

# **DRAFT** District 7 10- Year Capital Highway Investment Plan (2021-2030)



**JULY 2020**

## DISTRICT 7 10-YEAR CHIP OVERVIEW

District 7's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2017 MnSHIP for the next ten years. The project information is current as of May 2020.



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. (7-8)
- 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.
- 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/>.

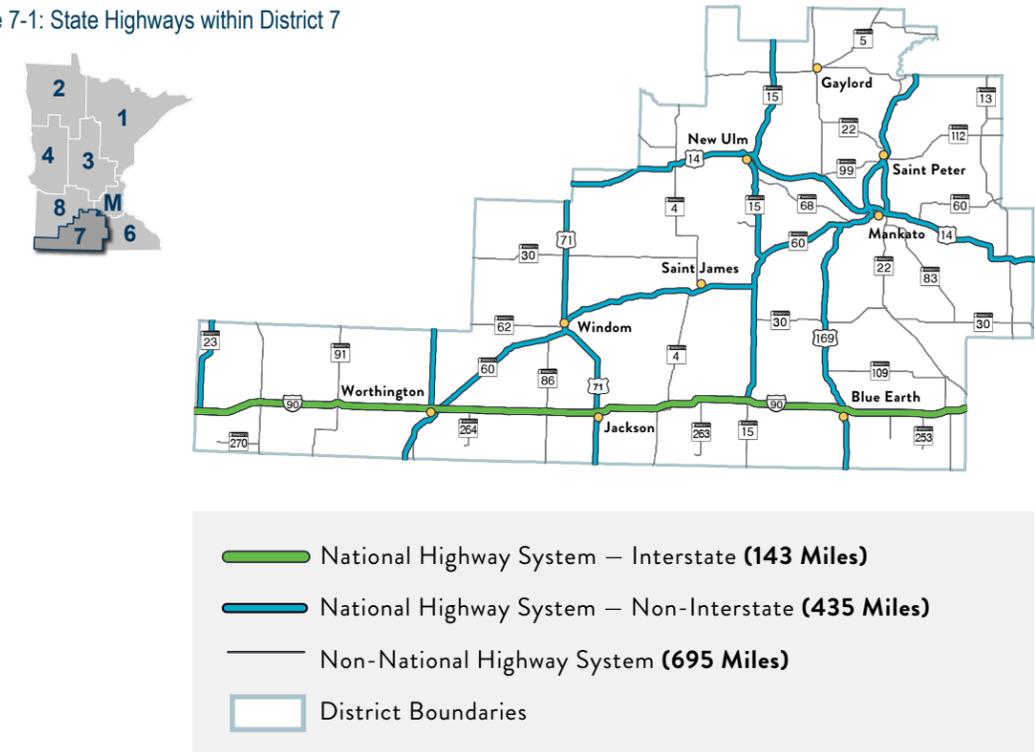
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway 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 338 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 470 bridges and 514 miles of rail.

Figure 7-1: State Highways within District 7



DISTRICT INFORMATION	DISTRICT TOTAL
Counties*	13 (Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan)
Centerline Miles	1,260
Lane Miles	3,219
State Owned Bridges	470
High Mast Lights	29
Highway Culverts	4,819
Noise Walls	2
Overhead Signs	96
Population 2018	286,607
Annual VMT**	2,130,319,079
VMT/Capita	7,433

\*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 \$951 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 2022 at roughly \$175 million. Investment will fluctuate between \$50 and \$175 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

- In conjunction with the project selection policy, annually assess pavement conditions and identify improvement options.
- On lower-volume non-NHS roads, pursue turnback agreements with local jurisdictions on roads that would be a higher priority on a local system.
- Advance asset management strategies by investing in bridges, culverts, lights, and other roadside infrastructure.

#### Transportation Safety

- Implement District Highway Safety Plan strategies that would be eligible for HSIP funding.
- Integrate safety investments with capital projects and with local jurisdictions when opportunities for collaboration exist.

#### Critical Connections

- Invest in bicycle facilities where roadway projects align with priority bicycle improvement areas.
- Pursue ADA improvement opportunities through standalone projects or part of pavement projects.
- Evaluate opportunities to improve safe connections for people biking or walking with local planning efforts, including Active Living and Safe Routes to School.

#### Healthy Communities

- Collaborate with local partners, ensuring local needs have an opportunity to be addressed and financed prior to a project.
- Work with local partners, including the Mankato/North Mankato Area Planning Organization, in corridor planning to properly plan and fund upcoming projects in dynamic settings, such as the US 169 Corridor Study in Mankato and North Mankato, Hwy 60 Corridor Study in Windom, and the Hwy 5 Corridor Study in Gaylord.

#### 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)

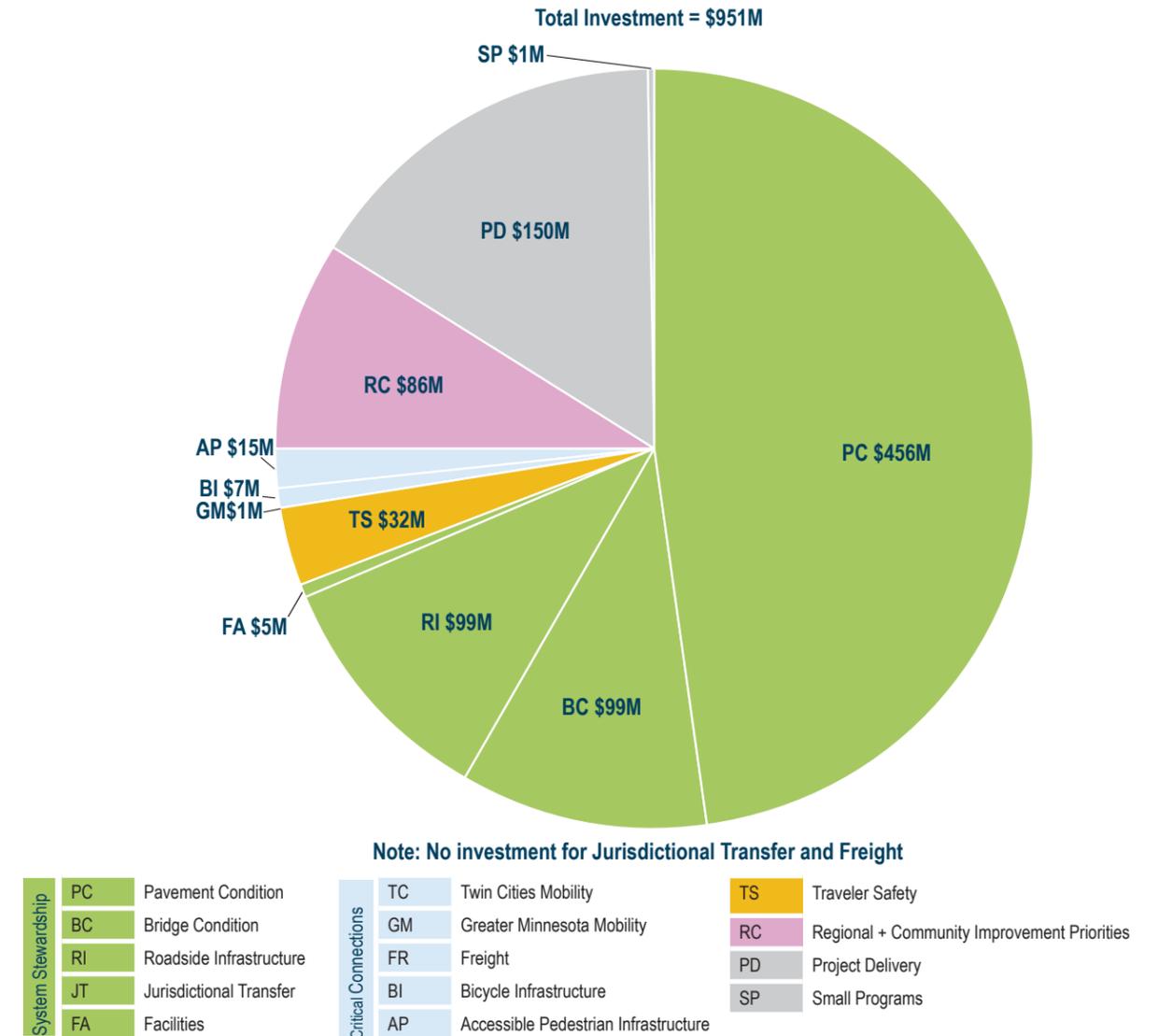
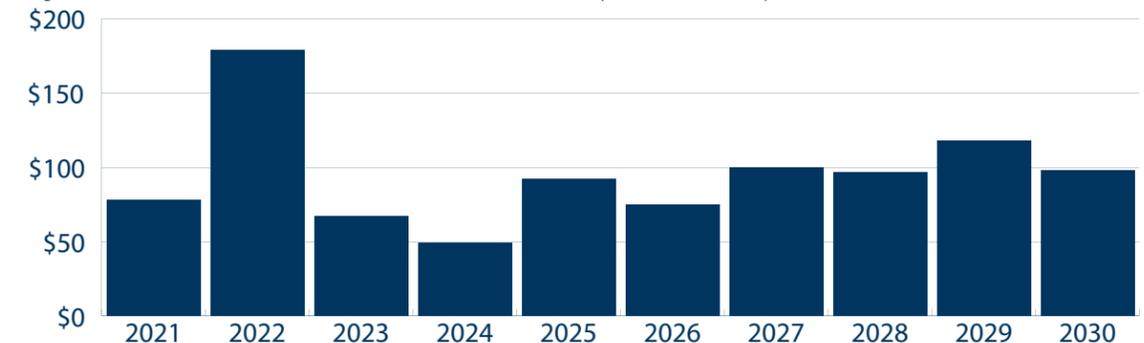


