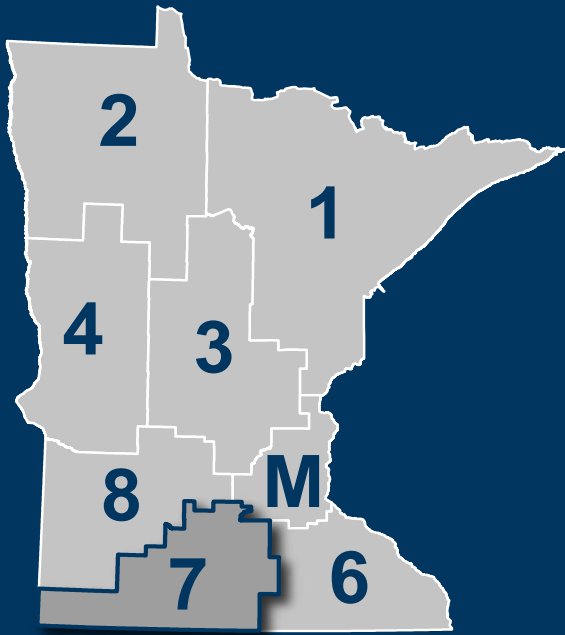


NOVEMBER 2024



DISTRICT 7 2025-2034 CAPITAL HIGHWAY INVESTMENT PLAN

State highway projects selected and developed for construction over the next 10 year based on the MnSHIP investment direction

MINNESOTA **GO**

Table of Contents

| | |
|----------------------------------|------------|
| SECTION 1 | |
| DISTRICT 7 10-YEAR CHIP OVERVIEW | 7-3 |

| | |
|-------------------|------------|
| SECTION 2 | |
| DISTRICT OVERVIEW | 7-5 |

| | |
|------------------------------|------------|
| SECTION 3 | |
| DISTRICT INVESTMENT OVERVIEW | 7-6 |

| | |
|--------------------------------|------------|
| SECTION 4 | |
| PROJECTED PERFORMANCE OUTCOMES | 7-9 |

| | |
|-------------------------------|-------------|
| SECTION 5 | |
| 2025-2028 PROGRAMMED PROJECTS | 7-13 |

| | |
|----------------------------|-------------|
| SECTION 6 | |
| 2029-2034 PLANNED PROJECTS | 7-19 |



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 2023 MnSHIP. The project information is current as of September 2024.

The 10-Year CHIP includes:

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

To obtain more information or become more involved, contact District 7 Transportation Planning Director, Sam Parker, at samuel.parker@state.mn.us or 507-508-3232.

To request this document in an alternative format or language, please contact Janet Miller at 651-366-4720 (711 or 1-800-627-3529 for MN Relay). You can also email your request to ADArequest.dot@state.mn.us. Please make your request at least two weeks before you need the document.



District Overview



Figure 1 - District 7 State Highway Map

| DISTRICT INFORMATION | DISTRICT TOTAL |
|----------------------|---|
| Counties* | 13 (Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan) |
| Centerline Miles | 1,269 |
| Lane Miles | 3,233 |
| State-Owned Bridges | 475 |
| High Mast Lights | 33 |
| Highway Culverts | 4,520 |
| Noise Walls | 2 |
| Overhead Signs | 58 |
| Population 2023 | 290,180 |
| Annual VMT** | 2,101,629,622 |
| VMT/Capita | 7,243 |

*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on State Highways.

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 350 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 475 bridges and 506 miles of rail.

District Investment Overview

Over the next ten years, District 7 is projected to invest \$995 million in state highway projects (Figure 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 2034 at roughly \$126 million. Investment will fluctuate between \$70 and \$126 million annually over the next ten years (Figure 3).

Over the next ten years, District 7 will apply a mix of strategies that preserve assets, improve safety, and increase accessibility on the state trunk highway system. These strategies have been grouped into the five major MnSHIP investment objective areas. Project Delivery Investments is shown as it supports development of all strategies and MnSHIP objective areas.

