

# District 7 10-Year Capital Highway Investment Plan (2020-2029)



**NOVEMBER 2019**

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 2019.

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.
- New for this year’s CHIP, state highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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.

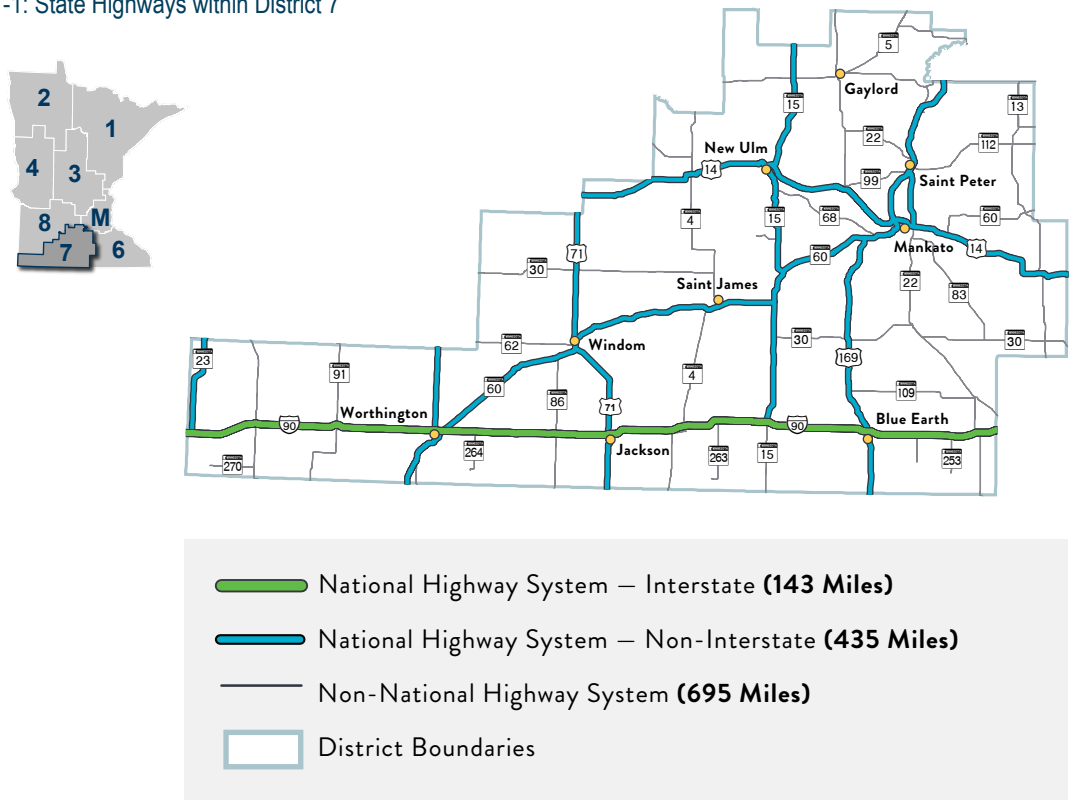
To obtain more information or become more involved, contact District 7 Transportation Planning Director, Ronda Allis, at [ronda.allis@state.mn.us](mailto:ronda.allis@state.mn.us) or 507-514-2332.



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 310 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 246 bridges and 492 miles of rail.

Figure 7-1: State Highways within District 7



Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,273
Lane Miles	3,260
State Owned Bridges	475
High Mast Lights	29
Highway Culverts	5,730
Noise Walls	2
Overhead Signs	38
Population 2017	284,715
Annual VMT**	2,078,568,030
VMT/Capita	4,276

\*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 \$817 million in state highway projects (Figure 7-2). The majority of projects will address pavement condition. MnDOT will also address bridge condition, roadside infrastructure (signage, culverts, and lighting), safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure. District 7 investment peaks in 2029 at roughly \$128 million. Investment will roughly fluctuate between \$52 and \$128 million annually over the next ten years.

HIGHWAY INVESTMENT STRATEGIES

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

System Stewardship

- It is difficult to program urban reconstructions with current funding levels. To manage the high cost per mile on these types of projects, District 7 engages early with cities that have CHIP projects so that planning can optimize funding and various planning efforts.
- Continue to assess pavement condition and evaluate options to respond to highways that display the highest need—while being cost efficient, optimizing pavement life and meeting 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 the 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 US 169 Corridor Study, Highway 60 Corridor Study in Windom, 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)

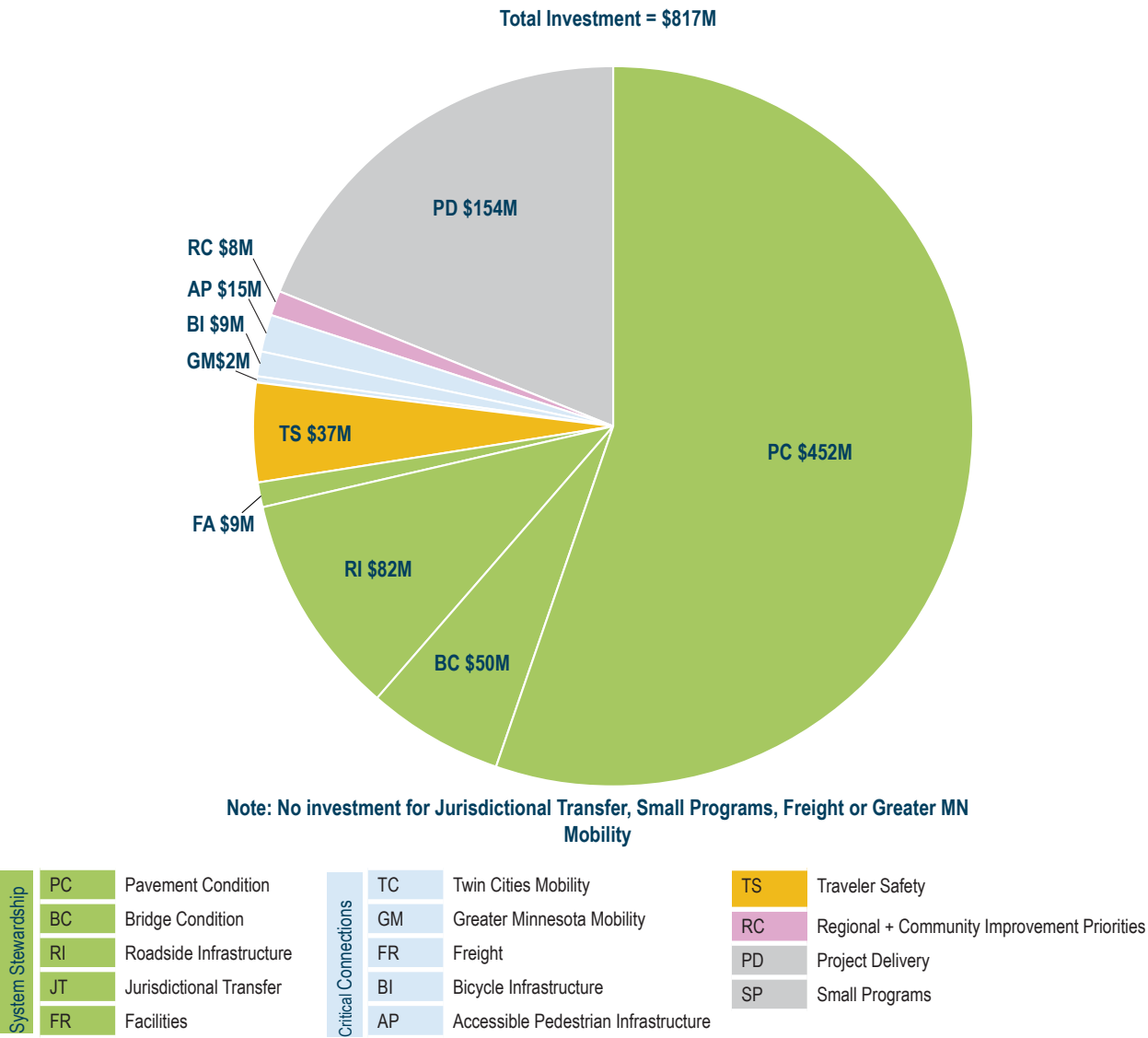
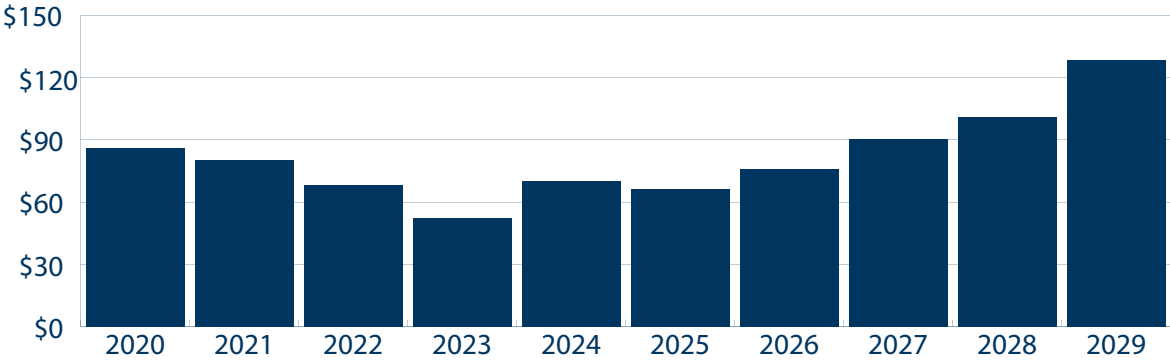


Figure 7-3: District 7 10-Year CHIP, Total Investment Per Year (millions of dollars)





## District 7 CHIP Highlights

In 2018, the District completed the final 4-lane segment of MN 60 between Windom and Mountain Lake. The District is also in the second year of a significant bridge project, called Gateway New Ulm, 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. Construction began in 2018 and should be completed in 2019.

