We all have a stake in A to B

10-Year Capital Highway Work Plan
2015 - 2024

MinnesotaGO
A Collaborative Vision for Transportation

March 2015

This page intentionally left blank.

TABLE OF CONTENTS

This page intentionally left blank.

PURPOSE OF 10-YEAR WORK PLAN

MnDOT completed its 20-Year State Highway Investment Plan (MnSHIP) in December 2013. MnSHIP guides investments on Minnesota's 12,000 miles of state highways. The 10-Year Capital Highway Work Plan is updated each year to present MnDOT's capital investments for the next ten years; it serves as an annual check-in during the 4-year MnSHIP plan update cycle. The primary objectives of the Work Plan are to:

- Detail MnDOT capital investments over the next ten years on the state highway network; and
- Communicate planned and programmed projects with the investment priorities established in MnSHIP, and explain any change in direction or outcomes.

The 10-Year Capital Highway Work Plan allows MnDOT to be more transparent with its capital investments and decision-making process. In addition, it provides the opportunity to track investments compared to the investment plan established in MnSHIP, ensuring accountability.

Each year MnDOT districts receive investment guidance based on MnSHIP investment principles and develop their 10-Year Work Plan in accordance with that guidance. The District Work Plans are combined in this document to form MnDOT's 10-Year Capital Highway Work Plan, 2015-2024.

MnSHIP is MnDOT's vehicle for deciding and communicating capital investment priorities for the state highway system. It is updated every four years.

Each year MnDOT staff develops investment guidance to ensure that collectively MnDOT is achieving the outcomes established in its planning documents

Changes in Work Plan

After the investment guidance was developed in MnSHIP in 2013, the Minnesota state legislature passed the Corridors of Commerce program which provided $300 million in bonding for the construction, reconstruction and improvement of trunk highways (2013 Session Law, Chapter 117). In the absence of any new, non-bond revenue, the bonds issued as part of Corridors of Commerce will be repaid, with interest, from available revenue. This revenue was previously considered part of the revenue projections in MnSHIP and statewide outcomes were projected given those resources.

The Corridors of Commerce legislation established two major goals: to provide additional highway capacity on segments where there are currently bottlenecks in the system, and to improve the movement of freight and reduce barriers to commerce.

MnDOT solicited for projects and selected 10 projects for funding, with construction from 2014 to 2016 (**Figure 2**). In 2014, two additional rounds of projects were funded totalling $31.5 million. For more information, visit http://www.dot.state.mn.us/corridorsofcommerce/.

Figure 1: State Highway System and MnDOT District Boundaries

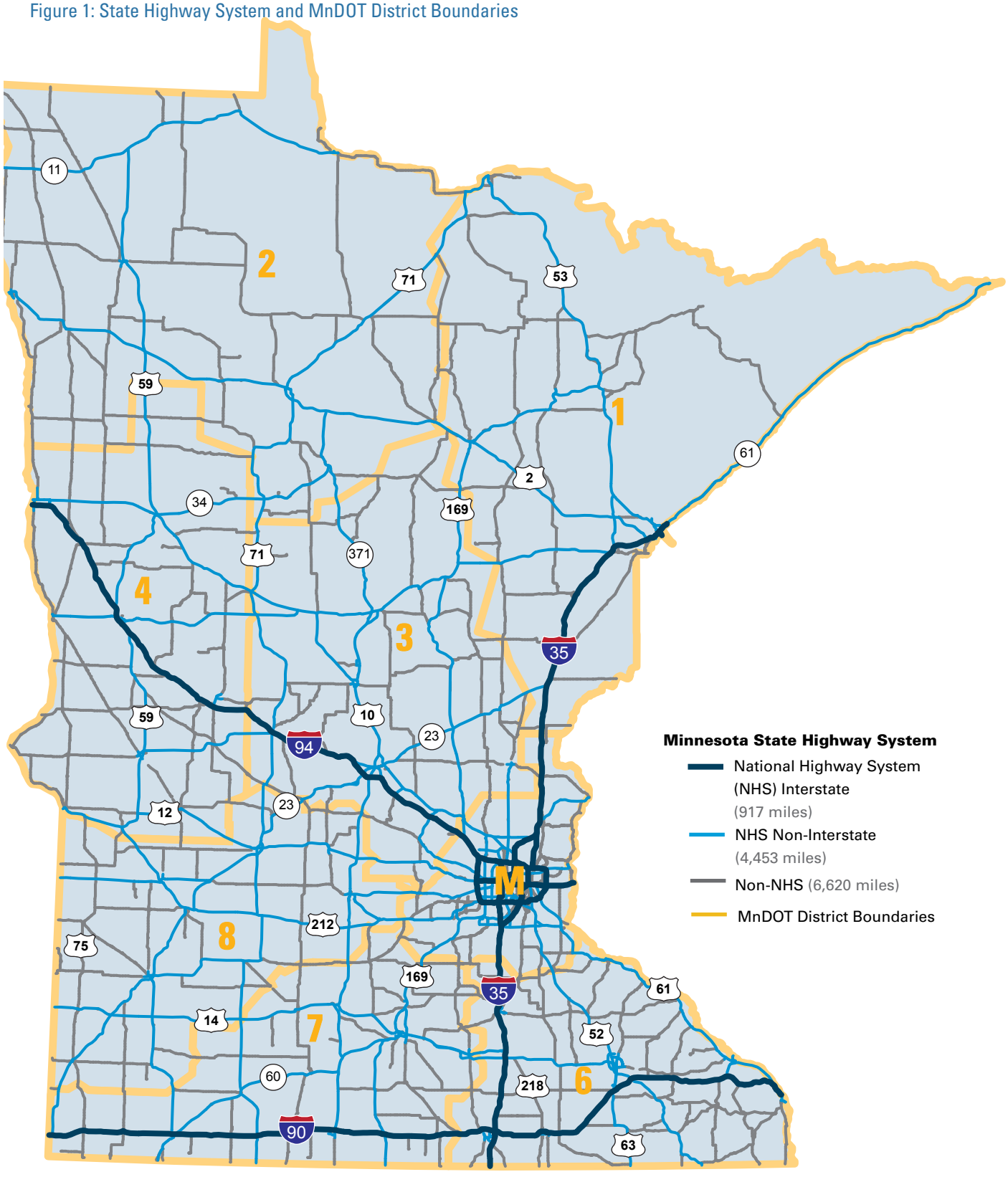


Figure 2: Corridors of Commmerce Projects, Funded by FY 2013 Legislation

Route	Project	Cost Estimate (millions)	Construction Start Date	Project Category
US 2	Passing lanes from Cass Lake to Deer River	$8-$10	2014	Freight Improvement
I-94	Lanes from MN 101 to MN 241	$28.3	2014	IRC Capacity Development
MN 34	Passing lanes from Detroit Lakes to Nevis	$8-$10	2014	Freight Improvement
US 14	4-lane Hwy 218 to Steele County Road 43	$12	2014	IRC Capacity Development
MN 610	Freeway from County Rd 81 to I-94	$100	2014	Metro Capacity Development
US 14	4-lane N. Mankato to Nicollet	$20-$28	2015	IRC Capacity Development
US 14	Nicollet Bypass (4 lane)	$15-$25	2015	IRC Capacity Development
I-694	Add a third general purpose lane from Rice St to Lexington Ave	$35-$42	2015	Metro Capacity Development
US 169	4-lane from 0.66 miles southwest of County Rd 15 to 0.3 miles east of County Rd 7	$9.5	2016	Freight Improvement
MN 23	Passing lanes from Willmar to I-90	$13-$19	2016	Freight Improvement

Description of Investment Categories

MnDOT invests in the state highway system through various types of capital improvement projects. Some projects add to or enhance the condition of existing infrastructure, whereas others add new infrastructure to the system. MnDOT's capital investments on the state highway system are separated into five major investment areas and 10 distinct categories, as illustrated in **Figure 3.** These investment categories are the basis by which MnDOT tracks and reports investments for the 10-Year Capital Highway Work Plan.

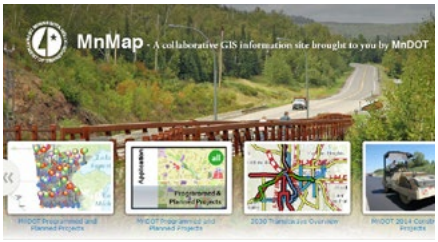
Figure 3: Investment Category Descriptions

Investment Category	Category Description
Pavement Condition	Projects in this category include overlays, mill and overlays, full-depth reclamations, and reconstructions of existing state highway pavement.
Bridge Condition	Bridge Condition investments include replacements, rehabilitation, and painting. The Bridge Condition category does not include supporting elements for bridges, such as signs, pavement markings, or lighting.
Roadside Infrastructure Condition	Roadside Infrastructure Condition elements include drainage and culverts, traffic signals, signs, lighting, retaining walls, fencing, noise walls, guardrails, overhead structures, rest areas, Intelligent Transportation Systems (ITS), and pavement markings.
Traveler Safety	MnDOT currently uses a combination of three types of safety investments in its effort to improve safety and reduce the number of annual fatalities and serious injuries on Minnesota roads: • Proactive lower cost, high-benefit safety features • Sustained crash locations treatments • The Toward Zero Deaths (TZD) initiative
Twin Cities Mobility	MnDOT pursues the following strategies to address regional mobility issues in the Twin Cities metro area: • *Active Traffic Management (ATM).* Operational improvements to help manage the effects of congestion, which include variable message signs (traveler information systems), freeway ramp metering, dynamic signing, dynamic shoulder lanes, reversible lanes, dynamic speed signs, and lane specific signaling. • *Spot mobility improvements.* Lower cost, high-benefit projects that improve traffic flow and provide bottleneck relief at spot locations. These projects include freeway and intersection geometric design changes, short auxiliary lane additions, and traffic signal modifications to ease merging and exiting traffic. • *Priced managed lanes.* Priced managed lane projects that provide a predictable, congestion-free travel option for transit users, those who ride in carpools, or those who are willing to pay. In the Twin Cities, this system is called MnPASS, which currently operates on I-394 and I-35W. • *Strategic capacity enhancements.* Projects in the form of new interchanges, non-priced managed lanes, and limited general-purpose lanes that may be needed to address corridor congestion and/or provide lane continuity for existing facility or to complete an unfinished segment of the Metropolitan Highway System.
IRC Mobility	Minnesota's IRC system is a subset of the NHS, connecting the largest regional trade centers in Minnesota with each other, neighboring states, and Canada. This system consists of Greater Minnesota's most heavily traveled roads, accounting for only 2.5 percent (3,000 miles) of the state highway system, yet carrying about 30 percent of all statewide travel.Typical improvements on these corridors include low-cost solutions, such as intersection improvements, as well as major projects, such as roadway capacity improvements.
Bicycle Infrastructure	MnDOT typically constructs bicycle improvements concurrently with pavement and bridge projects, but also implements some stand-alone projects.
Accessible Pedestrian Infrastructure	Most pedestrian and 1990 Americans with Disabilities Act (ADA) improvements are implemented as part of a pavement or bridge project. Stand-alone projects, especially ADA improvements, are implemented when necessary.
RCIP	RCIPs are collaborative investments that respond to regional and local concerns beyond system performance needs. Typical improvements include intersection improvements, projects that support multimodal connectivity, bypass or turning lanes, access management solutions, improvements that support Complete Streets, and regional or spot capacity expansion projects.
Project Support	Project Support includes components of projects that are critical to ensure the timely and efficient delivery of highway projects. These components include right-of-way costs, consultant services, supplemental agreements, and construction incentives.

SUMMARY OF WORK PLAN INVESTMENTS

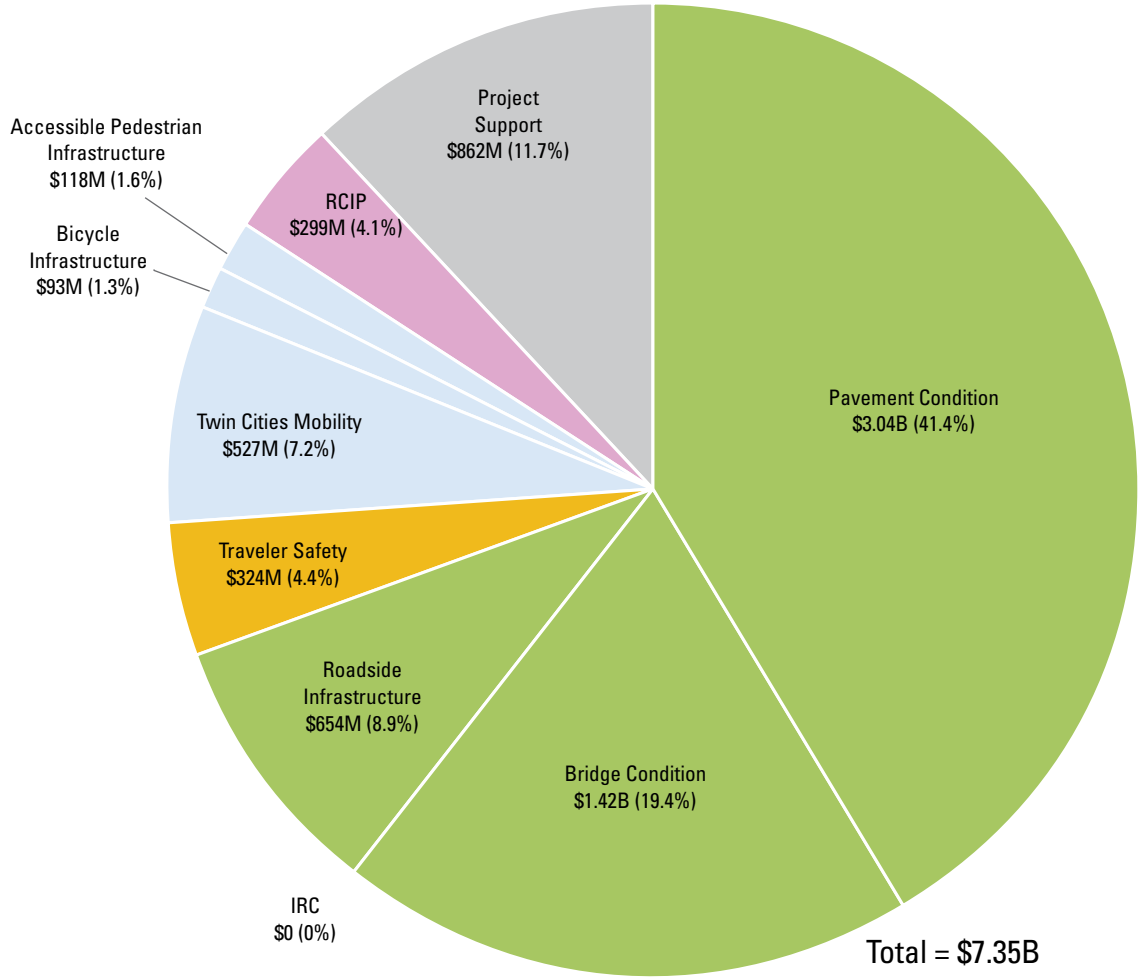
Investments by category in MnDOT's 10-Year Work Plan (2015-2024) are shown in the pie chart below (Figure 4). The investment priorities in this Work Plan are consistent with those established in MnSHIP (see Figure 10 for comparison). As in MnSHIP, investments are focused on asset management (pavement condition, bridge condition, roadside infrastructure condition) with a lesser mix of other investments. The individual projects in the 10-year Work Plan have been mapped and are available at MnMAP, MnDOT's online mapping application. Projects are also displayed in the District Work Plans starting on page 25.

MnMAP



Visit mndot.maps.arcgis.com to view MnDOT's planned and programmed projects

Figure 4: Work Plan Investments (2015-2024)



MnDOT prioritizes asset improvements on NHS routes (including Interstates) and holds these roads to a higher performance standard than assets on non-NHS routes (see Figure 1).

GASB 34 are financial reporting requirements for the value and condition of MnDOT's highway assets. Not meeting GASB condition thresholds could impact the state's bond rating.

PAVEMENT CONDITION

Project Selection

MnDOT's Office of Materials and Road Research uses a **Pavement Management System (PMS)** to predict future pavement conditions and develop a schedule of suggested fixes on NHS and non-NHS routes. The Office of Materials and Road Research bases its funding assumptions on statewide investment goals in asset management. Using this preliminary 10-year list, the Office of Materials and Road Research works with staff from MnDOT's Central Office and district offices to identify priority Pavement Condition investments on NHS routes. The districts suggest modifications to the project list based on a number of considerations, including local knowledge of conditions, input from stakeholders, and timing of other scheduled improvements in the area.

Districts plan pavement fixes on non-NHS routes through the **District Risk Management Program (DRMP).** Compared to the **Statewide Performance Program (SPP)** project selection process for NHS pavements described above, the districts have more flexibility to set priorities for non-NHS pavement projects provided that the state collectively meets the **GASB 34** threshold.

MnDOT's 10-year planned priorities for Pavement Condition keep a lower percentage of NHS pavements in Poor condition compared to non-NHS pavements due to an emphasis on the NHS system established in MnSHIP and reflected in current federal legislation **Moving Ahead for Progress in the 21st Century (MAP-21)**. Investments include more long-term improvements on higher volume roads with more shorter fixes on lower volume roads.

Figure 5: MnDOT Pavement and Bridge Assets

District	Miles of Pavement	Number of Bridges
1	1,556	596
2	1,806	352
3	1,609	408
4	1,607	327
6	1,423	848
7	1,330	484
8	1,433	365
Metro	1,095	1,270
Total	**11,859**	**4,590**

Outcomes

Despite significant investment, pavement condition on the NHS and non-NHS is projected to worsen over the next ten years. Interstate pavements (part of NHS) will be in the best condition but twice as many miles will be in poor condition

in 2024 as compared to today. Other NHS pavements are expected to worsen to almost eight percent poor from three percent today. The pavements on non-NHS roads will also see a significant drop in performance relative to today, in large part to accommodate the federal emphasis on higher-volume, NHS roads. Overall, MnDOT expects that projected pavement condition levels will meet assumed MAP-21 targets and GASB 34 thresholds and remain within the agency's risk-based performance target for the entire system. However, the NHS is not predicted to meet its target in 2024.

MAP-21 targets for pavement have not yet been identified. MnDOT established targets for pavement and bridge in anticipation of MAP-21 targets.

BRIDGE CONDITION

Project selection

As is the case with Pavement Condition, MnDOT's prioritizes more investments in Bridge Condition on high-volume NHS roads than on other state highways.

MnDOT's Bridge Office uses the **Bridge Replacement and Improvement Management (BRIM)** process and statewide goals to recommend future bridge improvements based on condition and risk factors, including length of detour and traffic volume. The Bridge Office and district offices generate a list of bridge projects for both NHS and non-NHS bridges based on the results of the BRIM process. In modifying the BRIM results, districts consider stakeholder input and local expertise to coordinate timing with other planned projects in the region.

Districts primarily choose projects with long-term fixes for NHS bridges and focus investment on non-NHS bridges in the greatest need of repair.

Outcomes

Performance for bridges on the NHS is projected to remain stable, while performance for non-NHS bridges will worsen. The condition of MnDOT bridges is expected to meet MAP-21 targets and GASB 34 minimum condition thresholds through 2024.

ROADSIDE INFRASTRUCTURE CONDITION

Project Selection

In developing a list of projects through Year 10, districts include an estimate of the cost to implement Roadside Infrastructure Condition projects as part of other projects (such as Pavement Condition or Bridge Condition) or as stand-alone investments (such as rest areas). The distribution of MnDOT's Roadside Infrastructure Condition investment reflects the expectation that districts will implement more projects on NHS roads and bridges than on lower-volume roads.

Outcomes

In general, the system's roadside infrastructure elements are expected to deteriorate relative to today's standards. However, NHS routes will receive more frequent upgrades to roadside infrastructure elements compared to non-NHS routes due to the relative frequency of pavement and bridge projects on those roads.

TRAVELER SAFETY

Each district estimates its 10-year Traveler Safety investment on both NHS and non-NHS roadways. The mix of project types varies by district. Districts draw from two main sources to select planned investments:

- **District Safety Plans (DSPs).** Each district uses its DSP to prioritize proactive safety infrastructure projects and which strategic improvements to implement. In addition, the 10-Year Capital Highway Work Plan includes **Highway Safety Improvement Program (HSIP)** investments. HSIP is a federal program that emphasizes data-driven, strategic approaches to improving highway safety. HSIP projects correct a hazardous road location or address a highway safety problem.
- **Sustained crash locations list.** MnDOT's Office of Traffic, Safety, and Technology identifies areas throughout the state that experience a high crash rate over a five-year period. Districts include high-priority projects at some of these locations.

The districts also estimate the costs associated with installing roadway safety infrastructure as part of other projects, namely pavement improvements, and build these into their 10-Year Work Plans. Examples of these elements include rumble strips, cable median guardrail, and turn lanes.

Outcomes

MnDOT districts will continue installing safety improvements as part of pavement projects and continue to implement their DSPs at the current rate. Lower cost, high-benefit safety infrastructure will be constructed at priority locations throughout the state highway system, and select moderate to high-cost projects will be funded to address sustained crash rate locations. MnDOT will continue to participate in the **Towards Zero Deaths (TZD)** program.

Fatalities have been reduced substantially over the past 10 years, and MnDOT expects that the number of annual fatalities and serious injuries on state and local roads will continue to decline based on historical performance at this level of funding.

INTERREGIONAL CORRIDOR MOBILITY

Project Selection

MnDOT did not select projects to be funded through IRC Mobility, as the IRC system is expected to meet MnDOT's performance targets through 2024. If additional revenues become available, MnDOT would re-evaluate the feasibility of proactively addressing highest priority needs on the IRC system.

However, there are other projects listed in the 10-Year Work Plans that will improve safety and mobility on IRCs – these projects are categorized under RCIPs and Traveler Safety, depending on the types of improvements. They are categorized as such because they do not address the IRC performance-based need and are ineligible for IRC funding. Examples include two to four-lane expansion projects on US 14 and MN 371. Many of these projects were funded through the Corridors of Commerce program after MnSHIP was completed.

Outcomes

MnDOT's IRC Mobility performance targets are expected to be met through 2024. However, MnDOT may need to revisit its measures for IRC needs after the MAP-21 rulemaking process establishes measures for the NHS system which is anticipated to occur in late 2014.

TWIN CITIES MOBILITY

Project Selection

MnDOT's Metro District worked in collaboration with the Metropolitan Council to develop a list of Twin Cities Mobility cost-constrained projects that align with statewide goals within MnSHIP, both in terms of addressing federal and state performance measures and investing in strategies to improve mobility on Twin Cities-area highways through innovation, technology, and multimodal options.

Many identified projects in the Metro District's 10-Year Work Plan originated in previous planning efforts, such as the Metropolitan Council's **2030 Transportation Policy Plan,** MnDOT's **Congestion Management Safety Plans** (for potential spot mobility projects), and the MnPASS System Study.

Outcomes

Over the 10-year period, MnDOT and the Metropolitan Council will invest in Twin Cities Mobility to implement:

- A mix of **Active Traffic Management (ATM)** systems (5 percent)
- Approximately three spot mobility improvements per year (35 percent)
- Completion of three MnPASS lanes (40 percent)

Active Traffic Management are operational improvements to help manage the effects of congestion. ATM includes ramp metering, variable message signs, and other improvements.

- One major strategic capacity enhancement (20 percent)

MnDOT plans to construct MnPASS lanes on I-35E and up to two other corridors, and to complete the extension of MN 610 to I-94 in Maple Grove. While these projects will help mitigate congestion issues, it is still anticipated that congestion and reliability issues are likely to worsen through 2024 relative to today due to the increase in mobility needs across the system.

BICYCLE INFRASTRUCTURE

Project Selection

MnDOT districts identify their investments in Bicycle Infrastructure based on their highest risks and planned bridge and pavement projects.

The **Statewide Bicycle System Plan** will identify a state bikeway network. The Plan will also identify where state highways play a role in the state bikeway network and in local bicycle networks. Bike infrastructure investments will be prioritized in those areas. Plan completion is expected by winter 2014/15.

Outcomes

MnDOT will invest in Bicycle Infrastructure through bridge and pavement projects as appropriate. Districts will construct new bicycle facilities in their highest-priority locations, making progress on key multimodal objectives and outcomes.

ACCESSIBLE PEDESTRIAN INFRASTRUCTURE

Project Selection

As each district has varying pedestrian and ADA infrastructure needs, they selected their 10-year planned investments in this category based on planned bridge and pavement projects, ADA needs, and highest-risk pedestrian areas.

Outcomes

Districts will fund a range of pedestrian and ADA projects during Years 1-10 based on their needs. Investments will be primarily lower cost, high-benefit improvements implemented concurrently with pavement and bridge projects. MnDOT will be able to upgrade most curb ramps and signalized intersections to ADA standards, maintain the percentage of sidewalk miles in poor condition, and complete some stand-alone ADA improvements.

REGIONAL AND COMMUNITY IMPROVEMENT PRIORITIES

Project Selection

There are a variety of projects that fall under the category of RCIPs, including major projects of regional significance. Each district listed RCIP investments in their 10-Year Work Plans based on projects that MnDOT has committed to, projects that have been identified by stakeholders, and projects that address risks associated with regional travel.

Outcomes

MnSHIP will invest $299 million in RCIPs through 2024. Most investments will be completed through partnerships and design add-ons, but will also include a few stand-alone projects.

Examples of stand-alone expansion projects that MnDOT plans to complete before 2024 include:

- US 14 – Mankato to west of Nicollet
- MN 60 – Windom to Mountain Lake
- MN 60 – Mountain Lake to Butterfield
- MN 371 – Nisswa to Jenkins

MnDOT has implemented statewide and internal solicitations to partner with stakeholders and local jurisdictions to fund non-performance-based projects. MnDOT intends to continue facilitation of these types of programs through the RCIP investment category over the next 10 years when funding is available.

PROJECT SUPPORT

MnDOT does not identify projects in this investment area; it estimates the total cost of delivering its planned projects.

Outcomes

MnSHIP assumes that MnDOT will continue to spend approximately 11 percent of its capital highway funds in Project Support. This is consistent with recent averages. The 10-Year Work Plan has a similar amount for project support. However, as the plan transitions to a more asset management based program, the percent allocated to program support is expected to go down.

Investment Category Strategies

The table on the following page presents risk management and optimization strategies for each of the ten investment categories. These strategies were developed as part of the MnSHIP process and have been carried through as the districts developed their 10-Year Work Plans.

Figure 6: Investment Category Strategies

Investment Category	Risk Management Strategies	Optimization Strategies
Pavement Condition	• Defer long-term fixes. • Limit life-cycle fixes to Interstates, high-priority routes, or highest priority non-NHS routes. • Focus maintenance activities on avoiding hazardous conditions.	• Design and schedule pavement projects to align with a roadway's life-cycle needs whenever possible. • Use performance-based design to focus on projects that cost-effectively meet both pavement and safety performance needs. • Continue preventive maintenance strategies, such as seal coats, joint seals, micro-surfacing, and thin overlays. • Employ lower-cost strategies, such as full depth reclamation or unbonded concrete overlays, to stretch available dollars further. • Evaluate innovative contracting methods and assess potential advantages of bundling projects to lower costs.
Bridge Condition	• Defer non-critical and/or long-term fixes. • Focus maintenance activities on avoiding hazardous conditions.	• Conduct frequent and regular inspections. • Invest in preventive maintenance. • Invest in rehabilitation at appropriate times of a bridge's life-cycle. • Refine BRIM to help identify improvements that minimize life-cycle costs, meet performance targets, and address the highest-risk bridges.
Roadside Infrastructure Condition	• Repair and replace failed infrastructure on a strategic and reactive basis. • Prioritize work on NHS or on roads with greatest exposure to traveling public. • Rely on maintenance budget to keep system in good repair. • Respond to non-functional or very poor-condition elements only. • Close lowest-priority rest areas.	• Continue to perform preventive maintenance to extend infrastructure life cycle. • Coordinate investments with other projects where economies of scale exist to reduce unit costs. • Manage culverts that have failed or are in the poorest condition. • Maintain the most critical supporting infrastructure for pavement and bridge projects. • Improve process for tracking inventory, performance, and identifying future capital needs for essential system assets, including signals, drainage, retaining walls, signage, and safety rest areas. • Develop new ways to track and systematically improve electronic traffic management systems, which include the Regional Traffic Management Centers (RTMC) and Transportation Operations Communication Centers (TOCC).
Traveler Safety	• Continue to evaluate crash data to implement the highest-priority lower cost, proactive treatments. • Install lighting at highest-risk sustained crash locations.	• Update DSPs to identify priority locations for lower cost, high-benefit improvements. • Pursue system-wide, cost-effective safety investments on the state highway system that address fatal and severe injury crashes. Investments will be data driven and incorporated into all applicable projects. • Address sustained crash locations with appropriate fixes that cost-effectively reduce the identified types of crashes at that location. • Support the TZD initiative and its comprehensive approach toward highway safety.

Investment Category	Risk Management Strategies	Optimization Strategies
Twin Cities Mobility	• Invest primarily in projects that address multiple objectives.	• Leverage existing resources for all available transportation modes in order to optimize mobility. • Emphasize reliable and predictable travel options. • Focus mobility investments on projects that address multiple objectives.
IRC Mobility	• Focus on traveler information and other travel demand strategies. • Focus major investments and other projects on corridors with the greatest delay and broadest impact on users.	• Work with transportation partners to maintain and enhance mobility on the IRC system through investment in other categories, such as Traveler Safety and RCIPs. • Continue to monitor corridor travel speeds. • As MAP-21 rulemaking concludes, consider development of updated measures applying to mobility and freight.
Bicycle Infrastructure	• Collaborate with regional, local, and internal partners on bike projects and planning efforts. • Focus bike investment on state highways that play a role in local bicycle networks and the state bikeway network.	• Construct bicycle infrastructure concurrently with pavement and bridge projects to cost-effectively maintain and improve the bike network. • Make stand-alone investments on state highways within the identified state bikeway network. • Support regional and local efforts to increase the share of non-motorized commuting trips through the development and maintenance of efficient, safe, and appealing non-motorized transportation systems. • Coordinate education and bicycle planning efforts with transportation stakeholders, including the Share the Road campaign.
Accessible Pedestrian Infrastructure	• Identify, address, and maintain critical intersection and bridge connections. • Collaborate with regional, local, and internal partners on pedestrian projects and planning efforts.	• Prioritize curb ramp projects to comply with requirements of the ADA. • Install Accessible Pedestrian Signals (APS) at all signalized state highway intersections by 2030. • Continue to track performance toward curb ramp and APS targets. • Refine system for tracking investments and measuring performance. • Collaborate with transportation partners in identifying projects and promoting the Share the Road Campaign.
RCIPs	• Schedule projects to leverage project timing and resources with that of local partners. • Employ low-cost operational strategies (such as improving signal timing and road maintenance) to respond to local concerns.	• Work with users of the system to better understand what is important to meet their needs today and what will matter tomorrow. • Improve early communication and coordination on projects. • Promote partnerships with local agencies to leverage funding. • Select projects that emphasize sustainability and high return-on-investment. • Use low-cost operational strategies (such as signal timing and maintenance) to respond to local concerns.

Project Highlights

MnDOT will complete many important projects during the next ten years. The following projects are highlighted for their complexity and/or their advancement of the Minnesota GO Vision. The years listed refer to state fiscal year, which runs July 1 - June 30th. Multi-year projects are listed in their first year of construction.