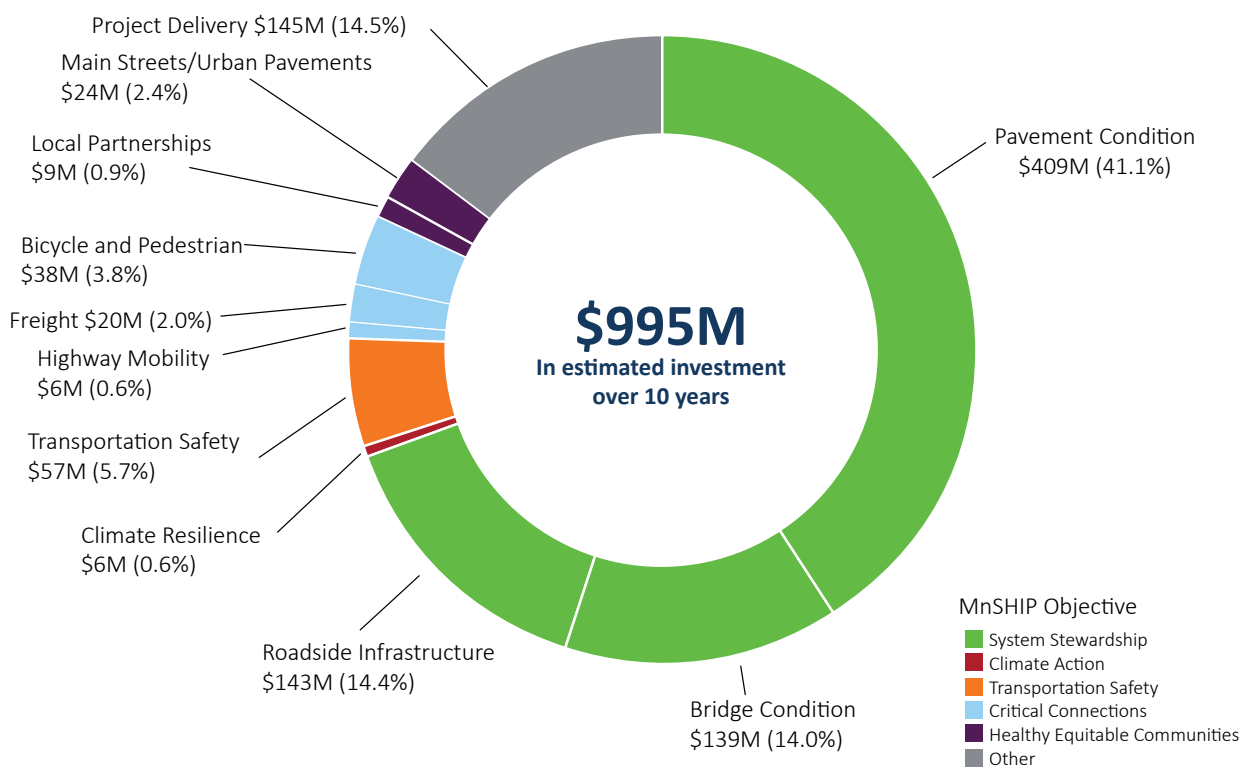


Figure 2 - 10-Year Investment by Investment Category

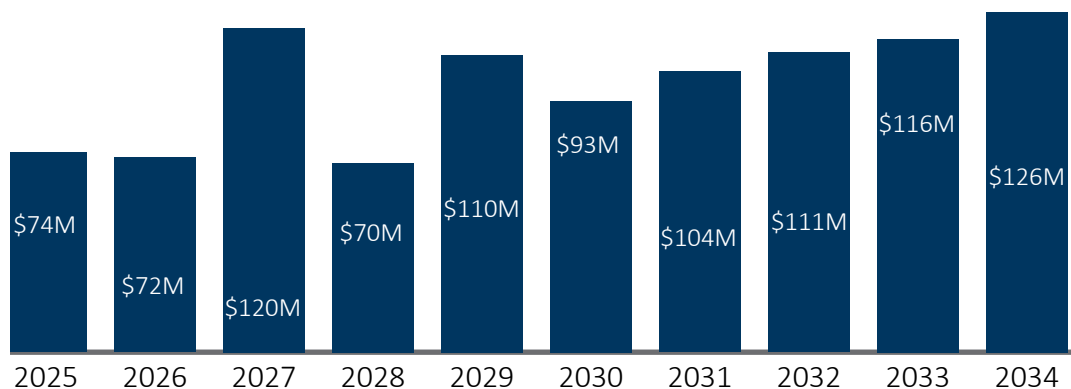


Figure 3 - Total Investment Per Year

SYSTEM STEWARDSHIP INVESTMENTS

- 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.

410

Miles resurfaced or reconstructed



86

Bridges repaired or replaced



CLIMATE ACTION INVESTMENTS

- Strengthen highway resiliency by protecting against mudslides, flooding, and erosion.
- Install snow fencing in locations where persistent snow traps or blowing snow cause safety and maintenance issues.

TRANSPORTATION SAFETY INVESTMENTS

- 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.

52 **Highway projects with safety improvements**



3 **Standalone highway safety projects**



CRITICAL CONNECTION INVESTMENTS

- Invest in bicycle facilities where roadway projects align with priority bicycle improvement areas.
- Pursue ADA improvement opportunities through standalone projects or as 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.

21 Projects with improvements for bicyclists



36 Projects with improvements for pedestrians



HEALTHY EQUITABLE COMMUNITIES INVESTMENTS

- 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.

17 Urban state highway pavement projects.



4 Projects where MnDOT is partnering with local gov't



PROJECT DELIVERY INVESTMENTS

- 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.

Projected Performance Outcomes

District 7 is planning on investing in 410 highway miles and 86 bridges over the next 10 years. The district strives to meet pavement and bridge performance goals on the Interstate, Non-interstate National Highway System (NHS), and non-NHS roadways, which have metrics for both “good” and “poor” conditions. In between good and poor are “fair” condition pavements and bridges, which is where most pavement and bridge will spend its lifecycle. District 7 anticipates an increasing rate of roadway miles and bridge structures that are expected to be in in fair condition and will continue to focus on the assets with the most aligning needs (e.g., safety concerns, asset conditions, bike and ped deficiencies).

A number of sizable NHS pavement projects are in the 10-year plan. In the STIP, reconstructions of MN 22 between Mankato and St Peter is programmed for 2025 along with MN 60 in Lake Crystal; 2027 will bring reconstructions of US 59 in Worthington as well as the beginning of the two-part US 169 reconstruction project in Mankato and North Mankato, all of which will provide important multimodal improvements. In later years of the plan, a reconstruct of MN 60 in Windom, a reconstruct of MN 15 in Fairmont, and beginning stages of a major US 14 project in Mankato and North Mankato will provide important urban improvements to the system.

As system needs outpace funding, the CHIP will include long and short-term pavement 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. Like roadways, bridges require preservation projects throughout their lifespan to remain safe and reliable. The average bridge in District 7 is approaching 50 years of age, with over 40 percent of the active span bridges in District 7 constructed in the 1970s; This aging infrastructure will only require more capital investment in the next ten years and beyond.

ADA work continues to progress, and the district anticipates meeting year 2037 compliance for accessible sidewalks in the right-of-way. Thirty six projects will improve pedestrian accessibility in the 10-year plan, including two standalone projects where a pavement project is unlikely before 2037.

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. As in previous years, funding targets were reduced for the CHIP update process, which resulted in District 7 having to move projects back.

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. New projects were analyzed using the project selection process, which was developed in response to Minnesota Law 2017, First Special Session, Chapter 3, Article 3, Section 124.

REMAINING RISKS

Not all district priorities and needs will be addressed.

Urban Projects

There are a high number of projects to complete, and it is difficult to coordinate and fund urban reconstruction projects because of the more complex and costly demands within the right-of-way and funding types. The US-14 corridor through Mankato and North Mankato was scheduled for 2032, but has been split into three separate projects due to funding limitations. A study of this corridor will be completed to better account for and consider all issues and needs for these projects.

Project Delivery

Culverts, weight restrictions, turn lanes, shoulder width, and ditch slopes are all ideally items that could be addressed with each project to improve safety and resilience, but competing priorities and limited funding makes addressing all needs challenging. Slope failures, undersized culverts, and erosion issues in the Minnesota River Valley will continue to require significant dollars to be spent on larger capital projects to protect infrastructure investments.

Funding Uncertainty

Federal discretionary grants can provide alternate funding sources but their scopes and impact on a districts program is uncertain.

DISTRICT 7 HISTORIC AND PROJECTED PERFORMANCE

TRAVELER SAFETY



District 7 has seen fatalities generally stable over the past 5 years, with a high of 35 in 2022. Serious injuries hit a low in 2019 but have been increasing and reached a high of 132 in 2022. Nonmotorized serious injuries and fatalities also rose in 2022, hitting a high of 16, but decreased to 9 in 2023. 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.