The current 10-year CHIP for District 7 places heavy emphasis on pavement preservation, ADA compliance and safety improvements. The district has few urban reconstruction projects, but does include total reconstruction of TH 19 in New Prague in 2020 and a reconstruction of TH 60 in Madison Lake in 2021. Other potential urban reconstruction needs are currently being explored with communities and may be accommodated in the later years of the CHIP.

Preservation of the system continues to be the primary goal in District 7. Almost 25 percent of the state highway system in District 7 (over 700 miles) will be resurfaced or rehabilitated over the next ten years. Despite this investment, pavement conditions in District 7 will worsen to the point of not meeting performance measures. Approximately 65 bridges are scheduled to be repaired or replaced over the same ten year period. Even with this investment, the number of bridges in District 7 with a poor condition rating are expected to increase to the point of not meeting statewide targets.



## NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

MnDOT bases long-range planning of projects on the 20-year revenue forecast from MnSHIP. Every year MnDOT revises the forecast for the next four years based on recent funding budgets and anticipated annual increases. For this year's forecast (2020-2023), MnDOT revised the level of funding anticipated in 2022 and 2023. Anticipated funding levels were expected to decrease; to compensate, MnDOT moved some projects back from the STIP into the CHIP and adjusted projects in the CHIP to balance the program. In response to this anticipated reduction in funding, District 7 added a few new projects to the CHIP. Projects that were added were analyzed using the new project selection process, which was developed in response to Minnesota Law 2017, First Special Session, Chapter 3, Article 3, Section 124.

Lack of funding to address roadway and bridge needs continues to be an issue. The CHIP includes long and short term fixes. Short term fixes offset the cost of long term fixes. Using this approach, the District will start to see an improvement in the number of lane miles in good condition; however, we will continue to see an increase in the number of lane miles in poor condition.

Some roadway projects moved up in the CHIP. This was because of rapid deterioration causing major maintenance or unsafe conditions. These roadways did not; however, have poor RQI ratings (or predicted poor RQI). Therefore, in addition to using the new project selection process, 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

- The domino effect of STIP target reductions.
- Fluctuations in Statewide Performance Program pavement funding (low \$13M to a high \$70M).
- District Risk Management Program funding distribution not adjusted to account for large swings in SPP funding. Larger program requires greater Project Delivery investment (e.g., contract supplements, change orders, incentives, consultants, internal program delivery, etc.).
- Added \$4M per year in preventive maintenance (was \$1M-\$2M).
- New project selection process.
- Inability to fund urban reconstruction projects.
- Insufficient funding to cover bridge needs in the District (using DRMP funds to supplement SPP bridges).

DISTRICT 7 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2013 to 2015, District 7 saw an increase in the number of fatalities from 42 to 49. In 2016, fatalities dropped to 25, moved up to 26 in 2017, and dropped to a five-year low of 20 in 2018. 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 Interstate pavement miles in poor condition since 2015. Interstate and non-Interstate NHS pavements both currently meet the statewide targets. Non-NHS pavements currently miss the statewide target. Over the next ten years, non-Interstate NHS and non-NHS will miss statewide targets. Interstate will improve to meet the target by 2029.

Bridge Condition

District 7 saw a decrease in the percent of bridges in poor condition on the NHS and non-NHS over the past five years. Both also currently meet the statewide targets. By 2029, NHS will miss the target and non-NHS will meet the target.

Figure 7-4: District 7 Historic Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2013	2014	2015	2016	2017	2018
Safety	Fatalities		0	42	33	49	25	26	20
Bridge	Condition: NHS - % Poor		<2%	1.8%	5.8%	4.3%	2.7%	2.4%	0.2%
Bridge	Condition: Non-NHS - % Poor		<8%	1.3%	2.7%	0.0%	1.0%	1.7%	0.6%
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	3.3%	3.8%	4.1%	2.2%	0.4%	1.1%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	3.3%	4.0%	4.9%	4.4%	4.7%	3.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	6.3%	7.3%	9.8%	8.4%	8.1%	14.5%
<div><div></div> Meets or exceeds target</div> <div><div></div> Moderately below target</div> <div><div></div> Significantly below target</div>									

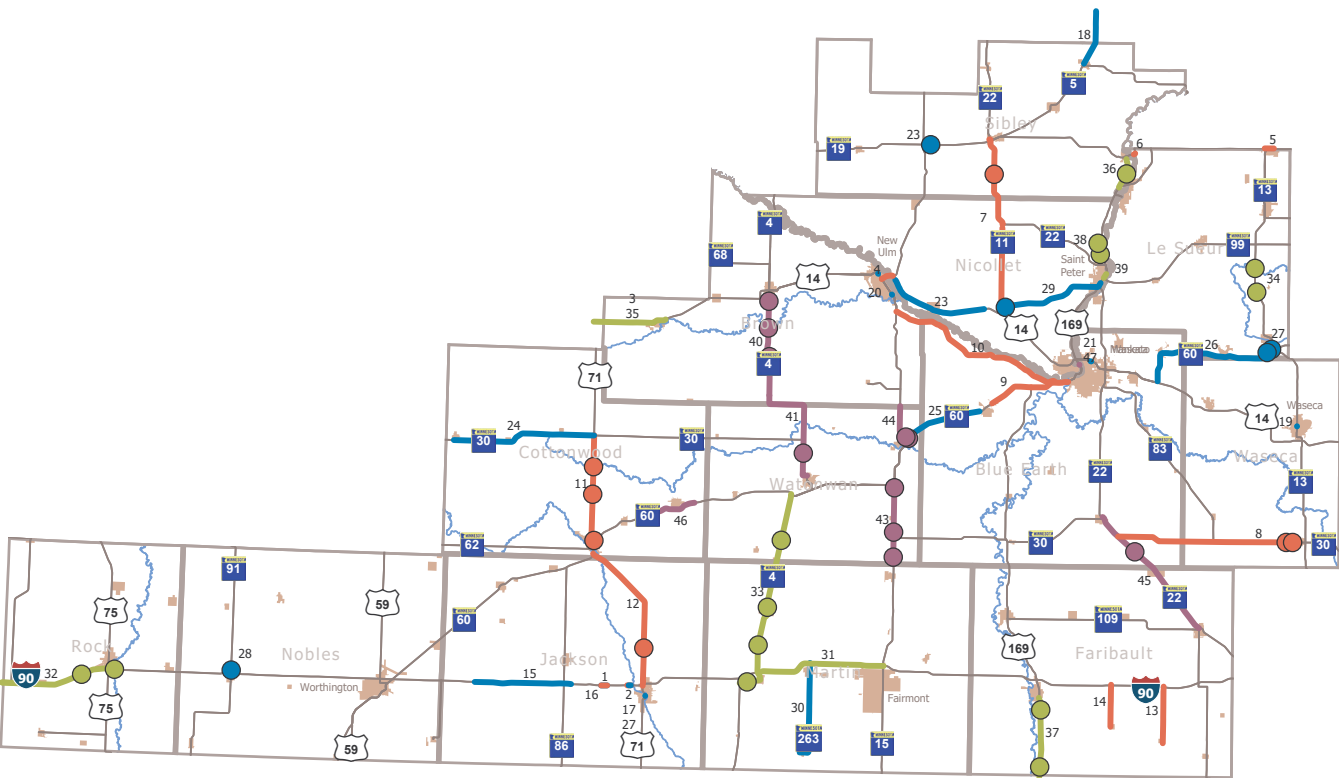
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Figure 7-5: District 7 Projected Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2018 ACTUAL	2023 PROJECTED	2029 PROJECTED	ANALYSIS
Safety	Fatalities		0	20	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor		<2%	0.2%	0.7%	8.6%	NHS bridges are expected to significantly miss the target.
Bridge	Condition: Non-NHS - % Poor		<8%	0.6%	1.0%	7.9%	Non-NHS bridges will meet the target.
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	1.1%	6.2%	0.6%	Interstate pavements are expected to hit the target in 2029.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	3.8%	6.4%	6.2%	Non-Interstate NHS pavements are expected to decline and miss the target.
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	14.5%	17.9%	10.2%	The Non-NHS system will improve but still miss the target by 2029.
<div><div></div> Meets or exceeds target</div> <div><div></div> Moderately below target</div> <div><div></div> Significantly below target</div>							