Figure 7-3: District 7 10-Year CHIP, Total Investment Per Year (millions of dollars)



## District 7 CHIP Highlights

District 7's 10-year plan emphasizes pavement performance, especially in regard to Interstate 90. With over 170 miles of work planned on I-90, nearly 60 percent of roadway's pavement between South Dakota and Alden will be resurfaced by 2030. Elsewhere, between the construction year 2020 projects and the end of the 10-year plan, Trunk Highways 75, 71, 22, 19, 13, and 4 will all have also received pavement projects on the majority of their total mileage in the district.

Some large projects on some of the district's heaviest-travelled roads are programmed in the STIP for the next four years, including reclamation of Hwy 60 between TH 14 and Waterville in 2021, a four lane expansion of TH 14 from Nicollet to New Ulm in 2022, and a reconstruction of TH 22 between Mankato and St Peter in 2024.

From Hills in the far southwest corner of the district to New Prague in the northeast, ADA work in the trunk highway ROW will continue to be addressed. As some places with ADA needs are not expected to be reached with corresponding highway projects, the district is in the process of identifying which locations are more suitable for standalone projects.

Preservation of the system continues to be the primary goal in District 7. With over 800 miles of pavement projects in the 10-year plan, about one-quarter of the state highway system will have its pavement addressed. With these investments distributed over the interstate, NHS, and non-NHS systems, the pavements in good condition are expected to meet targets for all systems by the end of 2030, but NHS and non-NHS roads are expected to surpass minimums for percent in poor condition.

Despite including 86 bridges in the 10-year plan for replacement or rehabilitation, the overall quality of bridge decks is still expected to not meet performance targets. On the NHS system, due in part to the inclusion of some large bridges, the percent deck area in good condition is expected to increase, but still be shy of the good condition performance target and exceed the poor condition performance target. The non-NHS system is also not expected to meet the percent good and poor targets.

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 maximize the number of miles that can be reached, but ultimately push the more costly long-term fixes off to future decades. 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.

## 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. Funding targets were reduced during last year's CHIP update process, which resulted in District 7 having to delay some projects. This caused a cascade effect through the CHIP years and resulted in some projects being moved/removed from the plan.

During this update of the CHIP, projects were moved around within the 10-year plan as a result of increased road deterioration, leading to additional maintenance or safety concerns. This year to year movement is expected in the CHIP as roads sometimes deteriorate at a faster



than expected rate. Analyzed using the project selection process, which was developed in response to Minnesota Law 2017, First Special Session, Chapter 3, Article 3, Section 124, new projects were also added to the CHIP.

Funding targets are expected to experience a reduction again due to the impacts of COVID-19.

## REMAINING RISKS

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

### Risks

- Difficult to fund urban reconstruction projects because of more the complex, and costly, demands within the right-of-way.
- Ability to partner with cities to deliver a road project at the same time they have been awarded to replace underground utilities under the road.
- Fallout from COVID-19 on already limited budgets.
- The need to invest in bridges on both the NHS and non-NHS networks is increasing, but statewide funding for NHS bridges is decreasing, placing additional pressure on district funds.
- Pavement condition targets demand that the district address more miles of road, pushing the district to use lower-cost treatments; these lower cost pavement treatments often cannot address underlying issues—pushing a more extensive fix to future decades.
- Due to fluctuations in the amount of funding the district receives between years, determining the adequate staffing level is a continuing challenge.

## DISTRICT 7 HISTORIC AND PROJECTED PERFORMANCE

### Traveler Safety

Fatalities in the District are trending down from 2015 to 2019. The high in fatalities was 50 in 2015 with a sharp drop in 2016. 2019 represented a rise in fatalities from previous years. 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 significantly. Over the next ten years, non-Interstate NHS and non-NHS will miss statewide targets. Interstate will improve to meet the target by 2030.

### Bridge Condition

District 7 saw a decrease in the percent of bridges in poor condition on the NHS since 2015 while non-NHS saw a slight increase. Both also currently meet the statewide targets. By 2030, both see significant declines and will miss targets.

Figure 7-4: District 7 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2015	2016	2017	2018	2019
Safety	Fatalities	0	50	25	26	18	33
Bridge	Condition: NHS - % Poor	<2%	4.3%	2.7%	2.4%	0.2%	1.4%
Bridge	Condition: Non-NHS - % Poor	<8%	0.0%	1.0%	1.7%	0.6%	2.1%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	4.1%	2.2%	0.4%	1.1%	0.3%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	4.9%	4.4%	4.7%	3.8%	2.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	9.8%	8.4%	8.1%	14.5%	14.7%