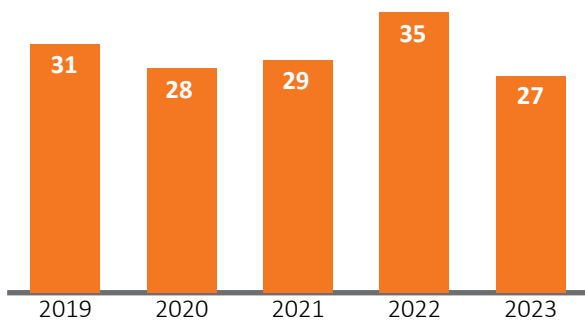


Figure 4 - Historic Fatalities

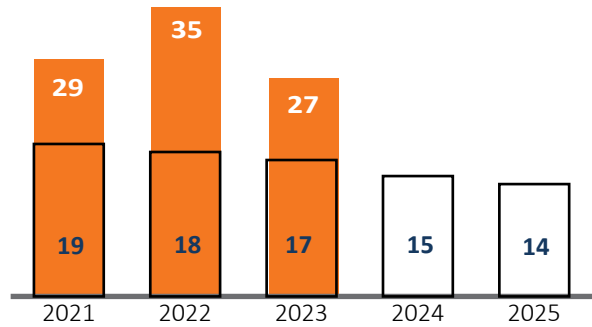


Figure 5 - Five Year Fatalities Reduction Goal

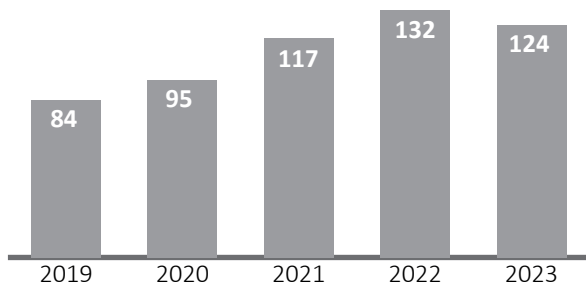


Figure 6 - Historic Serious Injuries

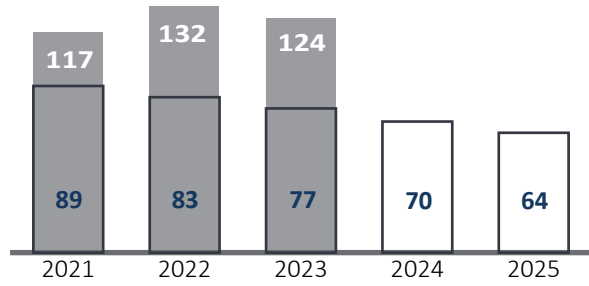


Figure 7 - Five Year Serious Injuries Reduction Goal

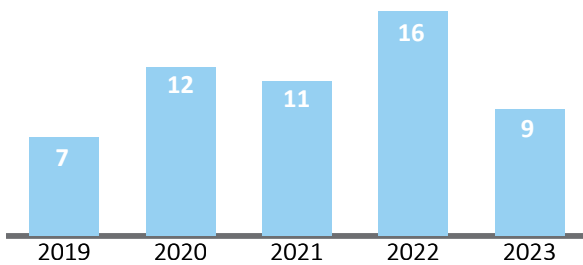


Figure 8 - Historic Nonmotorized Fatalities + Serious Injuries

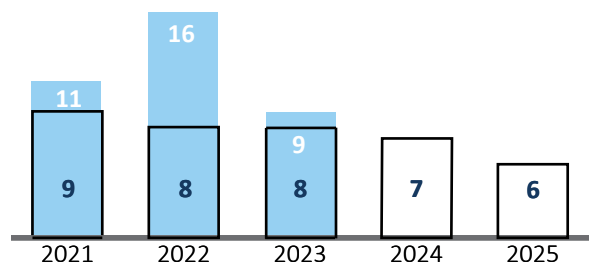


Figure 9 - Five Year Nonmotorized Fatalities + Serious Injuries Reduction Goal



PAVEMENT CONDITION

District 7 has seen a significant reduction in Interstate and NHS pavement miles in poor condition since 2020. All system pavements currently meet the statewide targets. Over the next 10 years, pavement miles in poor condition will increase on both the NHS and non-NHS roads, with both exceeding state targets by 2034. MnDOT estimates the funding necessary to make optimal life cycle investments for pavement in District 7 is approximately \$180 million beyond planned spending over the ten year period of this CHIP.

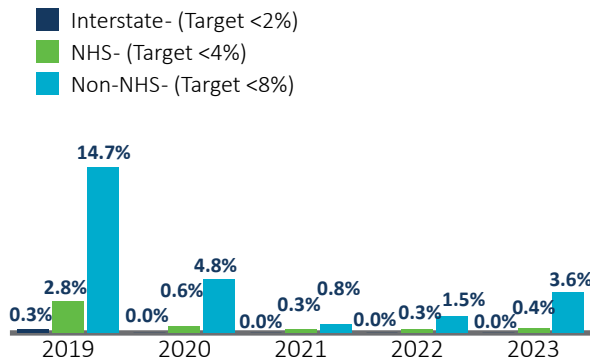


Figure 10 - Historic % of Pavements in Poor Condition

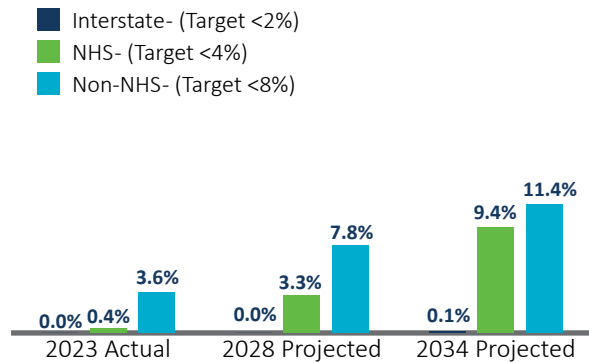


Figure 11 - Projected % of Pavements in Poor Condition

BRIDGE CONDITION



District 7 saw an increase in poor condition NHS bridges in 2020, but both NHS and non-NHS bridge condition has been improving since 2021. While both systems will continue improving through 2028, conditions will deteriorate significantly by 2034 and exceed targets. MnDOT estimates the funding necessary to make optimal life cycle investments for bridge in District 7 is approximately \$1 million beyond the planned spending over the ten year period of this CHIP.

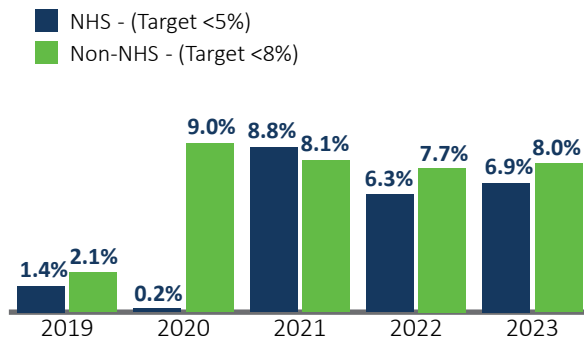


Figure 12 - Historic % of Deck Area in Poor Condition

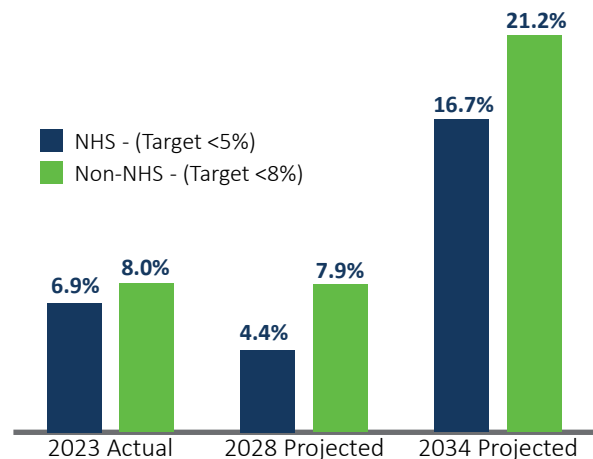


Figure 13 - Projected % of Deck Area in Poor Condition

2025-2028 Programmed Projects

Numbers displayed correspond to project lines in the STIP project list on later pages. The programmed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all state highway projects led by MnDOT within the district are shown. Projects that are not shown include districtwide projects, funding setasides for competitive solicitations, setasides for preventive maintenance and other minor construction activities. A comprehensive list of all District projects including non-state highway projects is available on [MnDOT's STIP webpage](#) or by contacting your local MnDOT district office for more information.

