead Signs	38
Population 2016	284,604
Annual VMT**	2,091,457,391
VMT/Capita	7,349

*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

District 7 CHIP Investment

Over the next ten years, District 7 is projected to invest roughly \$857 million in state highway projects (Figure 7-2). 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 7 investment peaks in 2019 at roughly \$109 million. Investment after 2019 fluctuates annually between roughly \$60 and \$110 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.
- 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 in the 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.
- 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

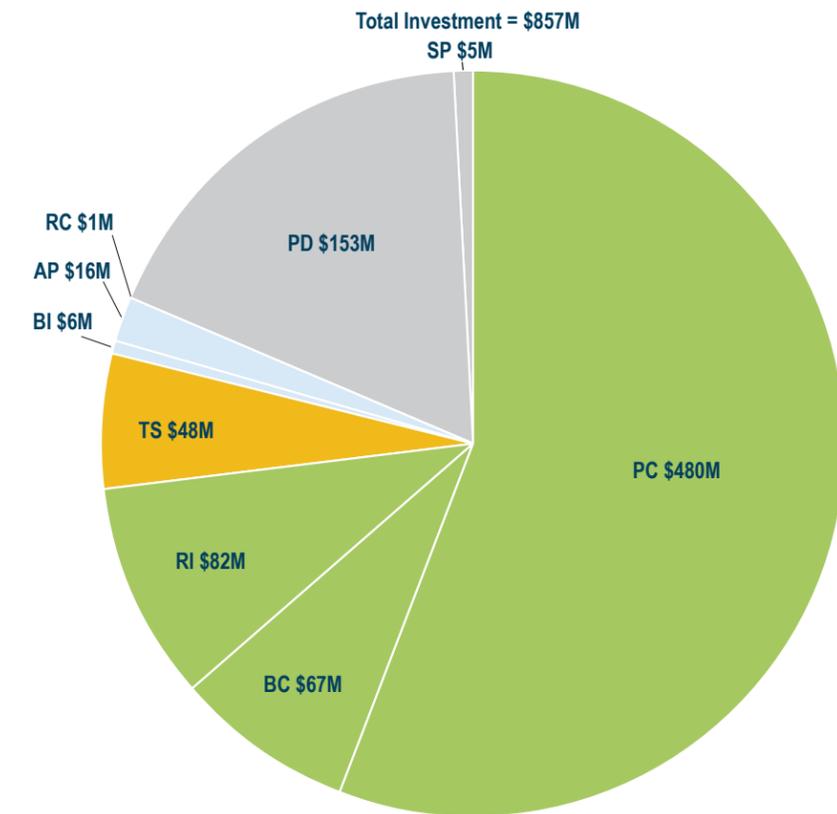
- Work with local partners, including the Mankato/North Mankato Area Planning Organization in corridor planning, such as the Hwy 22 Corridor Plan, Henderson Flood Mitigation Study and the Worthington Hwy 59 Corridor Study so that funding and planning can be optimized.

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 have projects in years 5 and 6 of the

CHIP.

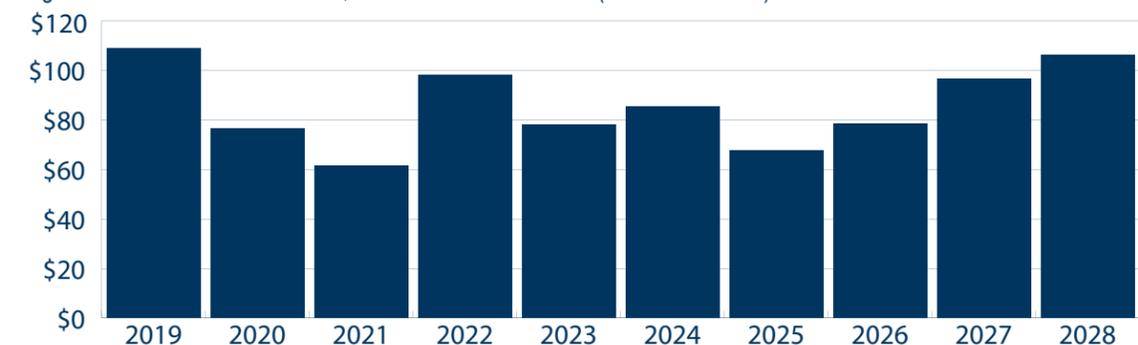
Figure 7-2: District 7 10-Year CHIP Investment by Investment Category (millions of dollars)



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



Figure 7-3: District 7 10-Year CHIP, Total Investment Per Year (millions of dollars)



District 7 CHIP Highlights

The current 10-year CHIP for District 7 places heavy emphasis on pavement preservation, ADA compliance and safety improvement. The district has very few urban reconstruction projects, but does include total reconstruction of TH 19 in New Prague in 2020.

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 the fall of 2018.

The significant bridge project, called Gateway New Ulm, 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 new US 14/MN 15 interchange, are currently under construction (2018-2019) at a construction cost of \$31.5M.

NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

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 has developed a pavement management strategy for selecting a mix of short term and long term cost effective fixes that includes 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. Projected outcomes show that by 2028 the Non-NHS system will have higher remaining service life, increased percent good and decreased percent poor for district road segments system-wide.



Some roadway projects did jump ahead in priority in this CHIP because their rapid deterioration was causing major maintenance or unsafe conditions. These roadways did not have poor RQI ratings (or predicted poor RQI). Therefore, in addition to using predictive analysis in selecting projects, District 7 consults operations supervisors, local road users and looks at other factors to select project priorities.

REMAINING RISKS

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

Risks

- Road deterioration rates can vary and be unexpected. Some roads may not have a poor RQI in one year, but unexpectedly decline in the next.
- The District must be strategic in implementing urban reconstruction and ADA projects to achieve the 2037 ADA compliance goal.
- When “new” money is made available, constrained programming is not conducive to having projects shelf ready with proper vetting and project development. As programmed projects move up, holes are created where shelf projects could fill in. Unfortunately, there is a limited number of projects ready to fill the void.

DISTRICT 7 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2012 to 2016, District 7 saw an increase in the number of fatalities from 37 to 49 in 2015, and a substantial decline to 25 in 2016. District 7 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 7 has seen a reduction in miles of poor pavement on Interstate system since 2015. Non-Interstate NHS pavements have remained stable. Interstate pavements are below the target, and non-Interstate NHS pavements are above the target. Non-NHS pavements are slightly below the statewide target. Over the next ten years, non-interstate NHS and non-NHS will miss statewide targets. Interstate will remain below the target in 2028.

Bridge Condition

District 7 saw an increase in the percent of bridges in poor condition on the NHS over the past five years while conditions on non-NHS bridges remained steady and below the statewide target. By 2028, NHS bridge conditions will be above the target, and non-NHS will be below the target.

Figure 7-4: District 7 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2012	2013	2014	2015	2016	2017
Safety	Fatalities	0	37	42	33	49	25	N/A
Bridge	Condition: NHS - % Poor	<2%	0.2%	1.8%	5.8%	4.3%	2.7%	2.4%
Bridge	Condition: Non-NHS - % Poor	<8%	2.4%	1.3%	2.7%	0.0%	1.0%	1.7%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	1.0%	3.3%	3.8%	4.1%	2.2%	0.4%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	7.0%	3.3%	4.0%	4.9%	4.4%	4.7%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	9.0%	6.3%	7.3%	9.8%	8.4%	8.1%