2015

- St. Croix River Crossing: The project, which has been planned for over 30 years, is expected to be completed in 2016. It will provide a new crossing over the St. Croix River on a four lane freeway bridge connecting Oak Park Heights, Minnesota with St. Joseph, Wisconsin.
- US 14: The highway will be expanded to four lanes from Nicollet to North Mankato. This project was funded through the Corridors of Commerce program.
- Winona Bridge: The project is expected to be completed in 2020. It will rehabilitate the existing bridge and build a new permanent bridge immediately upstream.

2016

- US 53 Realignment: The project will relocate Hwy. 53 near Virginia and reconstruct it outside of a mining company easement.
- I-694: This project will construct a third lane and reconstruct existing lanes between Rice Street and Lexington Avenue.

2017

- Lake Street Access Project: This project combines planned work for an improved transit station at Lake Street and I-35W in Minneapolis with the replacement of two major bridges and pavement resurfacing. Hennepin County is the lead agency on this project.
- MN 1: Eagles Nest Lake Area Reconstruction. The highway will be reconstructed and realigned to straighten out curves. The project will also add turn lanes and select passing zones.
- MN 371: The project will consist of the reconstruction of Highway 371 from Nisswa to Pine River. The proposed improvements include a four-lane, divided, controlled access highway

2018

- Red Wing Bridge: The project is in the preliminary phase to rehabilitate or replace Highway 63 bridge over the Mississippi River and the Highway 63 bridge over Highway 61, as well as the highway connections. Existing bridge is fracture critical and is being replaced as part of a bridge bonding program.

2019

- I-94 Managed Lane: Project will build a managed lane (MnPASS) from downtown St. Paul to downtown Minneapolis. The project will last two years.
- US 12: Pavement urban reconstruction project. Project will repair pavement from 4th street to MN 22 in Litchfield.

2020

- I-35W Bridge over Minnesota River: Project will replace the I-35W bridge over the Minnesota River in Bloomington. The project will last over three years.
- I-35: Replace two bridges over the Snake River in District 1.

2021

- I-94: Unbonded concrete overlay from Clearwater to Monticello. Project will provide long lasting fix to I-94 pavement.
- US 10: Reconstruction in Elk River from Joplin Street to Norfolk Avenue.

2022

- MN 23: The project is a pavement reconstruction in St. Cloud.
- MN 1: Reclaim pavement and replace two bridges from County Road 18 to MN 219.

2023-2024

- The districts have not identified specific projects in these two years. In the District Plans, investment amounts are listed by investment categories only.

SUMMARY OF STIP INVESTMENTS

The Statewide Transportation Improvement Program (STIP) is MnDOT's four year program of projects. The projects in the STIP are viewed as commitments by the department. The projects beyond the STIP, in years 5-10, are more susceptible to changes.

The investments in the STIP are only partially influenced by guidance in MnSHIP. Since STIP projects are commitments and MnSHIP was completed in 2013, projects in Years 2015 and 2016 were identified prior to investment guidance defined in MnSHIP. Investments in these two years follow guidance from the previous highway investment plan completed in 2009. STIP projects in 2017 and 2018 follow MnSHIP guidance.

Taken as a whole, the STIP investment priorities are similar to the priorities set out in MnSHIP (see Figure 10 for comparison).

Figure 7: STIP Investments, 2015-2018

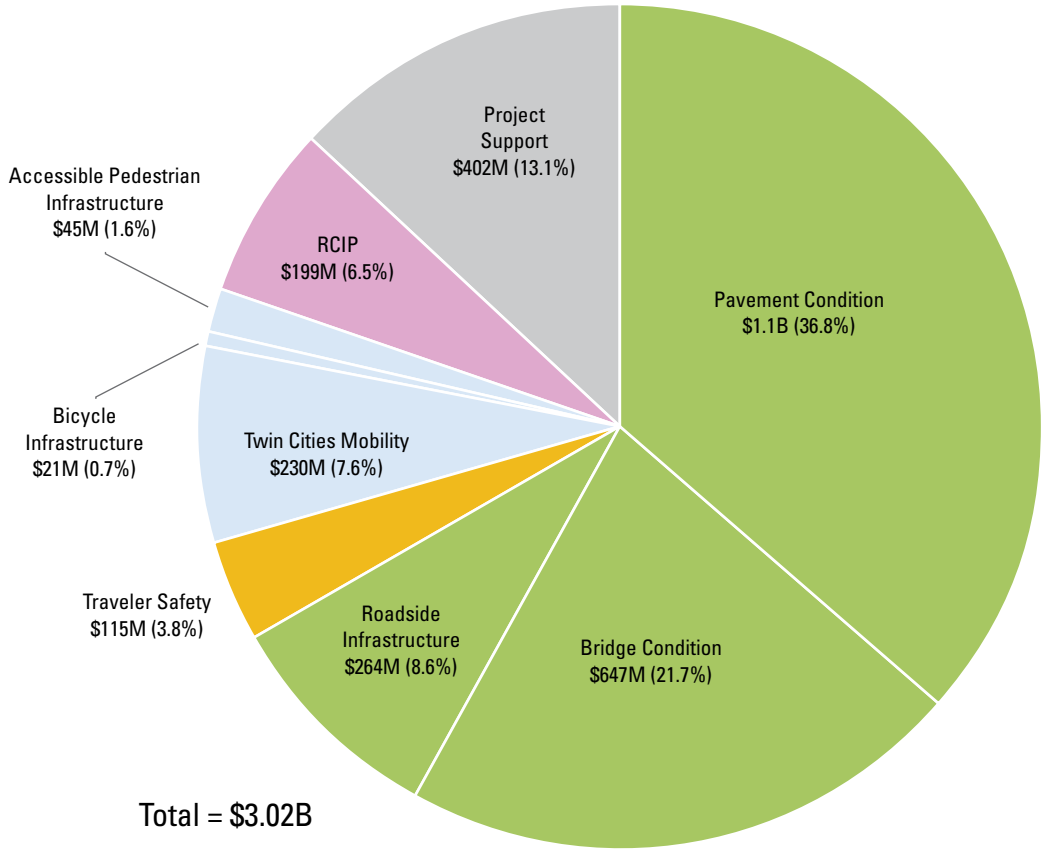
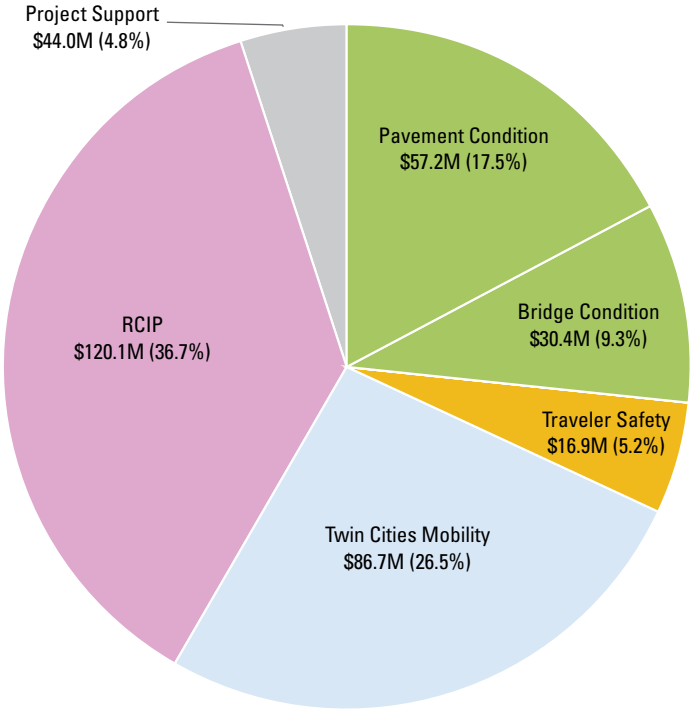


Figure 8: Corridors of Commerce, 2015-2018



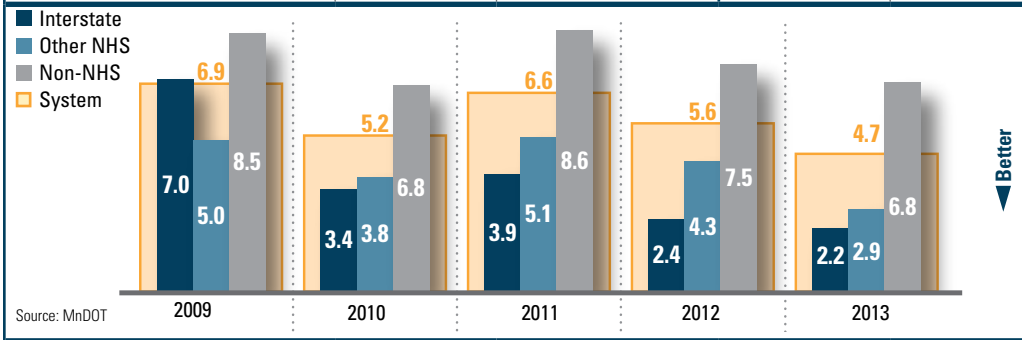
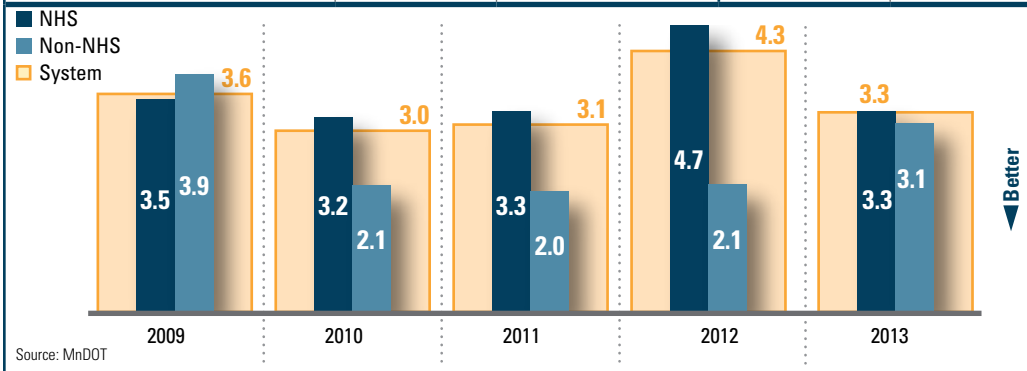
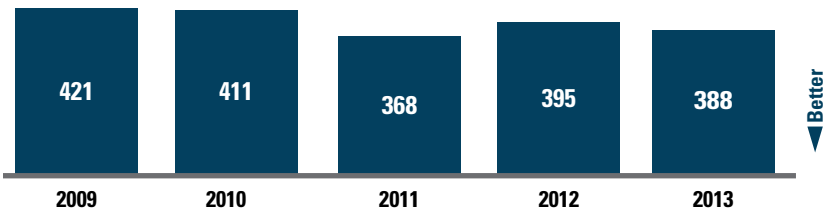
PERFORMANCE OUTCOMES

As part of the 10-Year Work Plan process, MnDOT projects performance outcomes based on the planned projects in the District Work Plans. **Figure 9** displays projected performance through 2024.

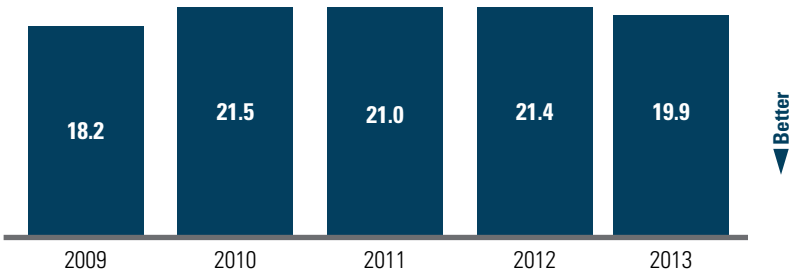
With the investments in the 10-Year Capital Highway Work Plan, MnDOT is expecting to achieve most of the results planned for in MnSHIP. Bridge Condition outcomes and spending levels are in-line with those established in MnSHIP. The performance outcomes in other categories are difficult to estimate and project. Given that the spending levels for these categories are similar to the levels in MnSHIP, MnDOT expects the outcomes in these categories for the 10-Year Capital Highway Work Plan to be similar.

Pavement condition is the exception. Pavement condition on the Interstate system and Other NHS is projected to be worse than the anticipated outcomes in MnSHIP. However, it is anticipated that the increasing shift towards an asset management based plan starting in year 2024 will improve the pavement outcomes for future iterations of the 10-Year Work Plan as a greater percentage of investment will be pavement improvements.

Figure 9: Work Plan Performance Summary

	Result 2013	MnSHIP Target	Projected Result 2018	Projected Result 2024	10-Year Trend
Asset Management					
Pavement Condition Interstate: % Poor	2.2%	2%	1.8%	3.9%	Better ▼ Performance expected to remain stable through the STIP but decline in later years
Pavement Condition Non-Interstate NHS: % Poor	2.9%	4%	4.6%	7.9%	Better ▼ Performance expected to worsen
Pavement Condition Non-NHS: % Poor	6.8%	--	11.1%	9.6%	
Pavement Condition All State Highway Miles: % Poor	4.7%	5%-9% performance band	7.5%	8.2%	Better ▼ Performance expected to worsen but remain within the MnSHIP performance band
 Source: MnDOT					The percent of pavements in Poor condition decreased slightly in 2013, continuing a trend from 2012. However, pavement condition is expected to decline on all systems through 2024. NHS pavements are expected to decline at an increased rate after 2018. However, the overall pavement condition in 2024 falls within the 5-9% MnSHIP target range.
Bridge Condition: NHS, % Poor	3.3%	2%	1.7%		Better ▼ Performance expected to remain at a desirable level
Bridge Condition: Non-NHS, % Poor	3.1%	8%	0.7%		
 Source: MnDOT					The percent of bridge deck area on the National Highway System in Poor condition dropped in 2013 due to repairs on a few major bridges. The percent of non-NHS bridges in Poor condition increased significantly but is still well below target. As future investments prioritize the NHS, the condition of bridges on non-NHS routes is expected to decline but still remain below target.
Traveler Safety					
Minnesota Traffic Fatalities: All state and local roads	387	350 by 2014	N/A	N/A	Better ▼ Performance expected to improve, but at a slower rate
 Source: MN Department of Public Safety					Fatalities resulting from vehicle crashes decreased from 395 in 2012 to 388 in 2013. After a slight increase in traffic fatalities the previous year, 2013 is a return to a declining historical trend. MnDOT anticipates this trend to continue over the next ten years given current Traveler Safety funding.

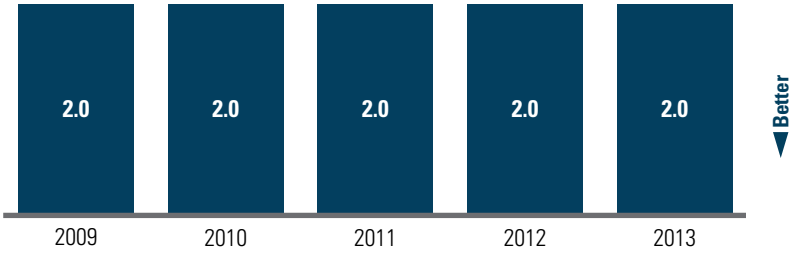
	Result 2013	MnSHIP Target	Projected Result 2018	Projected Result 2024	10-year Trend
Critical Connections					
Twin Cities Mobility: % of metro freeway miles below 45 mph in AM or PM peak	19.9%	Tracking Indicator	N/A	N/A	Better ↔ Performance expected to continue at current levels



Source: MnDOT

Congestion is affected by economic conditions, population growth, fuel prices and other factors that increase travel demand. After peaking in the last few years, congestion decreased slightly in 2013.

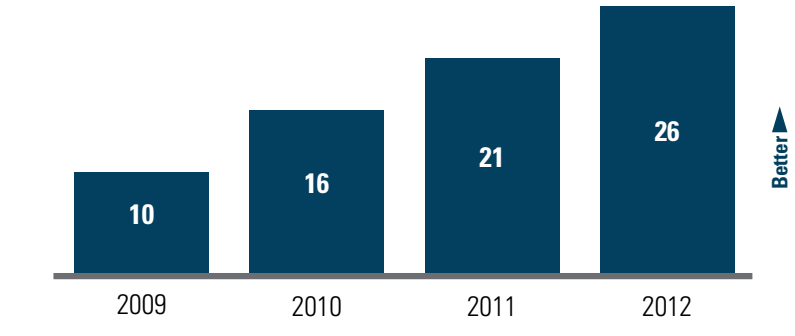
Inter-Regional Corridor (IRC) Mobility: % of IRC centerline miles more than 2 mph below travel time target	2%	5%	2%	2%	Better ↔ Performance expected to continue at current levels



Source: MnDOT

98% of major interregional routes in Greater Minnesota can be driven within 2 mph of the corridor target speed. This performance is expected to remain stable through the Work Plan period. MN 210 from Motley to Aitkin is the only corridor that currently performs below the average travel time target for that corridor.

Miles of sidewalk in Poor condition	4%	Tracking Indicator	N/A	N/A	Better ↔ Performance expected to continue at current levels
ADA: % of state highway intersections with accessible pedestrian signals	26%	100%	▲ 70-80%	▲ 70-80%	Better ↗ Performance expected to achieve target by 2030

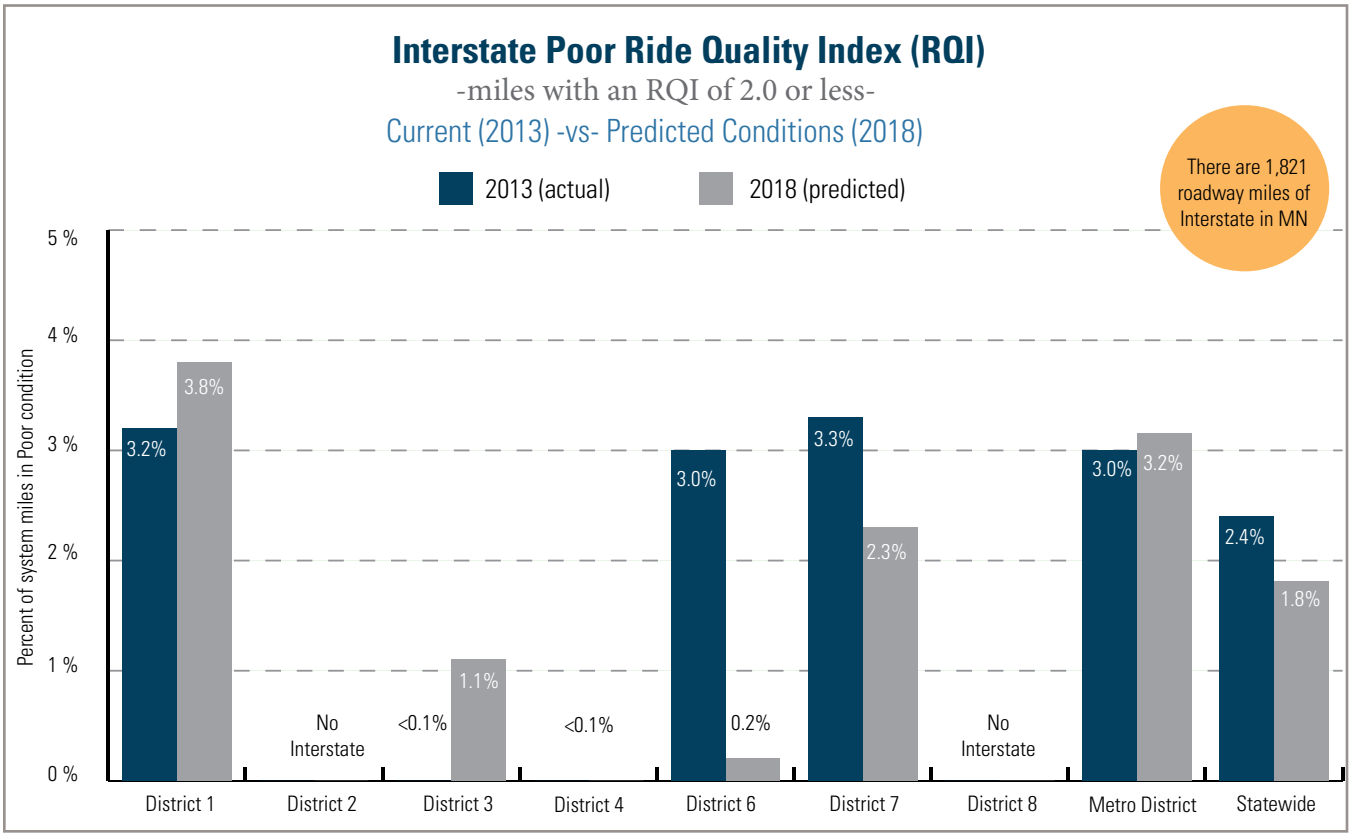


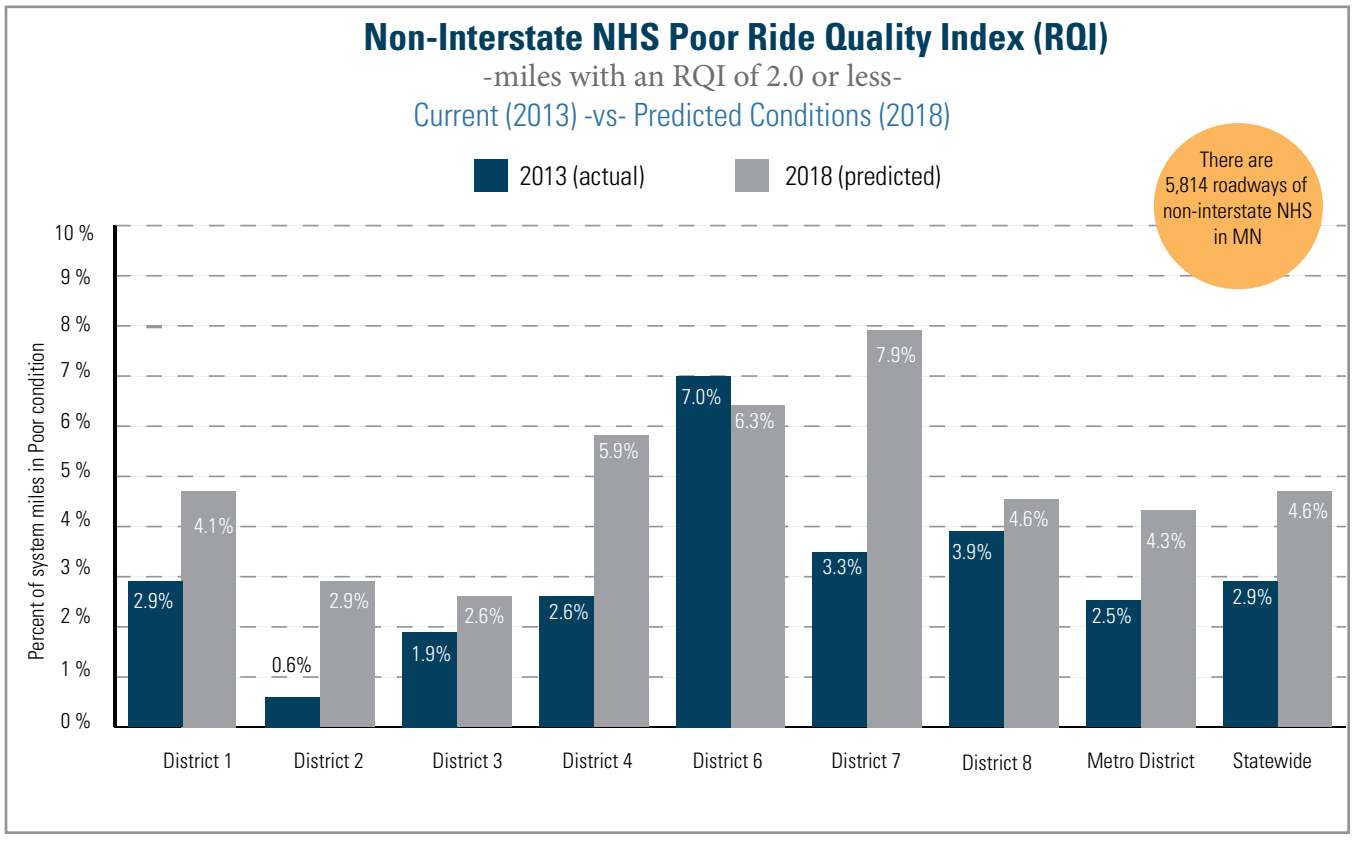
Source: MnDOT

Sidewalks are typically addressed as part of highway reconstruction projects. As a result, the percentage of sidewalks in Poor condition is likely to remain unchanged as MnDOT foregoes full reconstructions in favor of lower cost mill and overlays. Accessible pedestrian signals (APS) will continue to be installed at state highway intersections as existing signals reach the end of their useful life. MnDOT anticipates achieving system-wide APS compliance by 2030.

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

DISTRICT PERFORMANCE OUTCOMES

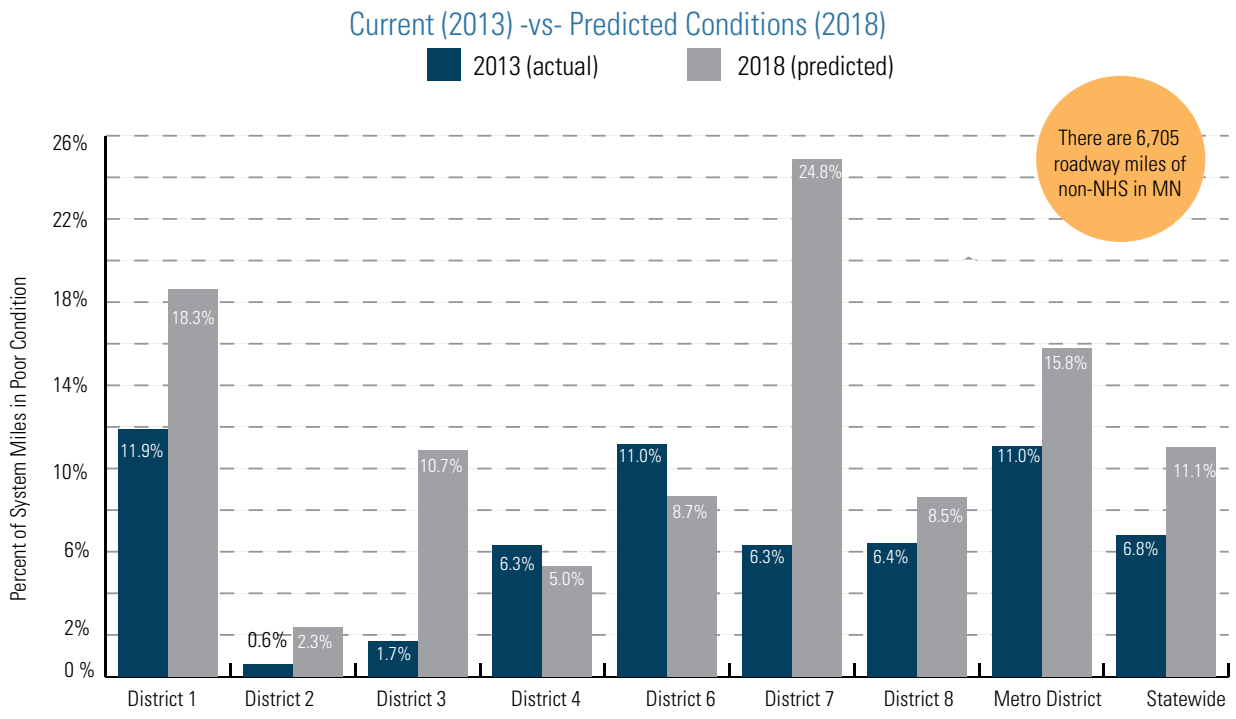




Non-NHS Poor Ride Quality Index (RQI)

-miles with an RQI of 2.0 or less-

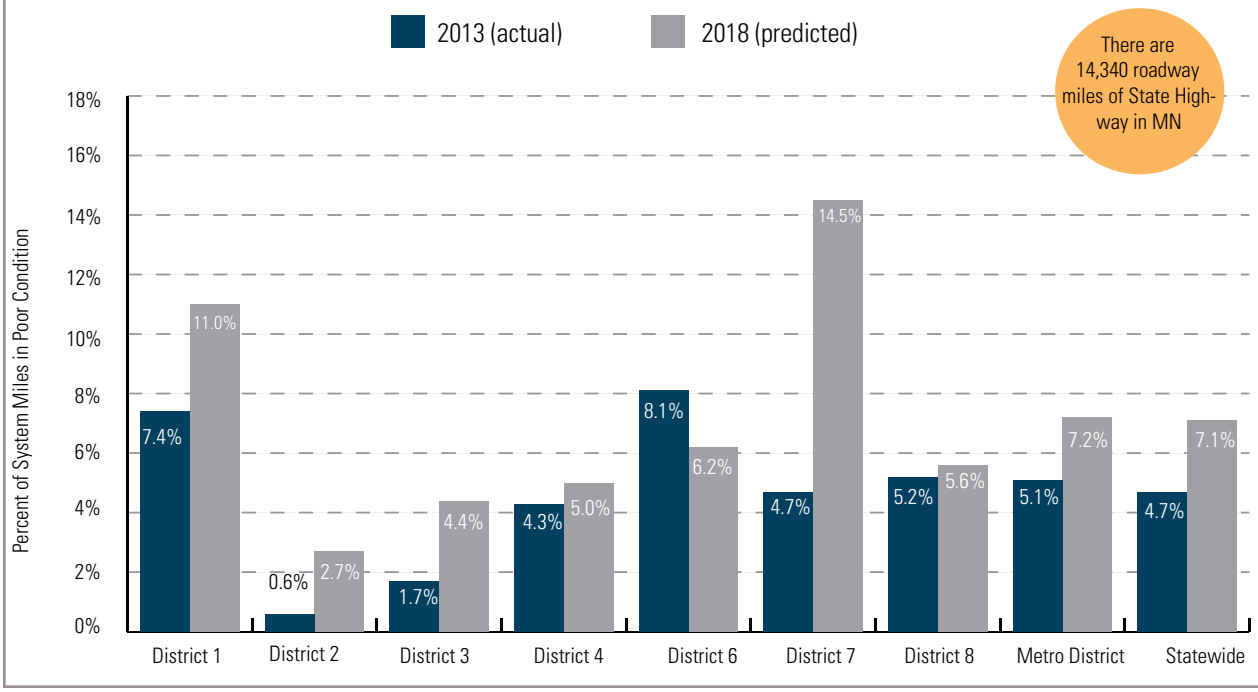
Current (2013) -vs- Predicted Conditions (2018)



State Highway Poor Ride Quality Index

-miles with an RQI of 2.0 or less-

Current (2013) -vs- Predicted Conditions (2018 & beyond)



COMPARISON TO MNSHIP

Each year the 10-Year Capital Highway Work Plan compares planned and programmed investments to the guidance established in MnSHIP. Figure 10 below shows the comparison between the 10-Year Work Plan investment and the investment in years 2-11 of MnSHIP (2015-2024). The investment mix for this ten year period is very similar to the investments identified in MnSHIP with only a few exceptions. These are:

- Project Support is much higher in the 10-Year Work Plan. MnDOT districts identified this category as a growing need during the Work Plan development process. In the next few years, MnDOT will be delivering a large program with additional projects. As the program grows and one-time funding occurs such as Corridors of Commerce legislation, MnDOT must increasingly rely on consultants to design and deliver projects.
- RCIP investment is much lower in the 10-Year Work Plan. While working through the Work Plan process this year, MnDOT districts were presented with many constraints to funding their core assets and projects. Given this lack of money for key projects, RCIPs were not seen as needing the level of funding identified in MnSHIP.