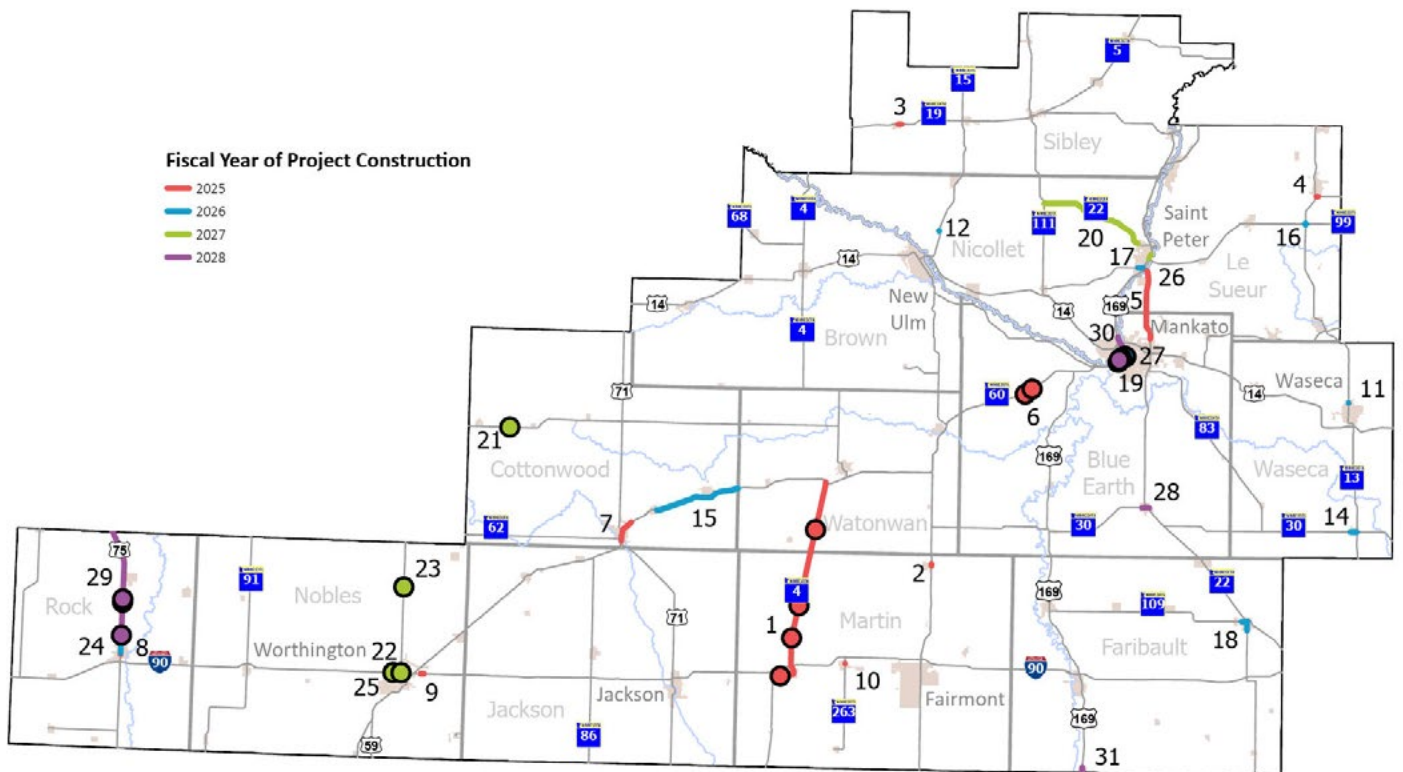


Figure 14 - STIP Project Map 2025-2028

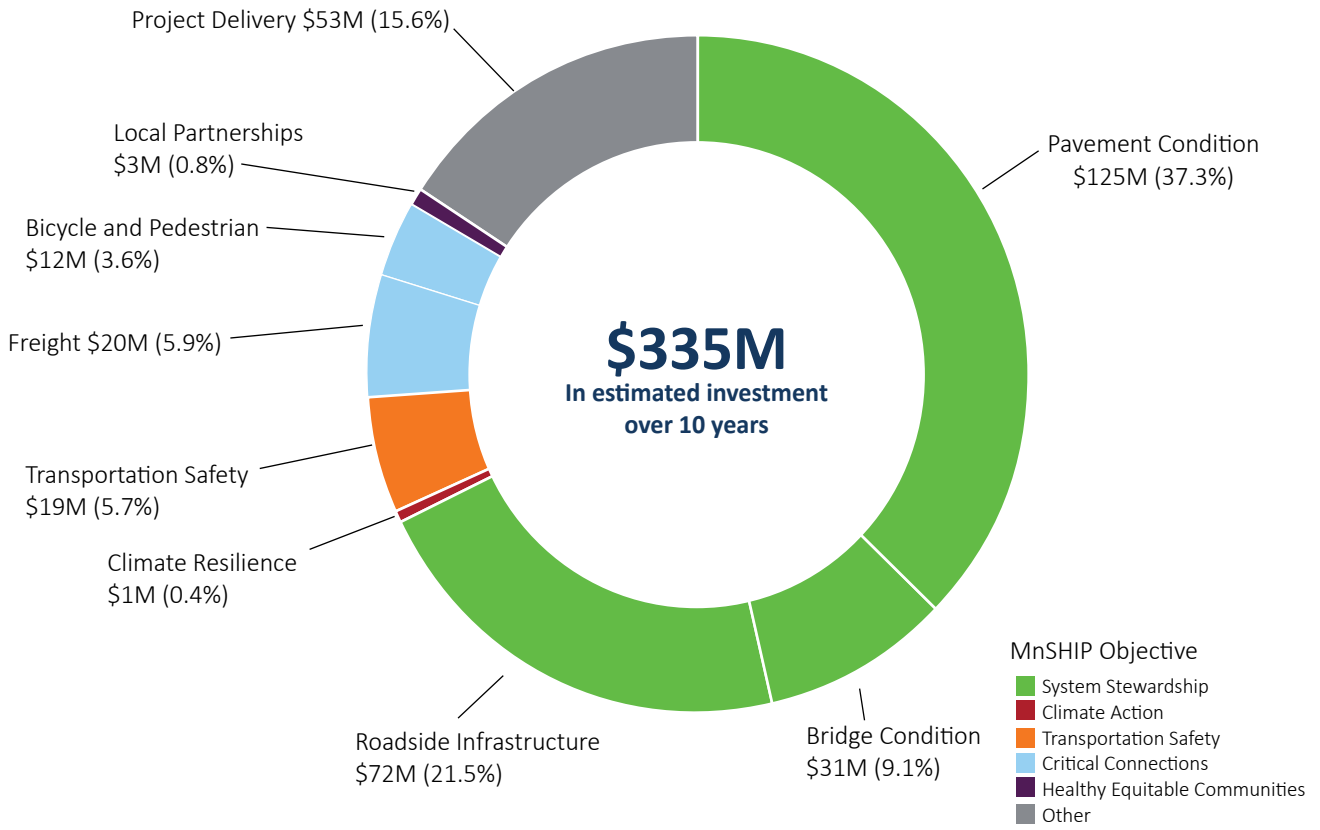


Figure 15 - 2025-2028 Investment by Investment Category

District 7 Projects for 2025 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Project Cost | Project Selection Category | Score | PC | BC | RIC | RA | CR | TS | AT | HM | FR | BI | PED | LP | MSUP | PD | SP |
|------|------|--------|------------------|--|-------------|------------------------|-----------------------------------|-------|-----|-----|------|----|----|-----|----|----|----|------|-----|------|------|----|----|
| 2025 | 1 | MN 4 | MARTIN, WATONWAN | Resurface Hwy 4 from Martin Hwy 26 to Hwy 60; replace 1 bridge and repair 3 bridges | 24.2 | \$7 M | NON-NHS PAVEMENT | 81 | 59% | 10% | 16% | - | - | 2% | - | - | - | 10% | 3% | - | - | - | - |
| | 2 | MN 15 | MARTIN | Construct sidewalk along Hwy 15 in Truman; crosswalks | 0.3 | \$0.4 M | LOCAL PARTNERSHIP PROGRAM | 83 | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - |
| | 3 | MN 19 | SIBLEY | Construct trail, along Hwy 19 from Ely Ave to new GFW school in Gibbon | 0.1 | \$0.2 M | LOCAL PARTNERSHIP PROGRAM | 50 | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - | - |
| | 4 | MN 21 | BLUE EARTH | Replace existing rail signal system at Hwy 21 Montgomery Ave Montgomery Le Sueur County | 0.0 | \$0.3 M | RAILWAY-HIGHWAY CROSSINGS PROGRAM | 12 | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | - |
| | 5 | MN 22 | LE SUEUR | Resurface Hwy 22 from Mankato to St. Peter; replace 1 bridge and repair 3 bridges and construct 1 new bridge; construct roundabout at Le Sueur Co Hwy 21 and Hwy 22. | 7.8 | \$37.4 M | HSIP – GREATER MN | 56 | 60% | 10% | 11% | - | - | 18% | - | - | - | - | - | - | - | - | - |
| | 6 | MN 60 | BLUE EARTH | Reconstruct Hwy 60 in Lake Crystal from CR 20 to CR 112; improve pedestrian crossings; repair bridge; construct bike trail, improve intersection | 2.0 | \$18.8 M | NHS PAVEMENT | 46 | 69% | 4% | 12% | - | - | 14% | - | - | - | - | - | 1% | - | - | - |
| | 7 | MN 60 | COTTONWOOD | Replace Signals on Hwy 60 in Windom | 2.5 | \$1.6 M | CATEGORICALLY EXEMPT | N/A | 16% | - | 76% | - | - | - | - | - | - | - | 8% | - | - | - | |
| | 8 | US 75 | BLUE EARTH | Replace existing rail signal system at Hwy 75 S Kinnis Ave Luverne Rock County | 0.0 | \$0.3 M | RAILWAY-HIGHWAY CROSSINGS PROGRAM | 14 | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | |
| | 9 | I 90 | NOBLES | Construct inspection pit and building at the Worthington weigh station | 0.4 | \$2.2 M | WEIGH STATION CAPITAL IMPROVEMENT | 94.5 | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | |
| | 10 | MN 263 | BLUE EARTH | Replace existing rail signal system at Hwy 263 Guide St Welcome Martin County | 0.0 | \$0.3 M | RAILWAY-HIGHWAY CROSSINGS PROGRAM | 9 | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | |