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

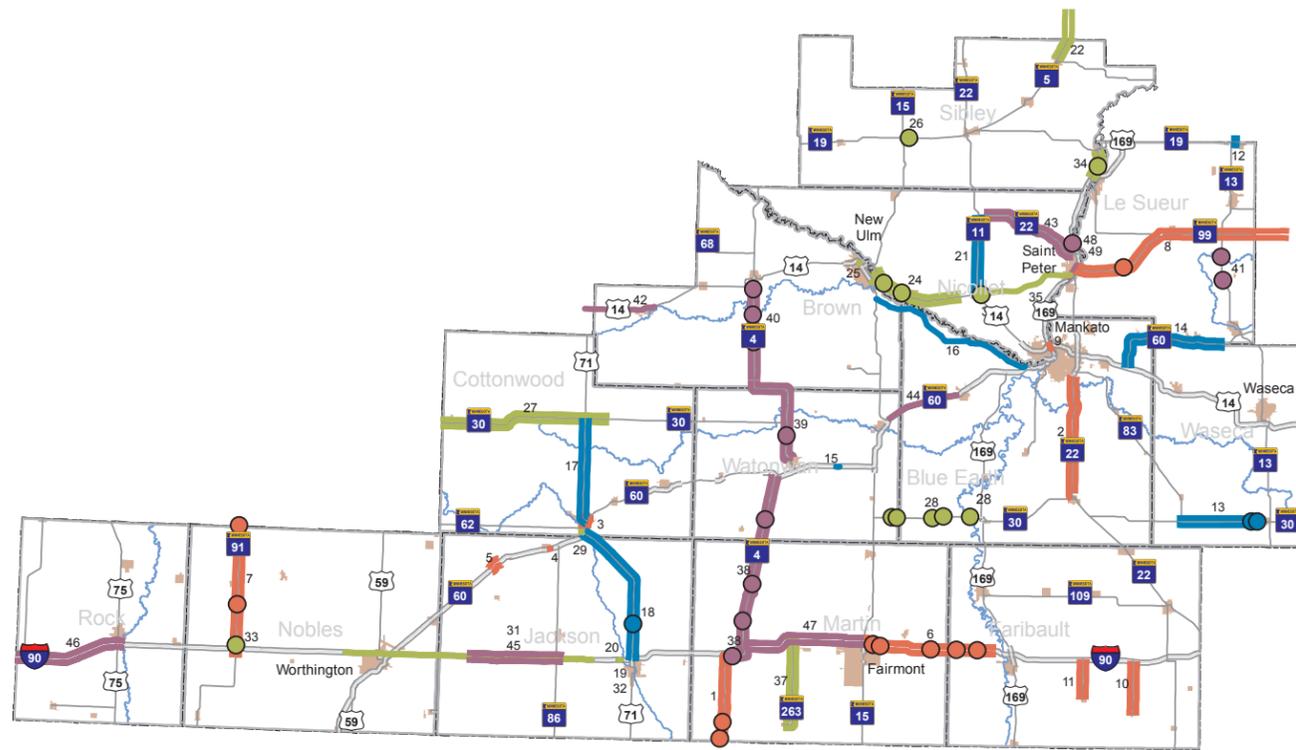
Figure 7-5: District 7 Projected Performance

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%	2.4%	0.7%	5.7%	NHS bridges are expected to miss the target.
Bridge	Condition: Non-NHS - % Poor	<8%	1.7%	0.2%	6.9%	Non-NHS bridges will decline but still meet the target.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	0.4%	4.8%	3.4%	The Interstate pavements are expected to decline and miss the target.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	4.7%	5.4%	5.6%	The remaining NHS pavements are expected to decline and miss the target.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	8.1%	15.5%	12.4%	The projections show the Non-NHS system will decline and will not meet the target by 2028.

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

DISTRICT 7 STIP PROJECT LIST

STIP Project Map 2019-2022

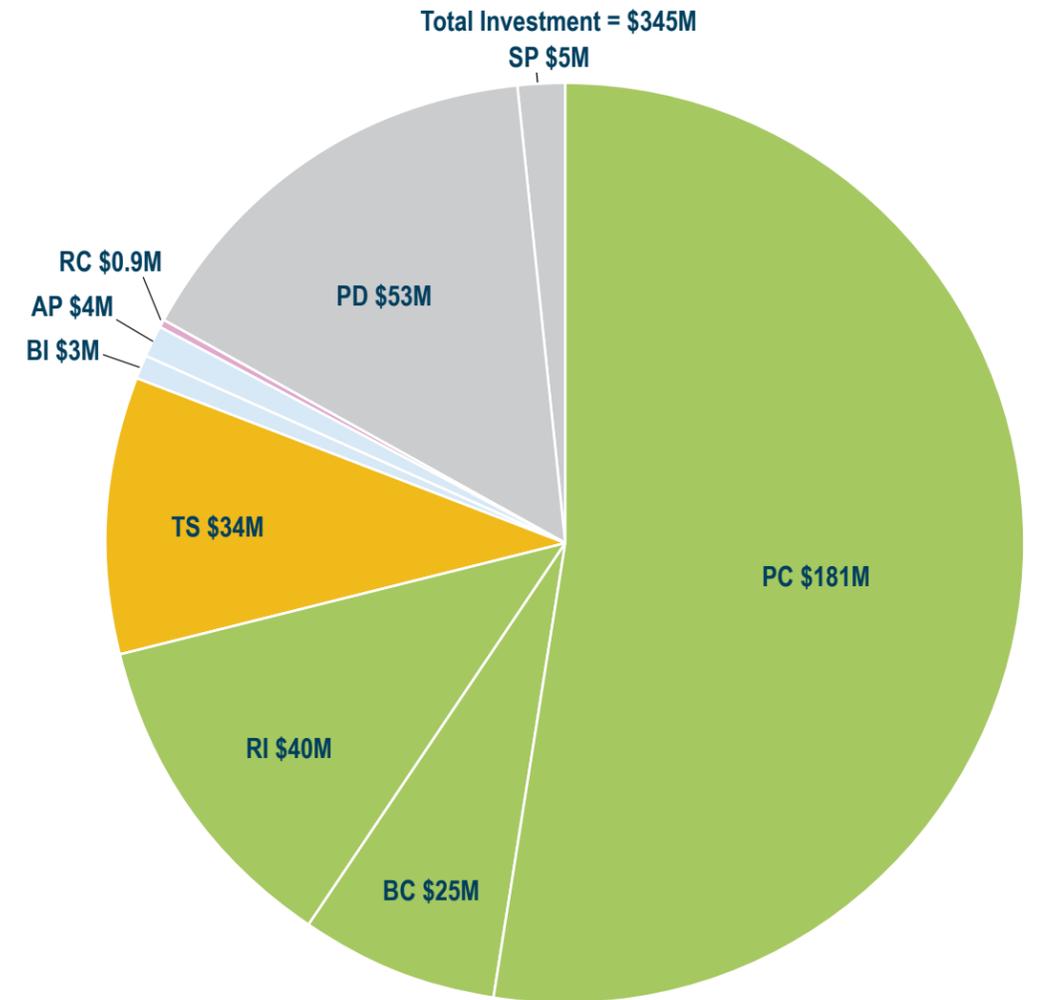


Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown 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 7 Investment for Years 2018-2021 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 7 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
1	MN 4	MARTIN	MN 4, FROM IOWA STATE LINE TO W JCT CSAH 26, MILL and OVERLAY AND REPLACE BRIDGES 3572 and 3878 WITH NEW BRIDGES 46X02 and 46X03	10.1	\$4.00 M	PAVEMENT
2	MN 22	BLUE EARTH	MN 22, FROM NORTH CITY LIMITS NEAR 5TH AVE NE OF MAPLETON (TO INCLUDE PLAZAAREA) TO INTERSECTION OF TH 22 AND 206TH STREET, LANDSCAPING	14.4	\$1.01 M	ROADSIDE INFRASTRUCTURE
3	MN 60	COTTONWOOD	MN 60, FROM TH 62 TO 490TH AVE IN WINDOM, EB and WB LANES, MILL and OVERLAY, ADA and LOOP DETECTORS	1.8	\$2.60 M	PAVEMENT
4	MN 60	JACKSON	MN 60, FROM 0.1 MI W OF CSAH 13 TO 0.06 MI W OF CSAH 13, WB LANES, GRADING, CONCRETE PAVEMENT AND DRAINAGE	0.1	\$0.39 M	PAVEMENT
5	MN 60	JACKSON	MN 60, FROM 0.2 MI W OF CSAH 24 TO 0.1 MI E OF CSAH 24, GRADING, CONCRETE SURFACING, BITUMINOUS SURFACING, ADA AND LIGHTING	1.3	\$3.60 M	PAVEMENT
6	I 90	MARTIN	I 90, FROM TH 15 TO 2 MI W OF TH 169, GRADING, MILL and UNBONDED CONCRETE OVERLAY, CONCRETE PAVEMENT, REHAB BR 46835, 46836, 46831, 46824, 22801 and 22802 AND LIGHTING	15.8	\$38.70 M	PAVEMENT
7	MN 91	NOBLES	MN 91, FROM THE S ADRIAN CITY LIMITS TO NOBLES/MURRAY COUNTY LINE, COLD INPLACE RECYCLE, MILL AND OVERLAY, ADA AND REPLACE CULVERTS 1503 and 8793 WITH NEW CULVERTS 53X10 and 53X09 AND LIGHTING (PAYBACK IN 2020)	15.5	\$9.90 M	PAVEMENT
8	MN 99	LE SUEUR	MN99, FROM MN RIVER BRIDGE TO CSAH 38, GRADE SHOULDERS, PAVE SUPERS, GUARDRAIL, REPLACE BR 8893, WITH NEW BRIDGE 40X06, LIGHTING AND DRAINAGE, AND TH 13 TO TH 21, COLD INPLACE RECYCLE, TURN LANES, CULVERT REPLACEMENT and LIGHTING	8.0	\$9.90 M	PAVEMENT
9	US 169	NICOLLET	US169, 0.2 MI S TO 0.25 MI N OF TH 14, GRADING, FULL DEPTH BITUMINOUS RECLAMATION, MILL and OVERLAY, and SIGNAL and LIGHTING REVISIONS	0.6	\$1.70 M	PAVEMENT
10	MN 253	FARIBAULT	MN 253, FROM BRICELYN TO I.90, BIT RECLAIM; CASH TRANSFER FOR TURNBACK	6.5	\$4.40 M	PAVEMENT
11	MN 254	FARIBAULT	MN 254, FROST TO I.90, BIT RECLAIM; CASH TRANSFER FOR TURNBACK	10.0	\$3.20 M	PAVEMENT