DISTRICT 7 STIP PROJECT LIST

STIP Project Map 2020-2023

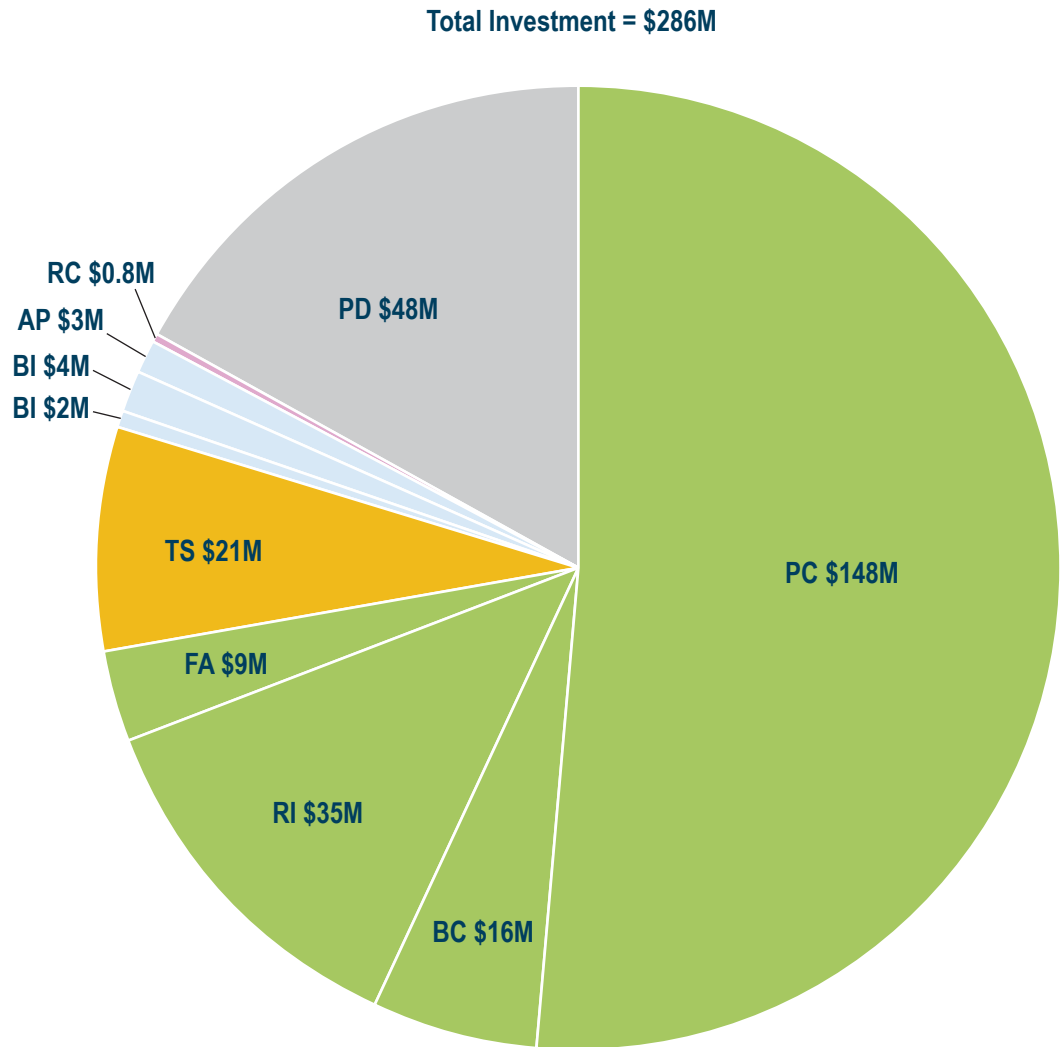


Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown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

- 2020
- 2021
- 2022
- 2023

District 7 Investment for Years 2020-2023 of the 10-Year CHIP



Note: No investment for Jurisdictional Transfer, Small Programs, or Freight

- Key**
- PC - Pavement Condition
  - 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

District 7 Projects for Years 2020-2023 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2020							
1	I 90	JACKSON	Replace EB I-90 rest area four miles west of Jackson for EB traffic	0.7	\$4.7 M	Exempt (in 2019-2022 STIP)	N/A
2	I 90	JACKSON	Replace WB I-90 rest area one mile west of Hwy 71 near Jackson for WB traffic	0.3	\$4.3 M	Exempt (in 2019-2022 STIP)	N/A
3	US 14	BROWN	Improve intersection Jct W Central St and Hwy 14 in Springfield	0.2	\$0.5 M	Exempt (in 2019-2022 STIP)	N/A
4	MN 14	BROWN	Landscape and planting Broadway St to CR 21	1.4	\$0.02 M	Exempt (in 2019-2022 STIP)	N/A
5	MN 19	LE SUEUR	Reconstruct road landscaping and lighting 4th Ave to 7th Ave in New Prague	1.1	\$7.3 M	Exempt (in 2019-2022 STIP)	N/A
6	MN 19	LE SUEUR	Repair slope stabilization at and around bridge 40009 along Hwy 19	0.2	\$0.2 M	Exempt (in 2019-2022 STIP)	N/A
7	MN 111/ MN 22	NICOLLET	Resurface road Hwy 99 1st St in Nicollet to Hwy 22 and Hwy 111 to 280th St in Gaylord	19.2	\$13.2 M	Exempt (in 2019-2022 STIP)	N/A
8	MN 30	WASECA/ BLUE EARTH	Resurface road and replace two bridges Hwy 22 to New Richland	20.8	\$11.0 M	Exempt (in 2019-2022 STIP)	N/A
9	MN 60/ US 169	BLUE EARTH	Install high tension cable barrier Blue Earth CR 112 to S Jct Hwy 60 & Hwy 169 & S Jct Hwy 60 & Hwy 169 to Blue Earth River	9.5	\$1.2 M	HSIP -Greater MN	89
10	MN 68	BLUE EARTH	Repair slope and culvert Hwy 169 to Hwy 15	16.2	\$0.7 M	Exempt (in 2019-2022 STIP)	N/A
11	US 71	COTTONWOOD	Resurface road Hwy 60 in Windom to Hwy 30	12.2	\$3.0 M	Exempt (in 2019-2022 STIP)	N/A
12	US 71	JACKSON	Resurface road and replace box culvert Jackson CR 38 in the city of Jackson to Hwy 60 in Windom	17.7	\$9.5 M	Exempt (in 2019-2022 STIP)	N/A
13	MN 253	FARIBAULT	Resurface road for transfer from MnDOT to Faribault County Bricelyn to I-90	6.5	\$4.4 M	Exempt (in 2019-2022 STIP)	N/A
14	MN 254	FARIBAULT	Resurface road for transfer from MnDOT to Faribault County Hwy 254 Frost to I-90	4.8	\$3.2 M	Exempt (in 2019-2022 STIP)	N/A

\*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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 2019.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2020													
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
-	-	80%	-	-	20%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
33%	-	40%	-	-	17%	-	-	-	-	9%	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
82%	0%	8%	-	-	5%	-	-	-	4%	-	-	-	-
69%	24%	6%	-	-	2%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
78%	5%	6%	-	-	11%	-	-	-	-	-	-	-	-
74%	4%	20%	-	-	0%	-	-	-	1%	-	-	-	-
87%	-	12%	-	-	1%	-	-	-	-	-	-	-	-
85%	-	10%	-	-	2%	-	-	-	2%	-	-	-	-