Key

PC - Pavement Condition RA - Rest Areas AT - Advancing Technology PED- Pedestrian PD - Project Delivery
 BC - Bridge Condition CR - Climate Resilience HM - Highway Mobility LP - Local Partnerships SP - Small Programs
 RIC - Roadside Infrastructure Condition TS - Transportation Safety BI - Bicycle MS - Main Streets/Urban Pavements

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 September 2024.

District 7 Projects for 2026 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Project Cost | Project Selection Category | Score | PC | BC | RIC | RA | CR | TS | AT | HM | FR | BI | PED | LP | MSUP | PD | SP |
|------|------|---------------|----------------------|--|-------------|------------------------|--------------------------------|-------|-----|-----|-----|----|----|------|----|----|-----|----|-----|------|------|----|----|
| 2026 | 11 | MN 13 | WASECA | Repair erosion at culvert opening on Hwy 13 and 22nd Ave NE in Waseca | 0.0 | \$0.2 M | LOCAL PARTNERSHIP PROGRAM | 50 | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - |
| | 12 | MN 15 | NICOLLET | Construct roundabout at the intersection of Hwy 15 and Nicollet County Rd 5 | 0.0 | \$2.2 M | RURAL HIGH RISK ROADS | 112 | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - |
| | 13 | MN 15 | NICOLLET | Construct roundabout at the intersection of Hwy 111 and Nicollet County Rd 5 | 0.0 | \$1.8 M | RURAL HIGH RISK ROADS | 112 | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - |
| | 14 | MN 30 | WASECA | Improve sidewalks on Hwy 30 in New Richland | 0.7 | \$1.2 M | STANDALONE BICYCLE/ PEDESTRIAN | 48 | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - |
| | 15 | MN 60 | COTTONWOOD | Pave roadway entrances along Hwy 60 in Cottonwood County | 0.0 | \$0.3 M | LOCAL PARTNERSHIP PROGRAM | 59 | - | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - |
| | 16 | MN 99, MN 13 | LE SUEUR | Construct roundabout at the intersection of Hwy 99 and Hwy 13 | 0.4 | \$2.3 M | RURAL HIGH RISK ROADS | 124 | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - |
| | 17 | MN 99 | NICOLLET | Construct trail along Hwy 99 from Nicollet Ave to Hwy 169 | 0.6 | \$0.4 M | LOCAL PARTNERSHIP PROGRAM | 67 | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - |
| | 18 | MN 109, MN 22 | FARIBAULT | Reconstruct Hwy 22 and Hwy 109 in Wells | 1.8 | \$15.9 M | URBAN PAVEMENT | 71 | 51% | - | 26% | - | - | 1% | - | - | - | 3% | 19% | - | - | - | - |
| | 19 | US 169 | BLUE EARTH, NICOLLET | Rehabilitate Veterans Bridge and Reconstruct Ramps and Intersections at the Hwy 169/Belgrade Ave Interchange | 0.2 | \$14.6 M | NHS BRIDGE | 98 | 5% | 43% | 9% | - | - | - | - | - | 42% | - | 1% | - | - | - | - |

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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 September 2024.