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													
51%	26%	21%	-	-	2%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
47%	-	33%	-	-	-	-	-	-	-	21%	-	-	-
93%	-	7%	-	-	-	-	-	-	-	-	-	-	-
88%	-	3%	-	-	9%	-	-	-	-	-	-	-	-
89%	6%	4%	-	-	1%	-	-	-	-	-	-	-	-
57%	12%	16%	-	-	11%	-	-	-	-	4%	-	-	-
45%	4%	34%	-	-	17%	-	-	-	-	-	-	-	-
82%	-	18%	-	-	-	-	-	-	-	-	-	-	-
88%	-	11%	-	-	1%	-	-	-	-	-	-	-	-
92%	-	6%	-	-	2%	-	-	-	-	-	-	-	-

Key

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- BC - Bridge Condition
- RI - Roadside Infrastructure
- 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

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2020						
12	MN 19	LE SUEUR	MN19, FROM 5TH AVE NW TO 7TH AVE SE IN NEW PRAGUE, RECONSTRUCT ROADWAY, MILL and OVERLAY, ADA, LANDSCAPING AND LIGHTING (TIED 237-010-006)(AC PROJECT, AC PAYBACK IN 2021)	1.1	\$7.30 M	PAVEMENT
13	MN 30	WASECA	MN30, FROM TH 83 TO NEW RICHLAND, FULL DEPTH RECLAMATION AND REPLACE BRIDGES 6789 and 8131 WITH NEW BRIDGES 81017 and 81X05	9.9	\$6.60 M	PAVEMENT
14	MN 60	LE SUEUR	MN 60, FROM TH 14 TO TH 13 IN WATERVILLE, BITUMINOUS RECLAMATION, SAFETY IMPROVEMENTS, RECONSTRUCT IN MADISON LAKE, ADA	16.8	\$18.60 M	PAVEMENT
15	MN 60	WATONWAN	MN 60, 5 MI E OF ST JAMES, WATONWAN REST AREA REPLACEMENT	0.4	\$4.55 M	PAVEMENT
16	MN 68	BLUE EARTH	MN 68, FROM TH 169 TO TH 15, SLOPE AND PIPE REPAIR	20.6	\$.60 M	PAVEMENT
17	US 71	COTTONWOOD	US 71, FROM N JCT TH 60 IN WINDOM TO TH 30, MILL and OVERLAY	12.3	\$4.00 M	BRIDGE
18	US 71	JACKSON	US 71, FROM CSAH 38 IN JACKSON TO TH 60 IN WINDOM, CIR, MILL and OVERLAY AND REPLACE BR 8325	17.7	\$9.30 M	BRIDGE
19	I 90	JACKSON	I90, 4.2 MILES WEST OF JACKSON ON EB I90, CLEAR LAKE REST AREA REPLACEMENT (TIED 3280-130)	0.7	\$4.68 M	PAVEMENT
20	I 90	JACKSON	I90, 1.5 MILES WEST OF TH 71 ON WB I90, DES MOINES REST AREA REPLACEMENT (TIED 3280-129)	3.0	\$4.32 M	PAVEMENT
21	MN 111	NICOLLET	MN 111, FROM 1ST ST IN NICOLLET TO JCT TH 22 and ON MN 22 FROM JCT TH 111 TO 280TH ST IN GAYLORD, BITUMINOUS RECLAIM AND BITUMINOUS SURFACING (AC PAYBACK IN 2021)	19.1	\$10.70 M	PAVEMENT

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													
54%	-	42%	-	-	3%	-	-	-	-	1%	-	-	-
71%	22%	5%	-	-	2%	-	-	-	-	-	-	-	-
76%	7%	4%	-	-	12%	-	-	-	-	1%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
78%	5%	6%	-	-	11%	-	-	-	-	-	-	-	-
74%	4%	20%	-	-	-	-	-	-	1%	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
81%	1%	10%	-	-	4%	-	-	-	5%	-	-	-	-

Key

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District 7 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2021						
22	MN 5	SIBLEY	MN 5, FROM 5TH ST IN GREEN ISLE TO US 212, COLD INPLACE RECYLCE, OVERLAY (DESIGNED BY D7, METRO PORTION OF \$1.8M UNDER SP 1001-17M)	6.3	\$2.70 M	PAVEMENT
23	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	\$.32 M	ROADSIDE INFRASTRUCTURE
24	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, REHAB BR 96916 and 97036, AND REPLACE GUARDRAIL	11.6	\$8.50 M	PAVEMENT
25	MN 15	BROWN	MN 14/15, AT THE INTERSECTION OF 16TH NORTH ST AND TH 14, REPLACE SIGNAL SYSTEMS, AND AT THE INTERSECTION OF 19TH SOUTH ST AND TH 15, REPLACE CURB RAMP and ADA, IN THE CITY OF NEW ULM	0.0	\$.29 M	OTHER
26	MN 19	SIBLEY	MN 19, 0.8 MI E OF JCT TH 15, OVER CO DITCH #42 REPLACE BR 91422 WITH NEW BR	0.0	\$1.30 M	BRIDGE
27	MN 30	COTTONWOOD	MN 30, FROM CSAH 7 TO TH 71, MILL AND OVERLAY	17.4	\$5.30 M	PAVEMENT
28	MN 30	WATONWAN	MN 30, FROM 840TH AVE TO 0.9 MI W OF TH 169, REPLACE BR 1575, 1576, 8805 and REHAB BR 07027, 07038 AND DRAINAGE	9.3	\$4.60 M	BRIDGE
29	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	\$1.69 M	PAVEMENT
30	US 71	JACKSON	US 71, AT THE INTERSECTION OF TH 71 AND SHERMAN ST IN THE CITY OF JACKSON, REPLACE SIGNAL SYSTEM	0.0	\$.36 M	ROADSIDE INFRASTRUCTURE
31	I 90	JACKSON	I 90, 4.2 MILES WEST OF JACKSON ON EB I90, CLEAR LAKE REST AREA PAVEMENTS, ADA AND LIGHTING (TIED 3280-137)	0.7	\$1.81 M	PAVEMENT
32	I 90	JACKSON	I 90, 1.5 MILES WEST OF TH 71 ON WB I90, DES MOINES REST AREA PAVEMENTS, ADA AND LIGHTING (TIED 3280-136)	0.3	\$2.17 M	PAVEMENT
33	MN 91	NOBLES	MN 91, JCT OF 190 AT ADRIAN, REPLACE BR 53802	0.1	\$3.00 M	PAVEMENT
34	MN 93	SIBLEY	MN 93, FROM US 169 TO THE FLOOD WALL IN HENDERSON, MILL AND OVERLAY, REHAB BR 72005	3.6	\$2.20 M	PAVEMENT
35	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 WITH NEW BR, LIGHTING AND ADA and ON TH 169 FROM JEFFERSON AVE TO S JCT TH 22 MILL and OVERLAY	11.4	\$5.40 M	PAVEMENT
36	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	\$.37 M	PAVEMENT
37	MN 263	MARTIN	MN 263, FROM CR 125 (CLARK ST) IN CEYLON TO THE NORTH RAMPS AT I90, RECLAIM, SHOULDER WIDENING, NEW GUARDRAIL AT BR 46010 AND ADA	11.2	\$7.14 M	PAVEMENT