Figure 10: Work Plan Investment Comparison

Investment Category	10-Year Work Plan Investment	MnSHIP Guidance	Difference from MnSHIP
Pavement Condition	41.4%	40.4%	$29 M
Bridge Condition	19.4%	20.3%	-$86 M
Roadside Infrastructure Condition	8.9%	8.9%	-$7 M
Traveler Safety	4.4%	4.3%	$7 M
Twin Cities Mobility	7.2%	6.5%	$46 M
IRC Mobility	0%	0%	N/A
Bicycle Infrastructure	1.3%	1.4%	-$9 M
Accessible Pedestrian Infrastructure	1.6%	1.7%	-$6 M
RCIPs	4.1%	6.4%	-$176 M
Project Support	11.7%	10.3%	$98 M
Total ($ in millions)	**7,351**	**7,453**	**-$102 M**

DISTRICT INVESTMENT COMPARISON

The chart below displays the investment percentages for each district over the ten year period. Each district has different needs and the mix of investment varies from district to district. MnDOT is committed to meeting performance outcomes on a statewide level but each district has the flexibility to prioritize its own projects, particularly on the non-NHS.

Figure 11 : District Investment Comparison

Investment Category	1	2	3	4	6	7	8	Metro	Total ($ in millions)
Pavement Condition	44%	44%	54%	52%	40%	49%	57%	29%	3,024
Bridge Condition	13%	23%	15%	10%	35%	15%	6%	21%	1,423
Roadside Infrastructure Condition	12%	8%	8%	10%	6%	6%	13%	8%	652
Traveler Safety	4%	6%	4%	5%	4%	3%	6%	5%	322
Twin Cities Mobility	0%	0%	0%	0%	0%	0%	0%	20%	545
IRC Mobility	0%	0%	0%	0%	0%	0%	0%	0%	0
Bicycle Infrastructure	1%	2%	1%	1%	1%	2%	1%	1%	93
Accessible Pedestrian Infrastructure	2%	2%	1%	2%	1%	1%	1%	2%	119
RCIPs	11%	5%	7%	8%	2%	11%	6%	2%	333
Project Support	13%	9%	11%	10%	11%	12%	10%	11%	863
Total ($ in millions)	**895**	**376**	**814**	**472**	**917**	**786**	**370**	**3,046**	**7,344**

DISTRICT WORK PLANS

Project-specific information from each of MnDOT's eight districts is displayed in each district's 10-Year Work Plan. The selected projects reflect investment priorities established by MnDOT through the development of MnSHIP and the creation of the Corridors of Commerce program.

District 10-Year Work Plans were developed for two distinct time periods: STIP Years 1-4 (2015-2018) and Years 5-10 (2019-2024).

Project lists do not represent the entirety of any district's planned investments in any planning period. Along with identified projects, districts also have non-project-specific funds that will eventually be spent on projects not yet identified within certain defined investment categories. For instance, districts have setaside funds that will be spent on highway projects to improve ADA accessibility. However, the location of those ADA improvements may not have been identified in a District's 10-Year Work Plan. Districts also have cooperative or municipal agreement setasides. These funds are used to support locally led projects that benefit the state highway system. In the years beyond the STIP, these project have not yet been identified.

Projects identified in Years 5-10 (2019-2024) are planned projects based on current information. These projects are anticipated to change as project development progresses and the projects move into the STIP. Once a project enters the STIP, it is viewed as commitment by MnDOT.

CONTACT INFORMATION

Brad Utecht, AICP
Planning Program Coordinator
Office of Transportation System Management
Brad.Utecht@state.mn.us
651-366-3773

District 1
10-Year Capital Highway Work Plan

(2015-2024)

MARCH 2015

Prepared by
Office of Transportation System Management

DISTRICT 1 10-YEAR WORK PLAN

District 1's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

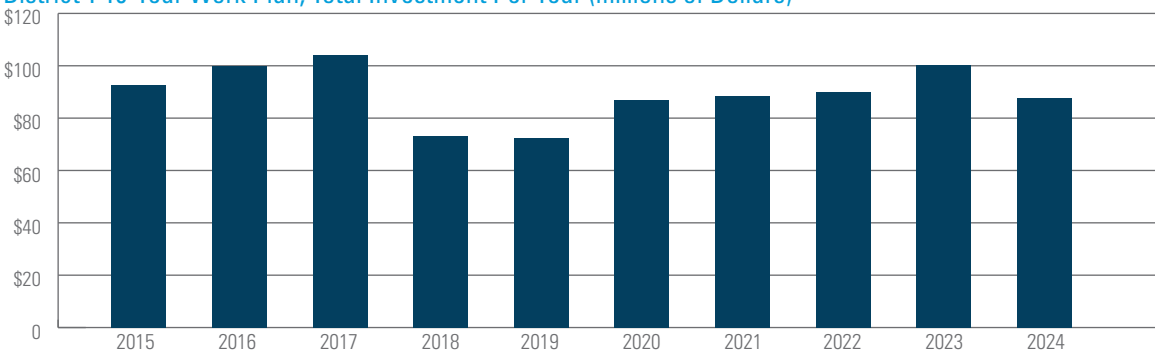
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (1-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (1-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (1-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (1-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (1-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (1-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 1 Transportation Planning Director, Bryan Anderson, at bryan.anderson@state.mn.us or 218-725-2794.

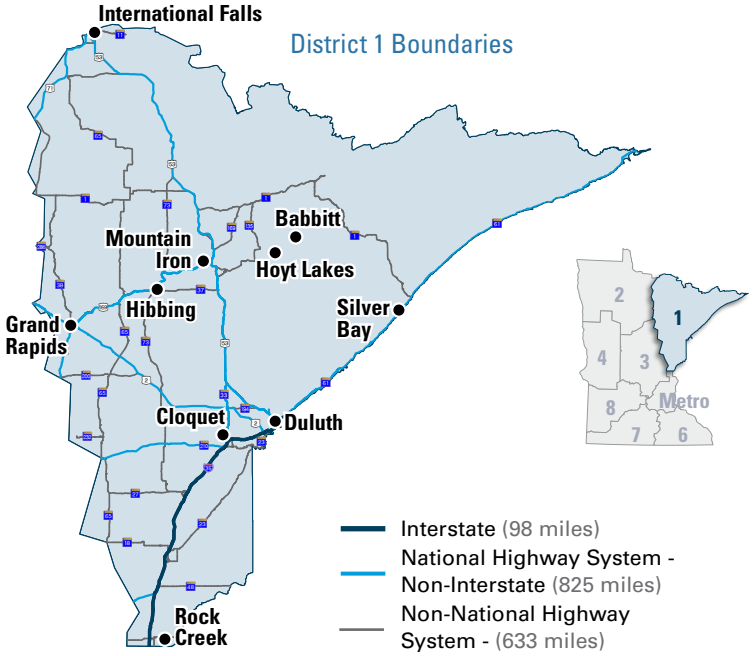
District 1 10-Year Work Plan, Total Investment Per Year (millions of Dollars)



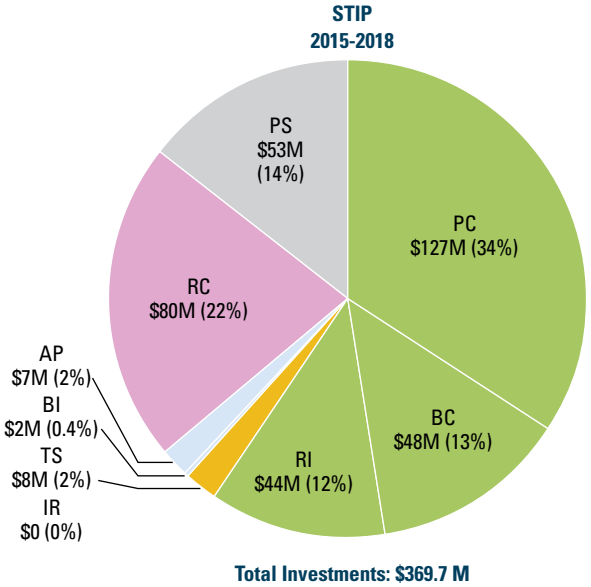
District 1 is the northeast portion of Minnesota (see map inset below). It has two regional offices located in Duluth, and Virginia, which are also regional trade centers. District 1 offices are staffed by 372 full-time employees. Major industries in the district include health care, retail trade, mining, timber, and aviation. There are 19 truck stations located in District 1, one of which is at the Virginia regional office. The District has 596 bridges that are ten feet or greater in length. It also has 862 miles of rail.

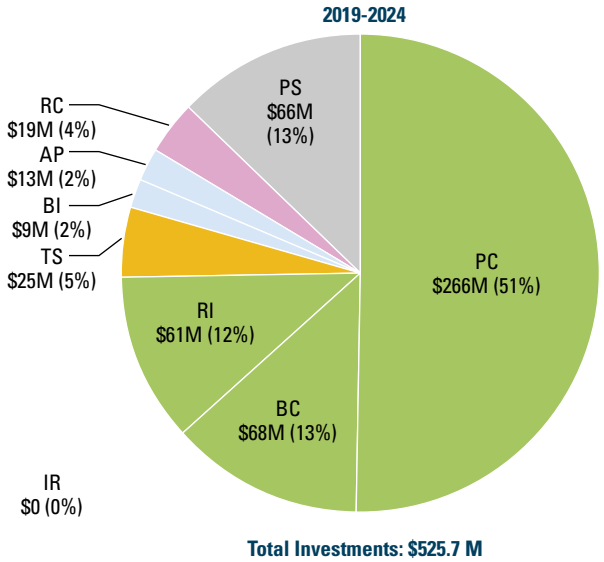
Counties*	Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, St. Louis
Centerline Miles	1,556
Lane Miles	3,727
Population 2011	355,777
Annual VMT**	2,349,114,636
VMT/Capita	6,602

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways



Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)





Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility	TS	Traveler Safety
	BC	Bridge Condition		BI	Bicycle Infrastructure	RC	Regional + Community Investment Priorities
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure	PS	Project Support

Program Highlights

Districts 1's Work Plan programs a significant investment in pavements in order to prevent more pavements from degrading and falling into the 'Poor category'. It also demonstrates a continued commitment to replacing and repairing bridges and culverts.

Notable Changes from Previous Work Plan

Several Non-NHS paving projects were advanced into the current STIP using special funding which allowed projects to be advanced in the Work Plan.

The condition of the Kingsbury Creek Box culvert under I-35 in Duluth has prompted the district to include a project on I-35 in the Work Plan. This project will use a significant amount of DRMP funds.

Remaining Risks

High

- Highest risk: Non-NHS pavement and roadside infrastructure condition continue to be a problem.
- More BARC funds to supplement maintenance operations.
- There is an ongoing need to increase the consultant agreement set-aside to deliver the program.

Medium

- An additional 73 miles of Non-NHS pavement will be in poor condition by 2018.
- The District has additional birdges with clearance issues.
- There is a need to incraese the preventative maintenance set aside in order to increase the life of District 1's pavements.

Low

- ADA improvements are still needed in 19 other communities.
- If outside federal funding for RCIP projects is secured, state match will be required.

District 1 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	41	37	33	36	37	39
Bridge Preservation*	Condition: NHS - % Poor	<2%	△ 2.4%	⬢ 5.6%	⬢ 5.3%	⬢ 5.6%	⬢ 16.7%	⬢ 6.6%
	Condition: Non-NHS - % Poor	<8%	● 3.6%	● 4.3%	● 4.8%	● 4.6%	● 5.7%	● 4.6%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 3.7%	⬢ 14.6%	⬢ 9.3%	⬢ 14.2%	⬢ 6.5%	△ 3.2%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.6%	⬢ 7.8%	△ 6.3%	△ 6.9%	△ 4.9%	● 2.9%
	Ride Quality Poor - Non-NHS, % of miles	<6%	△ 6.0%	⬢ 9.6%	△ 8.7%	⬢ 11%	⬢ 12.7%	⬢ 11.9%
Mobility	Average travel speed MN 61	> 55 MPH		●		●		N/A
	Average travel speed US 169			●		●		N/A
	Average travel speed US 53			●		●		N/A

*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

District 1 Highway Investment Strategies

Asset Management

- Increase preventative maintenance spending on the Interstate and NHS pavements to increase their life.
- Increase spending on BARC and Consultants to Supplement Operating budget.
- Use DRMP funds on the Interstate and NHS where needed.

Traveler Safety

- The District will continue to invest in rumble strips on new paving work and target low cost safety projects identified in the District Safety Plan.

Critical Connections

- Upgrade critical freight routes to 10 tons. A significant investment will be made into MN 6 to bring up to a 10 ton route.

Regional and Community Investment Priorities

- Invest RCIP funds to correct low clearance bridges.

Project Support

- Increase Consultant spending to provide for Program Delivery.

District 1 Projected Performance

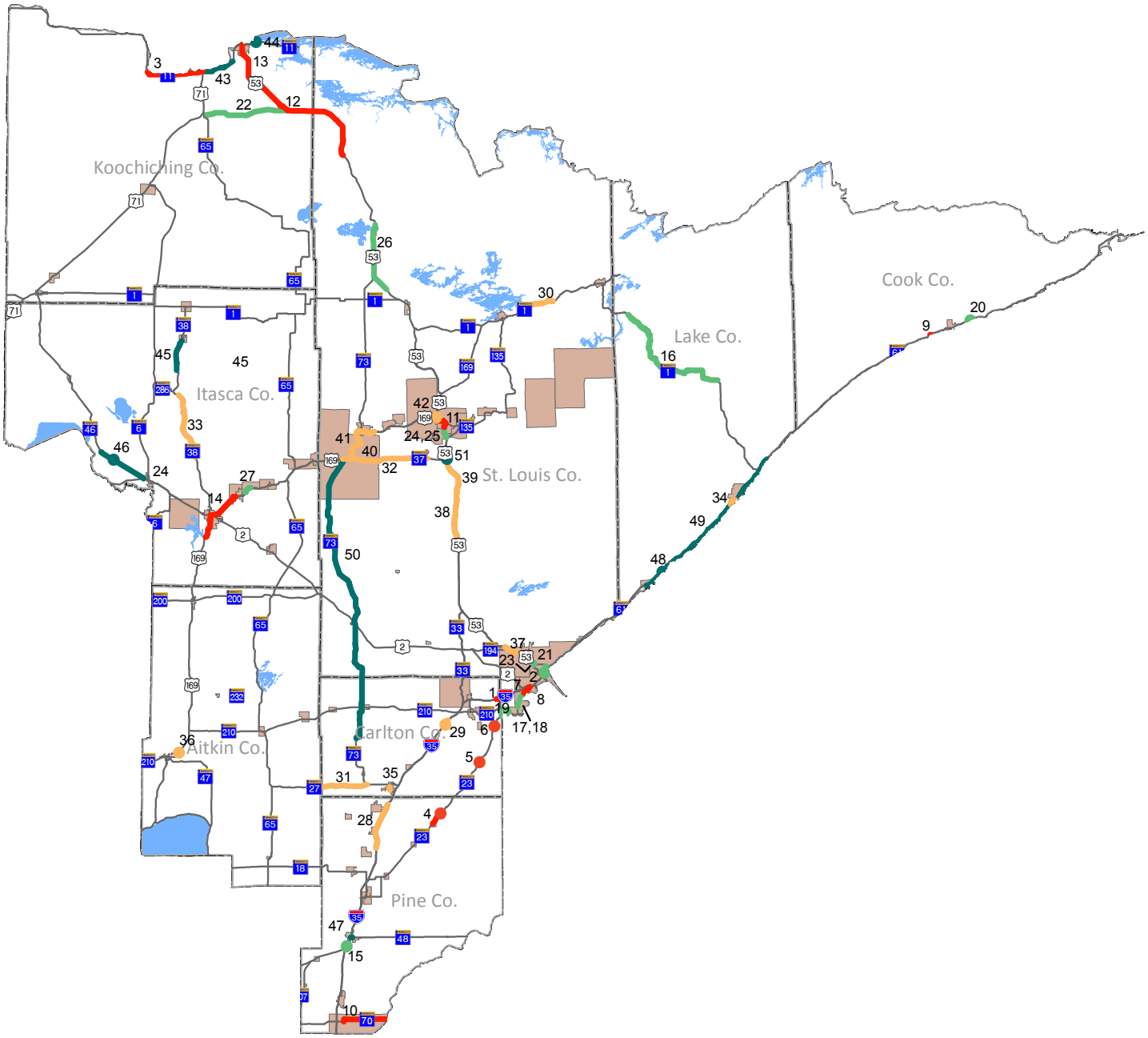
Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	39	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	6.6%	6.75%	N/A	Bridge condition will remain stable on the NHS and improve on the non-NHS through the STIP.
	Condition: Non-NHS - % Poor	<8%	4.6%	3.4%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	3.2%	3.8%	3.5%	The Non-Interstate NHS is projected to decline significantly over the next ten years but the Non-NHS is expected to improve over the current condition.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	2.9%	4.1%	7.6%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	11.9%	18.3%	8.0%	
Mobility	Average travel speed MN 61	> 55 MPH				The average travel speed in the district will remain above target for the next 10 years.
	Average travel speed US 169					
	Average travel speed US 53					

*Data for NHS/nonNHS are from arterial/Non Arterial

Meets or exceeds target Moderately below target Significantly below target

DISTRICT 1 PROJECTS

STIP Project Map 2015-2018



Fiscal Year of Project Construction

- 2015
- 2016
- 2017
- 2018

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. Only projects with a construction cost over $1M are shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 1 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 35	I 35, IN CLOQUET FROM N OF TH 33 TO S OF BOUNDARY AVE IN PROCTOR, CABLE MEDIAN BARRIER INSTALL	1.8	$1.25 M
2	I 35	I35 IN DULUTH, DRAINAGE IMPROVEMENTS/REPAIRS, BRIDGE COLUMN REPAIR AND BRIDGE PAINTING	0.7	$1.00 M
3	MN 11	MN11 FROM W OF LOMAN TO W JCT TH71 (PELLAND)	11.4	$6.96 M
4	MN 23	MN23 NE OF DUQUETTE, REPLACE BR 5549 WITH BR 58008 AND APPROACHES AT BIG WILLOW RIVER, AND REMOVE BOX CULVERT 8110 AT TH23	2.9	$1.30 M
5	MN 23	MN 23 NE OF S CARLTON CL, REPLACE BR 5554 WITH BR 09018 AND APPROACHES AND NE OF S CARLTON CO LINE AT DEER CREEK, RIPRAP AND CHANNEL CORRECT	0.5	$2.02 M
6	MN 23	MN 23, 15.9 MI NE OF SOUTH CARLTON CO LINE, REPLACE BR 5470 (NEW BR 09015) AND APPROACHES	0.58	$3.30 M
7	MN 23	MN23 DULUTH, FR JCT BECKS RD TO JCT I35 MILL AND OVERLAY, ADA, SGNLS, REPL BOX CULVERT (BR 88544) WITH BR 69078	5	$8.70 M
8	MN 23	MN23 FROM I35 TO BECKS RD, PED/BIKE IMPROVEMENTS	5	$3.53 M
9	MN 61	MN 61, S GUNFLINT TR CSAH-12 AT CUT FACE CREEK, REPLACE CULVERT WITH SINGLE SPAN BR 16005	0	$2.50 M
10	MN 70	MN70 FROM E OF JCT CSAH61 TO MN-WI SL, BITUM RECLAIM, PROFILE CORRECTIONS, TURN LANES	9.2	$6.43 M
11	US 53	US53 UNITED TACONITE OPERATIONS RELOCATION, DRILLED TEST SHAFTS	0.5	$4.50 M
12	US 53	TH53 S IN INT'L FALLS MILL AND OVERLAY, TURN LANE, REPLACE CULVERT, BRIDGE DECK OVERLAY, SLOPE REPAIR	34.3	$13.40 M
13	US 53	US53 FROM JCT CRESCENT DR TO JCT 4TH ST AND MN11 FR 3RD AVE W TO E SHORE DOVE ISLAND ,MILL AND INLAY, ADA, SIGNAL	1.8	$6.72 M
14	US 169	US169 IN GRAND RAPIDS FROM WOODLAND PK RD TO 13TH ST AND IN COLERIANE FROM CURLEY AVE TO ELIZABETH AVE AND MN38 FROM TH2 TO 16TH ST, MILL AND OVERLAY AND REPAIR BRIDGE	4.4	$2.80 M
2016				
15	I 35	I35 OVER BNSF RR, S OF JCT TH48, NB REPLACE BR 9784, SB REPLACE BR 9783	0.1	$6.40 M
16	MN 1	MN1, FROM S OF KAWISHIWI RIVER TO W OF T-273 AND FROM SE OF JCT CSAH2 TO JCT NFD-172, MILL AND OVERLAY	17.7	$5.70 M
17	MN 23	MN23, OVER ST. LOUIS RIVER AT WI SL, REPAIR BR 6313	0	$2.40 M
18	MN 23	MN23 IN DULUTH, OVER MISSION CREEK, REPLACE/REHABILITATE BR 5757	0	$3.20 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
70%	0%	22%	0%	0%	0%	0%	8%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	50%	0%	0%	0%	0%	0%	50%	0%
18%	14%	58%	0%	0%	0%	10%	0%	0%
0%	0%	0%	0%	0%	50%	50%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
64%	0%	7%	29%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
90%	0%	10%	0%	0%	0%	0%	0%	0%
55%	0%	21%	0%	0%	0%	24%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
2016								
0%	97%	3%	0%	0%	0%	0%	0%	0%
65%	0%	35%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	95%	0%	0%	0%	0%	5%	0%	0%

District 1 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
19	MN 23	MN23 IN DULUTH, FROM JCT BECKS RD TO JCT 83RD AVE, MILL AND OVERLAY, CONSTRUCT NEW BR 69091 AT KNOWLTON CREEK	3.3	$8.60 M
20	MN 61	MN 61, OVER DEVIL TRACK RIVER, NE OF GUNFLINT TRAIL, REPLACE BR 8910	0.1	$1.30 M
21	MN 194	MN194 IN DULUTH, FROM MESABA AVE CROSSING TO JCT I35, CONCRETE PAVEMENT REPAIR AND REPAIR BR 69839 AND BR 69840	1.4	$3.00 M
22	MN 217	MN 217, IN LITTLE FORK, FRONT RD TO TH 53 MILL AND OVERLAY, REPAIR BR. 9028 AT RAT ROOT RIVER	17.3	$4.80 M
23	US 53	US53 IN DULUTH, FROM N JCT ANDERSON RD TO E JCT TH194 EB, MILL AND OVERLAY	0.8	$1.26 M
24	US 53	US53 IN EVELETH AND VIRGINIA, FROM N JCT TH37 TO N JCT VERMILLION DR, PAVEMENT RESURFACING	2.2	$1.60 M
25	US 53	US53 BETWEEN EVELETH AND VIRGINIA, RELOCATE US53 AWAY FROM UNITED TACONITE OPERATIONS (AC PROJECT, PAYBACK 2017 AND 2018)	2.4	$48.00 M
26	US 53	TH53 IMPROVEMENTS VAR LOCATIONS. FROM S OF CR 540 TO CR 517 TURN LANE AND BYPASS CONSTRUCTION, CULVERT REPAIR	14.6	$2.00 M
27	MN 169	CORRIDORS OF COMMERCE MN169, FROM SW OF CSAH15 TO EAST OF SCENIC 7, RECONSTRUCT FROM 2 LANES TO 4 LANES	1.6	$8.30 M
2017				
28	I 35	I35 FROM N OF PINE CO CSAH33 TO S OF CARLTON CL, WHITE TOPPING (AC PROJECT, PAYBACK IN 2018)	9.3	$13.00 M
29	I 35	I-35, OVER CSAH 61, S OF JCT TH 210, REPAIR AND RE-DECK BR 09824		$2.00 M
30	MN 1	MN1 FROM W OF SIX MILE LAKE RD TO E OF BRADACH RD RECONSTRUCTION	5.7	$19.17 M
31	MN 27	MN 27, FROM AITKIN/CARLTON CO LINE TO W JCT TH 73, MILL AND OVERLAY	9.4	$2.40 M
32	MN 37	MN37 IN HIBBING, FROM TH169 TO CR25 AND FROM CR788/CSAH62 TO CSAH7, MILL AND OVERLAY	15.2	$3.70 M
33	MN 38	MN38, FROM PUGHOLE LAKE TO MARCELL, BITUMINOUS RECLAMATION	14.3	$12.20 M
34	MN 61	MN61, OVER THE BEAVER RIVER, REHABILITATE BR 9395	0	$3.00 M
35	MN 73	MN 27, MN73, MN289, IN MOOSE LAKE, MILL AND OVERLAY, ADA (LOCAL UNDER 8821-200L)	0	$3.21 M
36	MN 210	MN 210, OVER SISSABAGAMAH RIVER, REPLACE BR 6296	0	$1.00 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million. (substitute $2 million for metro).

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
18%	14%	58%	0%	0%	0%	10%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
23%	77%	0%	0%	0%	0%	0%	0%	0%
83%	6%	8%	0%	0%	0%	3%	0%	0%
99%	0%	1%	0%	0%	0%	0%	0%	0%
83%	0%	17%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
2017								
80%	0%	20%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
27%	0%	9%	0%	0%	0%	0%	64%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
93%	0%	7%	0%	0%	0%	0%	0%	0%
80%	0%	20%	0%	0%	0%	0%	0%	0%
0%	96%	0%	0%	0%	0%	4%	0%	0%
73%	0%	18%	0%	0%	0%	9%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%

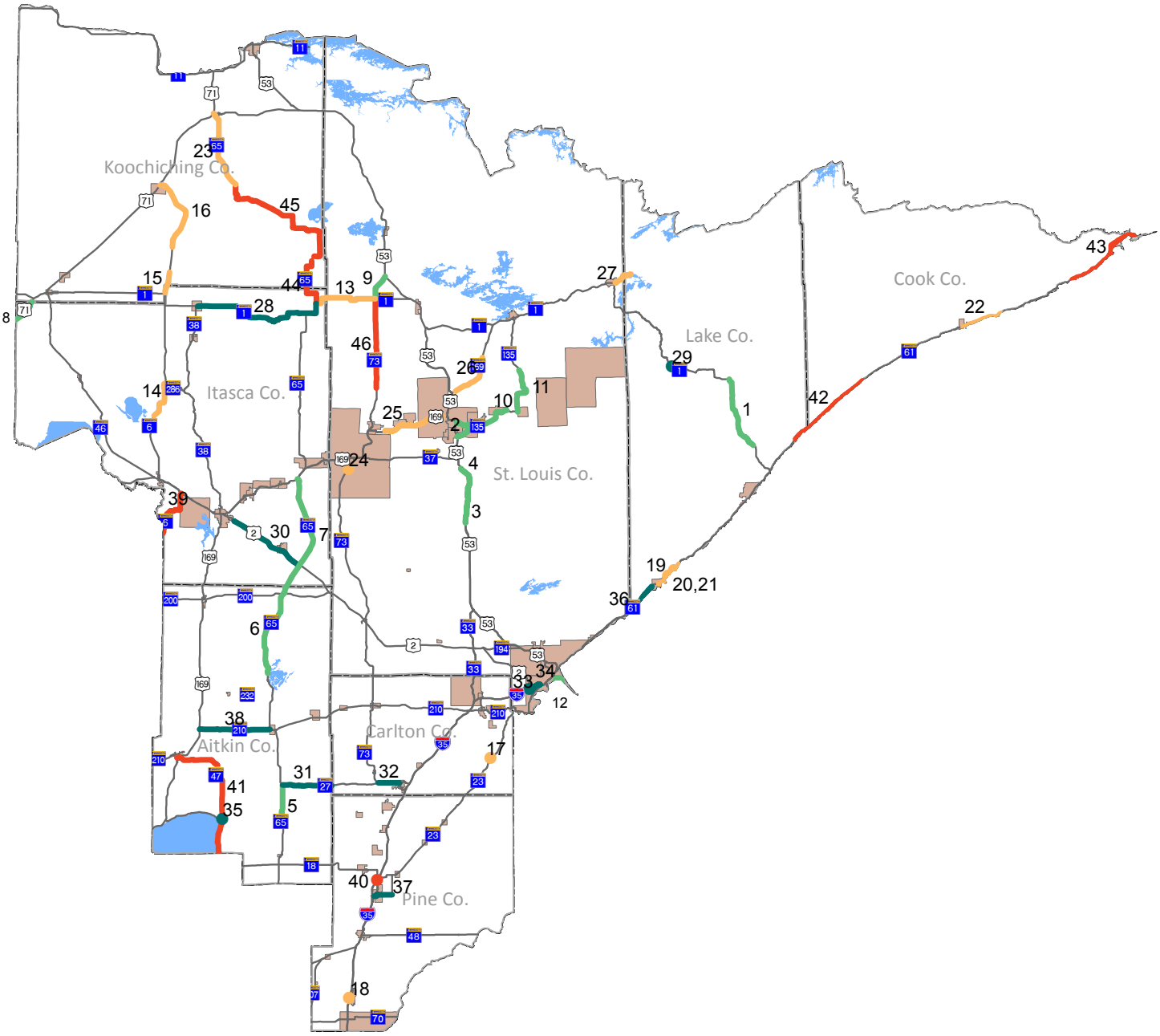
District 1 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
37	US 53	US53 IN DULUTH, S OF HAINES RD TO S OF MIDWAY RD, MILL AND OVERLAY	6.0	$3.80 M
38	US 53	US53, FROM PALEFACE RIVER TO AUGUSTA LAKE RD, MILL AND OVERLAY	8.3	$4.10 M
39	US 53	US53 S OF JCT TH 37, LYON SPRING AREA, PAVEMENT RESURFACING	6.4	$6.50 M
40	US 169	US169 IN HIBBING AT TH37, ROUNDABOUT	0	$1.00 M
41	US 169	US169 IN HIBBING, FROM S JCT TH 73 TO N JCT TH 73 AND FROM N JCT 73 TO E OF CSAH 5	12.2	$5.00 M
42	US 169	US169 IN VIRGINIA, FROM W OF CR109 TO JCT 53 (HOOVER RD), OVERLAY, REPAIR BR 69034 AND 69035	1.8	$3.60 M
2018				
43	MN 11	MN11 FROM W JCT TH71 TO W JCT CSAH332, MILL AND OVERLAY	7	$2.10 M
44	MN 11	MN11 E OF EAST LIMITS OF RANIER. APPROACH GRADING, REPLACE BR 36004 OVER CN RR	0.4	$2.80 M
45	MN 38	MN38 FROM HORSESHOE LAKE RD TO S LIMITS BIG FORK, MILL AND OVERLAY AND MN286 FROM TH6 TO TH38, MILL AND OVERLAY, BITUMINOUS RECLAIM	6.2	$5.70 M
46	MN 46	MN46, IN DEER RIVER FROM US2 TO ITASCA CSAH39, MILL AND OVERLAY AND REPLACE BR 5623	11	$4.23 M
47	MN 48	MN48 FROM I35 TO CSAH15, MILL AND OVERLAY, SIGNALS, ADA	0.3	$1.15 M
48	MN 61	MN61, AT SILVER CREEK, REALIGN AND REPLACE BR 5648 AND FROM 5TH ST (TWO HARBORS) TO N OF SILVER CRK TUNNEL, MILL AND OVERLAY, REBUILD SIGNAL SYSTEMS	7	$3.00 M
49	MN 61	MN61, FROM S OF LAFAYETTE BLUFF TUNNEL TO N OF TH 1, MILL AND OVERLAY	9	$3.30 M
50	MN 73	MN73 VARIOUS LOCATIONS, MILL AND OVERLAY	40.9	$8.47 M
51	US 53	US53 AT TH37, REPLACE BR 9530		$3.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
23%	53%	24%	0%	0%	0%	0%	0%	0%
2018								
94%	0%	6%	0%	0%	0%	0%	0%	0%
36%	64%	0%	0%	0%	0%	0%	0%	0%
87%	0%	13%	0%	0%	0%	0%	0%	0%
62%	5%	26%	4%	0%	0%	3%	0%	0%
70%	0%	27%	0%	0%	0%	3%	0%	0%
17%	21%	35%	0%	0%	0%	0%	27%	0%
77%	0%	23%	0%	0%	0%	0%	0%	0%
73%	0%	20%	0%	0%	0%	7%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%