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

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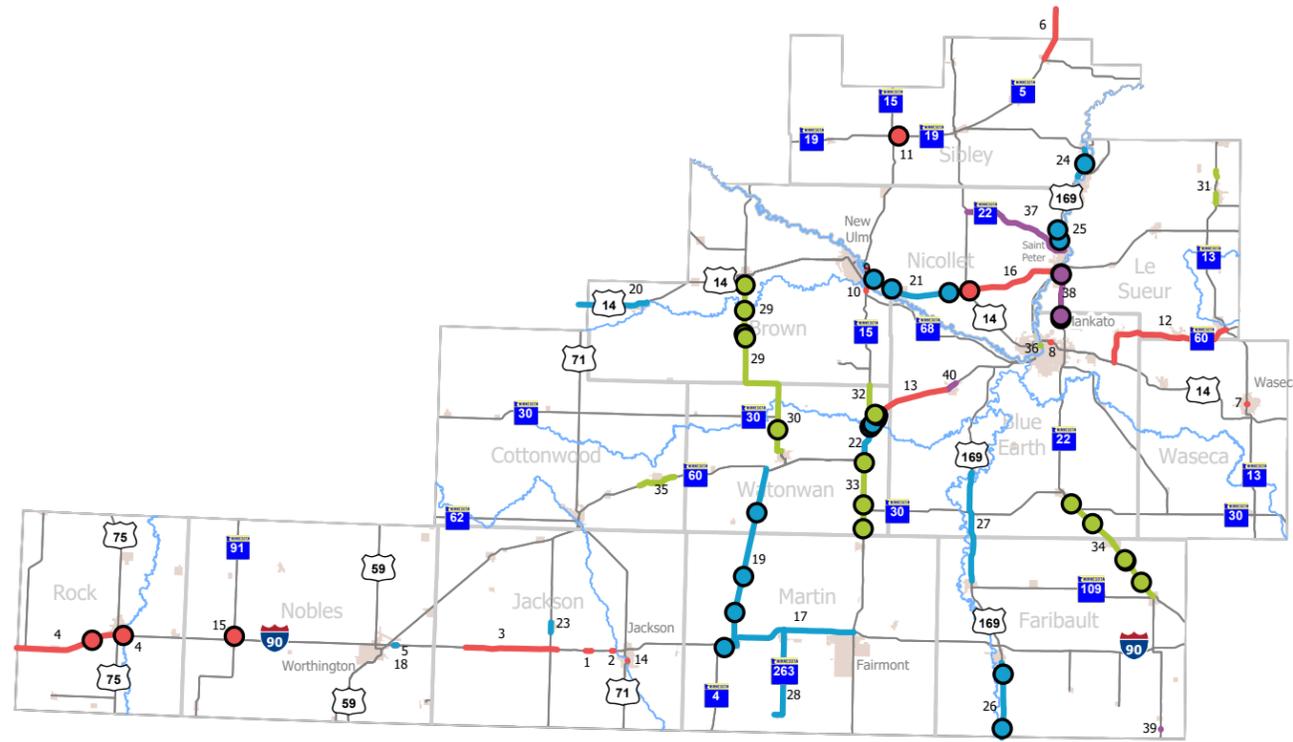
Figure 7-5: District 7 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2019 ACTUAL	2024 PROJECTED	2030 PROJECTED	ANALYSIS
Safety	Fatalities	0	20	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	1.4%	2.0%	17.0%	NHS bridges are expected to decline significantly and miss target by 2030.
Bridge	Condition: Non-NHS - % Poor	<8%	2.1%	2.2%	12.4%	Non-NHS bridges will decline and miss target by 2030.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	0.3%	7.1%	0.4%	Interstate pavements are expected to be under the target by 2030.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	2.8%	3.2%	5.0%	Non-Interstate NHS pavements are expected to decline and miss target by 2030.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	14.7%	13.9%	10.2%	The Non-NHS system will improve but still miss target by 2030.

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

# DISTRICT 7 STIP PROJECT LIST

STIP Project Map 2021-2024

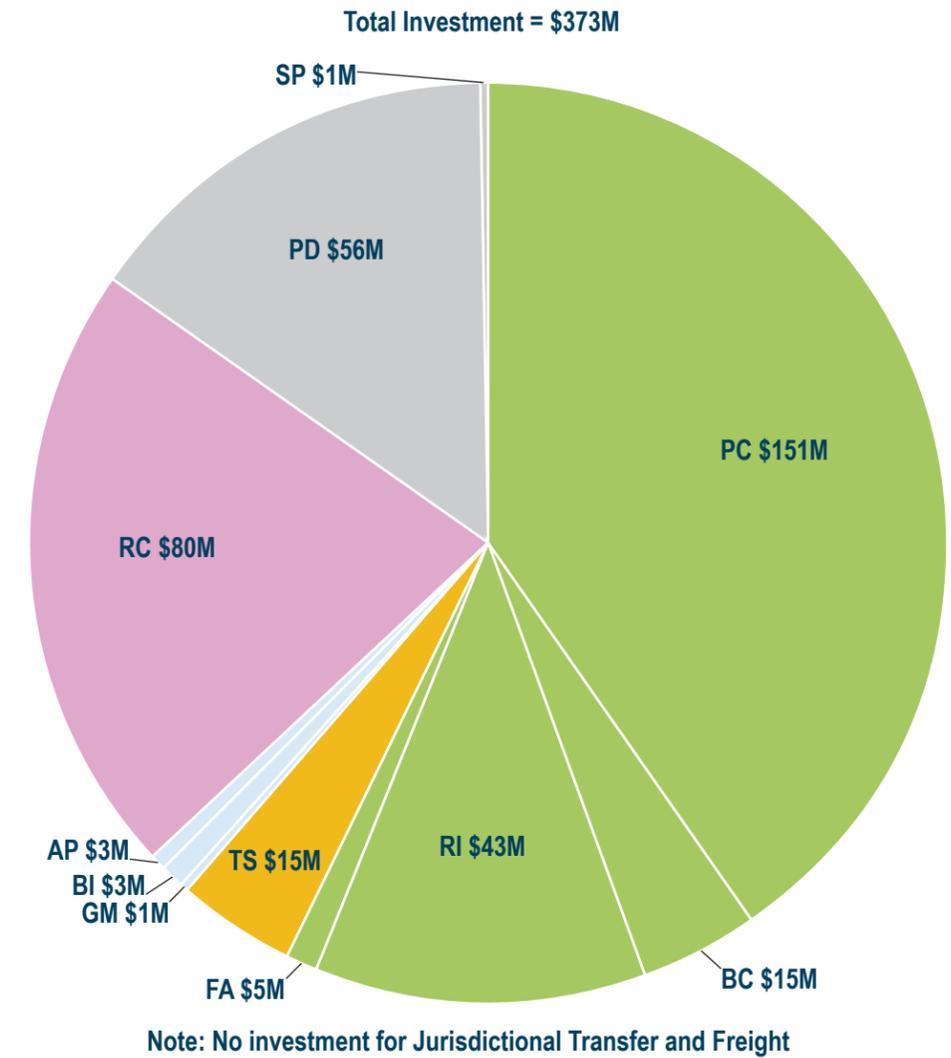


Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown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

- 2021
- 2022
- 2023
- 2024

District 7 Investment for Years 2021-2024 of the 10-Year CHIP



### 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 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2021</b>							
1	I 90	JACKSON	Pave parking area at I-90 eastbound rest area west of Jackson (Clear Lake); improve pedestrian crossings and lighting	0.7	\$1.8M	EXEMPT (IN 2019-2022 STIP)	N/A
2	I 90	JACKSON	Pave parking area at I-90 westbound rest area west of Jackson (Des Moines); improve pedestrian crossings and lighting	0.3	\$2.2M	EXEMPT (IN 2019-2022 STIP)	N/A
3	I 90	JACKSON	Resurface eastbound I-90 from Jackson CR 5 to Hwy 86	11.0	\$12.2M	NHS PAVEMENT	TO BE DETERMINED
4	I 90	ROCK	Resurface I-90 from South Dakota to Luverne on WB lanes; repair 1 bridge	13.2	\$5.7M	NHS PAVEMENT	TO BE DETERMINED
5	I 90	NOBLES	Construct inspection pit and building at the Worthington weigh station	0.4	\$0.7M	WEIGH STATIONS CAPITAL IMPROVEMENT	TO BE DETERMINED
6	MN 5	CARVER, SIBLEY	Resurface Hwy 5 from 5th St in Green Isle to Hwy 212 (Metro portion of \$1.8M)	6.3	\$3.5M	EXEMPT (IN 2019-2022 STIP)	N/A
7	MN 13	WASECA	Replace Hwy 13 signal system at 7th Ave NW in Waseca	0.0	\$0.3M	EXEMPT (IN 2019-2022 STIP)	N/A
8	US 14	BLUE EARTH	Construct roundabout on Hwy 14 at junction Hwy 57 and Riverfront Drive in Mankato; lighting; improve pedestrian crossing and trail	0.1	\$2M	EXEMPT (IN 2019-2022 STIP)	N/A
9	US 14	NICOLLET	Repair spring on Hwy 14 near New Ulm	0.0	\$1M	HISTORIC ROADSIDE PROPERTY	TO BE DETERMINED
10	MN 15, US 14	BROWN	Replace signal system on Hwy 14/15 at 16th North St and 19th South St in New Ulm; improve pedestrian crossings - TIED LET GROUP 10073	0.1	\$0.4M	TO BE DETERMINED	TO BE DETERMINED
11	MN 19	SIBLEY	Replace Hwy 19 bridge over Sibley County ditch one mile west of Hwy 15	0.0	\$1.3M	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/projectsselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2020.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2021</b>													
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
96%	-	4%	-	-	-	-	-	-	-	-	-	-	-
88%	5%	7%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
86%	-	9%	-	-	4%	-	-	-	-	-	-	-	-
-	-	75%	-	-	-	-	-	-	-	25%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	100%
-	-	74%	-	-	26%	-	-	-	-	-	-	-	-
24%	64%	13%	-	-	-	-	-	-	-	-	-	-	-