Key

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- TC - Twin Cities Mobility

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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 SELECTION CATEGORY*	SCORE*
2021							
15	I 90	JACKSON	Resurface road Jackson CR 5 to Hwy 86	11.0	\$12.2 M	NHS Pavement	76
16	I 90	JACKSON	Pave parking area improve pedestrian crossings and lighting I-90 eastbound rest area west of Jackson (Clear Lake)	0.7	\$1.8 M	Exempt (in 2019-2022 STIP)	N/A
17	I 90	JACKSON	Pave parking area improve pedestrian crossings and lighting I-90 westbound rest area west of Jackson (Des Moines)	0.3	\$2.2 M	Exempt (in 2019-2022 STIP)	N/A
18	MN 5	CARVER/ SIBLEY	Resurface road 5th St in Green Isle to Hwy 212	6.3	\$2.7 M	Exempt (in 2019-2022 STIP)	N/A
19	MN 13	WASECA	Replace signal system 7th Ave NW in Waseca	0.0	\$0.2 M	Exempt (in 2019-2022 STIP)	N/A
20	MN 15/ US 14	BROWN	Replace signal system on Hwy 14/15 at 16th North St and improve pedestrian crossings and 19th South St in New Ulm	0.0	\$0.2 M	Exempt (in 2019-2022 STIP)	N/A
21	US 14	BLUE EARTH	Construct roundabout lighting pedestrian crossing and trail improvements junction Hwy 57 and Riverfront Drive in Mankato	0.1	\$0.7 M	Exempt (in 2019-2022 STIP)	N/A
22	US 14	NICOLLET	Resurface road and replace guardrail New Ulm to Nicollet	11.7	\$8.5 M	Exempt (in 2019-2022 STIP)	N/A
23	MN 19	SIBLEY	Replace bridge over Sibley County ditch one mile west of Hwy 15	0.0	\$1.3 M	Exempt (in 2019-2022 STIP)	N/A
24	MN 30	COTTONWOOD	Resurface road Cottonwood CR 7 to Hwy 71	16.4	\$5.8 M	Exempt (in 2019-2022 STIP)	N/A
25	MN 60	BLUE EARTH	Resurface road Hwy 15 to Blue Earth CR 20	8.5	\$6.3 M	Exempt (in 2019-2022 STIP)	N/A
26	MN 60	LE SUEUR	Resurface road Hwy 14 to Hwy 13 in Waterville	16.8	\$18.6 M	Exempt (in 2019-2022 STIP)	N/A
27	US 71	JACKSON	Replace signal system Hwy 71 and Sherman St in Jackson	0.0	\$0.2 M	Exempt (in 2019-2022 STIP)	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2021													
96%	-	4%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
89%	-	8%	-	-	3%	-	-	-	-	-	-	-	-
-	-	75%	-	-	-	-	-	-	-	25%	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
28%	-	1%	-	-	67%	-	-	-	2%	2%	-	-	-
45%	3%	49%	-	-	3%	-	-	-	-	-	-	-	-
24%	64%	13%	-	-	-	-	-	-	-	-	-	-	-
63%	-	11%	-	-	26%	-	-	-	-	-	-	-	-
90%	-	10%	-	-	1%	-	-	-	-	-	-	-	-
76%	7%	4%	-	-	12%	-	-	-	-	1%	-	-	-
-	-	76%	-	-	-	-	-	-	-	24%	-	-	-

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AP - Accessible Pedestrian Infrastructure

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SP - Small Programs

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District 7 Projects for Years 2020-2023 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2021							
28	MN 91	NOBLES	Replace bridge junction with I-90 at Adrian	0.1	\$2.8 M	Exempt (in 2019-2022 STIP)	N/A
29	MN 99/ US 169	NICOLLET	Resurface road replace one bridge one culvert improve pedestrian crossings and lighting Birch St in Nicollet to Hwy 169 in St Peter	11.4	\$4.2 M	Exempt (in 2019-2022 STIP)	N/A
30	MN 263	MARTIN	Resurface road widen shoulders and replace guardrail Clark St in Ceylon to I-90	11.2	\$7.2 M	Exempt (in 2019-2022 STIP)	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2021													
5%	89%	6%	-	-	-	-	-	-	-	-	-	-	-
59%	7%	30%	-	-	4%	-	-	-	-	0%	-	-	-
63%	-	10%	-	-	22%	-	-	-	-	5%	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2022							
31	I 90	MARTIN	Resurface road and upgrade lighting Hwy 4 to Hwy 15	14.3	\$11.8 M	Exempt (in 2019-2022 STIP)	N/A
32	I 90	ROCK	Resurface road and repair two bridges Beaver Creek South Dakota to Luverne on WB lanes and South Dakota to 3 mi E on EB lanes	17.1	\$12.2 M	NHS Pavement	92
33	MN 4	MARTIN/ WATONWAN	Resurface road and repair four bridges Martin CR 26 to Hwy 60	24.2	\$15.9 M	Exempt (in 2019-2022 STIP)	N/A
34	MN 13	LE SUEUR	Replace bridges north and south of Le Sueur CR 2	0.0	\$3.5 M	Exempt (in 2019-2022 STIP)	N/A
35	US 14	BROWN	Resurface road Hwy 71 to Springfield	8.3	\$4.8 M	Exempt (in 2019-2022 STIP)	N/A
36	MN 93	SIBLEY	Resurface road and repair bridge Hwy 169 to flood wall in Henderson	3.6	\$3.2 M	Non-NHS Pavement	77
37	US 169	FARIBAULT	Resurface road Iowa to Blue Earth	9.1	\$5.1 M	NHS Pavement	77
38	US 169	NICOLLET	Replace two bridges north of St Peter over Rogers Creek and stream	4.2	\$2.5 M	Exempt (in 2019-2022 STIP)	N/A
39	US 169	NICOLLET	Resurface road and construct dual left turn lanes improve pedestrian crossings south junction Hwy 99 to Union St in St Peter	0.5	\$1.1 M	Exempt (in 2019-2022 STIP)	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2022													
89%	-	10%	-	-	-	-	-	-	1%	-	-	-	-
88%	3%	8%	-	-	-	-	-	-	-	-	-	-	-
65%	7%	9%	-	-	2%	-	-	-	12%	4%	-	-	-
1%	72%	26%	-	-	1%	-	-	-	-	-	-	-	-
65%	-	16%	-	-	4%	-	-	-	-	16%	-	-	-
48%	14%	21%	-	-	16%	-	-	-	-	-	-	-	-
57%	3%	10%	-	-	13%	-	-	-	17%	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
61%	-	16%	-	-	23%	-	-	-	-	-	-	-	-

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TS - Traveler Safety

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AP - Accessible Pedestrian Infrastructure

RC - Regional and Community Improvement Priorities

SP - Small Programs

PD - Project Delivery

District 7 Projects for Years 2020-2023 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2023							
40	MN 4	BROWN	Resurface road replace two bridges and repair one two bridges Brown CR 18 to Ellsworth St in the City of Sleepy Eye	11.3	\$10.3 M	Non-NHS Pavement	82
41	MN 4	WATONWAN	Resurface road and replace one bridge Armstrong Blvd in St James to Watonwan CR 18	13.4	\$9.9 M	Non-NHS Pavement	82
43	MN 15	WATONWAN	Resurface road and repair three bridges Watonwan/Martin County line to south Jct Hwy 60/Hwy 15	9.1	\$4.4 M	NHS Pavement	60
44	MN 15	WATONWAN	Resurface road and repair two bridges Madeila to Watonwan/Brown County line	4.4	\$3.2 M	NHS Pavement	68
45	MN 22	FARIBAULT	Resurface road and repair one bridge Hwy 29 in Wells to Hwy 30 in Mapleton	16.9	\$9.2 M	Non-NHS Pavement	90
46	MN 60	COTTONWOOD	Shoulder paving and dip correction west of Cottonwood CR 47 to west of Hwy 8	4.5	\$1.6 M	NHS Pavement	81
47	US 169	NICOLLET	Improve intersection Jct of Hwy 169 and Hwy 22	0.0	\$6.2 M	Mobility Investments in Greater MN	64

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2023													
68%	21%	10%	-	-	1%	-	-	-	-	-	-	-	-
87%	3%	8%	-	-	2%	-	-	-	-	-	-	-	-
68%	8%	15%	-	-	10%	-	-	-	-	-	-	-	-
69%	12%	6%	-	-	6%	-	-	-	6%	-	-	-	-
94%	1%	5%	-	-	0%	-	-	-	-	0%	-	-	-
99%	-	1%	-	-	-	-	-	-	-	-	-	-	-
28%	-	-	-	-	43%	27%	-	-	-	2%	-	-	-