DISTRICT 1 PROJECTS

Project Map 2019-2022



Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 1 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 1	ISABELLA NFD-172 LT TO T-92 RT SALVESON RD , MEDIUM MILL/OVERLAY	15.2	$4.27 M
2	MN 37	N JCT TH-53 TO JCT TH 135, MEDIUM MILL/OVERLAY	4.6	$1.29 M
3	US 53	NB, N END PALE FACE RIVER TO 0.1 MI S CSAH-93, MEDIUM MILL/OVERLAY	6.2	$2.20 M
4	US 53	SB, AT CR-682/CR-691 TO N END ST. LOUIS RIVER BRIDGE, MEDIUM MILL/OVERLAY	6.1	$2.20 M
5	MN 65	S OF CSAH 2 TO N JCT TH 27, MEDIUM MILL/OVERLAY	8.2	$2.31 M
6	MN 65	FROM 1.4 MILES SOUTH OF SANDY RIVER TO JCT TH 200, MILL AND OVERLAY	17.5	$7.88 M
7	MN 65	FROM JCT TH 200 TO JCT TH 169, MILL AND OVERLAY	25.4	$6.39 M
8	US 71	BELTRAMI-ITASCA CO LINE TO ITASCA/KOOCHICHING , MEDIUM MILL/OVERLAY	5.1	$1.44 M
9	MN 73	FROM JCT TH 1 TO JCT TH 53, MILL AND OVERLAY	5.2	$1.34 M
10	MN 135	E JCT TH-53 TO 0.2 MI N TH 37, THIN OVERLAY	12.2	$3.41 M
11	MN 135	TH 135 TURNS LT TO 0.58 MI S. CSAH 21, MEDIUM MILL/OVERLAY	10.3	$2.89 M
12	I 535	OVER THE ST. LOUIS RIVER, PAINT BRIDGE 9030		$4.27 M
2020				
13	MN 1	E JCT TH-65 TO 1.6 MI E JCT TH 73, RECLAIM AND OVERLAY	13.7	$7.73 M
14	MN 6	1.6 MI N CR-136 TO 0.9 MI N TH 286, MEDIUM MILL/OVERLAY	7.9	$2.26 M
15	MN 6	0.24 MI N JCT TH 1 TO 0.15 MI S OF RP 133, RECLAIM AND OVERLAY	4.2	$2.34 M
16	MN 6	.3 MI N CSAH-5 TO JCT TH 71, RECLAIM AND OVERLAY	15.7	$8.81 M
17	MN 23	OVER DEER CREEK, REPLACE BR. 8501		$3.25 M
18	I 35	OVER THE SNAKE RIVER, REPLACE BRIDGE 58803, 58804		$8.56 M
19	MN 61	BRIDGE ONLY - AT SILVER CREEK, REALIGN AND REPLACE BR 5648		$1.54 M
20	MN 61	APPROACH ONLY AT SILVER CREEK, REALIGN AND REPLACE BR 5648	5.9	$1.88 M
21	MN 61	2.2 MILES NE OF JCT. CSAH 2, OVER STEWART RIVER, APPROACH WORK AND BRIDGE REHABILITATION FOR BR 3589		$3.75 M
22	MN 61	8TH AVE W TO 0.1 MI S CSAH-14, MEDIUM MILL/OVERLAY	8.3	$2.37 M
23	MN 65	.6 MI S CSAH-8 TO JCT US 71, MEDIUM MILL/OVERLAY	16.0	$4.61 M
24	MN 73	OVER THE BNSF RR, REPLACE BRIDGE 9232		$1.63 M
25	US 169	SB, 0.3 MI S CSAH 5 TO 0.03 MI W CR 109 MEDIUM MILL/OVERLAY	12.4	$3.56 M
26	MN 169	0.9 MI N JCT US-53 TO CR-304, MEDIUM MILL/OVERLAY	9.6	$2.76 M
27	MN 169	21ST AVE E LT/M-90 TO JCT CSAH 18 POWER DAM RD, MEDIUM MILL/OVERLAY	3.9	$1.13 M
2021				
28	MN 1	0.41 MI N OF CSAH 38 TO E JCT TH 65, RECLAIM AND OVERLAY	28.3	$16.44 M
29	MN 1	OVER THE STONY RIVER, REPLACE BRIDGE 6592		$1.42 M
30	US 2	.4 MI E BR 31032, OVER THE PRAIRIE RIVER TO JCT TH 65, MEDIUM MILL/OVERLAY	16.2	$6.87 M
31	MN 27	N JCT TH-65 TO AITKIN-CARLTON CO LN, MEDIUM MILL/OVERLAY, MEDIUM MILL/OVERLAY	10.0	$2.96 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
90%	0%	7%	0%	0%	0%	3%	0%	0%
90%	0%	7%	0%	0%	0%	3%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
81%	0%	19%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
2020								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
50%	0%	0%	0%	0%	0%	0%	50%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2021								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 1 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
32	MN 27	W TH 73 TO W LIMIT MOOSE LAKE, MEDIUM MILL/OVERLAY	4.3	$1.27 M
33	I 35	OVER CNRR, REPLACE, BR 6501		$5.81 M
34	I 35	THOMPSON HILL, FROM N END BR OVER DMIR RR TO N END BR 69879 OVER TH 23	2.5	$10.97 M
35	MN 47	OVER STREAM, REPLACE, BR 01001		$1.08 M
36	MN 61	NB AND SB, 0.1 MI N KNIFE RIVER TO 0.2 MI N DM/IR BRIDGE, MEDIUM MILL/ OVERLAY	13.0	$5.50 M
37	MN 123	S JCT TH-23 TO CSAH 30, MEDIUM MILL/OVERLAY	4.0	$1.19 M
38	MN 210	E JCT TH 169 TO W JCT TH 65, MEDIUM MILL/OVERLAY	14.2	$6. M
2022				
39	MN 6	CASS-ITASCA CO LN TO E JCT TH 2, RECLAIM AND OVERLAY	10.3	$6.16 M
40	I 35	AT TH 23, REPLACE /REHAB BR 9791		$2.79 M
41	MN 47	MILLE LACS-AITKIN CO LN TO TH169, MEDIUM MILL/OVERLAY	27.2	$8.31 M
42	MN 61	2.6 MI N OF CSAH-6 TO 1.4 MI S CSAH 79, MEDIUM MILL/OVERLAY	17.7	$7.80 M
43	MN 61	.2 MI S RESEVATION RD BR TO US-CANADA BORDER, RECLAIM/OVERLAY	16.9	$10.12 M
44	MN 65	N JCT TH 1 TO 0.4 MI E JCT CR-19, THIN OVERLAY	11.5	$2.29 M
45	MN 65	1.1 MI N CR-75 TO 10.0 MI S CSAH 8, THIN OVERLAY	29.4	$5.87 M
46	MN 73	NFD 111 RT TO TH 1, RECLAIM AND OVERLAY	18.0	$10.76 M
2023 - Investments Identified by Category Only				
		NHS BRIDGE - 2023		$10.40 M
		NON-NHS BRIDGE - 2023		$8.63 M
		DISTRICTWIDE SETASIDE - MISCELANEOUS (Bike Ped RCIP) -2023		$3.20 M
		DISTICTWIDE SETASIDE - RIGHT OF WAY - 2023		$1.50 M
		NHS PAVEMENTS - 2023		$15.80 M
		DISTICTWIDE SETASIDE - MNDOT HSIP PROJECTS - 2023		$1.20 M
		DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2023		$2.00 M
		DISTRICTWIDE SETASIDE - HYDRAULICS - 2023		$2.50 M
		DISTRICTWISE SETASIDE - PREVENTIVE MAINTENANCE - 2023		$4.00 M
		DISTICTWIDE SETASIDE - BARC - 2023		$3.50 M
		DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENT -2023		$8.70 M
		DISTRICTWIDE SETASIDE - SAFETY ENHANCEMENT - 2023		$1.80 M
		DISTRICTWIDE SETASIDE - SIGNING, STRIPING, LIGHTING - 2023		$1.40 M
		NON-NHS PAVEMENTS - 2023		$35.32 M
2024 - Investments Identified by Category Only				
		DISTICTWIDE SETASIDE - RIGHT OF WAY - 2024		$1.00 M
		NHS BRIDGE - 2024		$6.49 M
		NHS PAVEMENTS - 2024		$14.30 M

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. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
75%	0%	25%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2022								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2023 - Investments Identified by Category Only								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	16%	6%	0%	6%	47%	25%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	100%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
50%	25%	25%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2024 - Investments Identified by Category Only								
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 1 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
		NON-NHS PAVEMENTS - 2024		$39.30 M
		DISTICTWIDE SETASIDE - MNDOT HSIP PROJECTS - 2024		$1.20 M
		DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2024		$1.50 M
		DISTRICTWISE SETASIDE - PREVENTIVE MAINTENANCE - 2024		$4.00 M
		DISTICTWIDE SETASIDE - BARC - 2024		$3.50 M
		DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENT -2024		$6.00 M
		DISTRICTWIDE SETASIDE - SIGNING, STRIPING, LIGHTING - 2024		$1.00 M
		NON-NHS BRIDGE - 2024		$9.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
100%	0%	0%	0%	0%	0%	0%	0%	0%
50%	25%	25%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

District 2
10-Year Capital Highway Work Plan

(2015-2024)

MARCH 2015

Prepared by
Office of Transportation System Management

DISTRICT 2 10-YEAR WORK PLAN

District 2's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

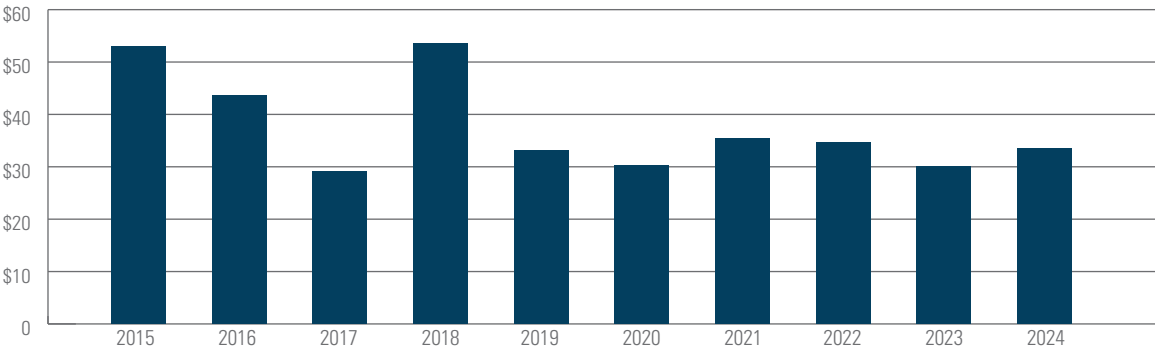
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (2-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (2-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (2-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (2-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (2-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (2-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 2 Transportation Planning Director, Darren Laesch, at Darren.Laesch@state.mn.us or 218-755-6554.

District 2 10-Year Work Plan, Total Investment Per Year (millions of Dollars)

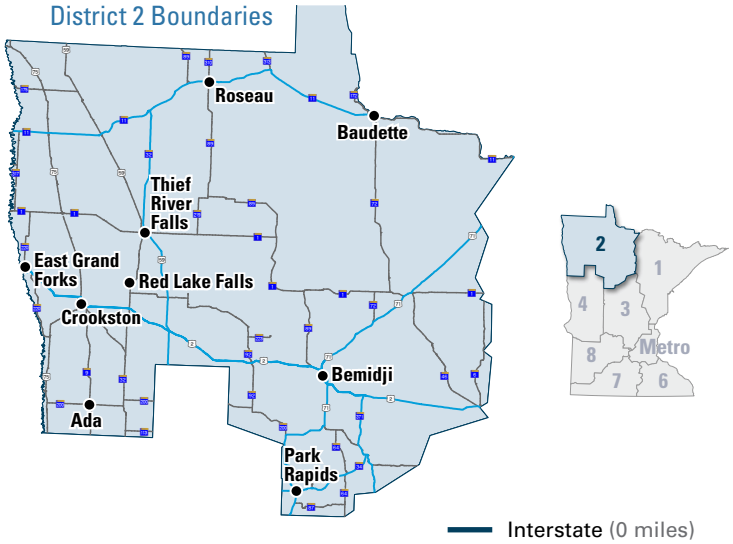


District 2 shares the northern portion of Minnesota with District 1 (see map inset below). It has three regional offices located in Bemidji, Crookston, and Thief River Falls, Bemidji is also one of the district's regional trade centers. District 2 offices are staffed by 224 full-time employees. Major industries in the District include Health Care & Social assistance, Retail Trade, Agriculture, Timber, Manufacturing, and Accomodation & Food Services. There are 17 truck stations located in District 2, three of which are at regional offices. The district has 352 bridges that are ten feet or greater in length. It also has 581 miles of rail.

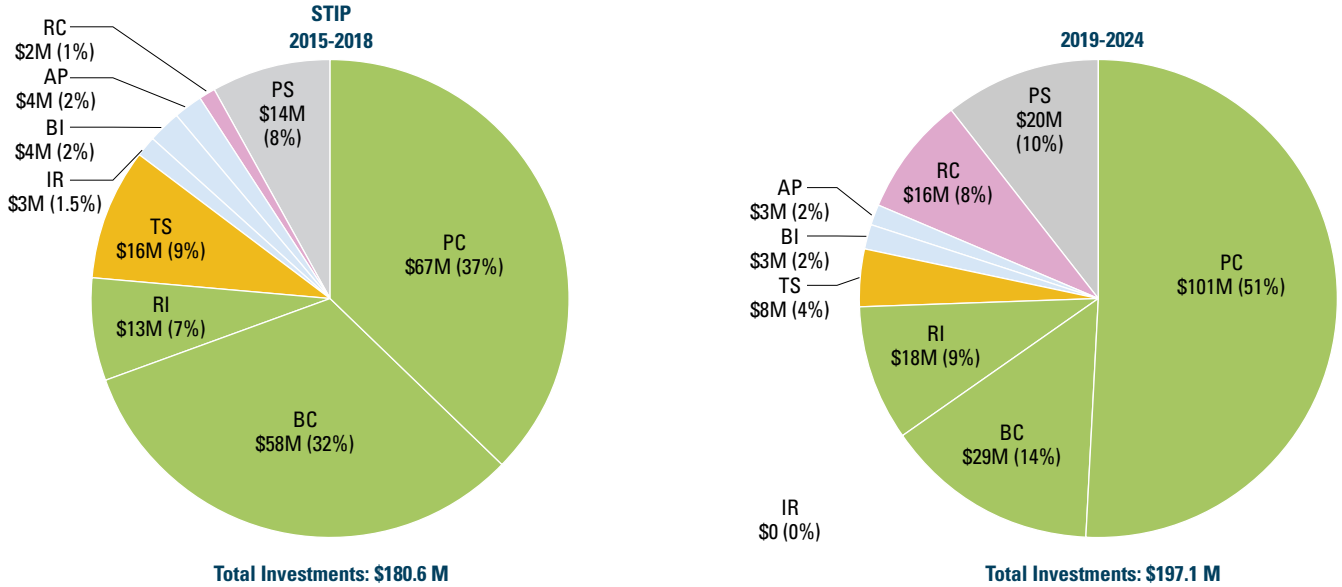
Counties*	Beltrami, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Norman, Pennington, Polk, Red Lake, Roseau; D2 also serves the northern portion of Cass, and the western portions of Itasca & Koochiching.
Centerline Miles	1,806
Lane Miles	3,914
Population 2011	164,444
Annual VMT**	1,238,889,138
VMT/Capita	7,534

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

District 2 Boundaries



Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility
	BC	Bridge Condition		BI	Bicycle Infrastructure
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure
	TS	Traveler Safety			
	RC	Regional + Community Investment Priorities			
	PS	Project Support			

Program Highlights

Following investment guidance identified in MnSHIP, the district has identified 277 miles of trunk highway to be resurfaced or rehabilitated over the next 10 years. Despite a lack of funding to maintain the pavement at its current condition in the district, projections show that pavement will still meet or exceed the statewide goals. District 2 maintains 312 bridges on the trunk highway system. Over the next 10 years, the district has identified 75 bridges to be improved. This level of investment exceeds the investment guidance identified in MnSHIP, but is necessary to maximize the useful service life of these structures and to ensure safe bridge crossings for the traveling public. The 10-Year Work Plan includes improving several major bridge connections within the district that contain fracture critical trusses. These include the International bridge over the Rainy River in Baudette, the Oslo bridge over the Red River and the Kennedy and Sorlie bridges in East Grand Forks. District 2 is committed to improving trunk highway infrastructure within local communities by proposing infrastructure improvements in 25 different communities within the district. Often, the trunk highway is the main street and a major key to economic development. Trunk highway improvements within these communities will place additional emphasis on multi-modal opportunities for pedestrians and bicycles, as well as improving accessibility and needs identified by local stakeholders.

Notable Changes from Previous Work Plan

Projects from the previous Work Plan have remained in the Work Plan, but may have fluctuated several years, forward or back depending on performance based needs and available funding.

Remaining Risks

High

- Over 200 culverts have been rehabilitated or replaced in the last 5 years. However, there are still over 300 centerline culverts in the District that are in poor condition. Hidden voids under the pavement can form around these culverts, which can result in unexpected and potentially hazardous road failures.

Medium

- A significant investment has been made towards upgrading sidewalks, but a significant portion of sidewalks within the District do not have ADA compliant ramps.
- Current staffing levels are not adequate to deliver program without outsourcing. The project support set-aside may not be adequate.
- Over 300 miles of the trunk highway system lack usable shoulder widths under current design standards. Narrow shoulders can result in an increase in run-off-the-road crashes and are a barrier to pedestrians and cyclists.

Low

- Urban resurfacings with ADA improvements require a higher project support cost due to right of way needs and the level of design detail.

District 2 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	32	20	32	31	30	28
Bridge Preservation*	Condition: NHS - % Poor	<2%	0%	0%	6.3%	5.3%	1.3%	0.8%
	Condition: Non-NHS - % Poor	<8%	14.9%	15.9%	3.3%	3.2%	3.7%	4.1%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	*No Interstate Miles in District 2*					
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	0.7%	1.3%	1.0%	0.6%	0.7%	0.6%
	Ride Quality Poor - Non-NHS, % of miles	<6%	2.7%	3.9%	1.3%	1.0%	0.4%	0.6%
Mobility	Average travel speed US 59	> 55 MPH						N/A
	Average travel speed US 2							N/A

*Data for NHS/nonNHS are from arterial/Non Arterial

Meets or exceeds target Moderately below target Significantly below target

District 2 Highway Investment Strategies

Asset Management

- Low cost preventative maintenance strategies such as crack sealing, chip seals and micro surfacing will be utilized to prolong the pavement life.
- District wide storm sewer and culvert lining projects have been programmed to upgrade underground drainage infrastructure without costly impacts to the road surface.

Traveler Safety

- The stop controlled intersection at US 2/TH 89 (3 miles west of Bemidji) will be reconstructed into a partial interchange in 2015. This intersection has the 3rd highest crash rate in the state and has had 26 crashes and 2 fatalities in the last 5 years. The improvement will significantly reduce the amount of severe crashes at this intersection.
- The program will place an emphasis on low-cost highway safety improvements such as rumble strips and safety edges that have been proven to reduce the amount of run off the road crashes.

Critical Connections

- Intermittent four-lane passing sections will be constructed along US 2 between Cass Lake and Deer River to improve freight movement, mobility and safety along the corridor.
- ADA improvements are programmed for over 25 communities within the district.

Regional and Community Investment Priorities

- Trunk highways within the communities of Nielsville, Hendrum and Halstad will be reconstructed with a grade raise to provide additional flood protection for the communities.
- The reconstruction of Trunk Highway 92 in Bagley will place an emphasis on constructing a multi-modal connection to the Bagley High School.
- The stop control intersection at US 71/CSAH 15 will be improved to alleviate delays and congestion identified by the Park Rapids community.

Project Support

- Project development process has been streamlined using P6 scheduling software

District 2 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	28	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.8%	● 1.63%	N/A	Bridge condition is projected to decline on the NHS but still remain below target. Non-NHS bridge condition is expected to improve.
	Condition: Non-NHS - % Poor	<8%	● 4.1%	● 0.8%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	*No Interstate Miles in District 2*			A slight deterioration of the ride quality will be observable between 2013 and 2018. Pavement will continue declining at a faster rate through 2024.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 0.6%	● 2.9%	△ 6.9%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 0.6%	● 2.3%	△ 6.8%	
Mobility	Average travel speed US 2	> 55 MPH		●		The average travel speed on US 2 will remain similar to 2013.

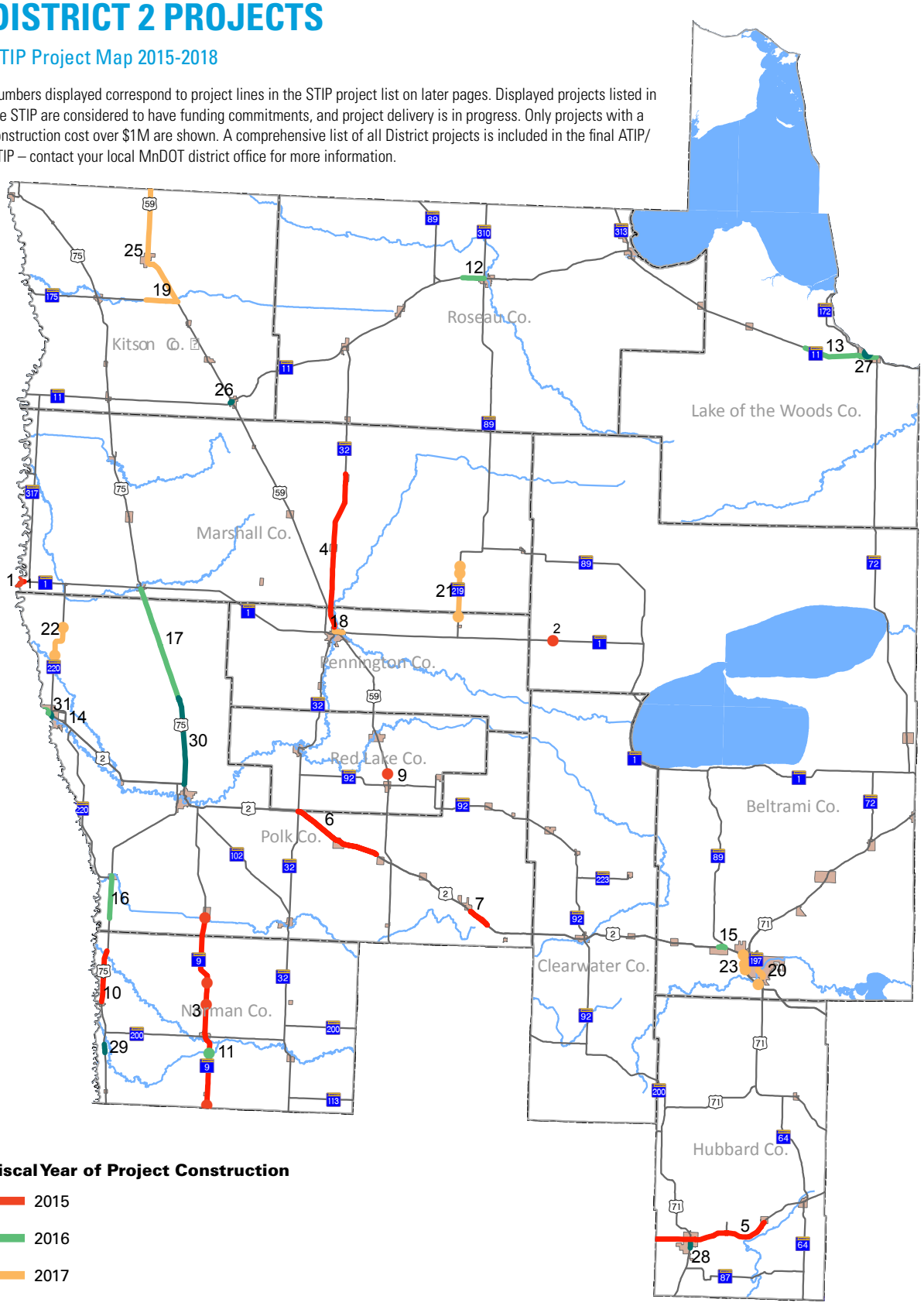
*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

DISTRICT 2 PROJECTS

STIP Project Map 2015-2018

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. Only projects with a construction cost over $1M are shown. 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

- 2015
- 2016
- 2017
- 2018

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 2 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	MN 1	MN1 OSLO REPAIR BR 9100 OVER THE RED RIVER OF THE NORTH	0.86	$7.00 M
2	MN 1	MN 1, W OF MN 89, REPLACE BR 04001 WITH NEW BR 04029 OVER OVERFLOW CHANNEL (CHAP 152) AND APPROCAHES	0	$2.00 M
3	MN 9	MN9 FROM BORUP TO BELTRAMI LOW SLUMP OVERLAY TO BRIDGES	0	$1.20 M
4	MN 32	MN32 FROM N LIMITS OF THIEF RIVER FALLS TO MIDDLE RIVER, BIT RECLAIM AND OVERLAY AND REPLACE 4 BRIDGES AND APPROACHES	21.6	$10.40 M
5	MN 34	CORRIDORS OF COMMERCE MN34, FROM DETROIT LAKES TO NEVIS, CONSTRUCT PASSING LANES		$1.25 M
6	US 2	US2 WB FROM W OF JCT MN32 TO W LIMITS OF ERSKINE, CONCRETE PAVEMENT	12.55	$7.64 M
7	US 2	US2 EB E OF FOSSTON, BITUMINOUS RECLAIM AND OVERLAY	3	$2.30 M
8	US 2	CORRIDORS OF COMMERCE US2, BETWEEN CASS LAKE AND DEER RIVER, (PIKE BAY LOOP TO E CASS CL), CONSTRUCT PASSING LANES AND TURN LANES	27.4	$10.50 M
9	US 59	US59 S OF PLUMMER, REPLACE BR 5819 WITH BOX CULVERT 63X01 OVER LOST RIVER AND APPROACHES	0	$1.10 M
10	US 75	US75 FROM N END OF C&G (HALSTAD) TO N END OF C&G (SHELLY), & INSLOPE REPAIR FROM RP 285.2 TO 292.0 & ON MN200 FROM E END BR 54004 TO HALSTAD, BIT M/I	7.45	$2.60 M
2016				
11	MN 9	MN9 S OF ADA, RAISE HWY GRADE AND REPLACE BR 54001 OVER THE WILD RICE RIVER AND APPROACHES	0	$1.70 M
12	MN 11	MN11 FROM ROSEAU CSAH15 TO E MN89 IN ROSEAU, BITUMINOUS RECLAIM AND OVERLAY AND EXTEND ONE END OF BR 68X06	3	$2.60 M
13	MN 11	MN11 FROM W OF MN 172, (W OF BAUDETTE), TO E MN 72 IN BAUDETTE, BITUMINOUS MILL AND OVERLAY	10.2	$5.80 M
14	US 2	US2 IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH	0	$18.90 M
15	US 2	US 2 AND MN 89, W OF BEMIDJI, RECONSRUCT INTERSECTION AND ADD NEW BR 04030	1.2	$5.00 M
16	US 75	US75 IN NIELSVILLE AND IN CLIMAX, RECONSTRUCT URBAN STREET	1	$3.80 M
17	US 75	US75 FROM N OF US2 TO S OF MN1 IN WARREN, RESURFACE AND REPLACE 6 BRIDGES AND ON MN1, FROM BR 9100 TO E LIMITS OF OSLO, MILL AND OVERLAY	19.8	$6.10 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
78%	10%	6%	3%	0%	2%	1%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2016								
40%	44%	10%	3%	0%	1%	1%	0%	0%
82%	1%	11%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
21%	10%	10%	0%	56%	2%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
55%	30%	9%	3%	0%	2%	1%	0%	0%

District 2 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

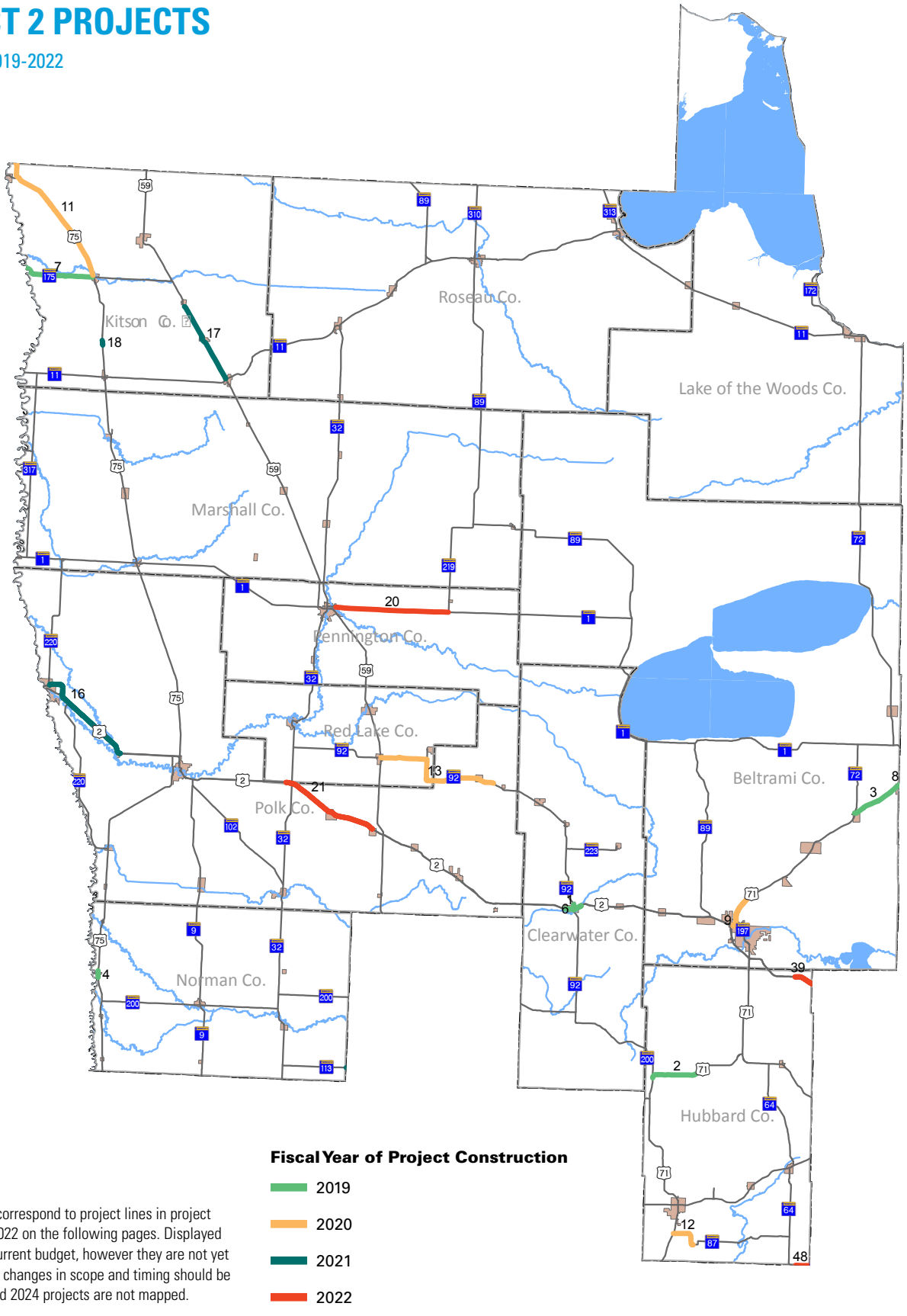
Number	Route	Description	Length (mi)	Total Construction Cost
2017				
18	MN 1	MN1 FROM N JCT MN32 TO CSAH18/150 AVE NE AND ON US59, FROM 1ST ST TO ATLANTIC AVE IN THIEF RIVER FALLS, RECONSTRUCT URBAN STREET	2.3	$3.60 M
19	MN 175	MN175 FROM HALLOCK TO LK BRONSON, REPLACE BRS OVER MIDDLE BRANCH TWO RIVERS AND APPROCAHES	4.2	$2.50 M
20	MN 197	MN 197 IN BEMIDJI, NB AND SB FROM 7TH ST SW TO 3RD ST NW, MILL AND OVERLAY, PED RAMPS	1.5	$1.80 M
21	MN 219	MN219 N OF GOODRIDGE, REPLACE BR 6910, BR 6911, BR 6912, BR 6913 AND APPROACHES	0.19	$1.90 M
22	MN 220	MN220 N OF EAST GRAND FORKS AND S OF ALVARADO, REPLACE BR 6970, BR 6915 AND APPROACHES	0.2	$2.10 M
23	US 2	US 2, BEMIDJI BYPASS, EB AND WB LANES, LOW SLUMP OVERLAYS TO BRIDGES AND LOWER GRADE UNDER BR 04019	1.6	$3.30 M
24	US 2	CORRIDORS OF COMMERCE US2, IN DEER RIVER, FROM 2ND ST NW TO E LIMITS OF DEER RIVER, URBAN RECONDITION	0.8	$1.20 M
25	US 59	US59 FROM MN175 TO CANADIAN BORDER, BITUMINOUS MILL AND OVERLAY	17.4	$4.50 M
2018				
26	MN 11	MN11 FROM W LIMITS OF KARLSTAD TO RR XING AND ON US59, FROM KITTSON CSAH9 TO HARRISON AVE, MILL AND OVERLAY, PED RAMPS	0.92	$1.07 M
27	MN 72	MN72 IN BAUDETTE, REPLACE BR 9412 OVER THE RAINY RIVER AND APPROACHES	0	$20.00 M
28	US 71	US71 FROM S OF HUBBARD CSAH15 TO 8TH ST IN PARK RAPIDS AND ON HUBBARD CSAH15 AT US 71 S OF PARK RAPIDS, INTERSECTION RECONSTRUCT	0.87	$1.60 M
29	US 75	US75 IN HENDRUM FROM S CITY LIMITS TO N CITY LIMITS RECONSTRUCT URBAN STREET AND GRADE RAISE	1.1	$3.60 M
30	US 75	US75 FROM US2 TO POLK CSAH19, MILL AND OVERLAY, PED RAMPS, REPLACE 2 BRIDGES AND APPROACHES	12.16	$5.63 M
31	US 2B	US2B MN/ND STATE LINE IN EAST GRAND FORKS, REHAB/REPL BR 4700, SORLIE BRIDGE	0	$14.68 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2017								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2018								
46%	0%	28%	1%	0%	0%	25%	0%	0%
9%	83%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
56%	10%	32%	2%	0%	0%	1%	0%	0%
17%	77%	0%	0%	0%	3%	3%	0%	0%