**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 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2021</b>							
12	MN 60	LE SUEUR	Resurface Hwy 60 from Hwy 14 to Hwy 13 in Waterville; reconstruct in Madison Lake with improved sidewalks and crossings	17.1	\$17.6M	TO BE DETERMINED	TO BE DETERMINED
13	MN 60	BLUE EARTH	Resurface east bound Hwy 60 from Hwy 15 to Blue Earth CR 20	8.5	\$3.1M	EXEMPT (IN 2019-2022 STIP)	N/A
14	US 71	JACKSON	Replace signal system at Hwy 71 and Sherman St in Jackson; improve sidewalk crossing	0.0	\$0.3M	EXEMPT (IN 2019-2022 STIP)	N/A
15	MN 91	NOBLES	Replace Hwy 91 bridge at junction with I-90 at Adrian	0.0	\$2.6M	EXEMPT (IN 2019-2022 STIP)	N/A
16	MN 99	NICOLLET	Resurface Hwy 99 from Birch St in Nicollet to Hwy 169 in St Peter; replace 1 bridge and 1 culvert, and lighting	11.4	\$4.3M	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
<b>2021</b>													
64%	-	23%	-	-	13%	-	-	-	-	-	-	-	-
68%	-	18%	-	-	14%	-	-	-	-	-	-	-	-
-	-	76%	-	-	-	-	-	-	-	24%	-	-	-
5%	89%	6%	-	-	-	-	-	-	-	-	-	-	-
53%	9%	33%	-	-	4%	-	-	-	-	0%	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2022</b>							
17	I 90	MARTIN	Resurface I-90 from Hwy 4 to Hwy 15; upgrade lighting	14.3	\$11.9M	EXEMPT (IN 2019-2022 STIP)	N/A
18	I 90	NOBLES	Install tire anomaly system at the Worthington weigh station	0.4	\$0.3M	WEIGH STATIONS CAPITAL IMPROVEMENT	TO BE DETERMINED
19	MN 4	MARTIN, WATONWAN	Resurface Hwy 4 from Martin CR 26 to Hwy 60; repair 4 bridges	24.2	\$16.4M	EXEMPT (IN 2019-2022 STIP)	N/A
20	US 14	BROWN	Resurface Hwy 14 from Hwy 71 to Springfield; construct snowfence, improve pedestrian crossings, replace underground utilities in Springfield	8.3	\$5.3M	EXEMPT (IN 2019-2022 STIP)	N/A
21	US 14	NICOLLET	Reconstruct Hwy 14 from 2-lane to 4-lane from Hwy 15 at New Ulm to east of Nicollet (481st Ave); construct 2 new interchanges and replace 3 bridges	12.3	\$74M	TO BE DETERMINED	TO BE DETERMINED
22	MN 60, MN 15	WATONWAN	Resurface Hwy 60 W interchange to Hwy 60 E interchange near Madelia	12.6	\$18.1M	TO BE DETERMINED	TO BE DETERMINED
23	MN 86	JACKSON	Reconstruct Hwy 86 in Lakefield from south limits to 9th Ave N; upgrade utilities and improve sidewalks	1.2	\$3.5M	TO BE DETERMINED	TO BE DETERMINED
24	MN 93	SIBLEY	Resurface Hwy 93 from Hwy 169 to flood wall in Henderson; repair bridge	3.5	\$3.2M	NON-NHS PAVEMENT	TO BE DETERMINED
25	US 169	NICOLLET	Replace 2 Hwy 169 bridges north of St Peter over Rogers Creek and stream	0.0	\$2.5M	EXEMPT (IN 2019-2022 STIP)	N/A
26	US 169	FARIBAULT	Resurface Hwy 169 from Iowa to Blue Earth; repair 2 bridges	9.1	\$5.1M	NHS PAVEMENT	TO BE DETERMINED
27	US 169	BLUE EARTH, FARIBAULT	Resurface Hwy 169 from north of Winnebago to south limits of Vernon Center	13.2	\$4M	TO BE DETERMINED	TO BE DETERMINED
28	MN 263	MARTIN	Resurface road pave shoulders and replace guardrail Clark St in Ceylon to I-90	11.2	\$9.5M	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
<b>2022</b>													
86%	1%	10%	-	-	3%	-	-	-	-	-	-	-	-
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
67%	7%	10%	-	-	2%	-	-	-	13%	2%	-	-	-
58%	-	14%	-	-	13%	-	-	-	-	14%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
73%	8%	13%	-	-	6%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
48%	14%	21%	-	-	16%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
72%	4%	13%	-	-	11%	-	-	-	-	-	-	-	-
66%	-	7%	-	-	3%	-	-	-	20%	4%	-	-	-
63%	-	10%	-	-	22%	-	-	-	-	5%	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2023</b>							
29	MN 4	BROWN	Resurface Hwy 4 from Brown CR 18 to Ellsworth St in the City of Sleepy Eye; replace 2 bridges and repair 1 bridge	11.3	\$10.3M	NON-NHS PAVEMENT	TO BE DETERMINED
30	MN 4	WATONWAN	Resurface Hwy 4 from Armstrong Blvd in St James to Watonwan CR 18; replace 1 bridge	13.4	\$9.9M	NON-NHS PAVEMENT	TO BE DETERMINED
31	MN 13	LE SUEUR	Reconstruct Hwy 13 in Montgomery from Milwaukee Ave to N Delco Dr with improvements to sidewalk, lighting and drainage; construct roundabout at Le Sueur CR 28 intersection north of Montgomery	2.0	\$5.6M	NON-NHS PAVEMENT	TO BE DETERMINED
32	MN 15	WATONWAN	Resurface Hwy 15 from Madelia to Watonwan/Brown County line; repair 2 bridges	4.4	\$3.2M	TO BE DETERMINED	TO BE DETERMINED
33	MN 15	WATONWAN	Resurface Hwy 15 from Watonwan/Martin County line to south jct Hwy 60/Hwy 15; repair 3 bridges	9.1	\$6.1M	NHS PAVEMENT	TO BE DETERMINED
34	MN 22	BLUE EARTH, FARIBAULT	Resurface Hwy 22 from Hwy 29 in Wells to Hwy 30 in Mapleton; repair 5 bridges	15.8	\$7.7M	NON-NHS PAVEMENT	TO BE DETERMINED
35	MN 60	COTTONWOOD	Repair pavement on Hwy 60 west of Cottonwood CR 47 to west of Hwy 8	4.5	\$1.6M	NHS PAVEMENT	TO BE DETERMINED
36	US 169	NICOLLET	Improve intersection Jct of Hwy 169 and Hwy 22 in St Peter	0.0	\$2M	HSIP – GREATER MN	TO BE DETERMINED

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2023</b>													
68%	21%	10%	-	-	1%	-	-	-	-	-	-	-	-
87%	3%	8%	-	-	2%	-	-	-	-	-	-	-	-
44%	-	19%	-	-	26%	-	-	-	-	11%	-	-	-
70%	12%	7%	-	-	4%	-	-	-	7%	-	-	-	-
71%	8%	13%	-	-	8%	-	-	-	-	-	-	-	-
79%	2%	10%	-	-	8%	-	-	-	-	2%	-	-	-
89%	-	1%	-	-	10%	-	-	-	-	-	-	-	-
27%	-	3%	-	-	22%	48%	-	-	-	-	-	-	-