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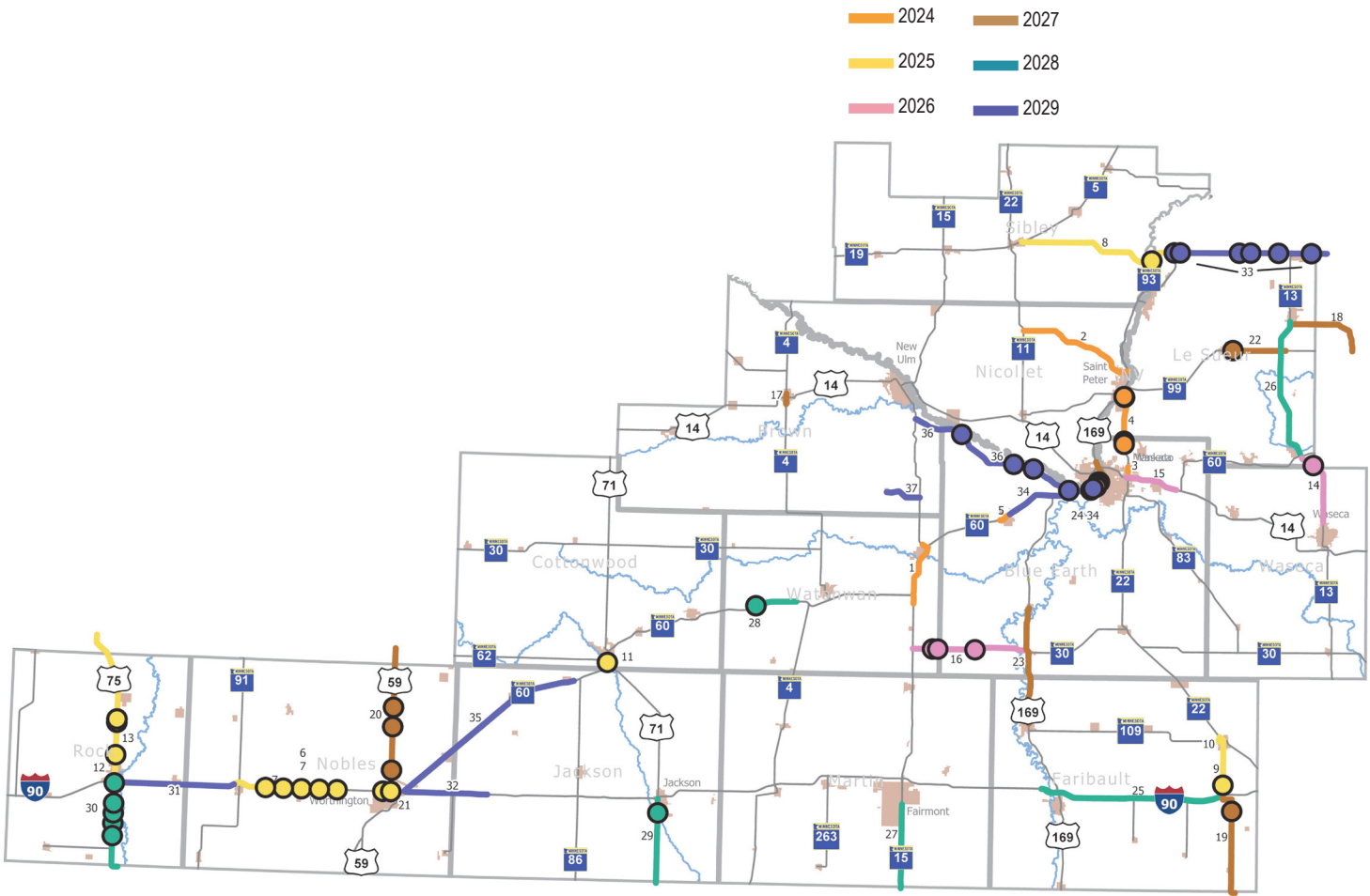
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DISTRICT 7 PROJECTS

Project Map 2024-2029



Numbers displayed correspond to project lines in project list for years 2024-2029 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.

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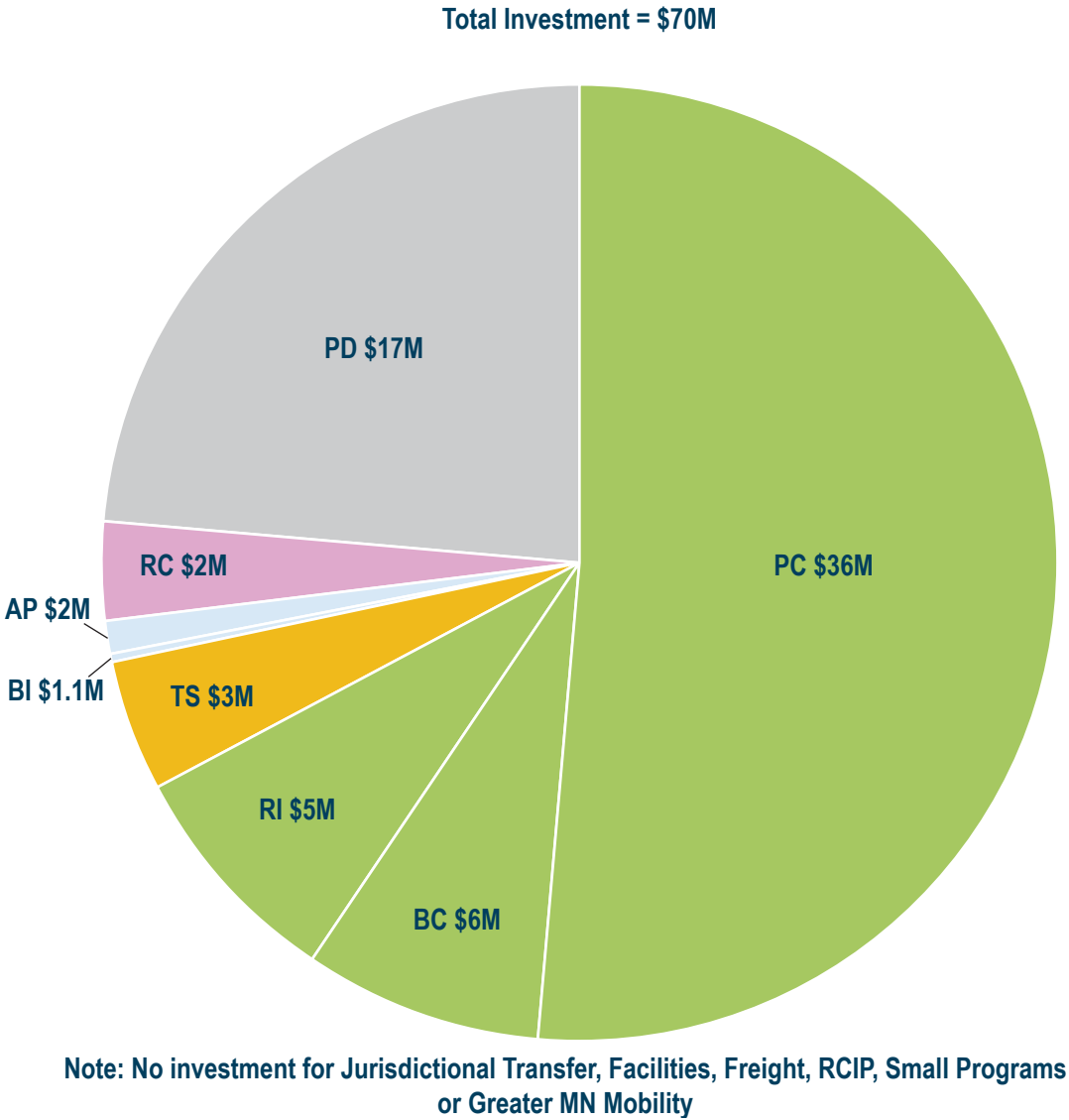


District 7 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2024							
1	MN 15	WATONWAN	Resurface 8 miles of Hwy 15 between Madelia and Hwy 60; resurface Hwy 60 west of Hwy 15	8.1	\$8.7 M-\$11.7 M	NHS Pavement	88
2	MN 22	NICOLLET	Resurface 12 miles of Hwy 22 from Hwy 169 in St. Peter to Hwy 111; improve pedestrian accommodations; potential turnback of highway ownership to Nicollet County	13.6	\$5.9 M-\$7.9 M	Non-NHS Pavement	70
3	MN 22	BLUE EARTH	Construct roundabout at intersection of Hwy 22/Augusta Dr in Mankato	0.5	\$2.1 M-\$2.9 M	Mobility Investments in Greater MN	33
4	MN 22	BLUE EARTH/ LE SUEUR	Resurface 6 miles of Hwy 22 from south of CR 57 to the River Bridge in St. Peter; replace a culvert; repair bridge over the Minnesota River and CR 45 bridge	6.3	\$12.8 M-\$17.3 M	NHS Pavement	71
5	MN 60	BLUE EARTH	Reconstruct 1.5 miles of concrete pavement on Hwy 60 in Lake Crystal west of County Rd 20 to east of Laclaire St; reconstruct curb and gutter; improve pedestrian accommodations; repair bridge over County Hwy 6	1.6	\$2.6 M-\$3.5 M	NHS Pavement	76