DISTRICT 2 PROJECTS

Project Map 2019-2022



Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 2 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	US 2	US 2 EB AND WB FROM CSAH 25 TO 0.2 MI E. TH 92, IN BAGLEY, BITUMINOUS MILL AND OVERLAY; US 2 EB FROM 0.2 MI E. TH 92 TO 1.2 E. OF TH 92, BITUMINOUS MILL AND OVERLAY	2.3	$1.10 M
2	US 71	US 71 FROM 0.3 MI S. TH 200 TO N. LIMITS OF LAKE GEORGE, BITUMINOUS RECLAIM	7.5	$3.80 M
3	US 71	US 71 FROM TH 72 TO ITASCA CO LINE, BITUMINOUS RECLAIM	7.6	$3.80 M
4	US 75	US 75 FROM 0.6 MI S. TH 200 TO 0.4 MI N. TH 200, IN HALSTAD, RECONSTRUCTION	1.0	$3.10 M
5	US 75	US 75, 3.1 MI S. OF DONALDSON, 3.4 MI S. OF DONALDSON, 5.5 MI S. OF DONALDSON, REPLACE BRIDGES 8397, 6257, AND 6256		$1.20 M
6	MN 92	MN 92 FROM 0.2 MI N. OF CSAH 24 TO BNSF RR, IN BAGLEY, RECONSTRUCTION	0.8	$1.10 M
7	MN 175	MN 175 FROM ND BORDER TO TH 75, BITUMINOUS MILL AND OVERLAY	9.8	$2.50 M
8	MN 220	MN 220, 0.1 MI N. OF TH 317, 5.6 MI N OF TH 317, REPLACE BRIDGES 9625 AND 9627		$3.65 M
2020				
9	US 71	US 71 SB AND NB FROM TH 197 TO 1.3 MI N. CSAH 15, BITUMINOUS RECLAIM	4.9	$4.20 M
10	MN 72	MN 72, 5.2 MI N. OF US 71, 6.9 MI N. US 71 AND 13 MI N. OF MN 1, REPLACE BRIDGES 91110, 8339 AND 88115		$2.30 M
11	US 75	US 75 FROM N. LIMITS OF HALLOCK TO CANADIAN BORDER, BITUMINOUS MILL AND OVERLAY, REPLACE BRIDGES 1208 AND 1707	20.1	$7.40 M
12	MN 87	MN 87 FROM TH 71 TO CSAH 6, RECONSTRUCTION/REHABILITATE	4.1	$3.40 M
13	MN 92	MN 92 FROM TH 59 TO 1.7 MI E. CSAH 28, BITUMINOUS MILL AND OVERLAY	19.3	$4.50 M
2021				
14	MN 1	MN 1 FROM RED LAKE RESERVATION BORDER TO TH 72, BITUMINOUS M/O	12.4	$4.00 M
15	MN 1	MN 1 AND W. JCT. OF US 59, W OF THIEF RIVER FALLS, INTERSECTION RECONSTRUCTION	0.4	$1.50 M
16	US 2	US 2WB FROM TH 220 TO 0.3 MI E. CSAH 15, CRACK AND OVERLAY		$9.20 M
17	US 59	US59 FROM 0.3 MI N OF TH 11 TO 0.3 MI S OF 1.3 MI S OF CSAH15, BITUMINOUS M/O	11.8	$5.00 M
18	US 75	US 75, IN KENEDY, RECONSTRUCTION	0.6	$1.30 M
19	US 75	US 75, 2.8 MI N. OF WARREN, 3.4 MI S. OF STEPHEN AND N. OF DONALDSON, REPLACE BRIDGES 2238, 6254, 4102 AND 4103.		$2.50 M
2022				
20	MN 1	MN 1 FROM CSAH 18 TO TH 219, BITUMINOUS RECLAIM, REPLACE BRS 6007 & 6008	15.9	$11.30 M
21	US 2	US 2 EB FROM 0.8 MI W. OF TH 32 TO W. ERSKINE LIMITS BITUMINOUS M/O/URBAN RECONSTRUCTION	14.2	$6.30 M
22	MN 171	MN 171, AT ND STATE LINE, IN ST. VINCENT, REHAB BRIDGE 35007, $2.6M ND RESPONSIBILITY		$2.60 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
63%	0%	12%	3%	0%	2%	20%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
21%	0%	0%	0%	0%	0%	8%	72%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
21%	0%	0%	0%	0%	5%	8%	67%	0%
78%	0%	16%	3%	0%	2%	1%	0%	0%
0%	96%	4%	0%	0%	0%	0%	0%	0%
2020								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	85%	0%	0%	0%	4%	4%	8%	0%
66%	16%	12%	3%	0%	2%	1%	0%	0%
57%	0%	12%	3%	0%	2%	1%	25%	0%
78%	0%	16%	3%	0%	2%	1%	0%	0%
2021								
78%	0%	16%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
78%	0%	16%	3%	0%	2%	1%	0%	0%
21%	0%	0%	0%	0%	0%	8%	72%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
2022								
74%	8%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

District 2 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2023 - Investments Identified by Category Only				
		RCIP SETASIDE		$3.40 M
		BARC SETASIDE		$2.20 M
		PROJECT SUPPORT SETASIDE		$3.70 M
		NON-NHS BRIDGE SETASIDE		$3.00 M
		NON-NHS PAVEMENTS SETASIDE		$15.10 M
		NHS PAVEMENTS SETASIDE		$1.10 M
2024 - Investments Identified by Category Only				
		RCIP SETASIDE		$4.00 M
		NHS PAVEMENT SETASIDE		$6.90 M
		BARC SETASIDE		$2.30 M
		NON-NHS PAVEMENTS SETASIDE		$13.50 M
		PROJECT SUPPORT SETASIDE		$2.60 M
		NON-NHS BRIDGE SETASIDE		$2.40 M
		NHS BRIDGE SETASIDE		$1.10 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2023 - Investments Identified by Category Only								
0%	0%	0%	0%	0%	0%	0%	100%	0%
60%	30%	10%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	93%	0%	0%	0%	4%	4%	0%	0%
78%	0%	16%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2024 - Investments Identified by Category Only								
							100%	
82%		12%	3%		2%	1%		
60%	30%	10%						
78%		16%	3%		2%	1%		
								100%
	93%				4%	4%		
	93%				4%	4%		

District 3
10-Year Capital Highway Work Plan

(2015-2024)

MARCH 2015

Prepared by
Office of Transportation System Management

DISTRICT 3 10-YEAR WORK PLAN

District 3's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

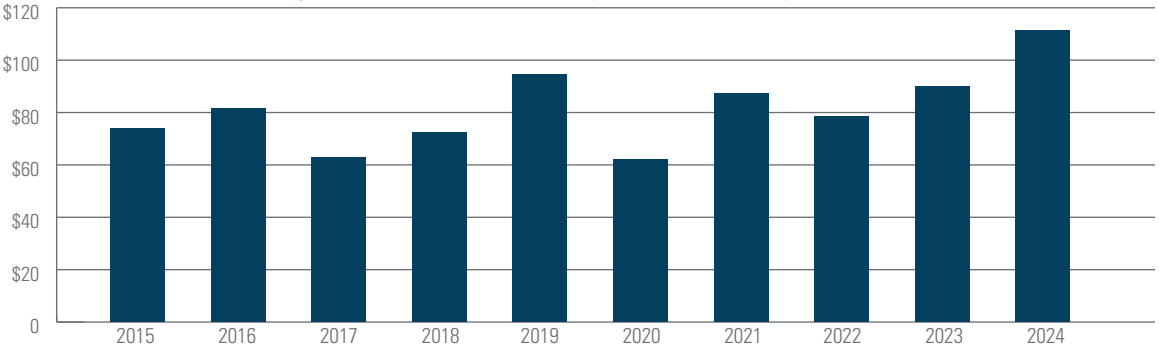
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (3-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (3-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (3-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (3-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (3-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (3-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 3 Transportation Planning Director, Steve Voss, at Steve.Voss@state.mn.us or 218-828-5779.

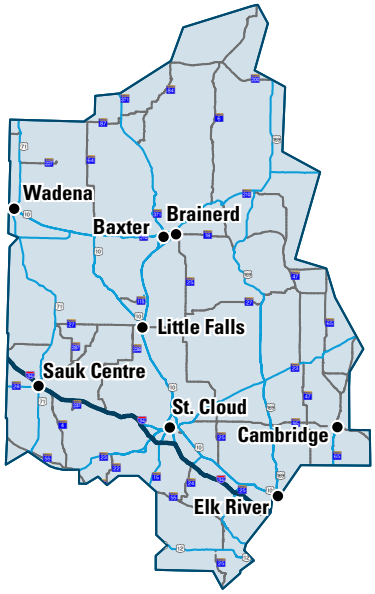
District 3 10-Year Work Plan, Total Investment Per Year (millions of dollars)



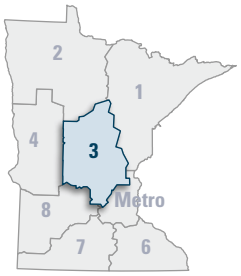
District 3 is the central portion of Minnesota (see map inset below). It has two regional offices located in Baxter and St. Cloud. St. Cloud is also a Metropolitan Planning Organization. District 3 offices are staffed by 372 full-time employees. Major industries in the district include manufacturing, Health Care & Social Assistance, and retail Trade. There are 20 truck stations located in District 3, two of which are at regional offices. The district has 408 bridges that are ten feet or greater in length. It also has 367 miles of rail.

Counties*	Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, and Wright.
Centerline Miles	1,609
Lane Miles	4,001
Population 2011	647,808
Annual VMT**	4,481,300,706
VMT/Capita	6918

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

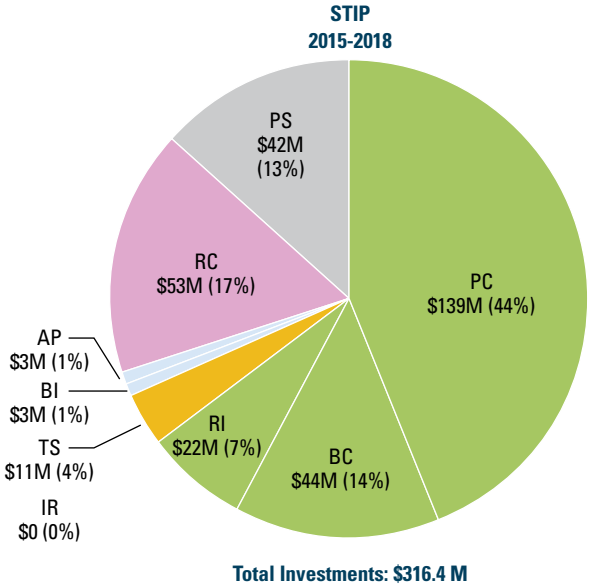


District 3 Boundaries

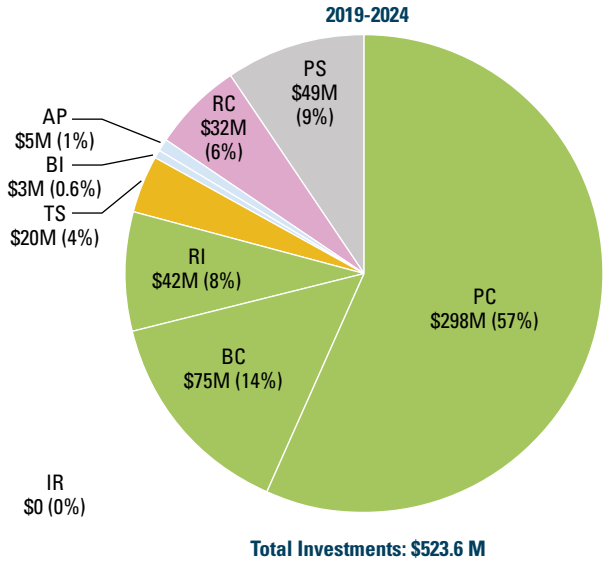


Interstate (90 miles)
National Highway System - Non-Interstate (851 miles)
Non-National Highway System - (668 miles)

Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Total Investments: $316.4 M



Total Investments: $523.6 M

Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility
	BC	Bridge Condition		BI	Bicycle Infrastructure
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure
				TS	Traveler Safety
				RC	Regional + Community Investment Priorities
				PS	Project Support

Program Highlights

District 3 expects to address many of its most critical transportation needs through the projects it has identified in the work plan. The district's investment approach remains focused on preserving the condition of its pavements and bridges while addressing lower cost, high return on investment safety projects, and more pressing reconstruction needs as resources permit. Consideration was given toward maintaining a balanced program of urban and rural projects.

The district expects to meet "good" targets on its assets (pavement, bridges, roadside infrastructures etc.) located on interstates and principal arterials (NHS). These improvements will be achieved using Statwide Performance Program funds (SPP).

The district's District Risk Management Program (DRMP) funding will be used to meet "good" targets for facilities (roads, bridges) located on minor arterials and collectors roads (non-NHS). Resources from the DRMP will focus on facilities in fair and poor condition with the goal of bringing them up to good. To accomplish this goal, some pavement projects had to be downscoped (e.g., "skinnied") to optimize the use and availability of limited DRMP funding to effectively manage the system. In addition, DRMP funds were transferred to the SPP for NHS where they were used for road and bridge preventative maintenance, right-of-way acquisition, and add-on/standalone safety.

Special funding outside of the SPP and DRMP allowed the district to program and/or advance a number of projects including:

- Interstate 94 Rogers to St. Michael reconstruction and auxiliary lanes construction – Corridors of Commerce, FY 2015
- Lake Orono Bridge in Elk River – State Bond Funds, FY 2017
- MN Highway 371 Nisswa to Jenkins 2-4 lane expansion – This project was previously funded as a Major RCIP. The Governor has since provided $45 million in Corridors of Commerce funding to advance the project to FY 2016. A $13 million gap remains.

Notable Changes from Previous Work Plan

When finalizing last year's 2014-2017 STIP after the 2018-2023 work plan was submitted, District 3 encountered a sizeable change in cost to an Interstate 94 reconstruction project at Monticello programmed in year 2014 of the STIP. Addressing this change resulted in delaying several reconstruction projects in the STIP by one year each. Projects delayed include: MN 25 in Monticello from 2014 to 2015, MN 25 in Buffalo from 2015 to 2016, MN 371B in Brainerd from 2016 to 2017, and MN 95 in Cambridge from 2018 to 2021. For the most part, the impacts were limited to delaying a number of reconstruction projects a year, which, in turn, caused the deferral of a MN Highway 95 urban reconstruction project in Cambridge programmed in 2018 to be pushed back three years into the Work Plan. While other rural preservation needs have moved ahead in priority, this project is now planned for 2021.

In addition to these changes, District 3 was required to program roughly $5.0 million in 2017 for right-of-way acquisition associated with the 2018 Wadena US Highway 10 reconstruction project scheduled for 2018. Accommodating this request involved delaying two road projects on MN 6 in the Emily area from from 2017 to 2018 and restructuring the programming of a 2017 resurfacing project on MN 238 between Albany and Upsala as an advance construction project to be funded with both 2017 and 2018 dollars. The impacts to the 2018 program as a result of these changes influenced the DRMP funding that was planned for other projects and changes had to be made to the program.

During this year's work plan development cycle (and as cited above), the district was notified form Central Office that it would receive $10 million in bond funds that was used for advancing a bridge replacement project on US Highway 10 over the Elk River (Lake Orono) in Elk River. This project was previously shown in 2018 to be funded through the SPP but now, with the receipt of the bond funding, has been advanced to 2017 and programmed in the STIP. Advancement of this project with the special bond funding enabled the district to advance the unused SPP funding originally reserved the bridge project in 2018, which involved re-sequencing and prioritizing a number of bridge projects throughout the work plan to fit the funding.

District 3 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities		76	67	76	58	60	67
Bridge Preservation*	Condition: NHS - % Poor	<2%	⬢ 6.3%	△ 3.2%	△ 2.4%	△ 2.4%	● 0.7%	● 0.7%
	Condition: Non-NHS - % Poor	<8%	● 0%	● 0.2%	● 0%	● 0%	● 0%	● 0%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 2.4%	● 0%	● 0.8%	● 1.8%	● 1.8%	● 0%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.1%	● 2.3%	● 3.4%	△ 5%	● 2.9%	● 1.9%
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 2.9%	● 1.4%	● 1.3%	● 3.1%	● 0.9%	● 1.7%
Mobility	Average travel speed MN 23, US 10	> 55 MPH		△		△		
	Average travel speed MN 210			⬢		⬢		
	Average travel speed I-94			△		●		
	Average travel speed US 169			●		●		

*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

District 3 Highway Investment Strategies

Asset Management

- Allocate roughly $6 million to BARC setaside with two-thirds to be used for preventative maintenance to prolong pavement life.

Traveler Safety

- Investing in lower cost, high rate of return improvement focused on reducing fatal and serious crash types and reduced conflict intersections.

Critical Connections

- Focus on addressing ADA needs in communities as part of regular preservation and in an annual setaside.

Regional and Community Investment Priorities

- Construction of MN 371 Nisswa to Jenkins 2-4 lane expansion using Corridors of Commerce program funds.
- Allocate $1 million annually to Cooperative Agreements program; locals may use funds for mutually-beneficial trunk highway improvements.

Project Support

- Allocate $4 million annually to Supplemental Agreements/Cost Overruns program, part of which will be used to ensure engineering specifications and performance goals are met or exceeded by contractor.

Remaining Risks

High

- Previous short-term microsurfacing/thin overlays can mask true roadway condition and lead to unintended work plan changes. This becomes problematic when newly discovered needs push-out existing planned work. The recent I-94 emergency work order is an example of a worst case that was not considered in our work plan but will need to be addressed.

Medium

- Lower volume roads where the district is planning lower cost improvements, such as micromilling and microsurfacing, are particularly vulnerable to program delays. If not implemented on schedule, these type projects can lead to upscoping and cost increases.
- Lack of available DRMP dollars in 2017 and 2018 to fully address pavement concerns is reducing how much we can spend on pavements under the DMRP. Delayed pavement projects could result in higher operation costs to maintain as well as a risk for costly fixes in the future.

Low

- Due to $5 million in DRMP funding needed in 2017 for the Wadena reconstruction project, some non-NHS projects were delayed from 2018 to 2019. Concerns from a few individuals about paved shoulders.
- Focus on meeting preservation targets will mean little funding available for bicycle needs in urban areas with the exception of those areas where reconstruction projects are planned.

District 3 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	67	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.7%	● 1.39%	N/A	The bridge preservation targets will be met for both NHS and non-NHS bridges.
	Condition: Non-NHS - % Poor	<8%	● 0%	● 0%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	● 0%	● 1.1%	● 0.6%	The pavement condition will remain within target except for the non-NHS network that will be below target.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 1.9%	● 2.6%	● 3.7%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 1.7%	⬢ 10.7%	⬢ 9.4%	
Mobility	Average travel speed MN 210	> 55 MPH		⬢		Corridor travel speed will remain similar to what it is currently. In 2022, only MN 210 is expected to be below target.
	Average travel speed I-94			●		
	Average travel speed US 169, US 10, MN 23			△		

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

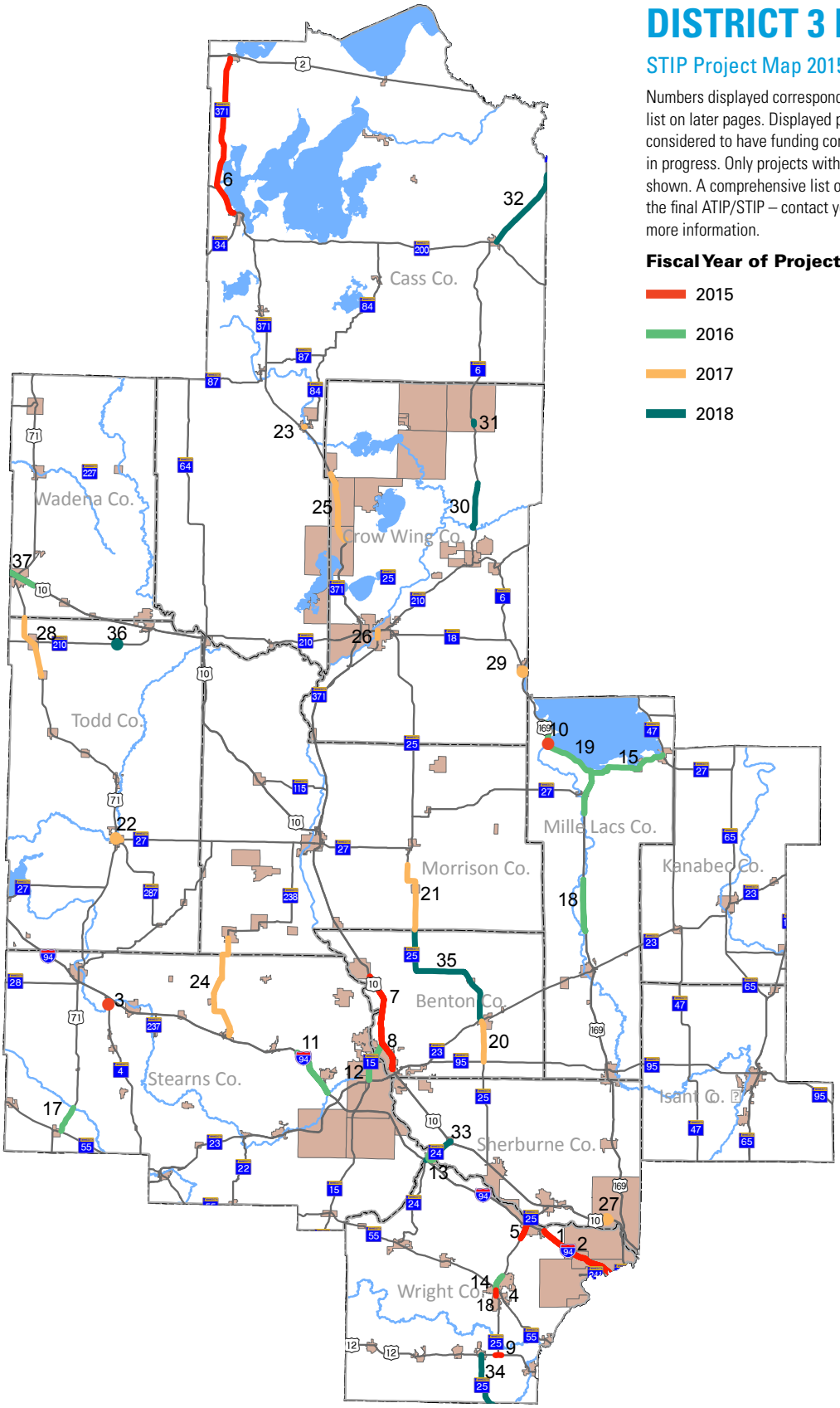
DISTRICT 3 PROJECTS

STIP Project Map 2015-2018

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. Only projects with a construction cost over $1M are shown. 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

- 2015
- 2016
- 2017
- 2018



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 3 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 94	I94 FROM WRIGHT CSAH75 AT MONTICELLO TO MN241, MILL AND OVERLAY EB, AND US10, FROM E OF MN23 IN ST CLOUD TO W OF MN24, MILL AND OVERLAY EB	9.64	$6.00 M
2	I 94	I 94, SAUK RIVER BRIDGE EAST TO STEARNS CSAH 75 IN ST. AUGUSTA, MILL AND OVERLAY	17.2	$2.99 M
3	MN 4	MN4 S OF I94, REPLACE BR 5917 WITH BR 73047	0.2	$1.85 M
4	MN 25	1ST ST S TO 8TH ST NW IN BUFFALO, RECONSTRUCTION, INCL. ROUNDABOUT, PED/BIKE FACILITIES, UTILITIES AND DRAINAGE IMPROVEMENTS	0	$3.80 M
5	MN 25	MN25 S OF CR106 TO S OF SCHOOL BLVD IN MONTICELLO, RECONSTRUCT, INSTALL TRAFFIC SIGNAL AT CR106 AND FROM S OF SCHOOL BLVD TO I94, MILL AND OVERLAY	2.3	$6.53 M
6	MN 371	WALKER TO JUST S OF THE RR CROSSING S OF CASS LAKE, MILL AND OVERLAY	20.1	$4.90 M
7	US 10	US 10 WB ONLY FROM N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM N OF 115 ST NW IN RICE TO CSAH 4	10.9	$2.30 M
8	US 10	TH 10 BENTON CSAH 4 TO N OF ST. GERMAIN, UNBONDED CONCRETE OVERLAY; AND ON TH 15, FROM TH 10 TO SOUTH/BENTON CSAH 33, RECONSTRUCT	7.55	$18.90 M
9	US 12	US12 INSTALL CONTINUOUS T-SIGNAL SYSTEM AT JCT MN 25 E OF MONTROSE	0	$1.40 M
10	US 169	US169 S OF VINELAND RD IN VINELAND, REPLACE BR 6657 WITH NEW BR 48029 OVER RUM RIVER	0	$1.86 M
2016				
11	I 94	I94-CSAH75 TO BR 73865 AND BR 73866 OVER SAUK R.,UNBONDED CONCRETE OVERLAY;ON I94 FROM CR159 AT COLLEGEVILLE TO CSAH75, MILL AND OVERLAY	4.54	$16.46 M
12	MN 15	MN15 MILL AND OVERLAY FROM N OF MN23 TO BRIDGE 05011 OVER MISSISSIPPI RIVER, INCLUDES CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST CLOUD	4.8	$3.02 M
13	MN 24	MN24 AT CLEARWATER, REPLACE BR 6557 WITH BR 71004 OVER MISSISSIPPI RIVER (AC PROJECT, PAYBACK IN 2017)	0.72	$24.00 M
14	MN 25	MN25 7TH ST TO CATLIN ST IN BUFFALO, RECONSTRUCTION, UPGRADE TRAFFIC SIGNAL	2.17	$5.00 M
15	MN 27	MN27 FROM JCT US169 TO MN47 IN ISLE, MILL AND OVERLAY AND CONSTRUCT LEFT TURN LANES AT MN47 IN ISLE	10.3	$2.29 M
16	US 10	FROM END OF 4 LANE W OF WADENA E TO OINK JOINT ROAD, R/W ACQUISITION	5.58	$2.50 M
17	US 71	US71 FROM E JCT MN55 IN BELGRADE TO I94 IN SAUK CENTRE, MILL AND OVERLAY	3.3	$6.21 M
18	US 169	US169 FROM MILLE LACS CSAH 11/190TH ST N OF MILACA, TO RUM RIVER RA (NB), RECONSTRUCTION, INCL. TURN LANE EXTENSIONS	6.4	$7.30 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
89%	0%	12%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2016								
89%	0%	12%	0%	0%	0%	0%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
85%	0%	12%	0%	0%	2%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%