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District 7 Projects for Years 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2024</b>							
37	MN 22	NICOLLET	Resurface Hwy 22 from Hwy 169 in St Peter to Hwy 111; improve sidewalks	13.6	\$6.6M	TO BE DETERMINED	TO BE DETERMINED
38	MN 22	BLUE EARTH, LE SUEUR	Resurface Hwy 22 from Mankato to St. Peter; replace 1 bridge and repair 3 bridges	6.3	\$15M	TO BE DETERMINED	TO BE DETERMINED
39	MN 22	BLUE EARTH	Construct roundabout at Hwy 22 and Augusta Drive in Mankato	0.1	\$3.5M	HSIP – GREATER MN	TO BE DETERMINED
40	MN 60	BLUE EARTH	Reconstruct Hwy 60 in Lake Crystal from CR 20 to LaClaire St; add curb and gutter; repair bridge	1.6	\$6.8M	TO BE DETERMINED	TO BE DETERMINED

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2024</b>													
49%	-	26%	-	-	21%	-	-	-	-	4%	-	-	-
63%	23%	9%	-	-	1%	-	-	-	0%	3%	-	-	-
-	-	-	-	-	50%	-	-	-	1%	4%	46%	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-

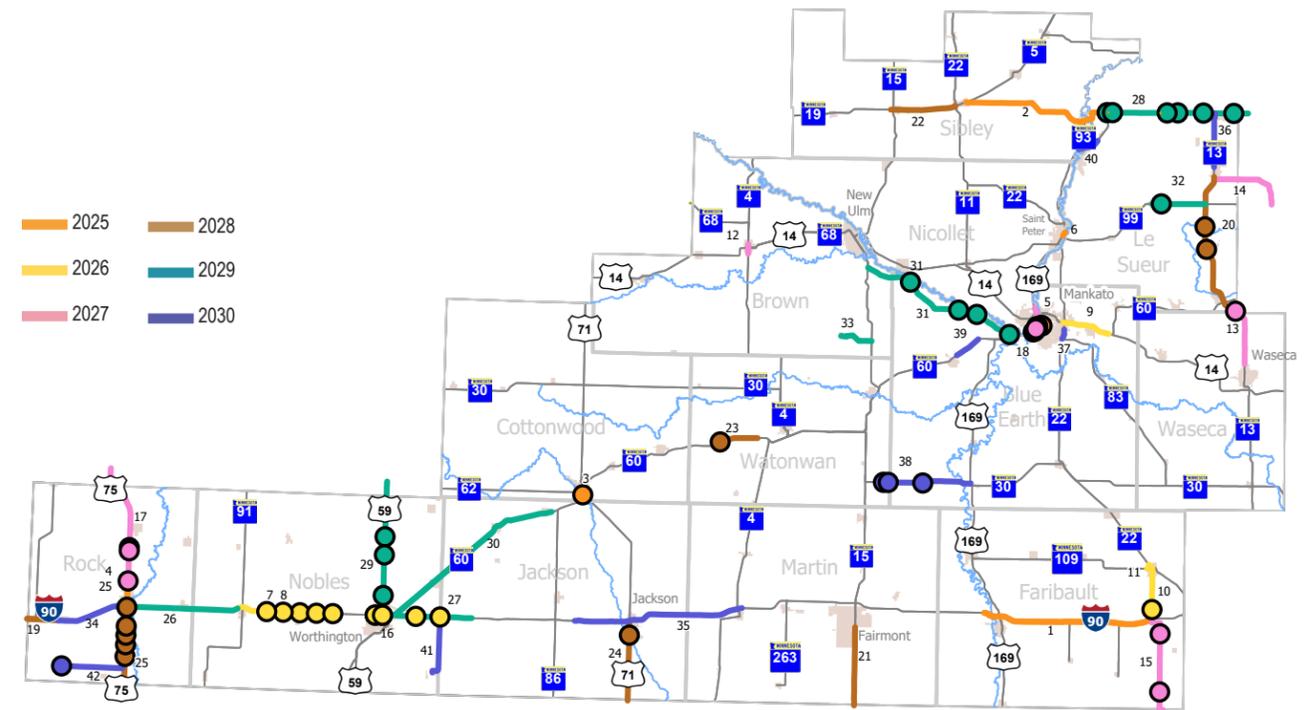
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# DISTRICT 7 PROJECTS

Project Map 2025-2030

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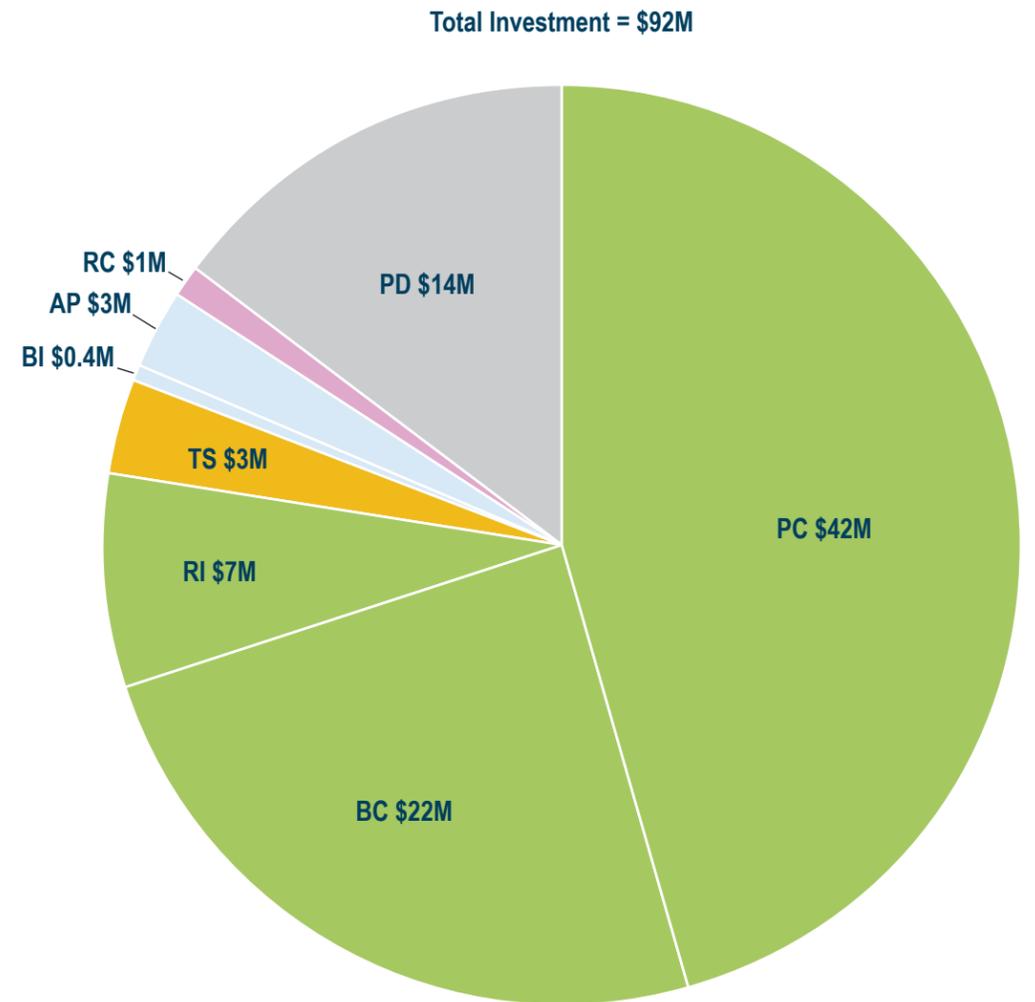
Numbers displayed correspond to project lines in project list for years 2025-2030 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2025</b>							
1	I 90	FARIBAULT	Resurface from west of Hwy 169 to Hwy 22	20.9	\$20.4 M-\$27.6 M	NHS Pavement	93
2	MN 19	LE SUEUR, SIBLEY	Resurface from Gaylord to Hwy 169	18.2	\$11.1 M-\$15.1 M	Non-NHS Pavement	50
3	MN 60	COTTONWOOD	Replace bridge over Des Moines River	0.1	\$3.4 M-\$4.6 M	NHS Bridge	65
4	US 75	ROCK	Resurface in Luverne	1.2	\$6.8 M-\$9.2 M	Urban Pavement	75
5	US 169	BLUE EARTH, NICOLLET	Rehabilitate Veterans Bridge	0.1	\$7.1 M-\$9.5 M	NHS Bridge	73
6	US 169	NICOLLET	Reconstruct from Broadway Ave to Union St in St Peter	0.5	\$3.0 M-\$4.0 M	To Be Determined	0