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													
90%	-	7%	-	-	3%	-	-	-	-	-	-	-	-
-	-	75%	-	-	-	-	-	-	-	25%	-	-	-
45%	3%	49%	-	-	3%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	100%	-	-	-
24%	64%	13%	-	-	-	-	-	-	-	-	-	-	-
63%	-	11%	-	-	26%	-	-	-	-	-	-	-	-
1%	84%	13%	-	-	2%	-	-	-	-	-	-	-	-
21%	-	13%	-	-	2%	-	-	-	1%	64%	-	-	-
-	-	75%	-	-	-	-	-	-	-	25%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
24%	64%	13%	-	-	-	-	-	-	-	-	-	-	-
36%	19%	24%	-	-	22%	-	-	-	-	-	-	-	-
56%	6%	19%	-	-	9%	-	-	-	10%	-	-	-	-
-	-	75%	-	-	-	-	-	-	-	25%	-	-	-
65%	-	10%	-	-	19%	-	-	-	-	6%	-	-	-

Key
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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2022						
38	MN 4	MARTIN	MN 4, FROM CSAH 26 TO TH 60, COLD INPLACE RECYCLE, OVERLAY and REHAB BR 46003, 6504, 8567 and 5965	24.2	\$16.40 M	PAVEMENT
39	MN 4	WATONWAN	MN4, FROM ARMSTRONG BOULEVARD IN ST JAMES TO CSAH 18, STABILIZED FULL DEPTH RECLAIM, MILL and OVERLAY AND REPLACE BR 5076 (AC PROJECT, AC PAYBACK 2023)	13.4	\$4.90 M	PAVEMENT
40	MN 4	BROWN	MN 4, FROM CSAH 18 TO ELLSWORTH STREET IN SLEEPY EYE, STABILIZED FULL DEPTH RECLAIM, MILL and OVERLAY AND REPLACE BR 6757 and 8852, AND REHAB BR 8814 and 08006 (AC PAYBACK IN 2023)	11.3	\$5.30 M	PAVEMENT
41	MN 13	LE SUEUR	MN 13, 0.5 MI S OF CSAH 2, REPLACE BR 6354 and 2.3 MI N OF CSAH 2, REPLACE BR 6355 and CULVERTS 598189 and 598183	0.0	\$3.50 M	BRIDGE
42	US 14	BROWN	US14, FROM TH 71 TO E CITY LIMITS OF SPRINGFIELD, COLD INPLACE RECYCLE	8.3	\$3.90 M	PAVEMENT
43	MN 22	NICOLLET	MN 22, FROM 0.4 MI W OF TH 22 TO 1.4 MI E OF TH 111, MILL AND OVERLAY and ADA	12.5	\$6.90 M	OTHER
44	MN 60	BLUE EARTH	MN 60, FROM N JCT TH 15 TO 0.4 MI W OF CSAH 20, MILL and OVERLAY	8.5	\$6.30 M	PAVEMENT
45	I 90	JACKSON	I90, FROM CSAH 5 TO 0.8 MI E OF TH 86, MILL AND OVERLAY	10.8	\$4.50 M	PAVEMENT
46	I 90	ROCK	I90, FROM BEAVER CREEK TO LUVERNE, CONCRETE GRINDING AND CONCRETE PAVEMENT REHAB	13.2	\$13.60 M	PAVEMENT
47	I 90	MARTIN	I90, FROM 0.6 MI E OF TH 4 TO TH 15, COLD INPLACE RECYCLE AND OVERLAY	14.3	\$11.50 M	PAVEMENT
48	US 169	NICOLLET	US 169, 1.3 MI N OF TH N JCT TH 22, REPLACE BR 52001	0.1	\$2.00 M	PAVEMENT
49	US 169	NICOLLET	US169, FROM S JCT TH 99 TO UNION STREET IN ST PETER, MILL and OVERLAY NB LANES AND CONSTRUCT DUAL LEFT TURN LANES AT S JCT TH 22	1.7	\$1.10 M	PAVEMENT

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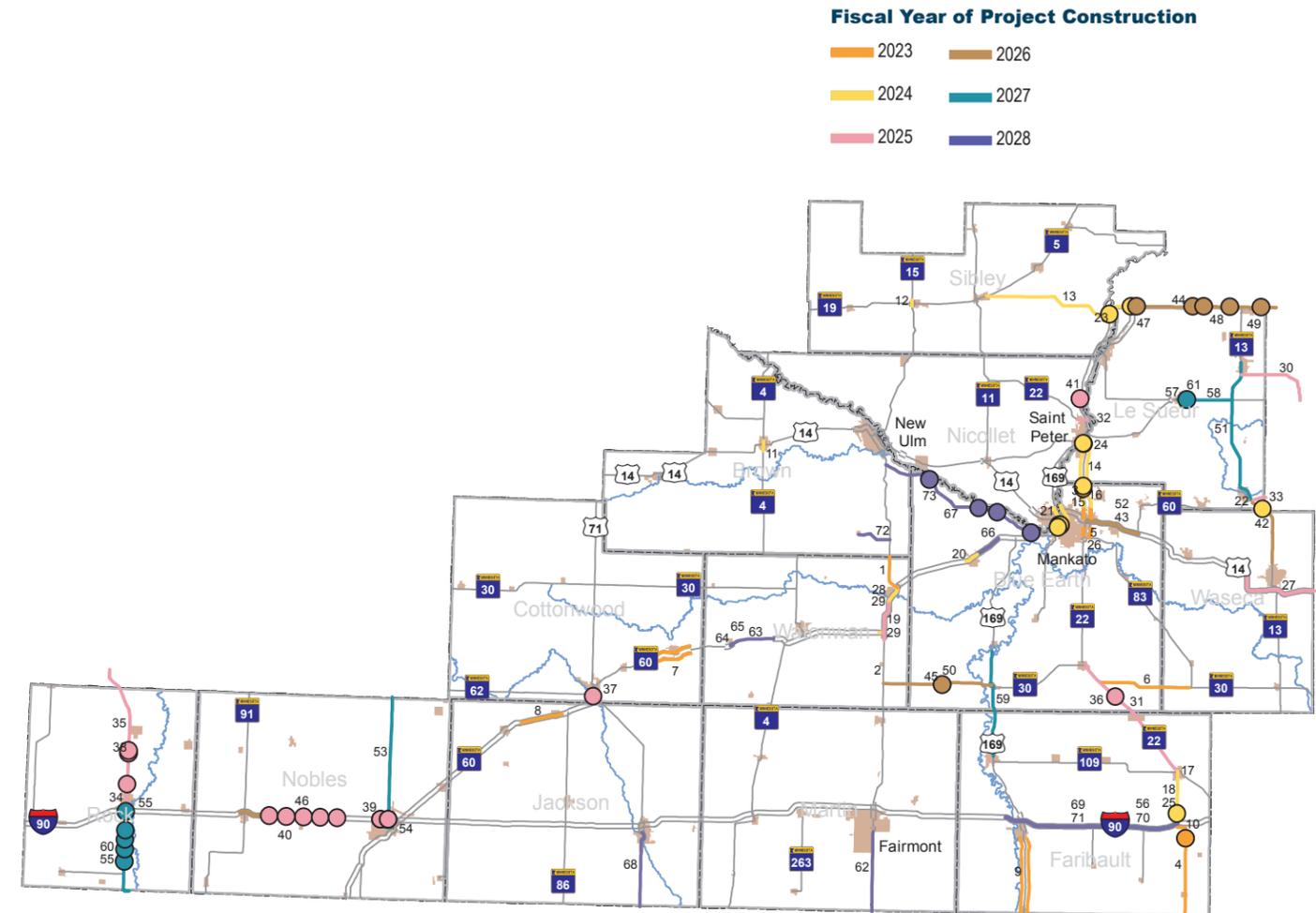
PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2022													
65%	7%	9%	-	-	2%	-	-	-	12%	4%	-	-	-
88%	3%	7%	-	-	2%	-	-	-	-	-	-	-	-
74%	20%	5%	-	-	1%	-	-	-	-	-	-	-	-
1%	72%	26%	-	-	1%	-	-	-	-	-	-	-	-
77%	-	11%	-	-	3%	-	-	-	-	10%	-	-	-
49%	-	26%	-	-	21%	-	-	-	-	4%	-	-	-
90%	-	9%	-	-	-	-	-	-	-	-	-	-	-
87%	-	13%	-	-	-	-	-	-	-	-	-	-	-
88%	3%	8%	-	-	-	-	-	-	-	-	-	-	-
89%	1%	10%	-	-	-	-	-	-	-	-	-	-	-
24%	64%	13%	-	-	-	-	-	-	-	-	-	-	-
61%	-	16%	-	-	23%	-	-	-	-	-	-	-	-