District 3 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
19	US 169	US169 FROM BR 48033 OVER RUM RIVER TO S OF WAGIDAAKI DR IN VINELAND, MILL AND OVERLAY	14.76	$4.12 M
2017				
20	MN 25	MN 25, FROM JCT MN 95 TO JCT MN 23 IN FOLEY, MILL AND OVERLAY INCLUDING 6 FOOT PAVED SHOULDER	5.03	$2.50 M
21	MN 25	MN25 FROM MORRISON CL TO 123 ST IN GENOLA, MILL AND OVERLAY	8.92	$2.60 M
22	MN 27	MN27 FROM TH71 TO 9TH ST NE IN LONG PRAIRIE, MILL AND OVERLAY, AND US71, FROM N OF LONG PRAIRIE TO LONG PRIARIE R. BRIDGE, MILL AND OVERLAY	1.5	$1.17 M
23	MN 84	MN 84, REPLACE BR 6499 OVER NORWAY BROOK DAM IN PINE RIVER	0	$3.04 M
24	MN 238	MN238 FROM ALBANY TO UPSALA, RECLAIM, INCLUDING .3 MILE URBAN SECTION IN ALBANY (AC PROJECT, PAYBACK IN 2018)	14.22	$7.11 M
25	MN 371	MN 371, CONSTRUCT 4 LANE, NISSWA TO CROW WING CO CSAH 16 S OF JENKINS (AC PROJECT, PAYBACK IN 2019)	8.7	$58.00 M
26	MN 371B	TH 210 (WASHINGTON ST) TO WILLOW JOSEPH ST IN BRAINERD, RECONSTRUCTION, INCLUDING SIDEWALKS, CURB AND GUTTER	0.88	$7.50 M
27	US 10	US10 REPLACE BR 5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER	1.3	$10.00 M
28	US 71	US71 FROM BERTHA TO WADENA/TODD CL, MILL AND OVERLAY	7.9	$3.00 M
29	US 169	US 169, S OF JCT MN 18, PRESERVE BRIDGE 5265 OVER DRY STREAM	0	$1.00 M
2018				
30	MN 6	MN 6, FROM S END OF BR 18001 OVER MISSISSIPPI RIVER TO S OF MORIZ RD, AND N OF PERY LAKE (OLANDER RD), MILL AND OVERLAY	5.66	$2.08 M
31	MN 6	EMILY, RECONSTRUCTION INCLUDING SAFETY INTERSECTION IMPROVEMENTS AT CSAH 1	0.52	$2.15 M
32	MN 6	MN 6, FROM JCT MN 200 IN REMER TO CASS/ITASCA CO LINE, MILL AND OVERLAY	10.77	$3.30 M
33	MN 24	MN24 FROM BR 86807 OVER I94 IN CLEARWATER TO US10 IN CLEAR LAKE, MILL AND OVERLAY	3.8	$2.20 M
34	MN 25	MN25 FROM CARVER CSAH10A IN WATERTOWN TO JCT MN12 IN MONTROSE, MILL AND OVERLAY, ON MN25, FROM N OF WRIGHT CR30SE, REPLACE BR 8113	8.47	$3.71 M
35	MN 25	MN 25, FROM JCT MN 23 IN FOLEY TO BENTON/MORRISON CO LINE, MILL AND OVERLAY	17.52	$6.60 M
36	MN 210	MN210, REPLACE BR 5802 OVER MORAN BROOK, E OF TODD CO CSAH9	0.2	$1.80 M
37	MN 371	MN 371, CONSTRUCT 4 LANE, NISSWA TO CROW WING CO CSAH 16 S OF JENKINS (AC PROJECT, PAYBACK IN 2019)	8.7	$46.40 M
36	US 10	US10 MILL AND OVERLAY, W OF WADENA TO OINK JOINT RD; AND URBN RECONSTRUCT, W OF 3RD ST NW TO E OF 2ND ST NE IN WADENA WITH RR SIGNAL UPGRADE	5.58	$8.80 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
89%	0%	12%	0%	0%	0%	0%	0%	0%
2017								
70%	0%	10%	10%	0%	10%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2018								
89%	0%	12%	0%	0%	0%	0%	0%	0%
70%	0%	12%	14%	0%	2%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
85%	0%	12%	0%	0%	2%	1%	0%	0%

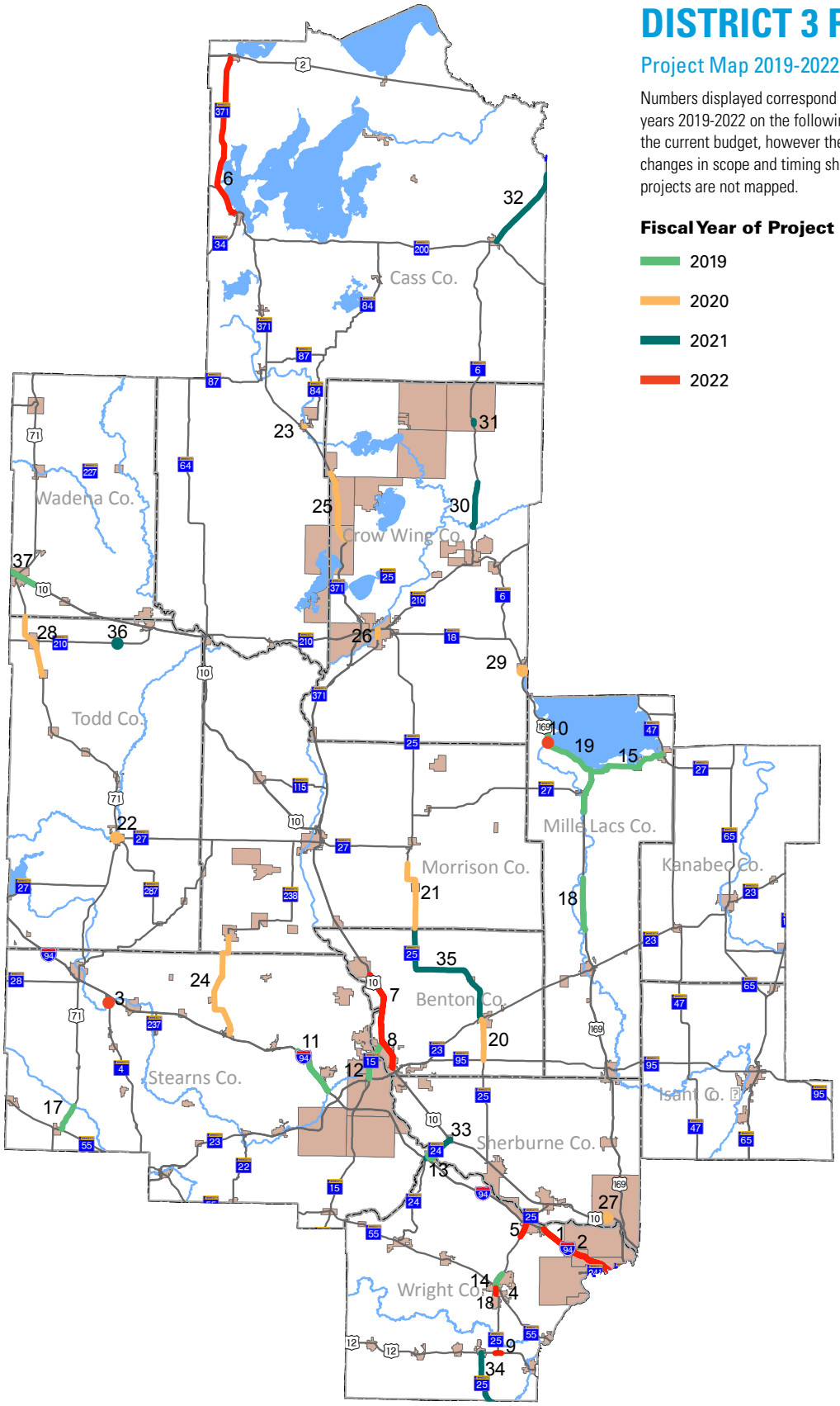
DISTRICT 3 PROJECTS

Project Map 2019-2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 3 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	US 12	US 12, FROM WEST COKATO TO MEEKER/WRIGHT CO LINE, MILL AND OVERLAY	1.7	$1.30 M
2	US 12	US 12, FROM HOWARD LAKE TO DELANO, MILL AND OVERLAY	14.8	$5.70 M
3	MN 18	MN 18, FROM SOUTH JUNCTION OF MN 47 N OF ISLE TO AITKIN COUNTY LINE, MILL AND OVERLAY	3.3	$1.00 M
4	MN 23	MN 23, FROM N JCT MN 65 IN MORA TO JCT MN 107, MILL AND OVERLAY	14.0	$4.10 M
5	MN 25	MN 25, FROM JCT US 12 TO SOUTH BUFFALO, MILL AND OVERLAY	6.7	$2.80 M
6	MN 25	MN 25, FROM SOUTH OF BUFFALO TO SOUTH OF DIVISION ST. IN BUFFALO, URBAN RECONSTRUCTION	0.6	$5.30 M
7	MN 27	MN 27, FROM WEST LITTLE FALLS TO 9TH ST NE, MILL AND OVERLAY	2.1	$1.50 M
8	MN 28	MN 28, FROM N JCT TH 71 N OF SAUK CENTRE TO MN 27, MICROMILL AND MICROSURFACE	25.8	$3.20 M
9	MN 55	MN 55, REPLACE BRIDGE 5441 OVER CP RR	0.0	$2.38 M
10	MN 55	MN 55, FROM EAST ANNANDALE TO WEST BUFFALO, MILL AND OVERLAY	13.3	$5.00 M
11	MN 65	MN 65, ON SBL, ISANTI/ANOKA CO LINE TO END OF 4-LANE DIVIDED AND FROM 0.3 MI N ISANTI CO CSAH 19 TO END OF 4-LANE; AND ON NBL, FROM 1.1 MI. SOUTH CSAH 5 IN ISANTI TO END 4-LANE, MILL AND OVERLAY	21.6	$9.70 M
12	MN 87	MN 87, FROM N JCT MN 371 N OF BACKUS TO MN 84, MILL AND OVERLAY	7.8	$1.80 M
13	I 94	I 94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE 73872 AT STEARNS CO CR 159 OVER I 94	0.0	$1.50 M
14	US 169	US 169, 2.2 MI S OF MILLE LACS/AITKIN CO LINE, REHAB BRIDGE 3355 OVER WHITE FISH CREEK	0.2	$4.80 M
2020				
15	MN 4	MN 4, FROM KANDIYOHI/STEARNS CO LINE TO I 94, MICROMILL AND MICROSURFACE	20.8	$2.60 M
16	MN 15	MN 15, FROM RAILROAD CROSSING IN KIMBALL TO LUXEMBURG, BITUMINOUS OVERLAY	11.4	$2.10 M
17	MN 24	MN 24, IN ANNANDALE, MILL AND OVERLAY	0.7	$1.00 M
18	MN 27	MN 27, REPLACE BRIDGE 6712 OVER SKUNK RIVER	0.0	$2.03 M
19	MN 55	MN 55, FROM KANDIYOHI/STEARNS CO LINE TO EAST OF PAYNESVILLE, MILL AND OVERLAY	2.9	$1.10 M
20	MN 55	MN 55, FROM EAST OF BUFFALO TO ROCKFORD, MILL AND OVERLAY	8.0	$3.00 M
21	US 71	US 71, IN LONG PRAIRIE, REPLACE BRIDGE 6852 OVER LONG PRAIRIE RIVER	0.0	$2.60 M
22	MN 84	MN 84, MILL AND OVERLAY, PINE RIVER TO MN 200	29.5	$5.70 M
23	I 94	I 94, CLEARWATER TO MONTICELLO (WB), UNBONDED CONCRETE OVERLAY	14.3	$13.00 M
24	MN 200	MN 200, SOUTH JUNCTION MN 371 TO MN 84 E OF WALKER, MILL AND OVERLAY	15.6	$6.16 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
88%	0%	12%	0%	0%	0%	1%	0%	0%
88%	0%	12%	0%	0%	0%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
88%	0%	12%	0%	0%	0%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
	93%	0%	0%	0%	4%	4%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
2020								
88%	0%	12%	0%	0%	0%	1%	0%	0%
88%	0%	12%	0%	0%	0%	1%	0%	0%
79%	0%	12%	0%	0%	0%	10%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
85%	0%	12%	0%	0%	0%	4%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%

District 3 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
25	MN 210	MN 210, IN CROSBY/IRONTON, CONSTRUCT ADA UPGRADES (ASSOCIATED WITH MILL AND OVERLAY)	2.1	$2.50 M
2021				
26	MN 6	MN 6,FROM 0.5 MI N OF STAGEHORN LN TO SOUTH LIMITS OF EMILY, MILL AND OVERLAY	7.4	$2.90 M
27	MN 6	MN 6, FROM NORTH LIMITS OF EMILY TO OUTING, MILL AND OVERLAY	6.4	$2.60 M
28	US 10	US 10, FROM JOPLIN ST TO NORFOLK AVE IN ELK RIVER (EB AND WB), RECONSTRUCTION	3.8	$14.80 M
29	MN 23	MN 23, FROM PAYNESVILLE TO RICHMOND, BITUMINOUS OVERLAY	7.7	$2.10 M
30	MN 55	MN 55, FROM POPE/STEARNS CO LINE TO STEARNS/KANDIYOHI COUNTY LINE, MILL AND OVERLAY	14.3	$5.80 M
31	MN 55	MN 55, FROM MEEKER/STEARNS CO LINE TO EAST ANNANDALE, MILL AND OVERLAY	14.2	$6.00 M
32	MN 87	MN 87, FROM BECKER/WADENA CO LINE TO WEST OF MENAHGA, MILL AND OVERLAY	3.3	$1.30 M
33	I 94	I 94, CLEARWATER TO MONTICELLO (EB), UNBONDED CONCRETE OVERLAY	14.3	$13.00 M
34	I 94	I 94, OVERLAY AND REHAB BRIDGE 86817 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE	0.0	$2.68 M
35	I 94	I 94 OVERLAY AND REHAB BRIDGE 86818 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE	0.0	$2.68 M
36	MN 95	MN 95, IN CAMBRIDGE, URBAN RECONSTRUCTION	0.7	$7.00 M
37	MN 200	MN 200, FROM TH 84 TO REMER, MILL AND OVERLAY	13.9	$5.60 M
38	MN 371	MN 371, BACKUS TO HACKENSACK, MILL AND OVERLAY	8.2	$2.45 M
2022				
39	US 2	US 2, 4.3 MILES EAST BELTRAMI/HUBBARD CO LINE TO JUNCTION TH 371 (EB AND WB), BITUMINOUS OVERLAY	13.0	$3.00 M
40	US 10	US 10, REPLACE BRIDGE 49009 OVER BNSF RR AND CSAH 76	0.1	$3.36 M
41	US 10	US 10, FROM 0.2 MILE WEST ST. GERMAIN IN ST. CLOUD TO BENTON/SHERBURNE COUNTY LINE (EB AND WB), RECONSTRUCTION	2.0	$10.00 M
42	MN 23	MN 23, REPLACE BRIDGE 9021 OVER TH 10 IN ST. CLOUD	0.0	$2.65 M
43	MN 23	MN 23, REPLACE BRIDGE 9022 OVER TH 10 IN ST. CLOUD	0.0	$2.65 M
44	MN 23	MN 23, FROM PEDESTRIAN BRIDGE IN ST. CLOUD TO 0.13 MILE WEST OF CR 1 (EB AND WB), RECONSTRUCTION	2.4	$12.00 M
45	MN 25	MN 25, FROM PIERZ TO 0.5 MILE NORTH OF TH 18, MILL AND OVERLAY	27.6	$9.48 M
46	MN 47	MN 47, FROM OGILVIE TO ISLE, MICROMILL AND MICROSURFACE	22.2	$2.50 M
47	MN 65	MN 65, REPLACE BRIDGE 6778 OVER SNAKE RIVER	0.0	$3.63 M
48	MN 87	MN 87, FROM TH 64 TO TH 371, MICROMILL AND MICROSURFACE	11.4	$1.90 M
49	MN 95	MN 95, FROM W OF ISANTI CO CSAH 15 TO W CITY LIMITS OF CAMBRIDGE, M/O	11.4	$5.70 M
50	MN 115	MN 115, FROM US 10 TO MN 371, MILL AND OVERLAY	9.0	$2.50 M

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. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
71%	0%	9%	0%	0%	0%	20%	0%	0%
2021								
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
76%	0%	10%	14%	0%	0%	0%	0%	0%
88%	0%	12%	0%	0%	0%	1%	0%	0%
85%	0%	12%	0%	0%	0%	4%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%		0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
2022								
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
81%	0%	12%	3%	0%	4%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
81%	0%	12%	3%	0%	4%	1%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%

District 3 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2023 - Investments Identified by Category Only				
		COOPERATIVE AGREEMENTS SETASIDE		$1.00 M
		NHS PAVEMENTS SETASIDE		$25.70 M
		DISTRICT HSIP SAFETY SETASIDE		$2.06 M
		BARC SETASIDE		$5.80 M
		SUPPLEMENTAL AGREEMENTS SETASIDE		$4.00 M
		RIGHT OF WAY SETASIDE		$2.00 M
		CONSULTANT AGREEMENTS SETASIDE		$1.20 M
		NON-NHS PAVEMENTS SETASIDE		$24.68 M
		NHS BRIDGE SETASIDE		$18.70 M
		NON-NHS BRIDGE SETASIDE		$3.34 M
2024 - Investments Identified by Category Only				
		COOPERATIVE AGREEMENTS SETASIDE		$1.00 M
		NHS PAVEMENT SETASIDE		$44.20 M
		HSIP SETASIDE		$2.06 M
		SUPPLEMENTAL AGREEMENTS SETASIDE		$4.00 M
		RIGHT OF WAY SETASIDE		$2.00 M
		CONSULTANT AGREEMENTS SETASIDE		$1.20 M
		BARC NON-NHS SETASIDE		$2.26 M
		BARC NHS SETASIDE		$3.54 M
		NON-NHS BRIDGES SETASIDE		$1.96 M
		NON-NHS PAVEMENTS SETASIDE		$22.22 M
		NHS BRIDGES SETASIDE		$25.99 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2023 - Investments Identified by Category Only								
0%	0%	0%	0%	0%	0%	0%	0%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
85%	0%	15%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
85%	0%	12%	0%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2024 - Investments Identified by Category Only								
0%	0%	0%	0%	0%	0%	0%	100%	0%
89%	0%	12%	0%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
85%	0%	15%	0%	0%	0%	0%	0%	0%
78%	0%	22%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
85%	0%	12%	0%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%

District 4 10-Year Capital Highway Work Plan

(2015-2024)

NOVEMER 2014

Prepared by
Office of Transportation System Management

DISTRICT 4 10-YEAR WORK PLAN

District 4's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

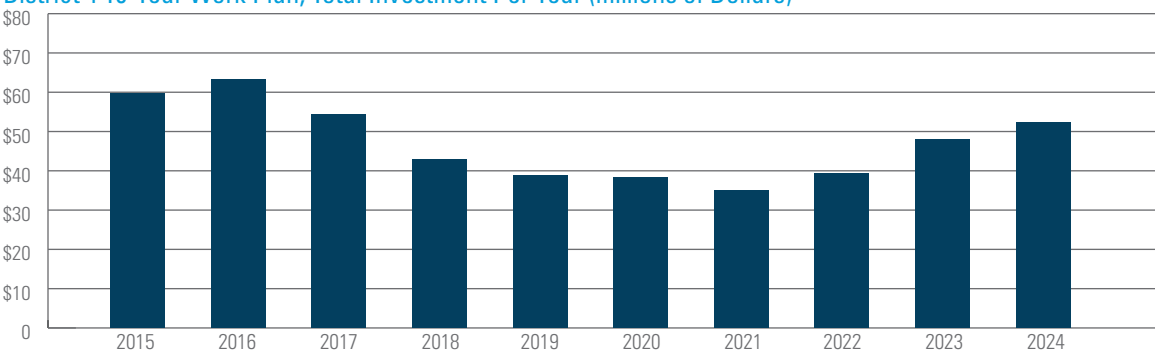
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (4-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (4-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (4-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (4-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (4-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (4-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 4 Transportation Planning Director, Mary Safgren, at mary.safgren@state.mn.us or 218-846-7987.

District 4 10-Year Work Plan, Total Investment Per Year (millions of Dollars)

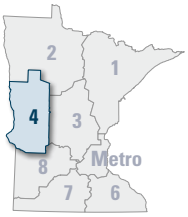


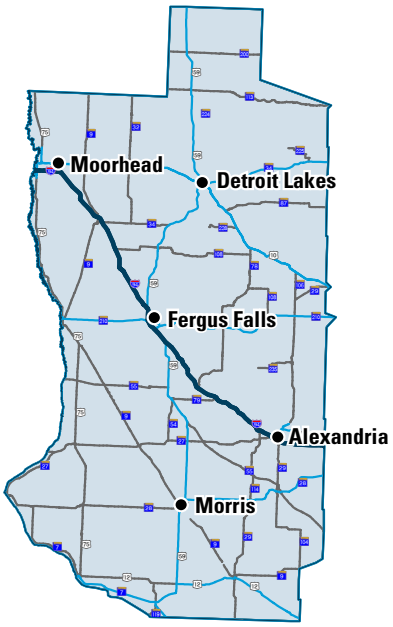
District 4 shares the western portion of Minnesota with District 2 and 8 (see map inset below). It has two regional offices located in Detroit Lakes, and Morris, Detroit Lakes is also one of the regional trade centers. District 4 offices are staffed by 209 full-time employees. Major industries in the district include Retail Trade, Health Care & Social Assistance, and Manufacturing. There are 17 truck stations located in District 4, two of which are at regional offices. The district has 327 bridges that are ten feet or greater in length. It also has 674 miles of rail.

Counties*	Becker, Big Stone, Clay, Douglas, Grant, Manhomen, Otter Tail, Pope, Stevens, Swift, Traverse, Wilkin.
Centerline Miles	1,607
Lane Miles	3,650
Population 2011	243,007
Annual VMT**	2,081,210,688
VMT/Capita	8,564

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

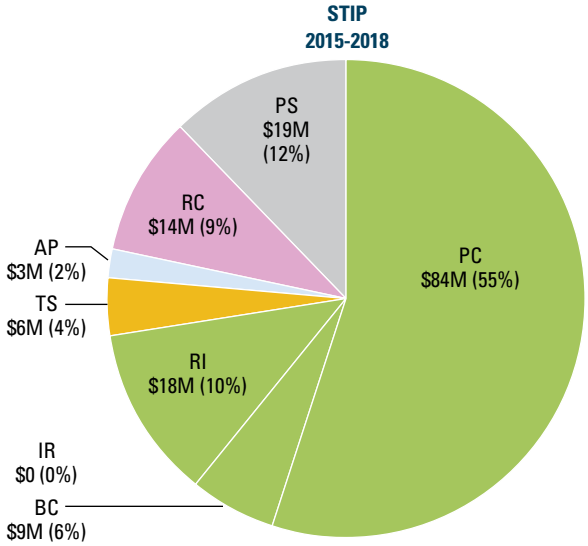
District 4 Boundaries



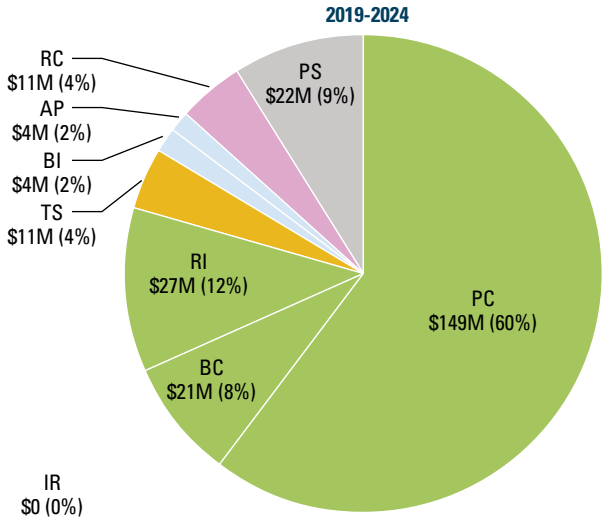


Interstate (115 miles)
National Highway System - Non-Interstate (608 miles)
Non-National Highway System - (824 miles)

Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Total Investments: $151.5 M



Total Investments: $247.8 M

Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility	TS	Traveler Safety
	BC	Bridge Condition		BI	Bicycle Infrastructure	RC	Regional + Community Investment Priorities
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure	PS	Project Support

Program Highlights

The emphasis of the District 4 Work Plan is on preservation of the system, especially in later years of the plan. Preventative maintenance as part of the BARC setaside has been increased to an average of approximately $4 million per year.

Special funding has allowed the district to pursue major projects. Chapter 152 Bonds are funding a project on MN 29 from Benson to Highway 40 and an expansion project on MN 29 from I-94 to CSAH 28 in Alexandria. These projects both include bridge replacements. Flood mitigation dollars will be used to replace a bridge and railroad underpass to alleviate flooding on US 75 in Kent. A diverging diamond interchange will be built in Moorhead to replace the I-94/US 75 interchange.

District 4 continues to partner with its communities on various projects that will improve the quality of life for their residents. A Complete Streets project will be implemented in Glenwood which will include reconstruction, utility improvements as well as bike/pedestrian accommodations.

Notable Changes from Previous Work Plan

The biggest change in District 4's Work Plan is removal of over $20 million in concrete rehabilitation work on I-94 from the work plan due to state-wide performance needs in other areas of the state.

Remaining Risks

High

- Premature deterioration of pavements, especially on the NHS if preventative maintenance (including concrete rehab on Interstates) is inadequately funded.
- Unable to meet reconstruction needs, specifically on the NHS system in cities such as Moorhead.

Medium

- Unable to meet performance target in condition 4 culvert replacements.
- TAP funds are typically used by locals to fund bike/ped improvements.
- Pedestrian improvements limited to ADA improvements in remaining projects.
- Additional funding is needed for project support for projects funded through special allocations.

Low

- Remaining pavement needs on our lower volume roads.

District 4 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	33	39	39	21	34	26
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 2.0%	△ 2.7%	△ 2.7%	△ 2.7%	△ 2.6%	△ 3.3%
	Condition: Non-NHS - % Poor	<8%	● 1.6%	● 2.6%	● 3.5%	● 4.3%	● 4.2%	● 3.9%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 3.3%	● 1.2%	● 0%	● 0%	● 0%	● 0%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.9%	△ 5.7%	△ 4.1%	● 2.6%	● 2.3%	● 2.6%
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 3.1%	△ 7.0%	△ 6.4%	△ 7.6%	△ 6.6%	△ 6.3%
Mobility	Average travel speed US 10 , I-94	> 55 MPH		●		●		
	Average travel speed MN 34			△		△		

*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

District 4 Highway Investment Strategies

Asset Management

- District 4 has held I-94 and US 10 to a higher pavement condition rating than the remaining NHS system.
- Continue preventative maintenance strategies such as chip seals to prolong pavement life.
- Continue to address poor condition culverts as part of roadway projects.

Traveler Safety

- Continue use of edge line rumbles on two-lane highways which has reduced crash rates.
- Install roundabouts as an alternative to traffic signals.
- Construct passing lanes as an alternative to roadway expansion to address head on crashes on high volume roadways.

Critical Connections

- Focus on addressing ADA needs in communities.
- Support local planning efforts in developing TAP projects that address bike/ped needs.
- Coordinate local trail projects with state roadway projects when feasible.

Regional and Community Investment Priorities

- Partner with communities and community organizations to support Complete Streets projects.
- Implement improvements based on local partnership studies.
- Support local units of government seeking non-performance based funding.

Project Support

- Increased support of consultants to deliver program.
- Support local led and let projects on state highway system.

District 4 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	26	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	△ 3.3%	△ 2.09%	N/A	Bridge condition on both the NHS and non-NHS are expected to improve through the STIP and will meet targets.
	Condition: Non-NHS - % Poor	<8%	● 3.9%	● 0.7%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.2%	● 1.2%	Interstate pavement will continue to be in good condition through 2022. However, non-Interstate NHS pavement is projected to decline significantly by 2022.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.6%	△ 5.9%	⬢ 8.4%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	△ 6.3%	● 5.0%	△ 5.6%	
Mobility	Average travel speed US 10, I-94	> 55 MPH		●		No significant changes in average travel speed will be noticeable on the highway system between 2013 and 2018.
	Average travel speed MN 34			△		

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

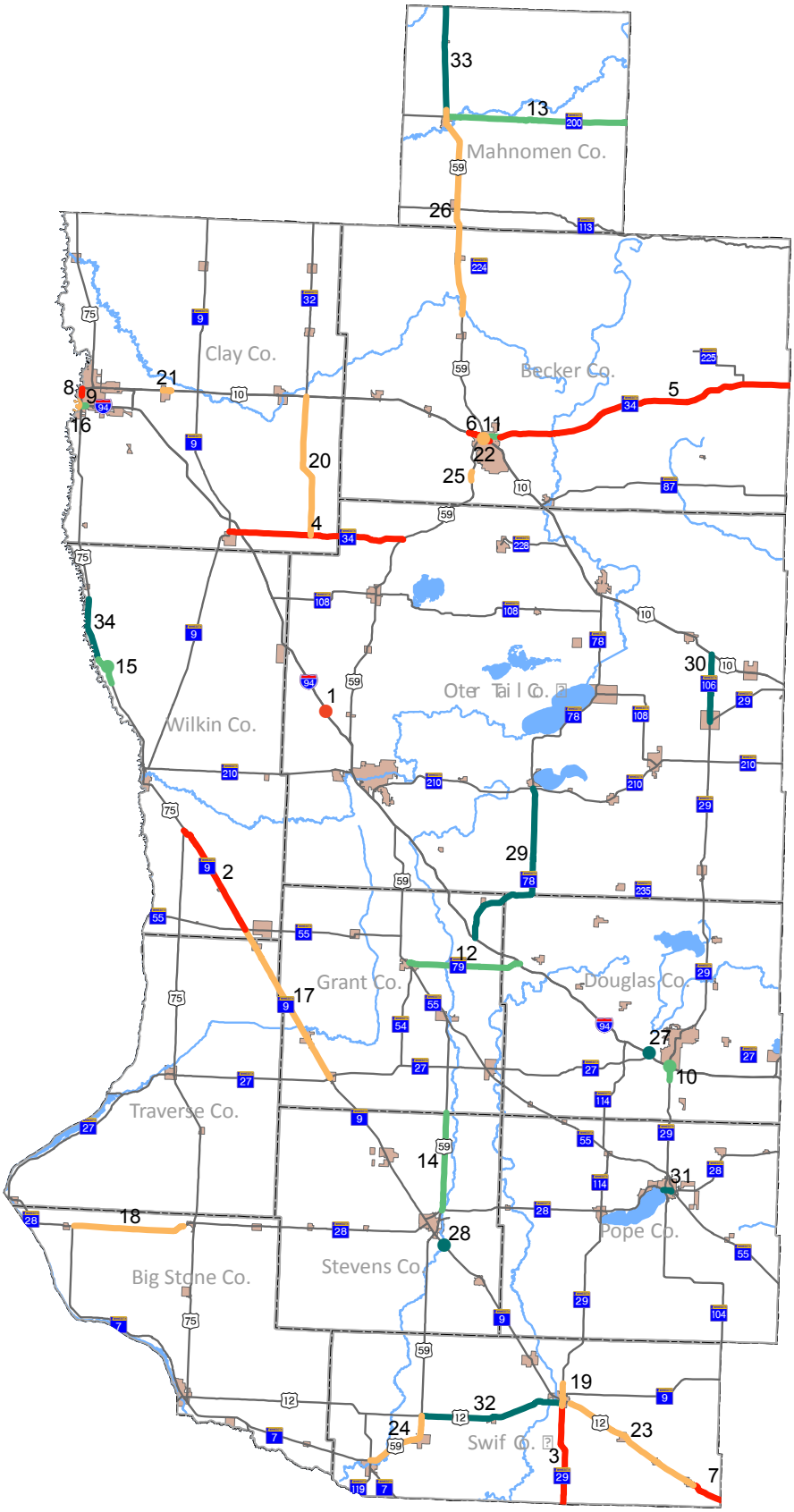
DISTRICT 4 PROJECTS

STIP Project Map 2015-2018

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. Only projects with a construction cost over are $1M shown. 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