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

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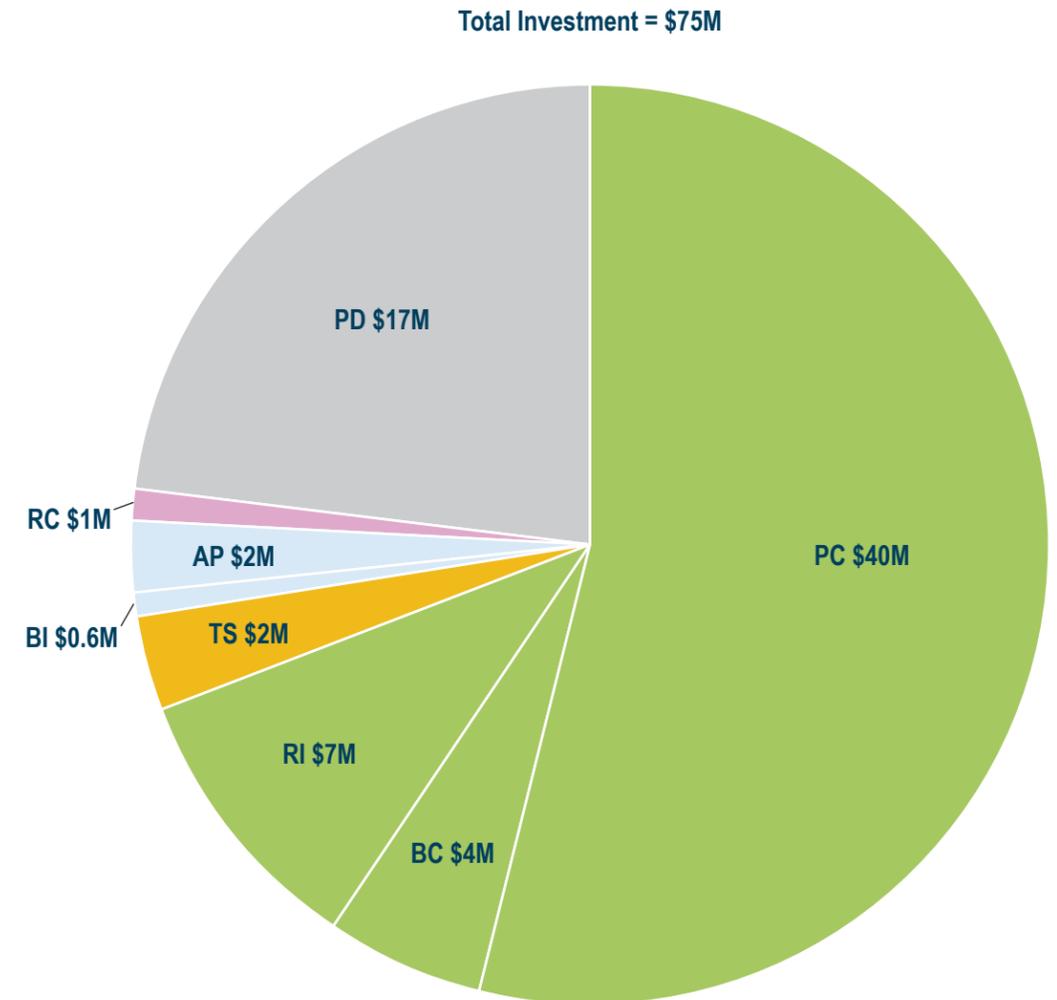
District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2026</b>							
7	I 90	NOBLES	Resurface WB lanes from Adrian to Rushmore	8.7	\$5.5 M-\$7.5 M	NHS Pavement	83
8	I 90	NOBLES	Rehabilitate I-90 bridges in Nobles County	0.3	\$3.0 M-\$4.0 M	NHS Bridge	80
9	US 14	BLUE EARTH	Repair CSAH 82/CSAH 3 to two miles east of Eagle Lake	6.4	\$4.9 M-\$6.7 M	NHS Pavement	80
10	MN 22	FARIBAULT	Resurface from I-90 to Wells	9.9	\$3.0 M-\$4.0 M	Non-NHS Pavement	76
11	MN 109	FARIBAULT	Reconstruct Highway 22 in Wells	2.4	\$6.8 M-\$9.2 M	Urban Pavement	75

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**2026**



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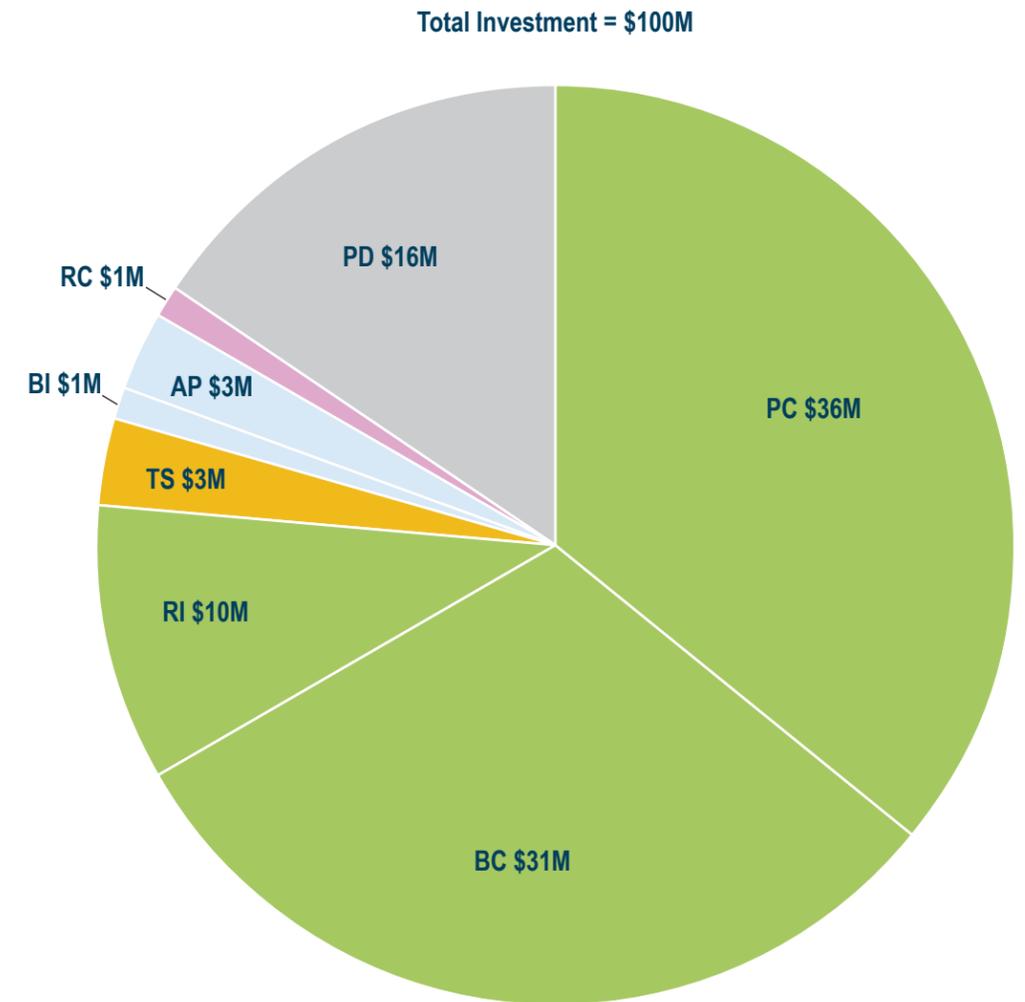
District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2027</b>							
12	MN 4	BROWN	Repair from Elsworth St to 3rd Ave in Sleepy Eye	1.2	\$1.8 M-\$2.4 M	Non-NHS Pavement	65
13	MN 13	LE SUEUR, WASECA	Resurface from Waseca to Waterville	15.1	\$4.8 M-\$6.6 M	Non-NHS Pavement	82
14	MN 21	LE SUEUR, RICE	Resurface from Hwy 99 to Hwy 13	9.2	\$0.9 M-\$1.2 M	Non-NHS Pavement	45
15	MN 22	FARIBAULT	Resurface from Iowa border to Interstate 90	23.6	\$7.1 M-\$9.7 M	Non-NHS Pavement	77
16	US 59	NOBLES	Reconstruct in Worthington	1.2	\$11.6 M-\$15.6 M	Urban Pavement	70
17	US 75	PIPESTONE, ROCK	Resurface from Luverne to Trosky	30.3	\$10.3 M-\$13.9 M	Non-NHS Pavement	87
18	US 169	BLUE EARTH, NICOLLET	Resurface and repair bridges from Riverfront Drive to Lake Street	6.5	\$31.7 M-\$42.9 M	NHS Pavement	98