District 7 Projects for 2027 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Project Cost | Project Selection Category | Score | PC | BC | RIC | RA | CR | TS | AT | HM | FR | BI | PED | LP | MSUP | PD | SP | |
|------|--------|----------|---|---|-------------|-------------------------|----------------------------|-------|-----|------|-----|----|----|----|----|----|-----|----|-----|----|------|----|----|---|
| 2027 | 20 | MN 22 | NICOLLET | Resurface Hwy 22 from St Peter to Hwy 111; pedestrian improvements | 12.2 | \$5.8 M | NON-NHS PAVEMENT | 27 | 57% | - | 40% | - | - | 3% | - | - | - | - | - | - | - | - | - | - |
| | 21 | MN 30 | COTTONWOOD | Install new culvert bridge on Hwy 30, 3.5 miles east of Westbrook | 0.1 | \$0.6 M | CATEGORICALLY EXEMPT | 46 | 10% | - | 90% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 22 | US 59 | NOBLES | Reconstruct Hwy 59 from Hwy 60 to 27th N St in Worthington; construct roundabout; pedestrian improvements | 1.2 | \$24.6 M | URBAN PAVEMENT | 46 | 58% | - | 34% | - | - | - | - | - | - | - | - | 8% | - | - | - | - |
| | 23 | US 59 | NOBLES | Replace bridge on Hwy 59 in Seward Township over stream | 0.0 | \$0.9 M | NHS CULVERT | 75 | - | 100% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 24 | US 75 | ROCK | Reconstruct Hwy 75 from Main St to Veterans Dr in Luverne; improve pedestrian crossings | 1.2 | \$9.1 M | URBAN PAVEMENT | 78 | 70% | - | 15% | - | - | 8% | - | - | - | - | - | 7% | - | - | - | - |
| | 25 | I 90 | NOBLES | Replace four I-90 bridges at Worthington | 0.1 | \$15.8 M | NHS BRIDGE | 65 | 17% | 71% | 12% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 26 | US 169 | NICOLLET | Reconstruct from Broadway Ave to Union St in St Peter; pedestrian improvements | 0.5 | \$4.7 M | URBAN PAVEMENT | 46 | 78% | - | 17% | - | - | - | - | - | - | - | - | 5% | - | - | - | - |
| 27 | US 169 | NICOLLET | Reconstruct roadway from North Belgrade Ramps to Lake St in North Mankato; construct roundabouts; improve pedestrian facilities | 2.1 | \$41.6 M | HIGHWAY FREIGHT PROGRAM | 658 | 34% | - | 38% | - | - | - | - | - | - | 26% | - | 2% | - | - | - | - | |

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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 September 2024.

District 7 Projects for 2028 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Project Cost | Project Selection Category | Score | PC | BC | RIC | RA | CR | TS | AT | HM | FR | BI | PED | LP | MSUP | PD | SP |
|------|------|--------|----------------------|---|-------------|------------------------|------------------------------------|-------|-----|-----|-----|----|----|----|----|----|----|----|------|----|------|----|----|
| 2028 | 28 | MN 30 | BLUE EARTH | Improve pedestrian facilities, from 3rd Ave SW to Hwy 22 in Mapleton | 0.8 | \$1.1 M | NON-MOTORIZED INFRASTRUCTURE REHAB | 42 | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - |
| | 29 | US 75 | PIPESTONE, ROCK | Resurface from Luverne to Trosky; replace 3 bridges | 15.1 | \$5.3 M | NON-NHS PAVEMENT | 90 | 39% | 16% | 38% | - | - | 2% | - | - | - | 5% | - | - | - | - | - |
| | 30 | US 169 | BLUE EARTH, NICOLLET | Resurface and repair bridges on Hwy 169 from Riverfront Dr to Lake St | 3.4 | \$17.4 M | NHS PAVEMENT | 90 | 40% | 23% | 29% | - | - | 6% | - | - | - | - | 2% | - | - | - | - |
| | 31 | US 169 | FARIBAULT | Reconstruct Hwy 169 from Iowa to Polton St in Elmore; pedestrian improvements | 0.7 | \$2.2 M | URBAN PAVEMENT | 71 | 66% | - | 12% | - | - | 2% | - | - | - | - | 20% | - | - | - | - |

Key
 PC - Pavement Condition RA - Rest Areas AT - Advancing Technology PED- Pedestrian PD - Project Delivery
 BC - Bridge Condition CR - Climate Resilience HM - Highway Mobility LP - Local Partnerships SP - Small Programs
 RIC - Roadside Infrastructure Condition TS - Transportation Safety BI - Bicycle MS - Main Streets/Urban Pavements

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 September 2024.

2029-2034 Planned Projects

Numbers displayed correspond to project lines in the CHIP project list on later pages. The projects listed in the CHIP are considered planned MnDOT investments. While projects in the CHIP years are not commitments until they reach the STIP years, listing potential projects 5-10 years out allows for advanced coordination and ultimately better projects for all those served.