- 2015
- 2016
- 2017
- 2018



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 4 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 94	DECK REPLACEMENT ON BR 56813 (WB) AND 56814 (EB) OVER CSAH10	0	$1.36 M
2	MN 9	MN55 TO US75 IN DORAN AND SOUTH ST IN MORRIS TO MN27 IN HERMAN AND MN55 FROM WENDELL TO US59 MILL AND OVERLAY, INCL CENTER LEFT TURN LANES ON TH28 NEAR 540TH ST	31.4	$8.68 M
3	MN 29	S OF OAKWOOD AVE IN BENSON TO JCT OF MN40-OVERLAY/CIR OR WHITETOPPING AND REPLACE BRIDGES	14	$5.53 M
4	MN 34	JCT TH 9 TO DUNVILLA - PAVEMENT REHABILITATION	18.9	$6.85 M
5	MN 34	CORRIDORS OF COMMERCE PASSING LANES ON TH 34 FROM DETROIT LAKES TO NEVIS	32.98	$7.66 M
6	US 10	US10-AIRPORT RD TO US59 AND 59-10 TO HOLMES ST;GRADE,UNBONDED CONCRETE OVERLAY,SURFACING,ADA,SIGNALS,LIGHTING, BR 03001(AC PROJECT,PAYBACK in 2016)	1.6	$9.50 M
7	US 12	KERKHOVEN TO PENNOCK-OVERLAY PROJECT	7.6	$1.55 M
8	US 75	GEO IMPROVEMENTS AT 11th ST AND MAIN AVE/TH75 AND 11TH ST FROM CENTER AVE TO MAIN AVE, MILL AND OVERLAY, RECONSTRUCT, AND SIGNAL WORK	0.74	$3.90 M
2016				
9	I 94	I-94/TH 75 INTERCHANGE MODIFICATION (AC PROJECT, PAYBACK IN 2017)	0.5	$10.23 M
10	MN 29	ALEXANDRIA 4 LANE EXPANSION FROM I94 TO CSAH28, INCLUDING REPLACING BR 21814, BR 21813 AND I94 WITH INTERCHANGE MODIFICATION	1.6	$15.79 M
11	MN 34	CORRIDORS OF COMMERCE CONSTRUCT CENTER LEFT TURN LANE IN DETROIT LAKES FROM N JCT 59 TO HIGHLAND DR	0	$3.70 M
12	MN 79	JCT TH59/ELBOW LAKE TO JCT I94, MILL AND OVERLAY	12.1	$4.47 M
13	MN 200	JCT TH59 TO MAHNOMEN-CLEARWATER COUNTY LINE - PAVEMENT REHAB	19.5	$7.32 M
14	US 59	JCT. 28 IN MORRIS TO NORTH STEVENS COUNTY LINE, CONCRETE OVERLAY	10.6	$4.58 M
15	US 75	KENT FLOOD MITIGATION, REPLACE BR 5186 OVER WHISKEY CREEK, ROAD REALIGNMENT AND CONSTRUCT NEW BR 84004 OVER BNSF RR	3.3	$9.80 M
2017				
16	I 94	BRIDGE PAINTING ON I-94 OVER THE RED RIVER (BR 9066, 9067)	0	$3.00 M
17	MN 9	JCT TH27 IN HERMAN TO JCT OF TH55, MILL AND OVERLAY	18.47	$4.00 M
18	MN 28	EAST OF BEARDSLEY TO WEST OF GRACEVILLE, MILL AND OVERLAY	11.9	$3.30 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
12%	83%	4%	0%	0%	0%	0%	0%	0%
78%	0%	15%	7%	0%	0%	0%	0%	0%
39%	41%	16%	4%	0%	0%	0%	0%	0%
76%	0%	24%	0%	0%	0%	0%	0%	0%
0%	0%	0%	20%	0%	0%	0%	80%	0%
35%	14%	10%	7%	0%	2%	2%	30%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	13%	87%	0%
2016								
5%	0%	0%	0%	0%	2%	0%	93%	0%
6%	83%	4%	0%	0%	2%	1%	4%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
80%	0%	11%	3%	0%	0%	3%	2%	0%
77%	0%	23%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
30%	20%	50%	0%	0%	0%	0%	0%	0%
2017								
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
77%	0%	17%	1%	0%	0%	4%	0%	0%

District 4 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
19	MN 29	IN BENSON ON MN9, MN12, AND 29, MILL AND OVERLAY, SIGNAL ENHANCEMENTS, ADA	2.57	$2.67 M
20	MN 32	JCT OF TH 34 TO JCT TH 10, MILL AND OVERLAY	15.5	$4.23 M
21	US 10	W OF FOUNDATION AVENUE TO E OF 110TH STREET, REHABILITATION AND ACCESS MANAGEMENT IN GLYNDON	1.2	$2.39 M
22	US 10	REPLACE BR 03003 OVER CP RR, EB IN DETROIT LAKES	0	$3.10 M
23	US 12	JCT CSAH25 (E OF BENSON) TO KERKHOVEN, MILL AND OVERLAY	16	$4.83 M
24	US 59	TH119 TO JCT TH12, MILL AND OVERLAY	8.5	$2.70 M
25	US 59	INTERSECTION IMPROVEMENTS ON TH 59 AT CSAH 22, SOUTH OF DETROIT LAKES	1	$2.05 M
26	US 59	S OF BUFFALO RIVER TO JCT TH 200, MILL AND OVERLAY	22.1	$7.36 M
2018				
27	I 94	REPLACE DECK AND PAINT BR 21805 AND 21806 OVER LATOKA LAKE (AC PROJECT, PAYBACK IN 2019)	0	$3.47 M
28	MN 9	REPLACE BR 5964 OVER POMME DE TERRE RIVER	0	$1.30 M
29	MN 78	TH94 TO BATTLE LAKE, MILL AND OVERLAY (AC PROJECT, AC PAYBACK IN 2019)	21.4	$7.34 M
30	MN 106	TH106 FROM JCT TH10 TO JCT TH29 IN DEERCREEK, TURN LANES, M/I, ADA	7.4	$2.34 M
31	MN 28	GLENWOOD ADA, SIGNAL, DRAINAGE, RECONSTRUCT	4	$7.24 M
32	US 12	JCT US59 TO BENSON MILL AND OVERLAY	15.2	$5.60 M
33	US 59	FROM THE JCT MN200 TO S OF WINGER, MILL AND OVERLAY	13.94	$4.14 M
34	US 75	CSAH20 TO CSAH184 - MILL AND OVERLAY	10.01	$1.79 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
73%	0%	1%	0%	0%	0%	20%	6%	0%
77%	0%	17%	1%	0%	0%	4%	0%	0%
40%	0%	30%	0%	0%	0%	10%	20%	0%
60%	35%	5%	0%	0%	0%	0%	0%	0%
85%	0%	7%	5%	0%	0%	3%	0%	0%
86%	0%	11%	3%	0%	0%	0%	0%	0%
0%	0%	0%	90%	0%	5%	5%	0%	0%
84%	0%	12%	1%	0%	0%	1%	2%	0%
2018								
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	7%	0%	0%	0%
80%	0%	11%	3%	0%	4%	1%	1%	0%
83%	0%	11%	3%	0%	0%	3%	0%	0%
23%	0%	7%	2%	0%	8%	39%	21%	0%
82%	0%	13%	4%	0%	0%	1%	0%	0%
82%	0%	12%	4%	0%	0%	2%	0%	0%
82%	0%	11%	3%	0%	0%	0%	4%	0%

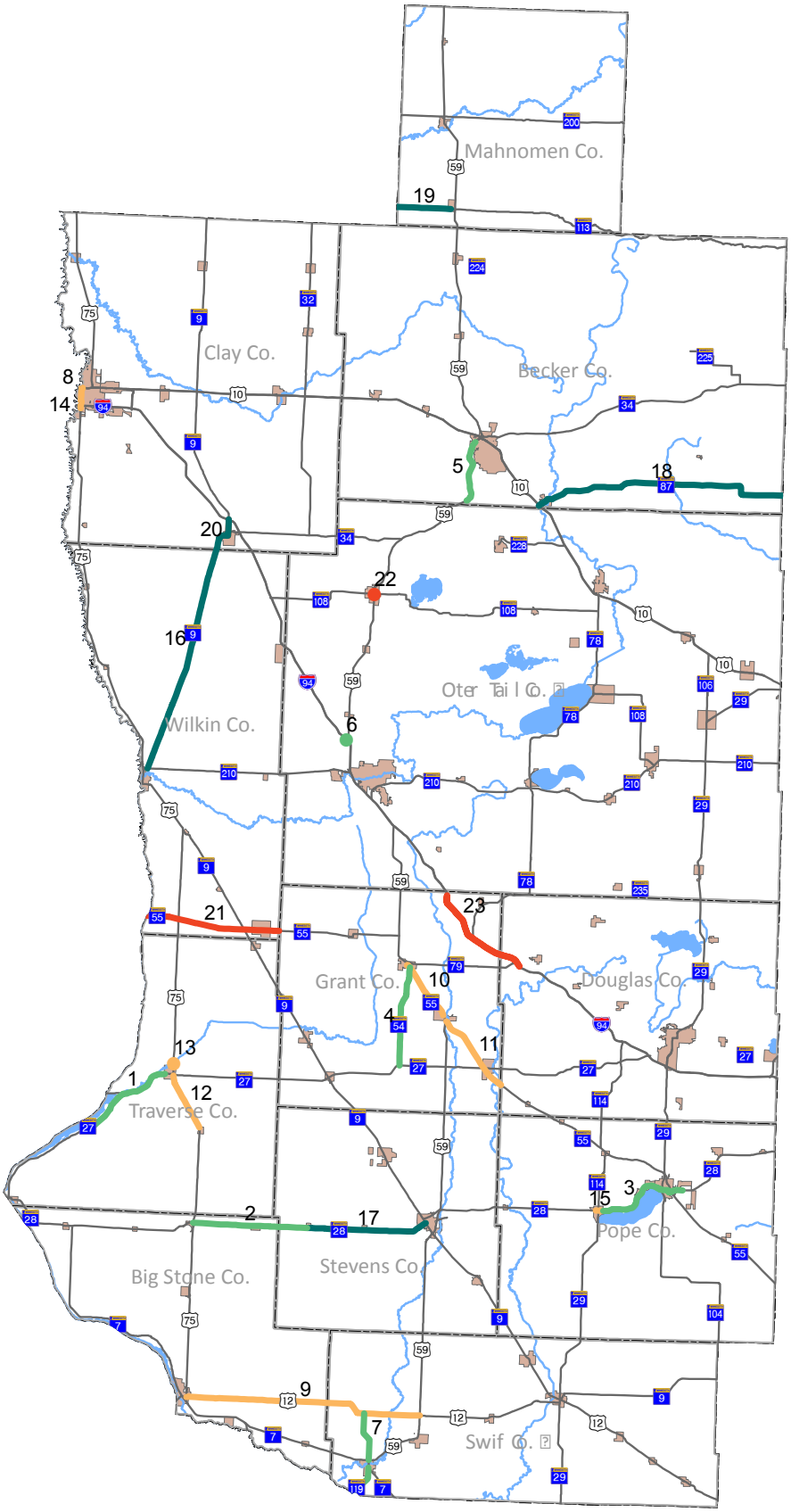
DISTRICT 4 PROJECTS

Project Map 2019-2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 4 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 27	.3 MI. WEST CSAH 6 TO WHEATON - MED MILL AND BITUMINOUS OVERLAY	10.369	$2.90 M
2	MN 28	GRACEVILLE AND CHOKIO, MEDIUM MILL AND OVERLAY	12.3	$3.45 M
3	MN 28	STARBUCK TO GLENWOOD, MEDIUM MILL AND FILL	10	$4.58 M
4	MN 54	TH 27 TO TH 55 MEDIUM MILL AND OVERLAY	10.851	$2.39 M
5	US 59	.2 MI. N. JCT BECKER CSAH 20 TO .3 MI. S. OF TH 10, MEDIUM MILL AND OVERLAY	6.5	$2.38 M
6	I 94	BRIDGE REDECK OR REPLACE ON I-94 OVER CSAH 88 (BRIDGE 9692, 9691)	0.00	$1.86 M
7	MN 119	TH 40 TO TH 12, MEDIUM MILL AND OVERLAY	9.7	$2.66 M
2020				
8	US 10	MAIN TO CENTER, MED MILL AND OVERLAY	0.18	$1.57 M
9	US 12	TH 75 IN ORTONVILLE TO TH 59, MEDIUM MILL AND OVERLAY (AC PROJECT PAYBACK IN 2021)	25.74	$5.62 M
10	MN 55	ELBOW LAKE TO BARRETT - THICK MILL AND OVERLAY	6.8	$4.22 M
11	MN 55	TH 59 TO DOUGLAS/GRANT COUNTY LINE, RECLAIM	9.3	$4.07 M
12	US 75	DUMONT TO WHEATON, MEDIUM MILL AND OVERLAY	6.3	$1.77 M
13	US 75	REPLACE BRIDGE 6459 OVER THE MUSTINKA RIVER		$1.69 M
14	US 75	IN MOORHEAD FROM 32ND AVENUE TO JCT TH 10, MED MILL AND OVERLAY	2.145	$2.72 M
15	MN114, 28, 29	CITY OF STARBUCK, ADA, MED MILL AND OVERLAY	1.6	$2.89 M
2021				
16	MN 9	BARNESVILLE TO BRECKENRIDGE, THIN MILL AND OVERLAY (AC PROJECT,PAYBACK IN 2022)	29.4	$8.60 M
17	MN 28	CHOKIO TO MORRIS, MEDIUM MILL AND OVERLAY	13.129	$4.90 M
18	MN 87	EB RAMPS TH-10 TO BECKER/WADENA CO LINE, MEDIUM MILL AND OVERLAY	27.963	$8.30 M
19	MN 113	WAUBUN TO 6 MILES WEST, MEDIUM MILL AND OVERLAY	5.864	$1.80 M
2022				
20	MN 9	BARNESVILLE, THICK MILL AND OVERLAY, ADA	2.133	$4.60 M
21	MN 55	SOUTH DAKOTA BORDER TO GRANT/WILKEN CO. LINE, MEDIUM MILL AND OVERLAY	14.5	$4.40 M
22	US 59	BRIDGE REDECK OR REPLACE ON US 59 OVER PELICAN RIVER (BRIDGE 5025)		$1.91 M
23	I 94	W OF OTTERTAIL TO E OF JCT. TH 79, CONCRETE REHAB	11.674	$6.00 M
2023 - Investments Identified by Category Only				
		DISTRICTWIDE SETASIDES - MUNICIPAL AGREEMENTS - 2023		$2.00 M
		DISTRICTWIDE SETASIDES - BARC - 2023		$1.70 M
		NHS PAVEMENT SETASIDE		$18.99 M
		DISTRICTWIDE SETASIDES - Signing ($400K) & Striping ($750K) -2022		$1.15 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	10%	2%	0%	0%	2%	4%	0%
50%	0%	15%	3%	0%	2%	2%	28%	0%
82%	0%	12%	4%	0%	0%	1%	1%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2020								
82%	0%	8%	5%	0%	0%	5%	0%	0%
82%	0%	11%	3%	0%	0%	2%	2%	0%
82%	0%	12%	4%	0%	0%	2%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	7%	0%	0%	0%
70%	0%	12%	4%	0%	4%	10%	0%	0%
67%	0%	10%	1%	0%	5%	15%	2%	0%
2021								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	11%	3%	0%	0%	0%	4%	0%
82%	0%	11%	3%	0%	0%	2%	2%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2022								
76%	0%	12%	3%	0%	2%	5%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	95%	0%	0%	0%	5%	0%	0%	0%
90%	0%	8%	2%	0%	0%	0%	0%	0%
2023 - Investments Identified by Category Only								
0%	0%	0%	0%	0%	0%	0%	100%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%

District 4 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
		DISTRICTWIDE SETASIDES - DRAINAGE - 2023		$1.00 M
		NON-NHS PAVEMENT SETASIDE		$20.39 M
		NON-NHS BRIDGE SETASIDE		$2.40 M
		NHS BRIDGE SETASIDE		$3.86 M
2024 - Investments Identified by Category Only				
		NHS PAVEMENT SETASIDE		$22.70 M
		Non-NHS Pavement Setaside		$20.00 M
		NON-NHS BRIDGE SETASIDE		$3.99 M
		NHS BRIDGE SETASIDE		$2.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
2024 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

Metro District 10-Year Capital Highway Work Plan

(2015-2024)

MARCH 2015

Prepared by
Office of Transportation System Management

METRO DISTRICT 10-YEAR WORK PLAN

Metro District's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

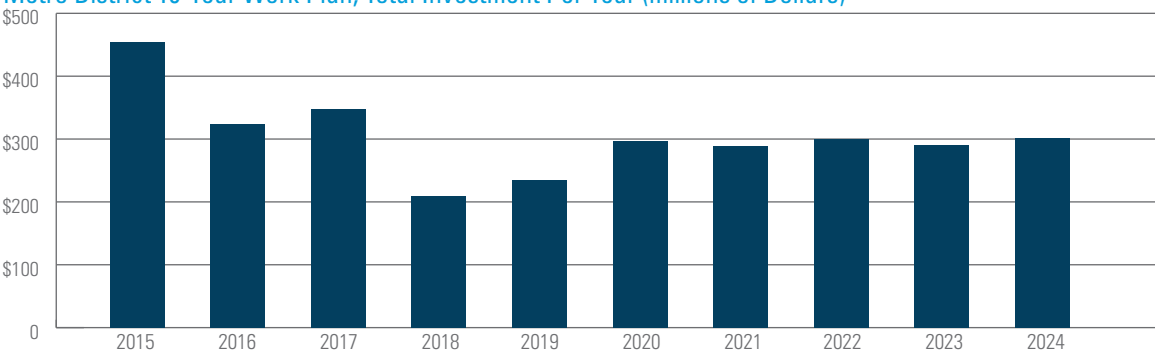
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (M-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (M-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (M-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (M-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (M-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $2 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (M-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact Metro District Transportation Planning Director, Pat Bursaw, at pat.bursaw@state.mn.us or 651-234-7783.

Metro District 10-Year Work Plan, Total Investment Per Year (millions of Dollars)



Metro District is the urban core of Minnesota (see map inset below). It has three regional offices located in Roseville, Golden Valley and Oakdale. Metro Council, the district Metropolitan Planning Organization is located in St. Paul. Metro District offices are staffed by 1,247 full-time employees. Major industries in the district include Manufacturing, Retail Trade, and Health Care & Social assistance. There are 19 truck stations located in Metro District. The district has 1,270 bridges that are ten feet or greater in length. It also has 605 miles of rail.

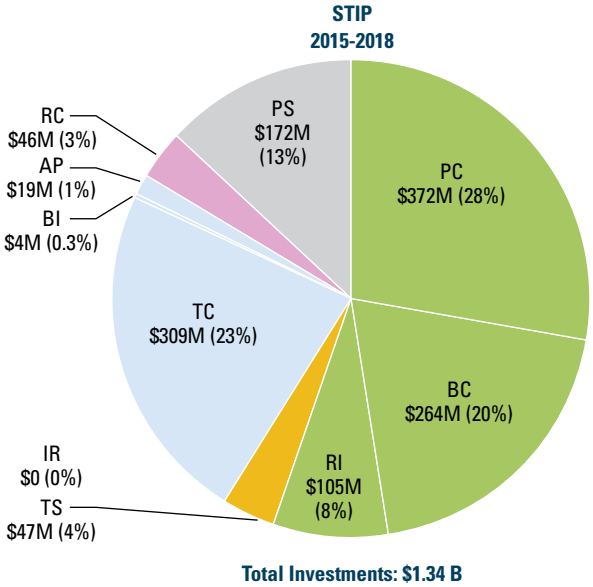
Counties*	Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott and Washington
Centerline Miles	1,095
Lane Miles	4,064
Population 2011	2,927,373
Annual VMT**	15,873,616,908
VMT/Capita	5,422

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

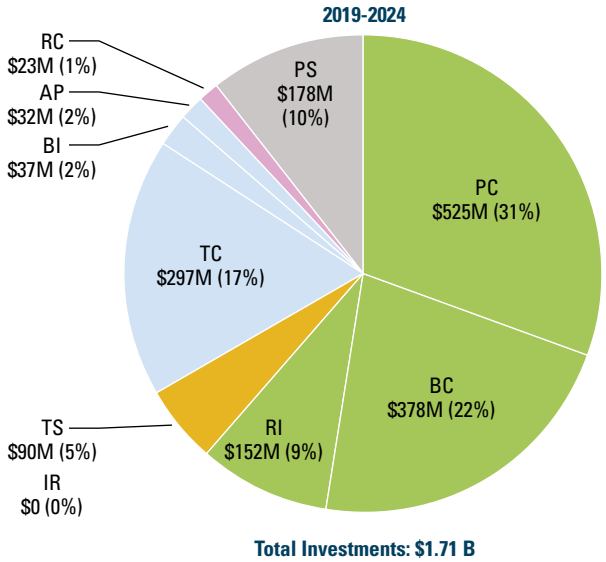
Metro District Boundaries

Interstate (260 miles)
Nat'l Highway System - Non-Interstate (568 miles)
Non-Nat'l Highway System - (267 miles)

Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Total Investments: $1.34 B



Total Investments: $1.71 B

Asset Management	PC	Pavement Condition	**Critical Connections**	TC	Twin Cities Mobility
	BC	Bridge Condition		BI	Bicycle Infrastructure
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure
	TS	Traveler Safety			
	RC	Regional + Community Investment Priorities			
	PS	Project Support			

Program Highlights

Several major projects were advanced and/or added to the first and second years of the STIP following the Corridors of Commerce Program (MN 610 advanced from 2015 to 2018, I-94 added to first year/coordination with District 3 occurred, I-649 Dynamic Shoulder Lane selected and re-scoped to General Purpose Lane).

Re-scoping of I-694 triggered a review of the scope of the planned I-494 DSL project due to similarities. It resulted in re-scoping to a General Purpose Lane from TH 55 to I-94 and other operational improvements between I-394 and MN 55, funded through efficiencies from the St. Croix Crossing project.

Major advancements noted above resulted in two managed lane projects (I-94 between the downtowns and I-35 W North of Mpls) advancing by one year to 2019/2020 and 2021/2022 respectively.

Major bridge projects needed no later than 2019 (Nine Mile Creek and Central Ave over Mississippi) exceed funds available although they are positioned well for advancement if additional funds are secured. Because of the large cost to complete these projects this is a statewide performance program issue.

Remaining Risks

High

- Poor pavement outcome remains high in Metro, particularly on the non-NHS system; need to better understand performance measurement outcomes statewide as well as potential impact on GASB.
- Non-NHS Bridge - Not investing near 100% of need; need to better understand performance outcome statewide.
- Roadside Infrastructure - Lower levels of spending in this category may impact ability to support SPP projects. Unable to fully address storm tunnels. Many needs are not known, have no discrete criteria for measurement, and are unmet (e.g. retaining walls).
- BARC - With highly variable weather impacts and constrained funding there will likely be a diminished ability to maintain desired performance levels in bridge and pavement.
- When mobility projects with large costs are advanced due to newly secured funding, some pieces (ROW, design) may not be in place.
- The district has budgeted less than has been the average annual expenditure. The variability of supplemental agreements reduces control over when they are encumbered. This may result in deferral of a project.
- The district's ability to deliver some pre-design, scoping, and construction is diminishing and these items are increasingly being outsourced, which could result in shifting capital funds.

Medium

- Traveler safety investment is considerably lower than amounts previously invested and does not address all existing crash locations.

Low

- Bicycle Infrastructure - Unable to meet growing demand for bicycle infrastructure.

Metro District Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	141	127	110	113	116	119
Bridge Preservation*	Condition: NHS - % Poor	<2%	△ 3.8%	△ 3.8%	△ 3.5%	△ 3.4%	△ 3.4%	△ 3.2%
	Condition: Non-NHS - % Poor	<8%	● 1.1%	● 1.1%	● 0.8%	● 0.8%	● 0.8%	● 4.7%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 3.6%	△ 4.5%	△ 4.8%	△ 5.3%	△ 3.6%	△ 3.0%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.7%	△ 4.1%	● 2.9%	△ 4.3%	△ 4.0%	● 2.5%
	Ride Quality Poor - Non-NHS, % of miles	<6%	⬢ 13.2%	⬢ 14.2%	△ 8.7%	⬢ 11.4%	⬢ 11.7%	⬢ 11.0%
Mobility	Congestion - % of metro-area freeway miles below 45 mph in AM or PM peak	Tracking Indicator	17.3%	18.2%	21.5%	21.0%	21.4%	19.9%

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

Notable Changes from Previous Work Plan

See above for explanation of the most significant moves. One additional item s that MnDOT's anticipated portion of the I-35W Managed Lane completion project in 2017 is shown as fully funded ($175M) due to advancement of MN 610 through Corridors of Commerce.

The bridges being addressed have shifted significantly from MnSHIP, most notably in the last 6 years of the Work Plan. The district continues to work to improve scoping and selecting projects in those years.

The prescribed "fix" on some pavement projects have been significantly reduced in scope and cost in order to improve more miles of pavements at a lesser cost. These less expensive fixes will have a shorter useful life and will require additional attention in the near future. The need to reduce scope and cost of some pavement projects can also be driven by unforeseen increases in project scopes elsewhere in the program. There is a ripple effect from these changes.

Metro District Highway Investment Strategies

Asset Management

- Repair the worst sections of non-NHS roads and fund highest risk bridges
- Continue preventive maintenance strategies to prolong pavement life though this results in some road segments in need of reconstruction appearing to be in better condition than they truly are.
- Address some significant roadside infrastructure issues including culverts and overhead signs. In particular, significant progress has been made in addressing storm tunnels.

Traveler Safety

- Prioritize crash locations based on existing problems and the effectiveness of specific solutions in addressing the problem.
- Focus on locations where fatal and incapacitating injuries have occurred

Critical Connections

- Continue making progress toward achieving the vision for MnPASS lanes including the following corridors: 35E Extension, Completion of 35W MnPASS south of downtown, I-94 between the downtowns, and 35W North of Downtown.
- Deliver key strategic capacity Corridors of Commerce improvements including MN 610, I-94 and I-694
- Congestion Management Safety Plan: Continue making low cost/high benefit improvements where appropriate

Regional and Community Investment Priorities

- Address key landscaping and noise wall needs.

Project Support

- Fund project support commensurate with the known construction program in the STIP year, but seek additional funding for things like consultant design from a central or other source outside of the DRMP.

Metro District Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	119	N/A	N/A	
Bridge Preservation	Condition: NHS - % Good and Satisfactory	<2%	△ 3.2%	● 0.23%	N/A	Bridge condition on both the NHS and non-NHS are expected to improve significantly over current levels.
	Condition: Non-NHS - % Poor	<8%	● 4.7%	● 0%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, %	<2%	△ 3.0%	△ 3.2%	△ 4.2%	There will be a slow deterioration of the pavement condition over the next eight years with most of the highways in the district falling significantly below target.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.5%	△ 4.3%	⬢ 7.5%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	⬢ 11.0%	⬢ 15.5%	⬢ 12.6%	
Mobility	Congestion - % of system metro-area freeway miles below 45 mph in AM or PM peak	Tracking Indicator	*19.9%*	*N/A*	*N/A*	MnDOT does not project congestion on a corridor level but congestion is expected to worsen as economic activity increases and the region continues to grow

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

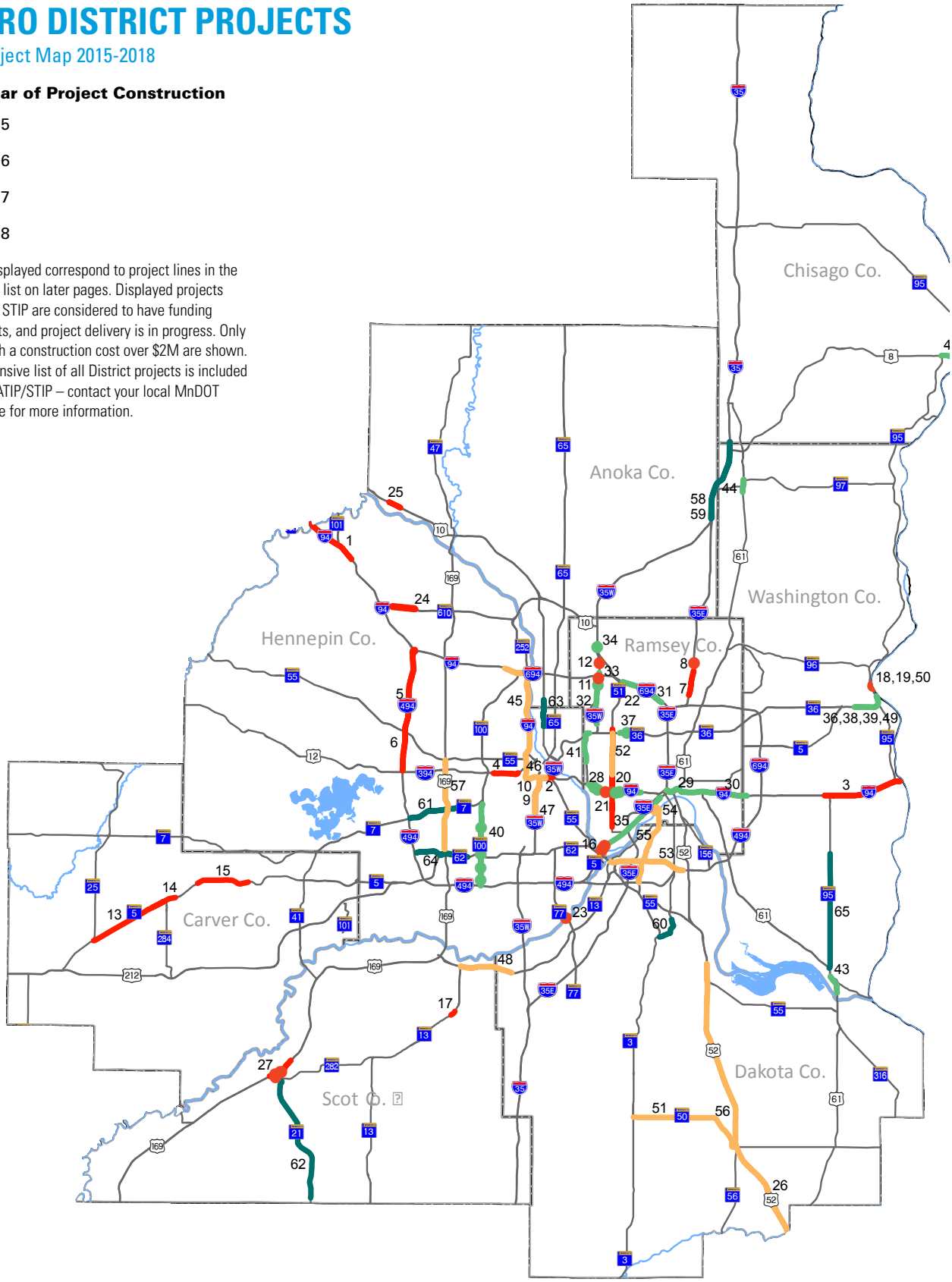
METRO DISTRICT PROJECTS

STIP Project Map 2015-2018

Fiscal Year of Project Construction

- 2015
- 2016
- 2017
- 2018

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. Only projects with a construction cost over $2M are shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 94	CORRIDORS OF COMMERCE AUXILIARY LANE EB FROM TH241 TO TH101-INCLUDING WB EXIT RAMP EXTEND AT TH 101 AND WB 3RD LANE-TH101 TO TH24	4.1	$28.33 M
2	I 94	WB I94, RAMP TO 5TH ST S IN MPLS (REORIENT 5TH ST S TO 7TH ST S)-CONSTRUCT NEW BRIDGE	0.2	$6.79 M
3	I 94	MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP- REPAIR, REPLACE AND LINE LARGE PIPES	5.2	$4.10 M
4	I 394	FROM MN100 TO BRIDGE 27770D AND ON I94 NEAR I94/I394- MILL AND OVERLAY INCLUDING FRONTAGE ROADS, MINOR CPR, DIAMOND GRINDING, DRAINAGE, ADA, GUARDRAIL, SIGNAL LOOPS AND RE-DECK BRIDGE	1.93	$6.64 M
5	I 494	ADD LANE FROM TH 55 TO I94/I694, ADD AUXILIARY LANE FROM TH 55 TO CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PKWY, PAVEMENT RESURFACING/ RECONSTRUCTION, NOISEWALLS, SIGNAL REVISIONS, LIGHTING, TMS, REPLACE BRS	8.17	$86.03 M
6	I 494	FROM I394 TO I94/694 - TEMPORARY BYPASS WORK INCLUDING PAVEMENT, WIDENING OF BRIDGES AND LIGHTING	8.3	$5.74 M
7	I 35E	CSAH15 TO CSAH96 IN VADNAIS HGTS-REPLACE BRS, MILL AND UNBONDED CONCRETE OVERLAY, ADA, WALLS, POND, GUARDRAIL, DRAINAGE, TMS	1.71	$20.86 M
8	I 35E	CSAH96 OVER I35E-REDECK/WIDEN BRIDGE, REPLACE APPROACH PANELS, CONCRETE OVERLAY ON CSAH96 AND RAMPS, DRAINAGE, SIGNALS, ADA PED TRAIL	0.38	$4.39 M
9	I 35W	FROM 39TH ST TO JUST N OF LAKE ST IN MPLS-STORMWATER TUNNEL REPAIR	1.13	$6.25 M
10	I 35W	I35W, LAKE ST TO 13TH AVE S AND I94 FROM WILLOW ST TO PORTLAND AVE S IN MPLS-SEAL AND GROUT STORMWATER TUNNELS	3.1	$9.26 M
11	I 35W	RAMSEY CSAH12 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BR 9599 AND APPROACHES, GUARDRAIL, PED/BIKE TRAIL	0	$3.22 M
12	I 35W	RAMSEY CSAH96 OVER I35W IN ARDEN HILLS/NEW BRIGHTON-REPLACE BR 9577, APPROACH PANEL AND RAMP WORK	0.08	$2.50 M
13	MN 5	E OF JCT MN25 IN CAMDEN TO 94TH ST IN WACONIA- MILL AND OVERLAY, TURN LANES, GUARDRAIL, DRAINAGE	4.34	$2.29 M
14	MN 5	94TH ST TO E BIRCH ST IN WACONIA-LANE WIDEN, ACCESS CLOSURES, SIGNAL, PED/ BIKE/TRAIL UNDERPASS, LIGHTING	2.04	$6.03 M
15	MN 5	MN5 FROM E OF SCANDIA RD IN LAKETOWN TO W CARVER-CR11 IN VICTORIA-PAVEMENT RESURFACING, TURN LANES, WIDEN SHOULDERS	3.5	$7.26 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
82%	18%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
95%	0%	1%	2%	1%	0%	1%	0%	0%
32%	18%	12%	3%	32%	2%	1%	0%	0%
82%	18%	0%	0%	0%	0%	0%	0%	0%
22%	57%	2%	1%	15%	0%	0%	0%	3%
7%	66%	19%	0%	0%	0%	9%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
10%	81%	2%	0%	0%	4%	4%	0%	0%
0%	94%	6%	0%	0%	0%	0%	0%	0%
63%	0%	3%	8%	25%	0%	0%	0%	0%
0%	0%	2%	0%	95%	0%	3%	0%	0%
85%	0%	2%	7%	6%	0%	0%	0%	0%