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**2027**



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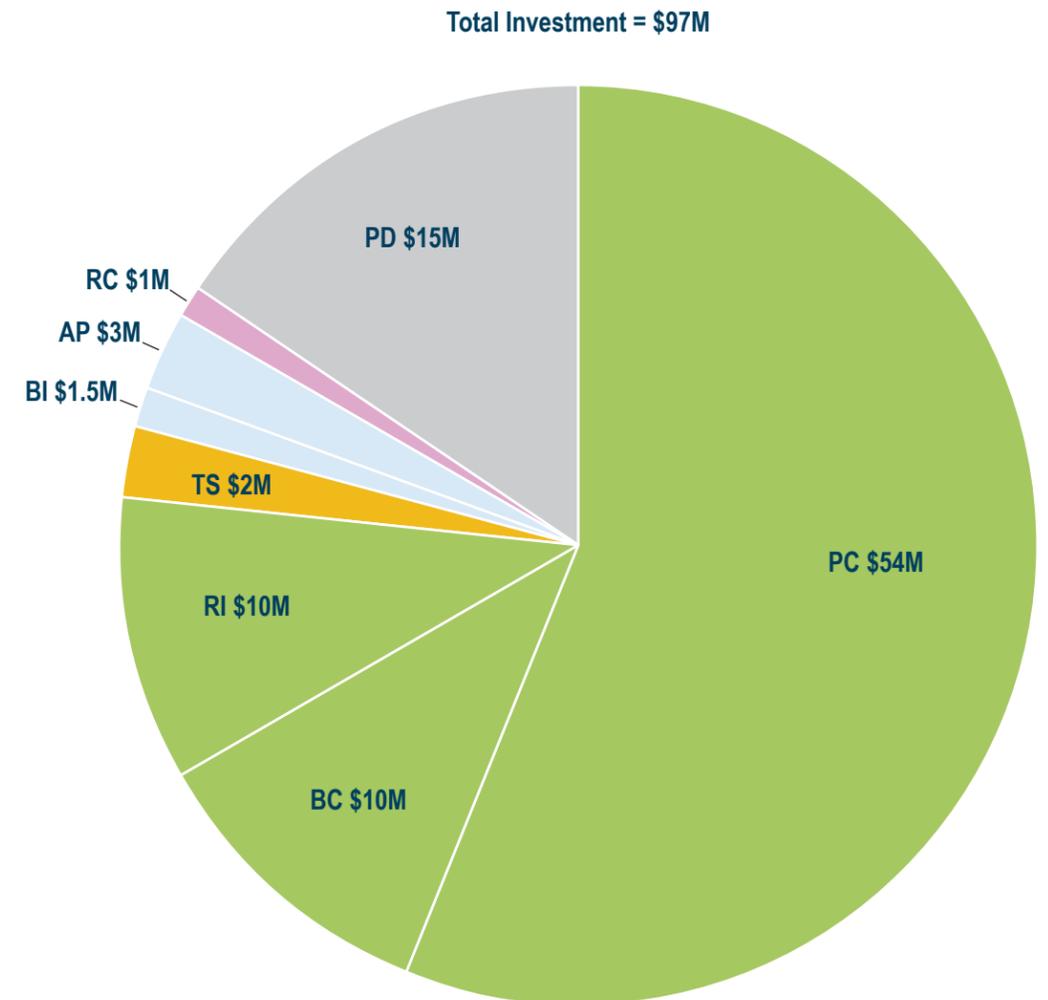
District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2028</b>							
19	I 90	ROCK	Repair from South Dakota border to Beaver Creek	3.9	\$5.5 M-\$7.5 M	NHS Pavement	93
20	MN 13	LE SUEUR	Resurface from Waterville to Montgomery	32.4	\$13.6 M-\$18.4 M	Non-NHS Pavement	83
21	MN 15	MARTIN	Resurface Iowa to Fairmont	9.5	\$4.4 M-\$6.0 M	Non-NHS Pavement	85
22	MN 19	SIBLEY	Resurface from Winthrop to Gaylord	7.9	\$7.5 M-\$10.1 M	Non-NHS Pavement	80
23	MN 60	WATONWAN	Resurface westbound lanes between St. James and Butterfield	10.3	\$2.3 M-\$3.1 M	NHS Pavement	77
24	US 71	JACKSON	Resurface Iowa border to Hwy 38	19.6	\$5.5 M-\$7.5 M	NHS Pavement	81
25	US 75	ROCK	Resurface from Iowa border to Luverne	19.9	\$7.5 M-\$10.1 M	Non-NHS Pavement	83