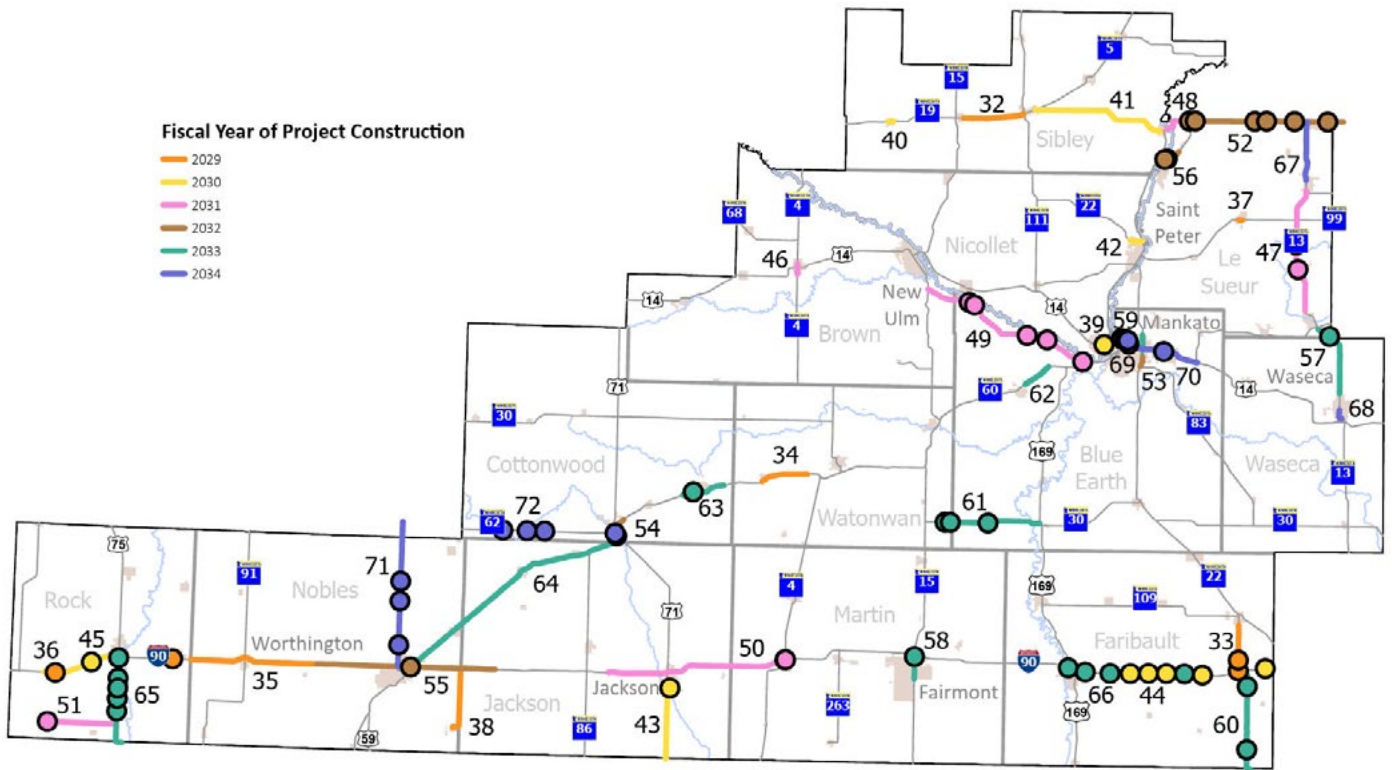


Figure 16 - CHIP Project Map 2029-2034

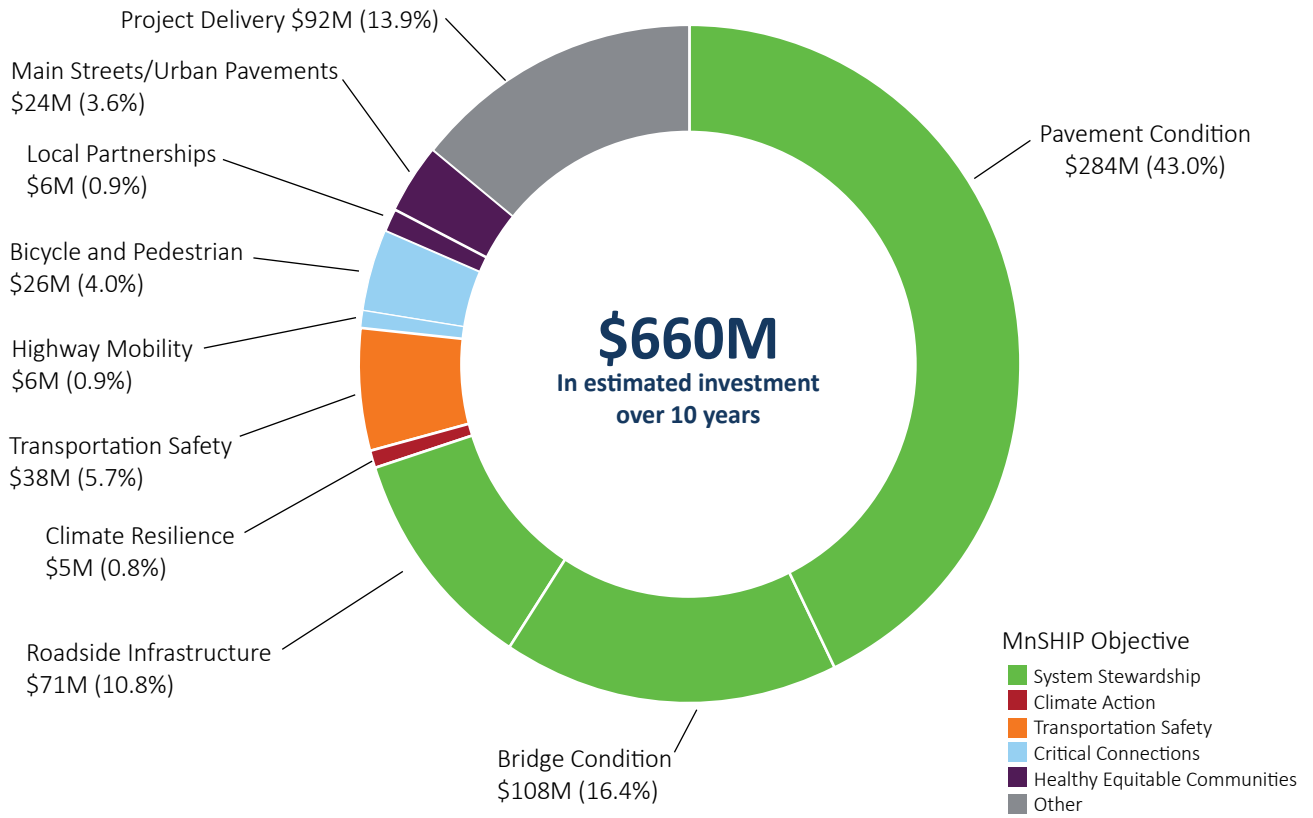


Figure 17 - 2029-2034 Investment by Investment Category

District 7 Projects for 2029 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|--------|-----------------|---|-------------|----------------------|----------------------------|-------|
| 2029 | 32 | MN 19 | SIBLEY | Resurface from Winthrop to Gaylord | 6.8 | \$7.9-\$9.7 M | NON-NHS PAVEMENT | 71 |
| | 33 | MN 22 | FARIBAULT | Resurface from west Jct of CR 16 to Wells | 5.5 | \$5.9-\$7.2 M | NON-NHS PAVEMENT | 79 |
| | 34 | MN 60 | WATONWAN | Resurface WB lanes between St. James and Butterfield | 5.2 | \$2.5-\$3.1 M | NHS PAVEMENT | 75 |
| | 35 | I 90 | NOBLES | Resurface EB lanes Rock County to Adrian and WB lanes from Adrian to Rushmore | 14.2 | \$29.5-\$36.1 M | NHS PAVEMENT | 90 |
| | 36 | I 90 | ROCK | Replace bridges 9774 and 67810 | 0.1 | \$3.3-\$4.1 M | NHS BRIDGE | 80 |
| | 37 | MN 99 | LE SUEUR | Reconstruct in Le Center | 6.5 | \$4-\$4.9 M | URBAN PAVEMENT | 60 |
| | 38 | MN 264 | JACKSON, NOBLES | Resurface from Round Lake to I-90 | 7.4 | \$2.3-\$2.9 M | NON-NHS PAVEMENT | 71 |

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 September 2024.

District 7 Projects for 2030 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|-------|-----------|---|-------------|----------------------|----------------------------|-------|
| 2030 | 39 | US 14 | NICOLLET | Rehabilitate Lor Ray Dr bridge in North Mankato | 0.0 | \$3.8-\$4.6 M | NHS BRIDGE | 80 |
| | 40 | MN 19 | SIBLEY | Reconstruct in Gibbon | 0.7 | \$6.8-\$8.3 M | URBAN PAVEMENT | 26 |
| | 41 | MN 19 | SIBLEY | Resurface from Gaylord to Henderson | 14.9 | \$18.2-\$22.2 M | NON-NHS PAVEMENT | 85 |
| | 42 | MN 22 | NICOLLET | Resurface from Hwy 169 to CR 20 in Saint Peter | 1.4 | \$12.8-\$15.6 M | URBAN PAVEMENT | 60 |
| | 43 | US 71 | JACKSON | Resurface from Iowa border to North Hwy in Jackson | 9.8 | \$11.4-\$14 M | NHS PAVEMENT | 79 |
| | 44 | I 90 | FARIBAULT | Repair bridges in Faribault County | 0.0 | \$3.5-\$4.3 M | NHS BRIDGE | 80 |
| | 45 | I 90 | ROCK | Resurface EB I-90 from CR 4 at Beaver Creek to the Rock River; rehab 67802; replace or improve signing and lighting | 9.4 | \$7.1-\$8.7 M | NHS PAVEMENT | 84 |

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 September 2024.