Key

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DISTRICT 7 PROJECTS

Project Map 2023-2028



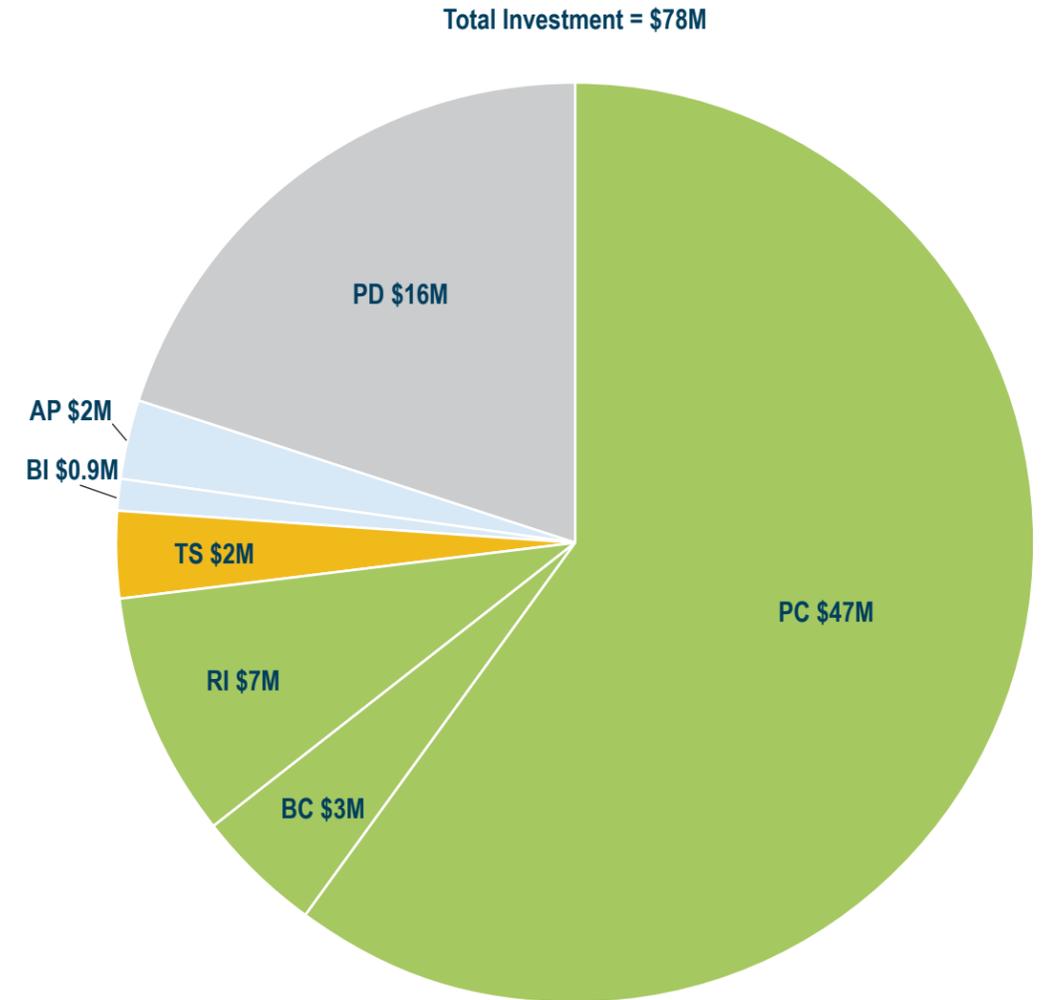
Numbers displayed correspond to project lines in project list for years 2023-2028 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2023						
1	MN 15	WATONWAN	MEDIUM MILL/OVERLAY, MADELIA TO WATONWAN/BROWN COUNTY LINE	4.2	PAVEMENT	\$2.5 - 3.3 M
2	MN 15	WATONWAN	CIR & MEDIUM OL	8.1	PAVEMENT	\$3.7 - 5.0 M
4	MN 22	FARIBAULT	Med Mill/Overlay Iowa State Line to I-90	11.7	PAVEMENT	\$4.5 - 6.1 M
5	MN 22	BLUE EARTH	BAB Constr- rural, 200 Ft N TH 83 to Bassett Drive; Cost is \$12M with AC Payback in 2024	1.3	PAVEMENT	\$8.5 - 11.5 M
6	MN 30	BLUE EARTH/ WASECA	Med Mill/Overlay	10.8	PAVEMENT	\$4.3 - 5.8 M
7	MN 60	COTTONWOOD	Thick Mill/Overlay and shoulders Mountain Lake Bypass	4.3	PAVEMENT	\$5.5 - 7.4 M
8	MN 60	JACKSON	CIR /Medium OL and Reclaim /Overlay	4.9	PAVEMENT	\$2 - 2.7 M
9	US 169	FARIBAULT	CIR & Medium OL from Iowa to Blue Earth	9.3	PAVEMENT	\$3.7 - \$5.0 M
10	MN 22	FARIBAULT	REPLACE BRIDGE 6341 (RP 9.423)	0.0	BRIDGE	\$0.5 - 0.7 M