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**2028**



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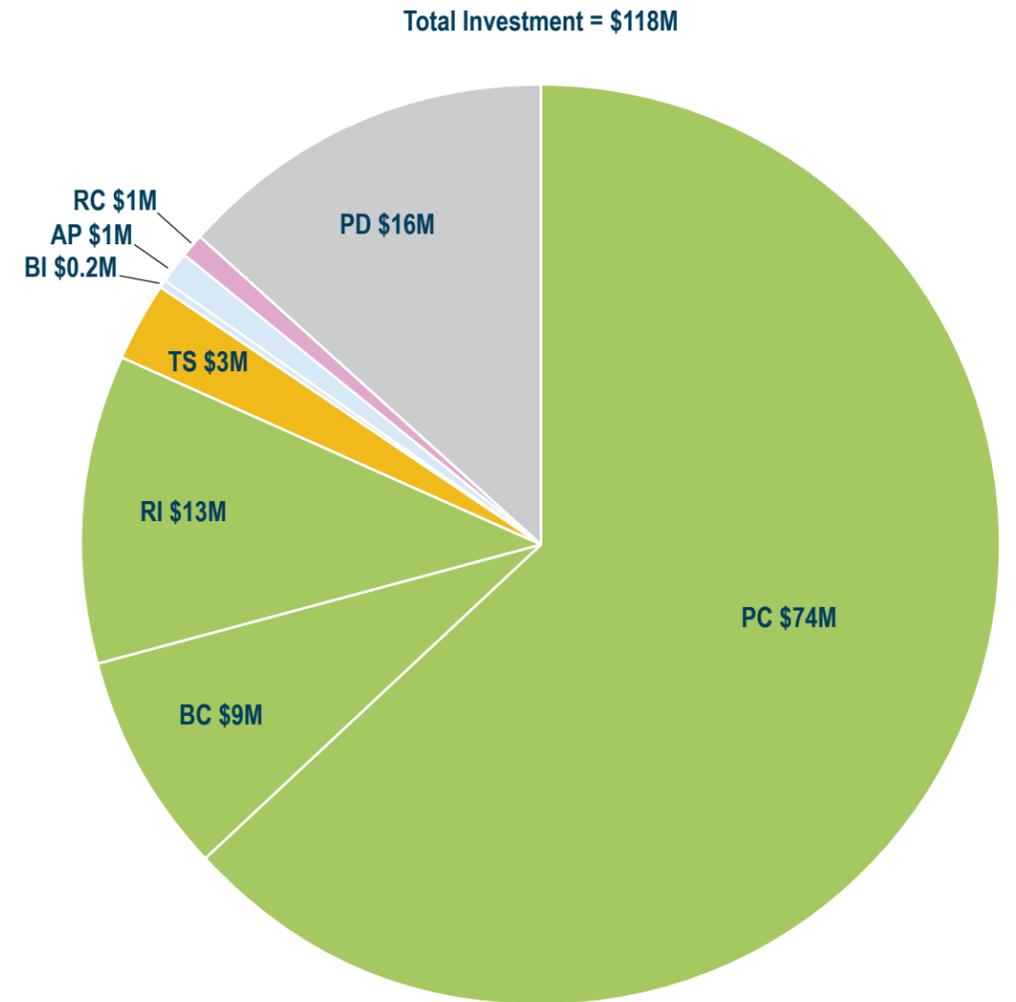
District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2029</b>							
26	I 90	NOBLES, ROCK	Resurface EB lanes from Rock River to Hwy 35	12.8	\$7.2 M-\$9.8 M	NHS Pavement	93
27	I 90	JACKSON, NOBLES	Resurface WB lanes CR 5 to 800' east of Hwy 60	9.2	\$4.5 M-\$6.1 M	NHS Pavement	83
28	MN 19	LE SUEUR, SIBLEY	Resurface from Hwy 169 to east Jct of Hwy 13	35.8	\$11.0 M-\$14.8 M	Non-NHS Pavement	83
29	US 59	MURRAY, NOBLES	Resurface and replace multiple bridges from Worthington to Fulda	32.4	\$14.4 M-\$19.4 M	NHS Pavement	71
30	MN 60	JACKSON, NOBLES	Resurface EB lanes from Worthington to Wilder and WB lanes from Heron Lake to Worthington	38.8	\$23.5 M-\$31.7 M	NHS Pavement	88
31	MN 68	BLUE EARTH, BROWN	Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169	42.9	\$17.5 M-\$23.7 M	Non-NHS Pavement	80
32	MN 99	LE SUEUR	Resurface from Le Center to Hwy 13	13.0	\$6.0 M-\$8.1 M	Non-NHS Pavement	87
33	MN 257	BROWN	Resurface from Hanska to Hwy 15	4.0	\$1.7 M-\$2.3 M	Non-NHS Pavement	77

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**2029**



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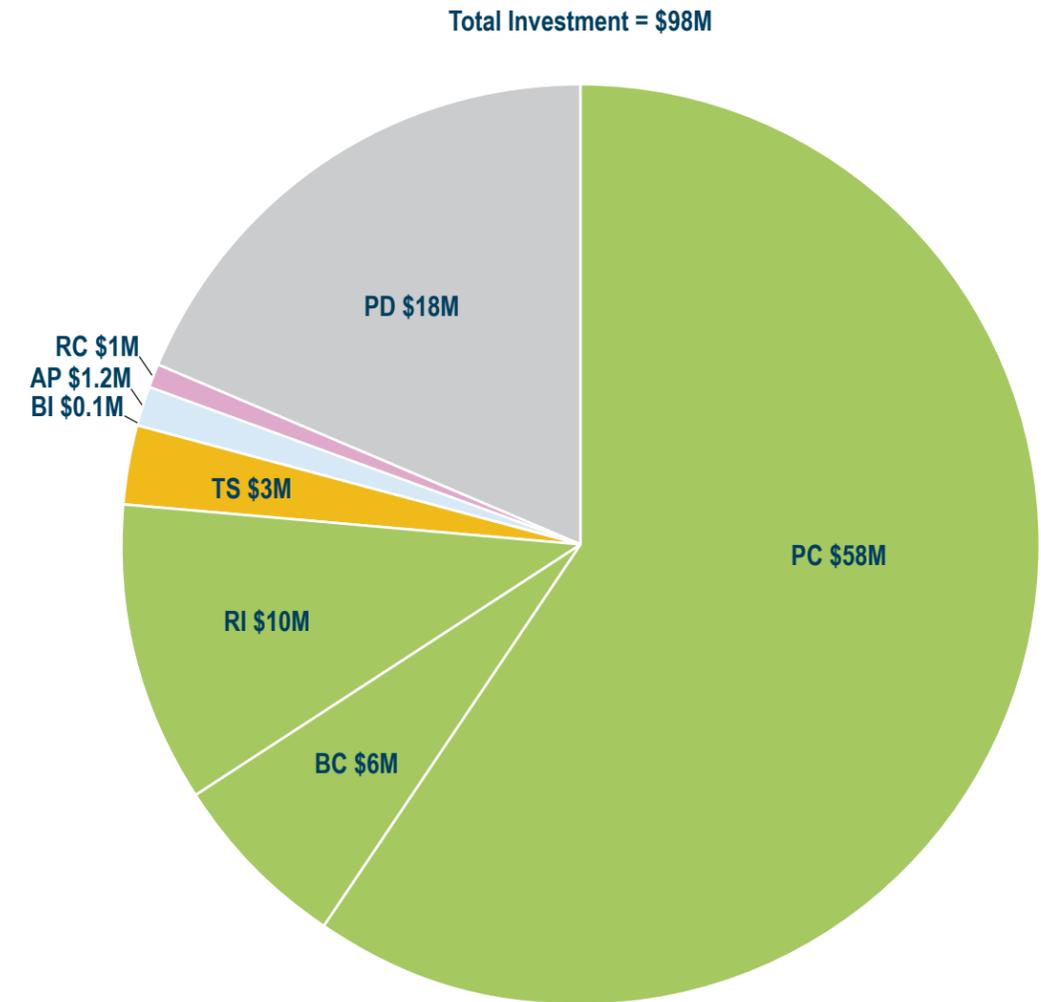
District 7 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2030</b>							
34	I 90	ROCK	Resurface EB lanes from Beaver Creek to Rock River	9.4	\$4.1 M-\$5.5 M	NHS Pavement	94
35	I 90	JACKSON, MARTIN	Resurface WB lanes from Hwy 4 to Hwy 86	20.7	\$8.5 M-\$11.5 M	NHS Pavement	78
36	MN 13	LE SUEUR	Resurface from Montgomery to New Prague	6.6	\$2.6 M-\$3.5 M	Non-NHS Pavement	79
37	MN 22	BLUE EARTH	Reconstruct from Hwy 83 to Bassett Drive	1.3	\$11.1 M-\$15.0 M	Non-NHS Pavement	86
38	MN 30	BLUE EARTH, WATONWAN	Resurface from Hwy 15 to Hwy 169	25.9	\$7.7 M-\$10.5 M	Non-NHS Pavement	71
39	MN 60	BLUE EARTH	Resurface from Lake Crystal to Cray Corner/528th Avenue	3.3	\$5.9 M-\$7.9 M	NHS Pavement	80
40	US 169	LE SUEUR, SIBLEY	Repair from north Jct Hwy 93 to rest area at Le Sueur	2.6	\$3.4 M-\$4.6 M	NHS Pavement	90
41	MN 264	JACKSON, NOBLES	Resurface from Round Lake to I-90	7.4	\$1.7 M-\$2.3 M	Non-NHS Pavement	80
42	MN 270	ROCK	Resurface from Hills to Hwy 75	15.3	\$3.2 M-\$4.4 M	Non-NHS Pavement	82

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**2030**



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