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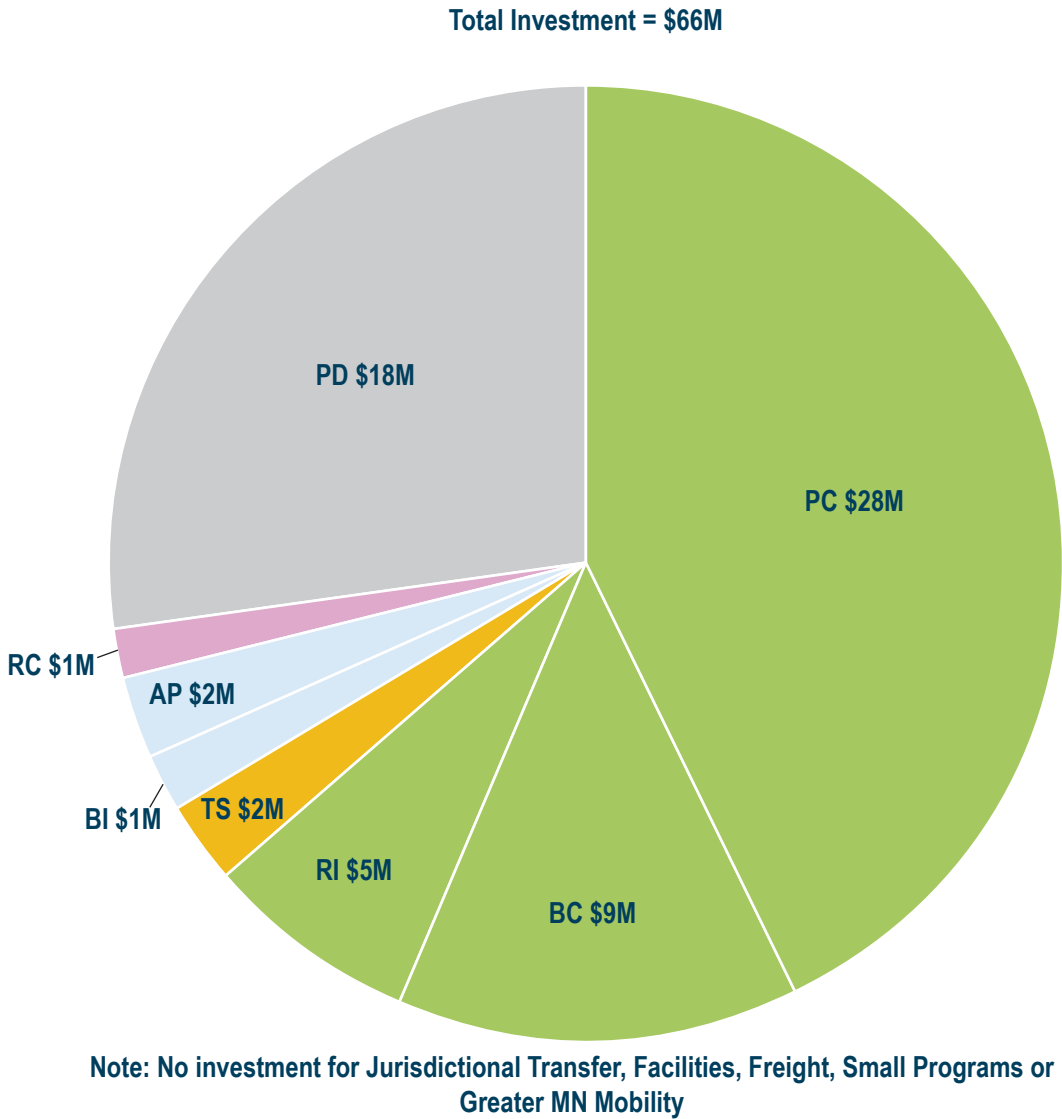
District 7 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2025							
6	I 90	NOBLES	Repair multiple bridges along I-90 in Nobles County	21.2	\$3.0 M-\$4.0 M	NHS Bridge	80
7	I 90	NOBLES	Resurface 9 miles of WB I-90 from Adrian to 1 mile east of Rushmore	8.7	\$14.2 M-\$19.2 M	NHS Pavement	81
8	MN 19	SIBLEY/LE SUEUR	Resurface 18 miles of Hwy 19 from Gaylord to Hwy 169; repair bridge over Minnesota River	18.2	\$8.9 M-\$12.1 M	Non-NHS Pavement	65
9	MN 22	FARIBAULT	Resurface 5 miles of Hwy 22 from I-90 to south city limits of Wells; replace culvert at Foster Creek	5.0	\$4.5 M-\$6.2 M	Non-NHS Pavement	76
10	MN 22/ MN 109	FARIBAULT	Reconstruct Hwy 22 in Wells; resurface Hwy 109 from Half Moon Rd to Hwy 22	2.0	\$0.6 M-\$0.7 M	Urban pavement	63
11	MN 60	COTTONWOOD	Replace Hwy 60 bridge over the Des Moines River near the south junction of Hwy 71 in Windom	0.1	\$3.4 M-\$4.6 M	NHS Bridge	65
12	US 75	ROCK	Resurface 2 miles of Hwy 75 in Luverne	2.1	\$2.8 M-\$3.8 M	Urban pavement	69
13	US 75	ROCK/ PIPESTONE	Resurface 15 miles of Hwy 75 from the north city limits of Luverne to CR 9 south of Trosky; replace 3 culverts	15.1	\$9.2 M-\$12.4 M	Non-NHS Pavement	87

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2025							



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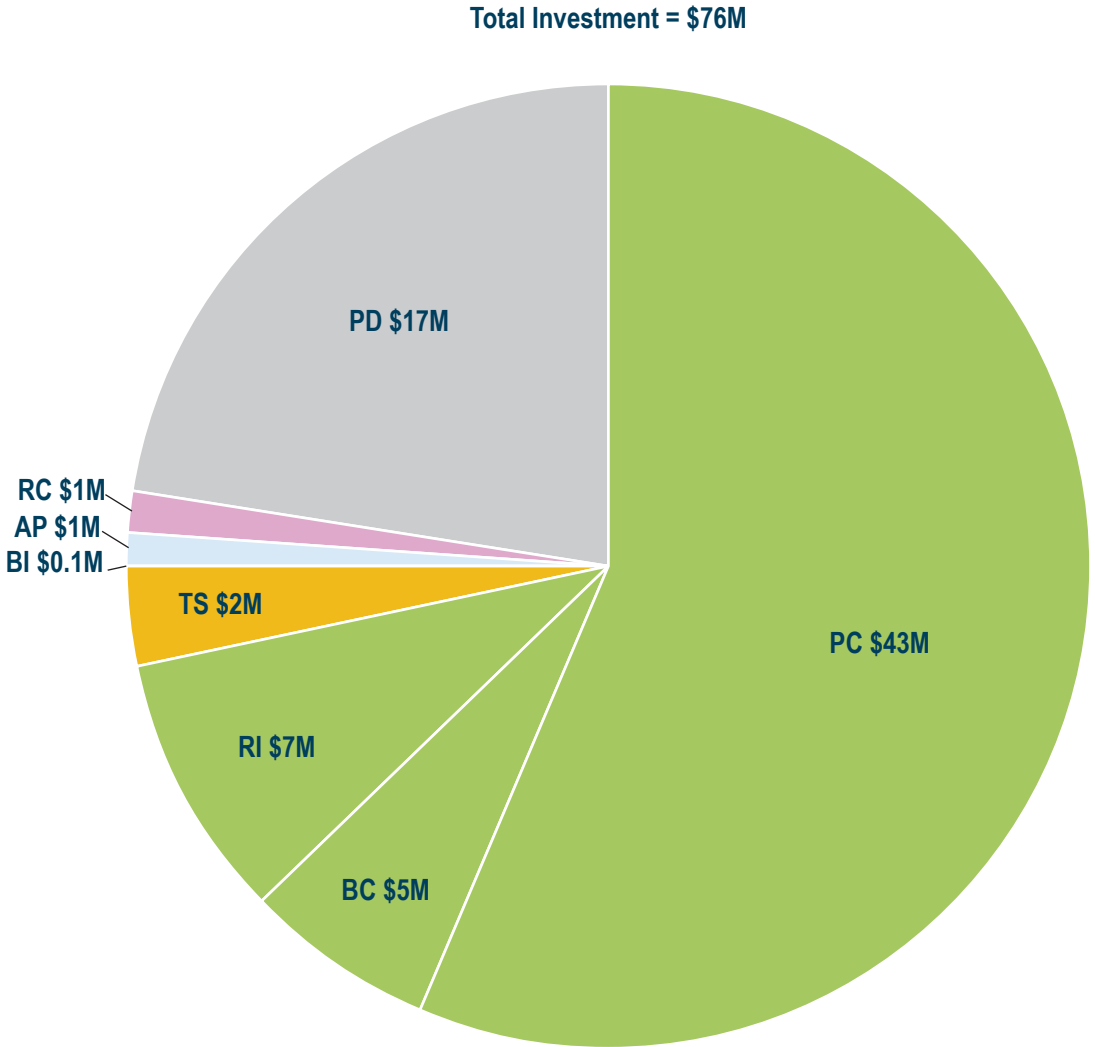
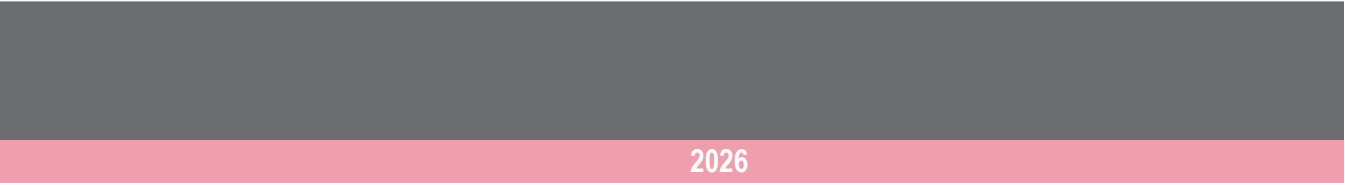
PD - Project Delivery