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2023



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Key

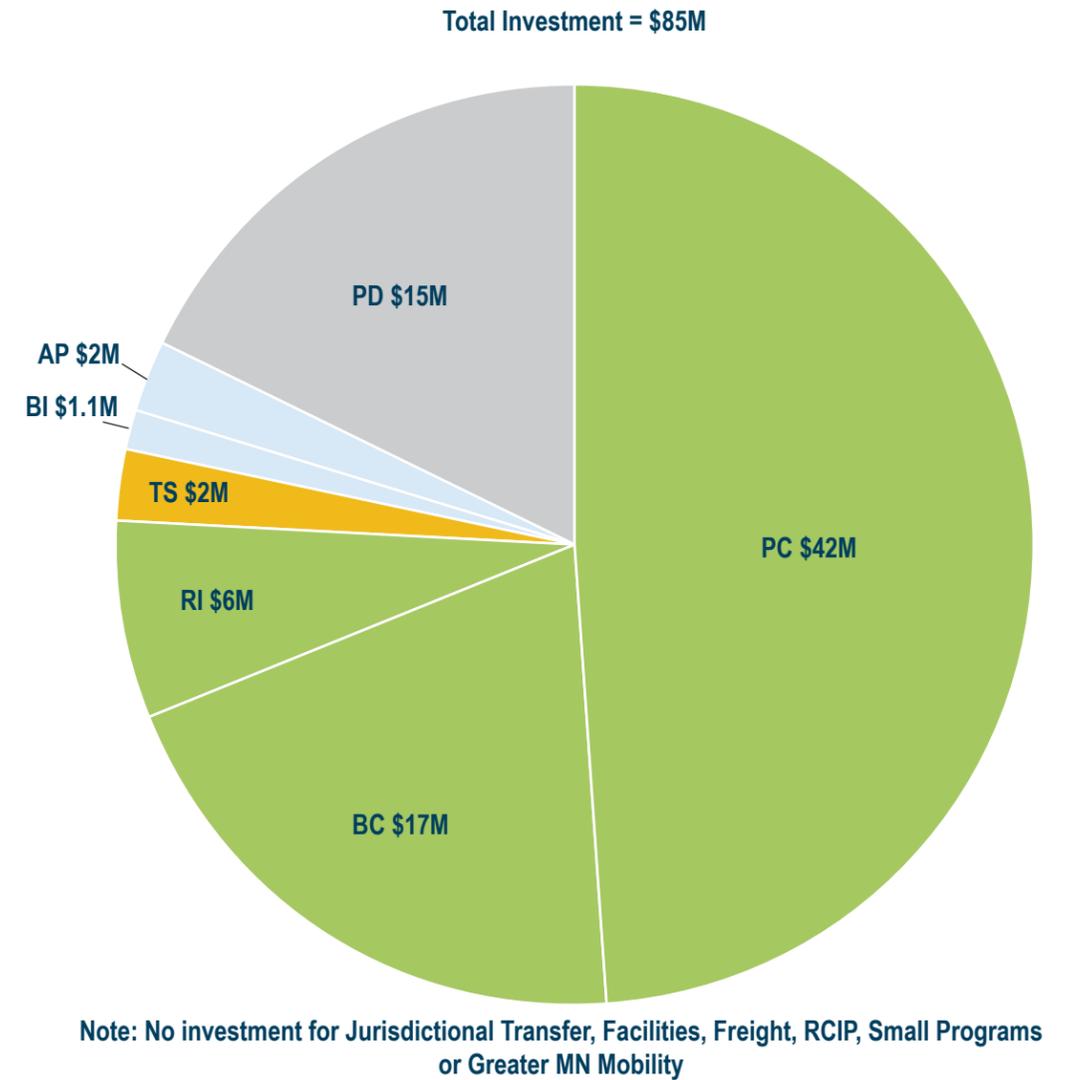
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District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2024						
11	MN 4	BROWN	IN SLEEPY EYE MAJOR CPR/D.GRINDING	1.2	PAVEMENT	\$1.8 - 2.5 M
12	MN 15	SIBLEY	JCT TH 19 D7/D8 BNDRY THICK M/OL	0.7	PAVEMENT	\$0.5 - 0.6 M
13	MN 19	SIBLEY	MED MILL/OVERLAY FROM GAYLORD TO TH 169	18.2	PAVEMENT	\$8.4 - 11.4 M
14	MN 22	BLUE EARTH/LE SUEUR	MEDIUM MILL/OVERLAY, NORTH SIDE OF MANKATO TO RIVER BRIDGE AT ST. PETER COST \$15M WITH AC PAYBACK IN 2024	6.6	PAVEMENT	\$12.8 - 17.3 M
15	MN 22	BLUE EARTH	AC FOR THE BAB PROJECT MAJOR CPR/GRIND COST (ROUNDAABOUTS, CPR)	1.4	PAVEMENT	\$6.8 - 9.2 M
16	MN 22	BLUE EARTH	MED MILL/OVERLAY	1.2	PAVEMENT	\$1.7 - 2.3 M
17	MN 22	FARIBAULT	CIR AND MED OL, ADA, WELLS CITY LIMITS	0.9	PAVEMENT	\$0.5 - 0.7 M
18	MN 22	FARIBAULT	RECLAIM, APPROX 1.5 MILES SOUTH OF I90 TO WELLS	5.8	PAVEMENT	\$3.7 - 5 M
19	MN 60	WATONWAN	0.52 MI. E CR 117/810TH	0.5	PAVEMENT	\$0.4 - 0.6 M
20	MN 60	BLUE EARTH	IN LAKE CRYSTAL THICK M/OL WITH CURB AND GUTTER AND ADA	1.6	PAVEMENT	\$2.6 - 3.5 M
21	US 169	BLUE EARTH/NICOLLET	MEDIUM MILL/OVERLAY, MANKATO/NORTH MANKATO- WILL GO WITH BRIDGES IN SAME YEAR	3.0	PAVEMENT	\$2.8 - 3.7 M
22	MN 13	LE SUEUR	REPLACE BRIDGE 1590 (RP 40.761)	0.0	BRIDGE	\$0.9 - 1.2 M
23	MN 19	LE SUEUR	REHAB BRIDGE 40001 (RP 134.433) AND 40007 (RP 137.634)	0.0	BRIDGE	\$0.5 - 0.7 M
24	MN 22	LE SUEUR	REPLACE BRIDGE 8436 (RP 58.447); REHAB BRIDGE 07036 (RP 58.126)	0.0	BRIDGE	\$3 - 4.1 M
25	MN 22	FARIBAULT	REPLACE BRIDGE 5902 (RP 13.317)	0.0	BRIDGE	\$1.3 - 1.7 M
26	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

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2024



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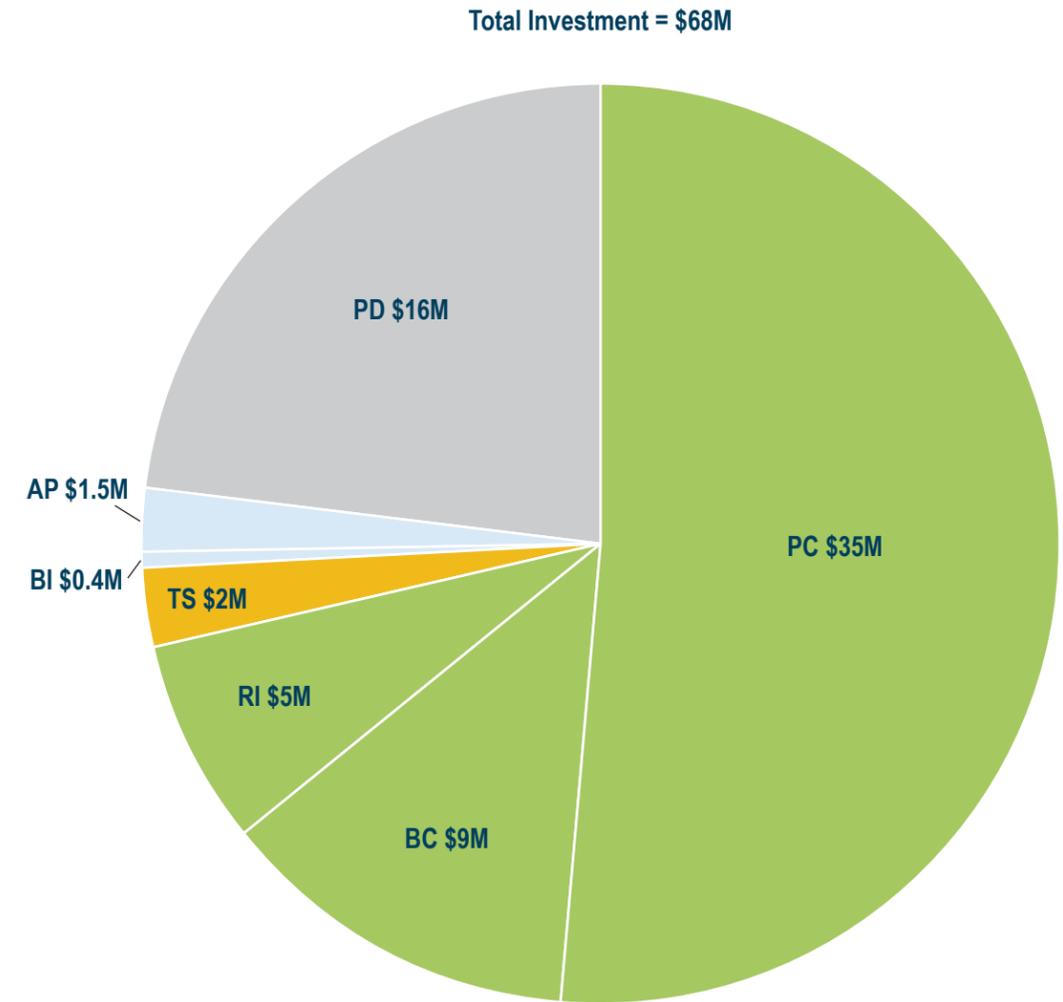
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District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						
27	US 14	WASECA	0.331 MI W CR-2 OVERPASS (WASECA BYPASS) MINOR CPR D-GRINDING NEEDS COST IS \$2M AC PAYBACK IN 2026	9.8	PAVEMENT	\$1.7 - 2.3 M
28	MN 15	WATONWAN	THICK MILL/OVERLAY, BETWEEN MADELIA AND TH 60	2.2	PAVEMENT	\$1.0 - 1.4 M
29	MN 15	WATONWAN	THICK MILL/OVERLAY, BETWEEN MADELIA AND TH 60	4.6	PAVEMENT	\$2.0 - 2.7 M
30	MN 21	LE SUEUR/RICE	MEDIUM MILL/OVERLAY	9.2	PAVEMENT	\$0.9 - 1.2 M
31	MN 22	FARIBAULT/ BLUE EARTH	CIR AND MEDIUM OL FROM WELLS TO MAPLETON	16.9	PAVEMENT	\$7.6 - 10.3 M
33	MN 60	LE SUEUR	MED MILL/OVERLAY, FROM W CL OF WATERVILLE TO RICE COUNTY LINE	1.4	PAVEMENT	\$0.7 - 0.9 M
34	US 75	ROCK	IN LUVERNE THICK M/OL	2.5	PAVEMENT	\$2.8 - 3.8 M
35	US 75	ROCK/ PIPESTONE	CIR AND MEDIUM OL	15.2	PAVEMENT	\$7.3 - 9.9 M
36	MN 22	BLUE EARTH	REHAB BRIDGE 07X03 (RP 33.373)	0.0	BRIDGE	\$0.3 - 0.3 M
37	MN 60	COTTONWOOD	REPLACE BR 17001 RP 40.362	0.0	BRIDGE	\$0.9 - 1.2 M
38	US 75	ROCK	REPLACE BRIDGE 8358 (RP 12.888); 8360 (RP 16.561); 8361 (RP 16.938)	0.0	BRIDGE	\$2 - 2.6 M
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);	0.0	BRIDGE	\$3.4 - 4.6 M
40	I 90	NOBLES/ JACKSON	PLACEHOLDER (NEEDS \$2.5M FROM SPP) REHAB MULTIPLE BRIDGES ON I90 - 53810 (RP WB); 53809, 53824, 53811, 53812	0.0	BRIDGE	\$0.4 - 0.6 M
41	US 169	NICOLLET	REHAB BRIDGE 8649	0.0	BRIDGE	\$0.4 - 0.6 M