District 7 Projects for 2031 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|--------|-------------------|--|-------------|----------------------|----------------------------|-------|
| 2031 | 46 | MN 4 | BROWN | Repair from Ellsworth St to 3rd Ave in Sleepy Eye | 1.2 | \$1.9-\$2.3 M | URBAN PAVEMENT | 43 |
| | 47 | MN 13 | LE SUEUR | Resurface from Waterville to Montgomery | 16.8 | \$13.6-\$16.6 M | NON-NHS PAVEMENT | 84 |
| | 48 | MN 19 | LE SUEUR, SIBLEY | Resurface Henderson to Hwy 169 | 2.6 | \$1.8-\$2.2 M | NON-NHS PAVEMENT | 72 |
| | 49 | MN 68 | BLUE EARTH, BROWN | Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169 | 21.1 | \$24.8-\$30.3 M | NON-NHS PAVEMENT | 83 |
| | 50 | I 90 | JACKSON, MARTIN | Resurface WB lanes from Hwy 4 to Hwy 86 | 20.7 | \$19.4-\$23.7 M | NHS PAVEMENT | 85 |
| | 51 | MN 270 | ROCK | Resurface from Hills to Hwy 75 | 7.7 | \$5.2-\$6.4 M | URBAN PAVEMENT | 77 |

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 September 2024.

District 7 Projects for 2032 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|--------|------------------|---|-------------|----------------------|----------------------------|-------|
| 2032 | 52 | MN 19 | LE SUEUR, SIBLEY | Resurface from Hwy 169 to east Jct of Hwy 13 | 17.9 | \$16.1-\$19.7 M | NON-NHS PAVEMENT | 85 |
| | 53 | MN 22 | BLUE EARTH | Reconstruct from Hwy 83 to Bassett Dr | 1.2 | \$14.9-\$18.2 M | NON-NHS PAVEMENT | 71 |
| | 54 | MN 60 | COTTONWOOD | Reconstruct in Windom | 2.6 | \$27-\$33 M | URBAN PAVEMENT | 89 |
| | 55 | I 90 | JACKSON, NOBLES | Resurface WB lanes from Jackson CR 5 to Nobles CR 12 near Rushmore and rehab bridge 53819 | 19.9 | \$10.4-\$12.7 M | NHS PAVEMENT | 100 |
| | 56 | US 169 | LE SUEUR, SIBLEY | Rehabilitate bridges and repair pavement from north Jct Hwy 93 to rest area at Le Sueur | 5.2 | \$9.9-\$12.1 M | NHS PAVEMENT | 72 |

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 September 2024.

District 7 Projects for 2033 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|-------|----------------------|--|-------------|----------------------|----------------------------|-------|
| 2033 | 57 | MN 13 | LE SUEUR, WASECA | Resurface from Waseca to Waterville | 8.5 | \$5.1-\$6.3 M | NON-NHS PAVEMENT | 46 |
| | 58 | MN 15 | MARTIN | Resurface Hwy 15 in Fairmont | 3.2 | \$13.5-\$16.5 M | URBAN PAVEMENT | 65 |
| | 59 | MN 22 | BLUE EARTH | Resurface Hwy 22 from Hwy 14 to CR 26 | 1.5 | \$9-\$11 M | NHS PAVEMENT | 54 |
| | 60 | MN 22 | FARIBAULT | Resurface from Iowa border to west Jct of CR 16 | 11.9 | \$7.6-\$9.2 M | NON-NHS PAVEMENT | 79 |
| | 61 | MN 30 | BLUE EARTH, WATONWAN | Resurface from Hwy 15 to Hwy 169 | 11.4 | \$5.4-\$6.6 M | NON-NHS PAVEMENT | 41 |
| | 62 | MN 60 | BLUE EARTH | Resurface from Lake Crystal to 528th Ave (Cray Corner) | 3.3 | \$6.2-\$7.6 M | NHS PAVEMENT | 82 |
| | 63 | MN 60 | COTTONWOOD | Repair pavement on Mountain Lake bypass | 4.9 | \$5.9-\$7.3 M | NHS PAVEMENT | 80 |
| | 64 | MN 60 | JACKSON, NOBLES | Rehab bridges and repair WB lanes from Worthington to Windom, EB lanes at Heron Lake and from Wilder to Windom | 27.5 | \$16.4-\$20 M | NHS PAVEMENT | 87 |
| | 65 | US 75 | ROCK | Resurface from Iowa border to Luverne | 20.4 | \$8.9-\$10.9 M | NON-NHS PAVEMENT | 76 |
| | 66 | I 90 | FARIBAULT | Repair bridges in Faribault County | 0.3 | \$2.7-\$3.3 M | NHS BRIDGE | 10 |

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 September 2024.

District 7 Projects for 2034 in the 10-Year CHIP

| Year | ID # | Route | County | Description | Length (MI) | Estimated Cost Range | Project Selection Category | Score |
|------|------|-------|----------------|---|-------------|----------------------|----------------------------|-------|
| 2034 | 67 | MN 13 | LE SUEUR | Resurface from Montgomery to New Prague | 6.6 | \$5.9-\$7.2 M | NON-NHS PAVEMENT | 80 |
| | 68 | MN 13 | WASECA | Reconstruct Hwy 13 from 5th St SE to 3rd Ave NW in Waseca | 1.2 | \$11.7-\$14.3 M | URBAN PAVEMENT | 91 |
| | 69 | US 14 | BLUE EARTH | Resurface Hwy 14 from 3rd Ave to Riverfront Dr in Mankato; replace bridges 07009, 07010, 07017, and 07018; rehab bridges 07015 and 07016; replace or improve drainage, signing and lighting | 0.8 | \$37.6-\$46 M | NHS BRIDGE | 90 |
| | 70 | US 14 | BLUE EARTH | Repair from CR 3 to 2 miles east of Eagle Lake | 6.9 | \$13.8-\$16.8 M | NHS PAVEMENT | 87 |
| | 71 | US 59 | MURRAY, NOBLES | Resurface and replace multiple bridges from Worthington to Fulda | 16.2 | \$15-\$18.4 M | NHS PAVEMENT | 44 |
| | 72 | MN 62 | COTTONWOOD | Repair bridges in Cottonwood County | 0.2 | \$4.7-\$5.7 M | NON-NHS BRIDGE | 70 |

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 September 2024.

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 **DEPARTMENT OF
TRANSPORTATION**