District 7 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2026							
14	MN 13	WASECA/LE SUEUR	Resurface 8.5 miles of Hwy 13 from north city limits of Waseca to south of Hwy 60 in Waterville (excludes concrete intersection of Hwy 60/Hwy 13); replace culvert south of Waterville	8.5	\$4.8 M-\$6.5 M	Non-NHS Pavement	82
15	US 14	BLUE EARTH	Resurface 6 miles of Hwy 14 from County Hwy 82/County Hwy 3 to 2 miles east of Eagle Lake (major resurface)	5.9	\$5.0 M-\$6.7 M	NHS Pavement	78
16	MN 30	BLUE EARTH/ WATONWAN	Resurface 13 miles of concrete on Hwy 30 from Hwy 15 to Hwy 169; replace 3 culverts	13.0	\$17.9 M-\$24.2 M	Non-NHS Pavement	63

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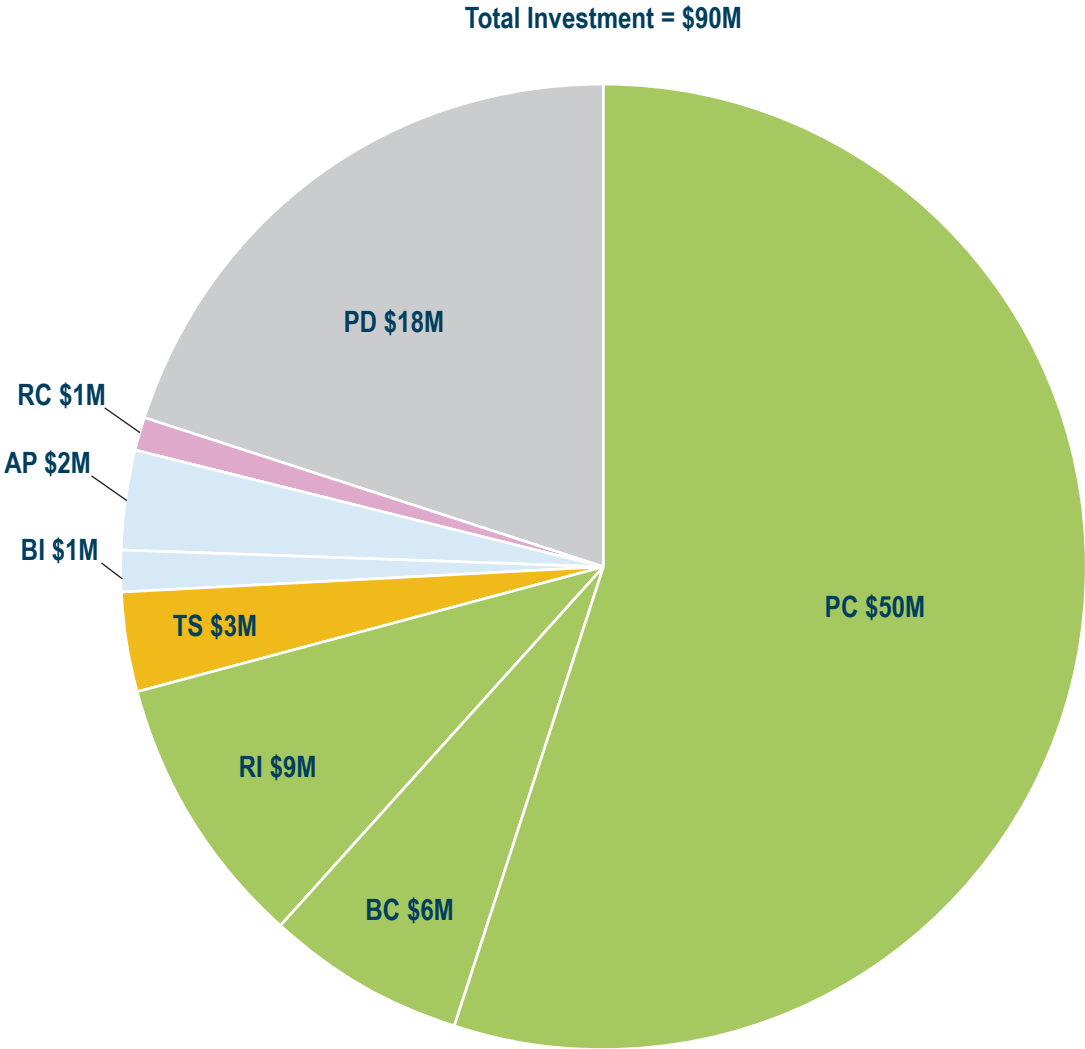
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District 7 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2027							
17	MN 4	BROWN	Resurface 1 mile of Hwy 4 from Elsworth St to 3rd Ave NW in Sleepy Eye	1.2	\$1.8 M-\$2.5 M	Urban pavement	46
18	MN 21	LE SUEUR/ RICE	Resurface 9 miles of Hwy 21 from Hwy 99 to Hwy 13	9.2	\$0.9 M-\$1.2 M	Non-NHS Pavement	45
19	MN 22	FARIBAULT	Resurface 12.5 miles of Hwy 22 from Iowa to I-90; replace culvert	12.4	\$5.0 M-\$6.8 M	Non-NHS Pavement	77
20	US 59	NOBLES/ MURRAY	Resurface 16 miles of Hwy 59 from Worthington to Fulda; replace 3 culverts	16.2	\$14.4 M-\$19.4 M	NHS Pavement	69
21	US 59	NOBLES	Reconstruct 1 mile of Hwy 59 in Worthington	1.2	\$11.6 M-\$15.6 M	Urban pavement	80
22	MN 99	LE SUEUR	Resurface 6.5 miles of Hwy 99 from west limits of Le Center to Hwy 13; replace culvert	6.5	\$3.6 M-\$4.8 M	Non-NHS Pavement	84
23	US 169	FARIBAULT/ BLUE EARTH	Resurface 13 miles of Hwy 169 from north side of Winnebago to south city limits of Vernon Center	13.2	\$3.4 M-\$4.6 M	NHS Pavement	75
24	US 169	BLUE EARTH/ NICOLLET	Resurface 3 miles of Hwy 169 in Mankato/ North Mankato from Riverfront Dr to Lake Street; repair multiple bridges and ramps	3.3	\$12.1 M-\$16.3 M	NHS Pavement	96