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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						



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

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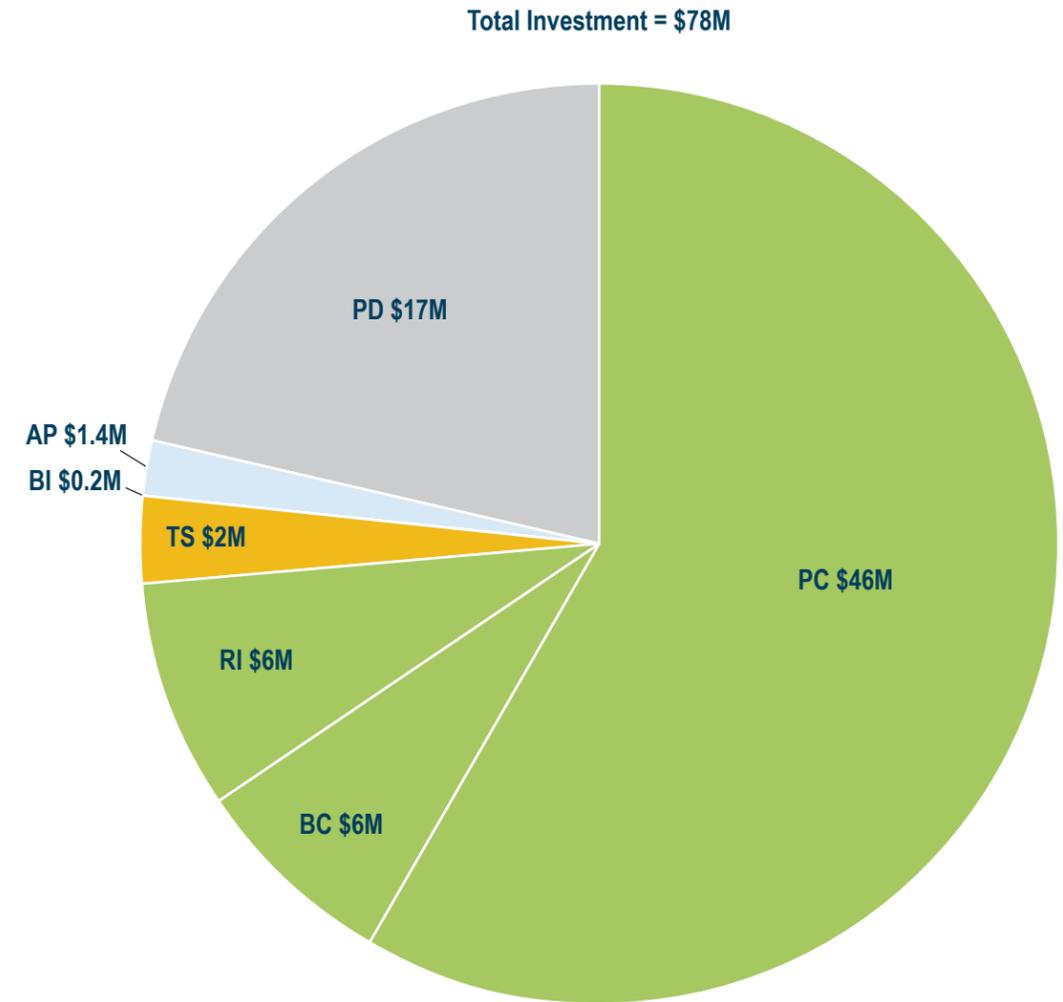
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District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2026						
42	MN 13	WASECA/LE SUEUR	MEDIUM MILL/OVERLAY, WASECA TO WATERVILLE	8.5	PAVEMENT	\$4 - 5.4 M
43	US 14	BLUE EARTH	MAJOR CPR/GRIND, MANKATO - TH 22 TO TH 60	6.4	PAVEMENT	\$5 - 6.7 M
44	MN 19	SIBLEY/LE SUEUR	THIN MILL/OVERLAY	16.7	PAVEMENT	\$4.3 - 5.8 M
45	MN 30	BLUE EARTH/WATONWAN	WHITETOP (DOWELED)	12.9	PAVEMENT	\$13.9 - 18.9 M
46	190	NOBLES	UNBONDED OVERLAY	8.7	PAVEMENT	\$14.2 - 19.2 M
47	MN 19	LE SUEUR	REPLACE BR 8098 (RP 138.373)	0.0	BRIDGE	\$0.7 - 0.9 M
48	MN 19	LE SUEUR	REPLACE BRIDGES 8741 (RP 145.002), 8742 (RP 146.313), AND 8713 (RP 149.423)	0.0	BRIDGE	\$2 - 2.8 M
49	MN 19	LE SUEUR	REPLACE BRIDGE 8851 (RP 153.121)	0.0	BRIDGE	\$0.8 - 1 M
50	MN 30	BLUE EARTH	REPLACE BRIDGE 8805 (RP 125.951)	0.0	BRIDGE	\$0.7 - 1 M

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2026



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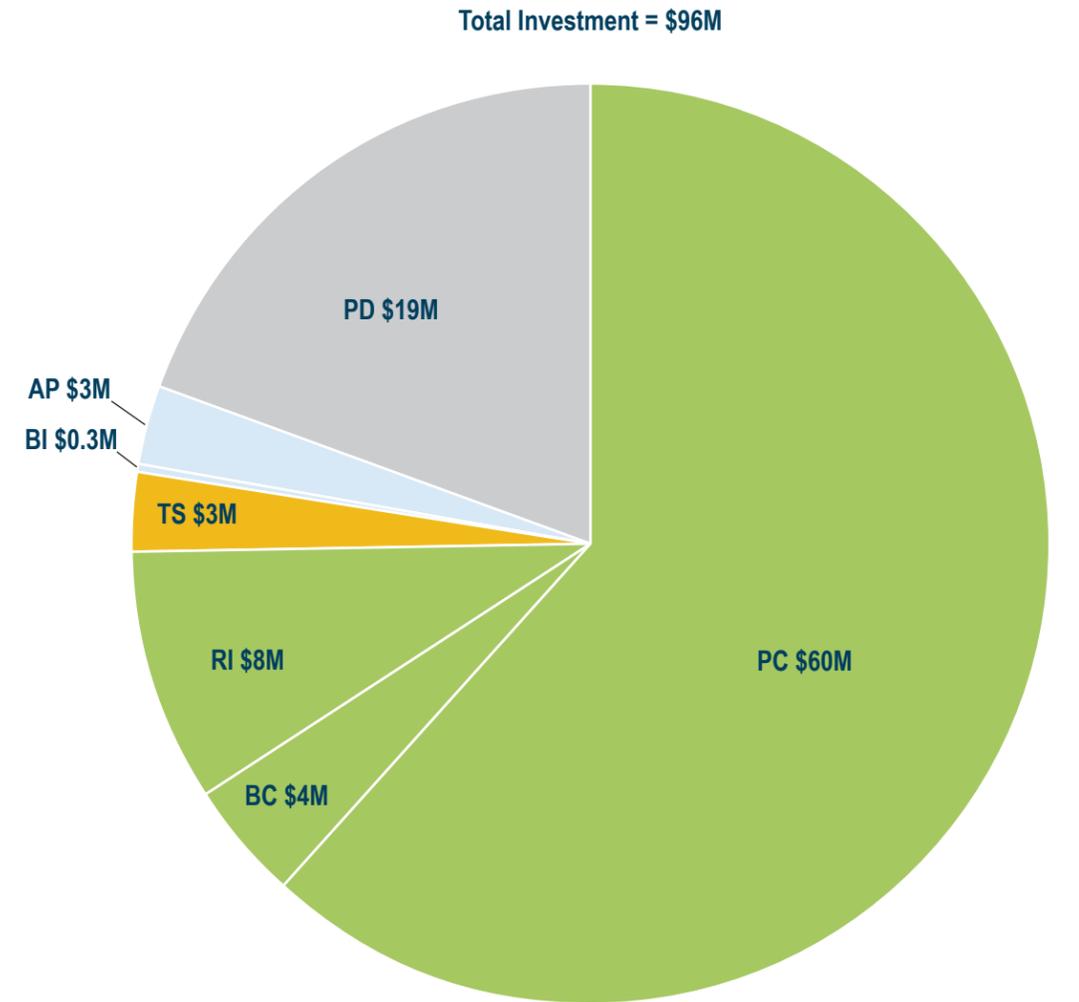
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District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2027						
51	MN 13	LE SUEUR	RECLAIM AND OL, CIR AND OL, MED OL COST IS \$23M SO AC PAYBACK IN 2028	17.3	PAVEMENT	\$19.6 - 26.5 M
52	US 14	BLUE EARTH	TH 22 TO .14 MI E TH 60	6.4	PAVEMENT	\$2.5 - 3.3 M
53	US 59	NOBLES	FROM WORTHINGTON TO FULDA FLEX PROJECT	14.0	PAVEMENT	\$14.4 - 19.4 M
54	US 59	NOBLES	URBAN RECONSTRUCT, WORTHINGTON COST IS \$13.6M USE AC PAYBACK IN 2028	1.1	PAVEMENT	\$11.6 - 15.6 M
55	US 75	ROCK	CIR AND MEDIUM OL	9.6	PAVEMENT	\$5 - 6.7 M
56	I 90	FARIBAULT	UNBONDED OVERLAY	6.0	PAVEMENT	\$8.7 - 11.8 M
57	MN 99	LE SUEUR	THICK OVERLAY	0.5	PAVEMENT	\$0.4 - 0.5 M
58	MN 99	LE SUEUR	CIR AND MED OL	6.1	PAVEMENT	\$2.7 - 3.7 M
59	US 169	FARIBAULT/ BLUE EARTH	THIN OVERLAY, WINNEBAGO TO VERNON CENTER	12.6	PAVEMENT	\$3.4 - 4.6 M
60	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
61	MN 99	LE SUEUR	REPLACE BRIDGE 8947 (RP 027.192)	0.0	BRIDGE	\$0.4 - 0.6 M

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2027



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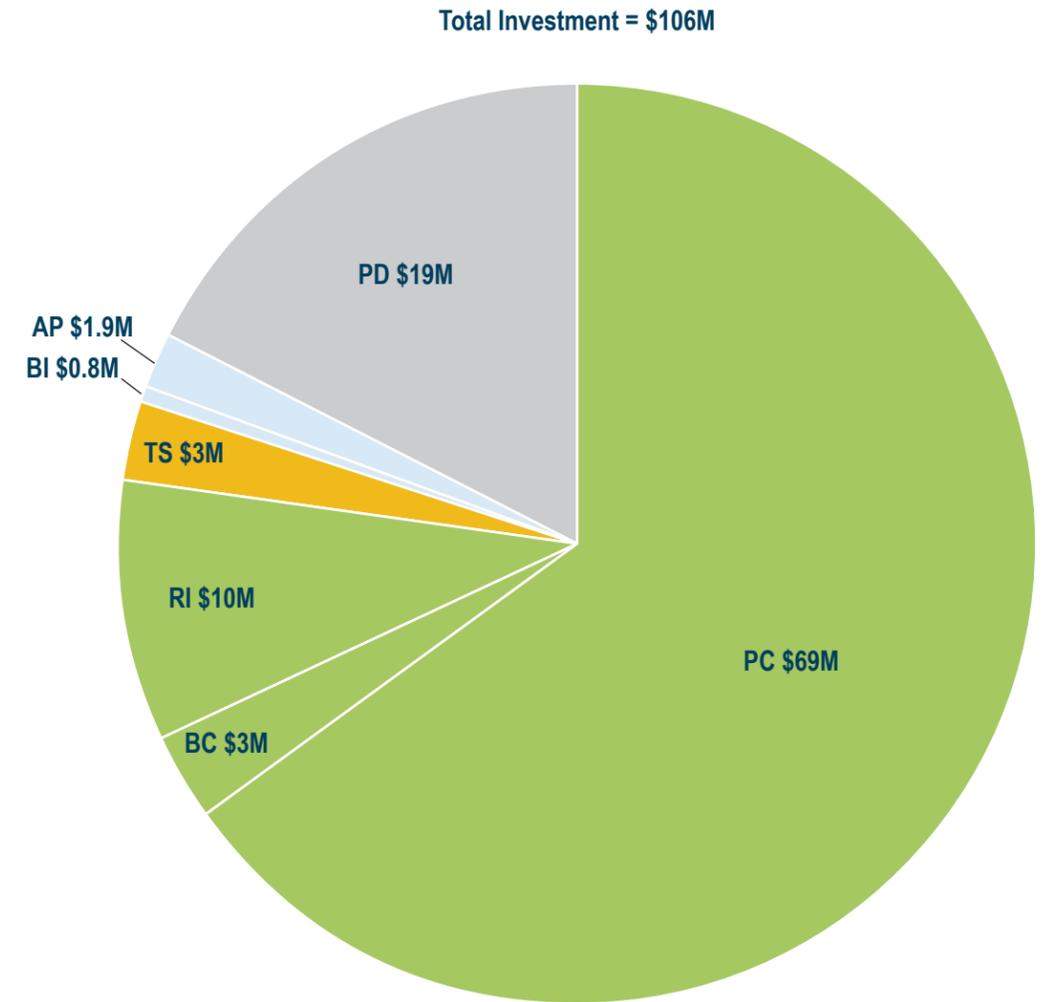
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District 7 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2028						
62	MN 15	MARTIN	CIR AND MEDIUM OVERLAY, STATE LINE TO FAIRMONT	9.5	PAVEMENT	\$4.4 - 5.9 M
63	MN 60	WATONWAN	MEDIUM MILL/OVERLAY, BETWEEN BUTTERFIELD AND ST JAMES	2.3	PAVEMENT	\$1.1 - 1.5 M
64	MN 60	WATONWAN	MINCPR/GRIND/D	0.2	PAVEMENT	\$0.1 - 0.1 M
65	MN 60	WATONWAN	MINCPR/GRIND/D	2.6	PAVEMENT	\$1 - 1.4 M
66	MN 60	BLUE EARTH	MEDIUM MILL/OVERLAY, BETWEEN MANKATO AND LAKE CRYSTAL	3.2	PAVEMENT	\$3 - 4.1 M
67	MN 68	BROWN	RECLAIM AND OL, FROM TH 15 NEW ULM TO TH 169 MANKATO \$18M	21.2	PAVEMENT	\$15.3 - 20.7 M
68	US 71	JACKSON	MED M/O AND CIR AND MED OL	9.1	PAVEMENT	\$4.7 - 6.3 M
69	I 90	FARIBAULT	THICK M/OL	14.8	PAVEMENT	\$11.9 - 16.1 M
70	I 90	FARIBAULT	THICK M/OL	6.0	PAVEMENT	\$4.9 - 6.6 M
71	I 90	FARIBAULT	CIR AND OL	14.8	PAVEMENT	\$6 - 8.1 M
72	MN 257	BROWN	RECLAIM AND OL, TH 15 TO HANSKA	4.0	PAVEMENT	\$3 - 4 M
73	MN 68	BLUE EARTH	REHAB BRIDGE 6357 (RP 140.138) AND REPLACE BRIDGES 8993 (RP 125.629); 6982 (RP 132.130); AND 8557 (RP 135.445)	0.0	BRIDGE	\$2.2 - 3 M

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