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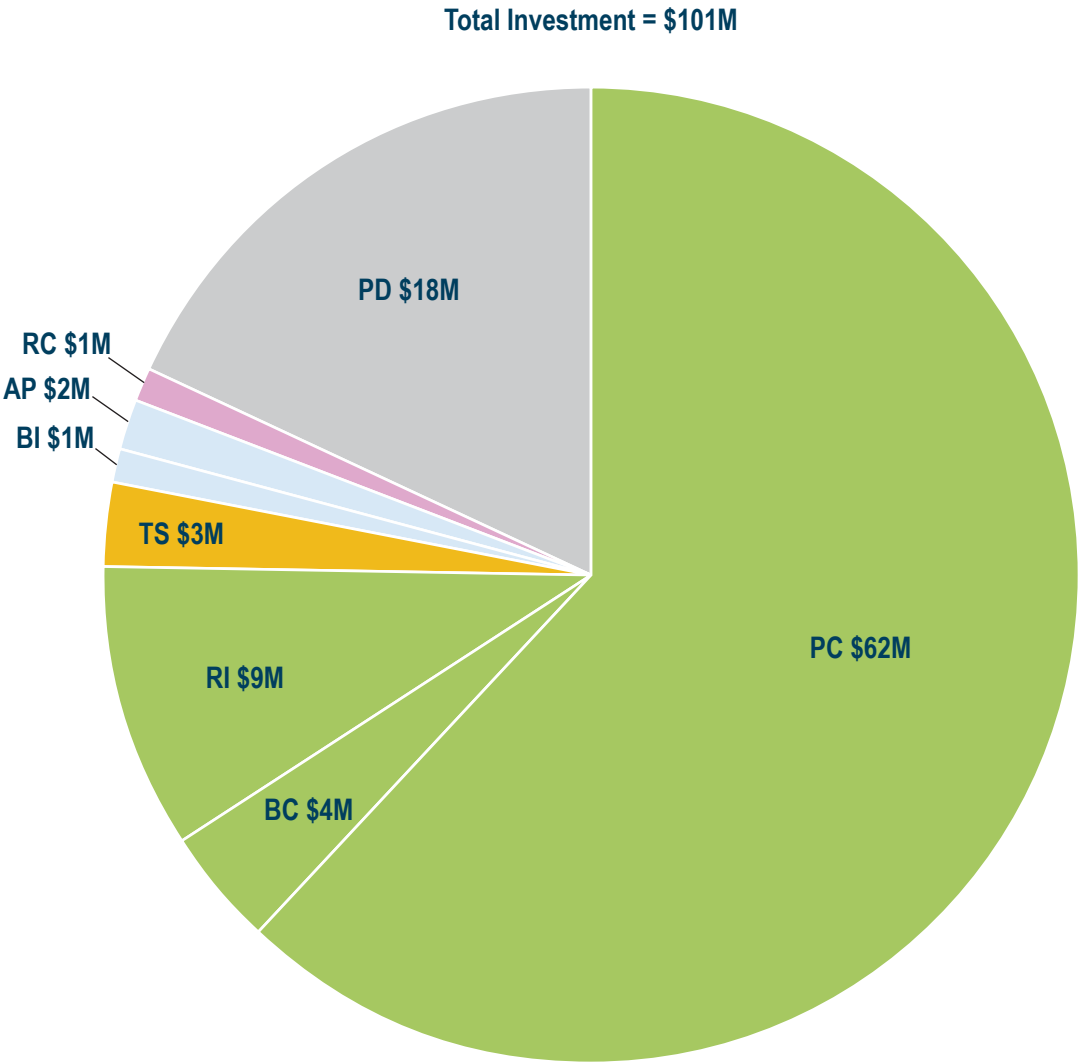


District 7 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2028							
25	I 90	FARIBAULT	Resurface 20 miles of I-90 from 2 miles west of Hwy 169 to Hwy 22	20.8	\$22.7 M-\$30.8 M	NHS Pavement	56
26	MN 13	LE SUEUR	Resurface 16 miles of Hwy 13 from Fremont St E in Waterville to Montgomery	16.2	\$19.6 M-\$26.5 M	Non-NHS Pavement	83
27	MN 15	MARTIN	Resurface 9.5 miles of Hwy 15 from Iowa border to Fairmont	9.5	\$4.4 M-\$5.9 M	Non-NHS Pavement	85
28	MN 60	WATONWAN	Resurface 5 miles of Hwy 60 between St. James and Butterfield	5.2	\$2.3 M-\$3.1 M	NHS Pavement	72
29	US 71	JACKSON	Resurface 10 miles of Hwy 71 from Iowa to CR 38 in Jackson; replace culvert	9.8	\$5.5 M-\$7.5 M	NHS Pavement	79
30	US 75	ROCK	Resurface 10 miles of Hwy 75 from Iowa state line to Luverne; replace multiple culverts throughout the project	10.2	\$7.5 M-\$10.2 M	Non-NHS Pavement	83

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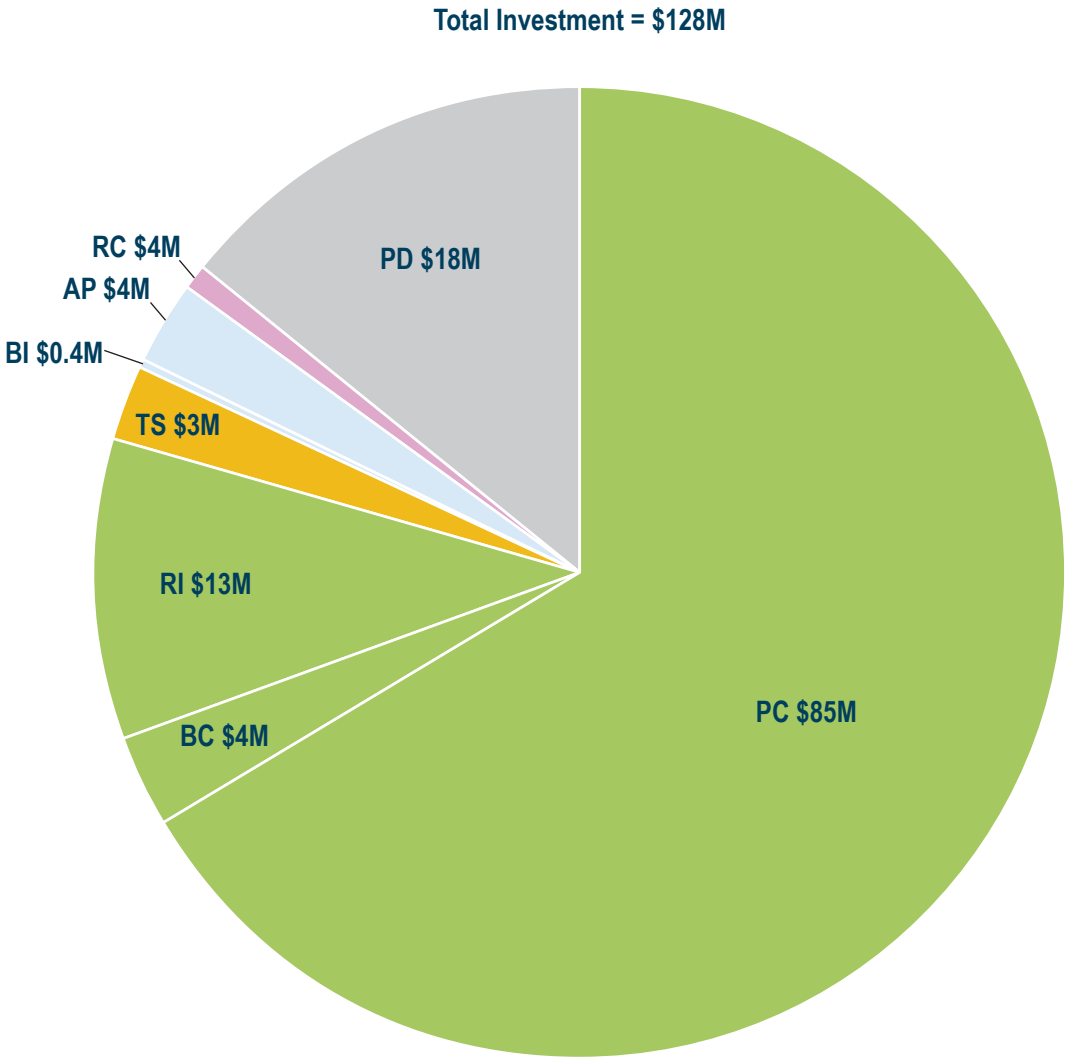
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2029							
31	I 90	ROCK	Resurface 13 miles of I-90 EB lanes from Rock River to CR 35/Railroad bridge	12.8	\$5.4 M-\$7.2 M	NHS Pavement	91
32	I 90	JACKSON/ NOBLES	Resurface 9 miles of I-90 WB lanes from CR 5 bridge to west of the Hwy 60 bridge	9.2	\$3.4 M-\$4.6 M	NHS Pavement	90
33	MN 19	LE SUEUR	Resurface 18 miles of Hwy 19 from 1 mile east of Hwy 169 to east junction of Hwy 13; replace and repair multiple bridges and culverts throughout project	17.9	\$11.0 M-\$14.8 M	Non-NHS Pavement	81
34	MN 60	BLUE EARTH	Resurface 10.5 miles of Hwy 60 near Laclaire St in Lake Crystal to Riverfront Dr bridge in Mankato	10.5	\$31.5 M-\$42.6 M	NHS Pavement	89
35	MN 60	NOBLES/ JACKSON	Resurface 39 miles of Hwy 60 from north of I-90 to south of CR 24	38.8	\$15.3 M-\$20.7 M	NHS Pavement	87
36	MN 68	BLUE EARTH/ BROWN	Resurface 21 miles of Hwy 68 from Hwy 15 in New Ulm to Hwy 169 in Mankato; repair and replace multiple culverts throughout project	21.1	\$4.8 M-\$6.4 M	Non-NHS Pavement	80
37	MN 257	BROWN	Resurface 4 miles of Hwy 257 from Hwy 14 to Hanska	4.0	\$3.0 M-\$4.0 M	Non-NHS Pavement	77

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