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
16	MN 5	FROM MN55 IN MPLS TO DAVERN AVE IN ST PAUL-REDECK BR 9300, PAINT BRS 9300, 9491, MINOR REPAIRS TO BRIDGES, MINOR CONCRETE PAVEMENT REPAIR	0.74	$10.54 M
17	MN 13	ZINRAN AVE IN PRIOR LAKE AND SAVAGE-CONSTRUCT TRAFFIC SIG CENTER MEDIAN TO RESTRICT ACCESS AT OAKLAND BEACH AVE AND 150TH ST	0.37	$2.10 M
18	MN 36	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/ OVERRUNS FOR REPLACEMENT OF RIVER BR 4654	0	$10.84 M
19	MN 36	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS INCLUDING ENDOWMENT FUND FOR REPLACEMENT OF RIVER BR 4654	0.2	$11.85 M
20	MN 51	DAYTON TO P BUTLER AVE-MILL AND OVERLAY, BR9377 DECK REPLACE, CHANNELIZE, ADA, BUMPOUTS, LIGHTS, STREETSCAPE, SIGNAL REVISE/REPLACE REPAIRS ON BR62847	2	$9.60 M
21	MN 51	FROM S OF W FORD PKWY IN ST PAUL TO CR-B2 IN ROSEVILLE-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, ADA CURB RAMPS AND APS AT VARIOUS LOCATIONS	6.66	$4.91 M
22	MN 51	RAMSEY CR E IN ARDEN HILLS-REPLACE AND WIDEN BR 62010, ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL	0.14	$2.72 M
23	MN 77	MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BR 9600N, SB 9600S AND PED BR 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	0.05	$3.54 M
24	MN 610	CORRIDORS OF COMMERCE CR81 TO I94 IN MAPLE GROVE-4LANE FREEWAY COMPLETION, CONSTRUCT 105TH AVE FROM MAPLE GROVE PKWY TO I94, NEW BRS	2.5	$95.48 M
25	US 10	CSAH 83-CONSTRUCT INTERCHANGE, INCL BR 02007 US10 AND BR 02586 BNSF, PED/ BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING	0.85	$38.15 M
26	US 52	DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING	1.66	$3.36 M
27	US 169	MN282 TO MN21-RECONSTRUCT/OVERLAY INCL MEDIAN J-BARIER, REPL DRAINAGE, REPL JOINTS,MILL AND OVERLAY BRIDGES, REPAIR MN21 BRIDGES	1.9	$8.20 M
2016				
28	I 94	DALE ST TO PELHAM BLVD IN ST PAUL-REPAIR SUBSTRUCTURE UNITS ON BRIDGES, REDECK AND OVERLAY BRIDGES, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	3.72	$4.47 M
29	I 94	EB I94 FROM E 7TH ST TO PED BR 62868 IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, TMS, SIGNING, LIGHTING, GUARDRAIL	1.57	$4.05 M
30	I 94	MOUNDS BLVD TO MN120 AND ON US61 BURNS AVE TO MN5 - UNBONDED CONCRETE OVERLAY, M/O, CONCRETE WHITE TOPPING, REPAIR BRIDGES, DRAINAGE, SIGNALS, LIGHTING, SIGNING, GUARDRAIL, TMS, ADA AND CONSTRUCT TRAIL	7.84	$32.73 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2%	96%	1%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
10%	41%	0%	0%	40%	0%	9%	0%	0%
0%	0%	0%	0%	50%	0%	50%	0%	0%
29%	57%	7%	3%	3%	0%	0%	0%	0%
0%	91%	8%	0%	0%	0%	1%	0%	0%
0%	18%	0%	0%	82%	0%	0%	0%	0%
0%	0%	0%	83%	17%	0%	0%	0%	0%
0%	0%	0%	75%	25%	0%	0%	0%	0%
40%	0%	29%	14%	17%	0%	0%	0%	0%
2016								
0%	97%	2%	0%	0%	0%	1%	0%	1%
2%	0%	44%	2%	52%	0%	0%	0%	0%
94%	1%	3%	2%	0%	0%	0%	0%	0%

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
31	I 694	CORRIDORS OF COMMERCE RICE ST TO LEXINGTON AVE-CONSTRUCT 3RD LANE, RECONSTRUCT LANES, LOW SLUMP OVERLAY AND PIER STRUTS ON BRS, NOISEWALL, MEDIAN	3.04	$42.20 M
32	I 35W	RAMSEY CR C (ROSEVILLE) TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, STRIPING	3.48	$7.65 M
33	I 35W	FROM I694 TO S OF RAMSEY CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BR 9570AND APPROACHES, GUARDRAIL, PONDING AND AUXILIARY LANES	0.97	$12.36 M
34	I 35W	RAMSEY COUNTY RD H IN ARDEN HILLS - REPLACE BR 9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION	0.25	$6.80 M
35	MN 5	FROM HENNEPIN/RAMSEY CL TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE	5.48	$5.00 M
36	MN 36	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/ OVERRUNS FOR REPLACEMENT OF RIVER BR 4654	0	$7.00 M
37	MN 36	LEXINGTON AVE -REPLACE BRIDGE AND RECONSTRUCT APPROACHES, PAVING, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER, PONDS AND PAVEMENT REHAB ON HAMLINE RAMPS	0.91	$13.46 M
38	MN 36	FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	2.29	$2.40 M
39	MN 36	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BR 4654	0.2	$5.00 M
40	MN 100	FROM I494 IN BLOOMINGTON TO N OF W 36TH ST IN ST LOUIS PARK-OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES AND MISC REPAIR OF BRIDGES	5.54	$16.04 M
41	MN 280	FROM S OF COMO IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	2.12	$2.80 M
42	US 8	W OF JCT MN95 IN FRANCONIA/SHAFER TO BR 6566 IN TAYLORS FALLS-RECONSTRUCT RDWY AND CORRECT SUBGRADE AND SLOPE, GUARDRAIL, ROUNDABOUT AT US8 AND MN95	3.47	$8.90 M
43	US 61	MAYCREST AVE TO US10 INTERSECTION IN DENMARK TWSP-CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS	1.52	$3.29 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
62%	18%	0%	0%	20%	0%	0%	0%	0%
68%	0%	25%	0%	5%	0%	2%	0%	0%
3%	4%	3%	0%	90%	0%	0%	0%	0%
20%	77%	3%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	86%	7%	0%	3%	0%	3%	0%	0%
0%	0%	0%	0%	0%	50%	50%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
86%	0%	5%	1%	8%	0%	0%	0%	0%
45%	0%	12%	2%	36%	0%	0%	0%	5%

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
44	US 61	XINGS OF TH97 AND US61 IN FOREST LK-RECONSTRUCT, REMOVE SIGNALS,CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRNCE, GRADE SEPARATED PED FACILITIES	0.9	$7.12 M
2017				
45	I 94	NICOLLET AVE IN MPLS TO W SHINGLE CREEK BR 27909-CONCRETE PAVEMENT REPAIR AND DIAMOND GRINDING, SIGNING, GUARDRAIL, TMS, DRAIN AND REPAIR ON 51 BRIDGES	9.4	$33.90 M
46	I 94	AT HENN/LYNDALE TUNNEL (BR 27832) AND EB I94 UNDER I35W TUNNEL (BR 27834) IN MPLS-TILE REPAIR	1.29	$2.50 M
47	I 35W	43RD ST TO I94 IN MPLS-MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCT AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE 10 BRIDGES, CONSTRUCT 2 BRIDGES	3.9	$269.17 M
48	MN 13	FROM E OF US169 IN SAVAGE TO E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, GUARDRAIL, ADA, SIGNAL REPLACE	3.6	$5.54 M
49	MN 36	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/ OVERRUNS FOR REPLACEMENT OF RIVER BR 4654	0	$7.00 M
50	MN 36	OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BR 4654 AS PART OF ST CROIX MITIGATION PACKAGE	0.1	$11.61 M
51	MN 50	MN3 IN FARMINGTON TO US52 IN HAMPTON-MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 AND 81, DRAINAGE, GUARDRAIL, ADA IMPROVEMENTS	8.27	$5.03 M
52	MN 51	PIERCE BUTLER IN ST PAUL TO MN36 IN ROSEVILLE-CONCRETE PAVEMENT REPAIR AND DIAMOND GRINDING, DRAINAGE, TMS, ADA AND INTERSECTION IMPROVEMENTS	2.83	$5.07 M
53	MN 110	MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAIM/WHITE TOPPING, ACCESS CLOSE, TURN LN EXTEND, DRAINAGE REPAIR, SIGN REPLACE AND ADA IMPROVE	5.25	$7.44 M
54	MN 149	OVER MISSISSIPPI RIVER IN ST PAUL - REDECK AND APPROACH WORK ON BR 62090 INCLUDING ADA RAMPS	0.52	$12.74 M
55	MN 149	I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, TURN LANE, SIGNAL, ADA AND DRAINAGE	5.78	$5.67 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	18%	0%	48%	0%	32%	0%	2%
2017								
92%	0%	2%	0%	6%	0%	0%	0%	0%
0%	97%	0%	0%	3%	0%	0%	0%	0%
20%	35%	0%	0%	40%	0%	0%	0%	5%
82%	12%	0%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	73%	0%	0%	0%	4%	4%	20%	0%
82%	12%	3%	2%	0%	0%	1%	0%	0%
92%	0%	8%	0%	0%	0%	0%	0%	0%
91%	0%	5%	0%	2%	0%	2%	0%	0%
0%	98%	0%	0%	2%	0%	0%	0%	0%
81%	0%	10%	0%	2%	0%	7%	0%	0%

Metro District Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
56	US 52	MN19 IN CANNON FALLS TO 117TH ST IN ROSEMOUNT-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	20.37	$2.76 M
57	US 169	N OF MN62 TO MN55-CONCRETE PAVEMENT REPAIR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT	6.14	$12.31 M
2018				
58	I 35	FROM 80TH ST E TO I35W/I35E AND I35W FROM MAIN ST TO I35W/I35E AND I35 FROM I35W/I35E TO US8- MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRS	7.07	$36.18 M
59	I 35	FROM 80TH ST E TO I35W/I35E AND I35W FROM MAIN ST TO I35W/I35E AND I35 FROM I35W/I35E TO US8- MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRS	7.07	$6.60 M
60	MN 3	MN3 JCT WITH MN 149 TO N ANN MARIE TRAIL-BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-MILL AND OVERLAY	2.25	$4.98 M
61	MN 7	FROM E OF I494 TO W OF LOUISANA AVE- MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	3.94	$5.68 M
62	MN 21	FROM S OF SCOTT-CSAH37(7TH ST NW) TO MILL ST - OVERLAY, TURN LANES, ADA IMPROVEMENTS	8.79	$5.70 M
63	MN 47	FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HTS - MILL AND OVERLAY, ADA	1.83	$2.78 M
64	MN 62	FROM BEACH RD TO TRACY AVE BR AND ON US212 FROM S OF MN62 TO E JCT MN62-CONCRETE REHAB WITH DIAMOND GRINDING, MILL AND OVERLAY, SIDEWALK	4.51	$7.35 M
65	MN 95	FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CR20 - WIDEN SHOULDERS, ADD RIGHT TURN LANES	7.84	$2.46 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	1%	0%	99%	0%	0%	0%	0%
66%	0%	30%	0%	2%	0%	2%	0%	0%
2018								
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
85%	0%	2%	7%	6%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
91%	0%	3%	0%	1%	0%	6%	0%	0%
91%	0%	3%	0%	1%	0%	6%	0%	0%
97%	0%	2%	0%	1%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%

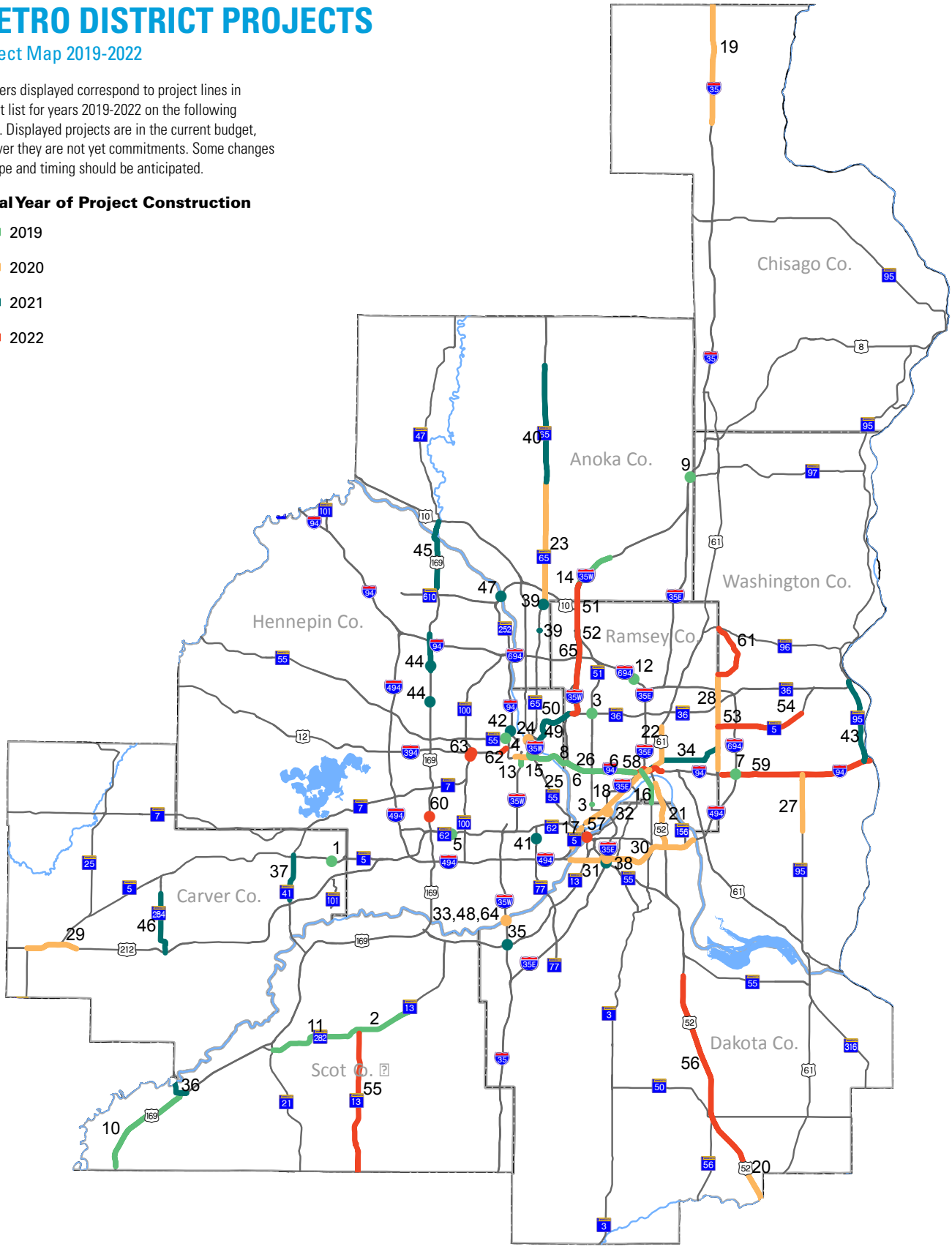
METRO DISTRICT PROJECTS

Project Map 2019-2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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.

Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

Metro District Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 5	REPAIR BRIDGE #10009 EAST BOUND OVER RAILROAD WEST OF MN 101	0.00	$2.00 M
2	MN 13	RECLAMATION AND MILL AND OVERLAY, TH 282 TO EAGLE CREEK AVE	4.49	$5.00 M
3	MN 51	REDECK/REPAIR BRIDGE #'S 9012 AND 9013 OVER TH36	0.01	$5.60 M
4	MN 55	Repair Brs 94277, 94278, 94279 culverts over Bassett Creek		$3.30 M
5	MN 62	REDECK AND REPAIR SUBSTRUCTURE BRIDGE 27083 OVER MN 62	0.00	$2.00 M
6	I 94	MEDIUM MILL AND OVERLAY, MN 280 TO WESTERN AVE	4.28	$9.00 M
7	I 94	Replace Br 82831 I694 SB over I94 and redeck Br 82832 I494 NB over I94		$5.60 M
8	I 94	I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 1 OF 2)	7.49	$50.00 M
9	MN 97	REPLACE BRIDGE 02806 OVER I-35	0.00	$2.20 M
10	US 169	UNBONDED OVERLAY, MN 19 TO NORTH OF MN 25	7.18	$19.00 M
11	MN 282	RECLAMATION, TH 21 TO TH 13	6.85	$7.00 M
12	I 694	REPAIR SUBSTRUCTURE AND REDECK BRIDGE #6580 OVER I694	0.00	$3.00 M
13	I 35W	THIN MILL AND OVERLAY, PORTLAND AVENUE TO WASINGTON AVENUE	1.72	$2.27 M
14	I 35W	UNBONDED OVERLAY, CR J TO SUNSET AVENUE	3.64	$13.84 M
15	I 35W	Redeck Brs 27849 TH 55EB (8th St) over I35W and Ramps, 27875 TH 55 WB (7th St) over I35W and Ramps		$4.00 M
16	US952A	THIN MILL AND OVERLAY, ROBERT ST FROM ANNAPOLIS TO I-35E	2.49	$3.00 M
2020				
17	MN 5	UNBONDED OVERLAY, EAST OF POST ROAD TO HENNEPIN COUNTY/RAMSEY COUNTY LINE	1.44	$7.50 M
18	MN 5	THIN MILL AND OVERLAY, FROM MUNSTER AVE TO US 52	5.91	$4.00 M
19	I 35	Unbonded overlay NB direction only, SOUTH OF CSAH 9 TO CHISAGO/PINE COUNTY LINE	8.33	$8.16 M
20	US 52	UNBONDED OVERLAY, GOODHUE/DAKOTA COUNTY LINE TO NORTH OF COUNTY ROAD 86	2.19	$8.65 M
21	US 52	MEDIUM MILL AND OVERLAY AND CONCRETE PAVEMENT REPAIR, I-494 TO LAFAYETTE BRIDGE	4.65	$6.05 M
22	US 61	MEDIUM MILL AND OVERLAY, WEST OF TH 5 TO PARKWAY DRIVE	2.95	$2.25 M
23	MN 65	MEDIUM MILL AND OVERLAY, CSAH 10 TO 153RD AVENUE	8.64	$12.00 M
24	MN 65	REHAB BRIDGE # 2440 OVER MISSISSIPPI RIVER IN MPLS	0.00	$32.00 M
25	I 94	MEDIUM MILL AND OVERLAY, NICOLLET AVE TO MN 280	3.95	$8.02 M
26	I 94	I-94 MANAGED LANE, ST PAUL TO MINNEAPOLIS (YEAR 2 OF 2)	7.49	$50.00 M
27	MN 95	MEDIUM MILL AND OVERLAY, W OF JCT TH 94 AND OLD CSAH 15 TO BAILEY ROAD	3.97	$2.50 M
28	MN 120	MEDIUM MILL AND OVERLAY, 4TH ST TO MN 244	6.68	$5.00 M

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. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
0%	0.00%	0%	0%	100%	0%	0%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
0%	92.90%	0%	0%	0%	4%	4%	0%	0%
82%	0.00%	12%	3%	0%	2%	1%	0%	0%
2020								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

Metro District Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
29	US 212	MEDIUM MILL AND OVERLAY, MN 5 TO CSAH 34	3.60	$4.87 M
30	I 494	CONCRETE PAVEMENT REPAIR AND MEDIUM MILL AND OVERLAY FROM HARDMAN AVE TO MN RIVER	8.82	$22.00 M
31	I 494	Rehab (Joints) Brs 19823, 19824, 19878, 19897, 19898, 19900, 19899		$7.00 M
32	I 35E	Replace Br 9534 35E over Shepard Road		$2.00 M
33	I 35W	REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 1 OF 3)	0.00	$30.00 M
2021				
34	MN 5	MEDIUM MILL AND OVERLAY, US 52 TO MN 120	5.44	$4.00 M
35	MN 13	Raise Brs 9780, 9779 (may be part of I35W over MN River Replacement Project)		$3.00 M
36	MN 25	RECONSTRUCT/OVERLAY, TH 169 TO MN RIVER (BRIDGE 72012)	1.51	$3.00 M
37	MN 41	MEDIUM MILL AND OVERLAY, HUNDERTDMARK RD TO TH 5	3.16	$2.50 M
38	MN 55	Redeck/Overlay Br 19819 TH 55 over I35E, Br 19827 TH 55 over I494		$8.00 M
39	MN 65	REPAIR BRIDGES #9263, #9264 CSAH 10 OVER MN 65	0.01	$2.60 M
40	MN 65	WHITETOPPING, 153RD AVE TO 217TH AVE	8.17	$15.90 M
41	MN 77	REPLACE BRIDGE #9195, E 66TH STREET OVER MN 77	0.00	$2.90 M
42	I 94	REDECK/REPAIR BRIDGE #27796 OVER I-94	0.00	$3.00 M
43	MN 95	MEDIUM MILL AND OVERLAY, I-94 TO SOUTH OF TH 36	5.72	$3.75 M
44	US 169	REDECK/REPAIR BRIDGES #27550, #27523 OVER US 169	2.48	$2.50 M
45	US 169	CONCRETE PAVEMENT REPAIR AND MEDIUM MILL AND OVERLAY FROM 101ST AVE TO US 10	4.82	$9.12 M
46	MN 284	MEDIUM MILL AND OVERLAY, TH 212 TO SIERRA PARKWAY	4.40	$2.75 M
47	MN 610	Redeck Br 27239 TH 610 WB over Mississippi River		$4.00 M
48	I 35W	REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 2 OF 3)	0.00	$50.00 M
49	I 35W	MAJOR CONCRETE PAVEMENT REPAIR AND DIAMOND GRIND, 4TH STREET TO NEW BRIGHTON AVE	1.72	$5.32 M
50	I 35W	THICK OVERLAY, NEW BRIGHTON AVE TO MN 36	1.69	$9.28 M
51	I 35W	MED/THICK MILL AND OVERLAY, I-694 TO NORTH OF COUNTY RD J	4.36	$9.77 M
52	I 35W	I-35W NORTH MANAGED LANE, MN 36 TO US 10 (YEAR 1 OF 2)	9.43	$50.00 M
2022				
53	MN 5	MEDIUM MILL AND OVERLAY, JCT 120/CENTURY AVE TO EAST OF JAMACA	3.06	$4.25 M
54	MN 5	UNBONDED OVERLAY. EAST OF JAMACA TO CSAH 15	3.20	$6.75 M
55	MN 13	MEDIUM MILL AND OVERLAY, TH 19 TO MN 282	9.89	$6.50 M
56	US 52	MEDIUM MILL AND OVERLAY, NORTH OF COUNTY ROAD 86 TO CSAH 42	14.91	$10.84 M
57	MN 55	REHABILITATE RAILING ON BRIDGE 4190, MENDOTA BRIDGE	0.00	$3.10 M
58	I 94	MAJOR CONCRETE PAVEMENT REPAIR AND DIAMOND GRIND, WESTERN AVE TO MOUNDS BLVD	2.74	$6.07 M

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. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
2021								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
2022								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

Metro District Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
59	I 94	THICK OVERLAY FROM MN 120 TO WISCONSIN BORDER, both directions	10.54	$34.55 M
60	US 169	REPLACE BRIDGE 27568 OVER NINE MILE CREEK, AND REPAIR SEVEN OTHER CORRIDOR BRIDGES	0.00	$23.80 M
61	MN 244	MEDIUM MILL AND OVERLAY, JCT TH 120/TH 244 TO MN 96	4.71	$3.00 M
62	I 394	PAINT BRIDGES IN CORRIDOR FROM US 100 TO I94	0.46	$8.00 M
63	I 394	Paint and Joints Brs 27752, 27789, 27788		$9.30 M
64	I 35W	REPLACE BRIDGE #5983 OVER MINNESOTA RIVER (YEAR 3 OF 3)	0.00	$20.00 M
65	I 35W	I-35W NORTH MANAGED LANE, MN 36 TO US 10 (YEAR 2 OF 2)	9.43	$50.00 M
2023 - Investments Identified by Category Only				
		NHS BRIDGE SETASIDE		$25.80 M
		HSIP SETASIDE		$3.70 M
		OTHER INFRASTRUCTURE SETASIDE		$12.00 M
		RIGHT OF WAY SETASIDE		$12.00 M
		SUPPLEMENTAL AGREEMENTS SETASIDE		$10.00 M
		TRAVELER SAFETY SETASIDE		$9.30 M
		CONSULTANT AGREEMENTS SETASIDE		$8.00 M
		NON-NHS MOBILITY SETASIDE		$3.00 M
		MUNICIPAL AGREEMENTS SETASIDE		$3.00 M
		NOISE WALLS SETASIDE		$2.00 M
		PEDESTRIAN/ADA SETASIDE		$2.00 M
		BICYCLE INFRASTRUCTURE SETASIDE		$1.50 M
		LANDSCAPING SETASIDE		$1.00 M
		BARC SETASIDE		$5.00 M
		PREVENTIVE MAINTENANCE SETASIDE		$5.00 M
		METRO RELIABILITY SETASIDE		$50.00 M
		CMSP/SAFETY CAPACITY SETASIDE		$11.00 M
		NON-NHS BRIDGE SETASIDE		$25.11 M
		NON-NHS PAVEMENTS SETASIDE		$18.01 M
		NHS PAVEMENTS SETASIDE		$83.50 M
2024 - Investments Identified by Category Only				
		HSIP SETASIDE		$3.70 M
		SUPPLEMENTAL AGREEMENTS SETASIDE		$10.00 M
		CONSULTANT AGREEMENTS SETASIDE		$8.00 M
		RIGHT OF WAY SETASIDE		$2.00 M

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. Projects are listed only if anticipated construction costs exceed $2 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
2023 - Investments Identified by Category Only								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	100%	0%	0%
0%	0%	0%	0%	0%	100%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
10%	45%	45%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	0%	0%	0%	100%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2024 - Investments Identified by Category Only								
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%

Metro District Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
		PEDESTRIAN/ADA SETASIDE		$2.00 M
		TRAVELER SAFETY SETASIDE		$2.00 M
		BICYCLE INFRASTRUCTURE SETASIDE		$1.50 M
		MUNICIPAL AGREEMENTS SETASIDE		$3.00 M
		BARC SETASIDE		$5.00 M
		PREVENTIVE MAINTENANCE SETASIDE		$5.00 M
		NHS BRIDGE SETASIDE		$37.00 M
		NON-NHS BRIDGE SETASIDE		$15.11 M
		NHS PAVEMENT SETASIDE		$144.50 M
		NON-NHS PAVEMENTS SETASIDE		$61.37 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	Twin Cities Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	0%	0%	0%	0%	100%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	100%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
10%	45%	45%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 6
10-Year Capital Highway Work Plan

(2015-2024)

MARCH 2015

Prepared by
Office of Transportation System Management

DISTRICT 6 10-YEAR WORK PLAN

District 6's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

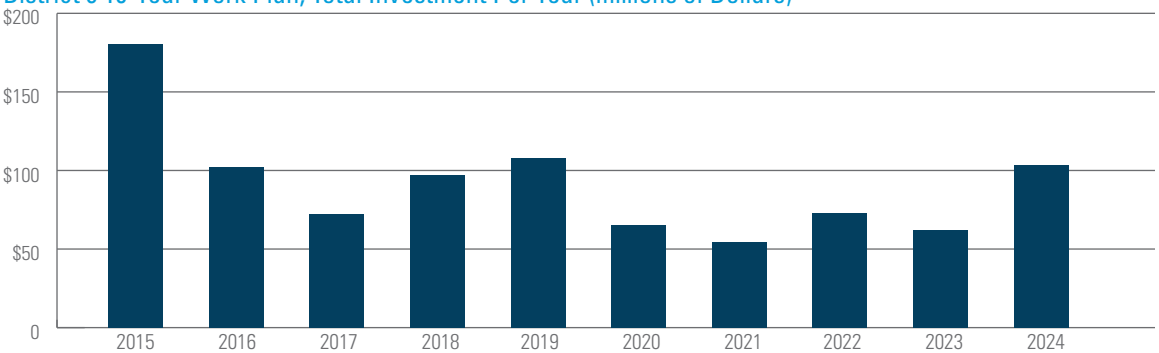
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (6-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (6-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (6-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (6-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (6-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (6-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year capital Highway Work Plan until the next MnSHIP is due in January 2017.

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

District 6 10-Year Work Plan, Total Investment Per Year (millions of Dollars)



District 6 shares the southeast portion of Minnesota with District 7 (see map inset below). It has three regional offices located in Rochester, Owatonna, and Winona, which are also regional trade centers. District 6 offices are staffed by 376 full-time employees. Major industries in the district include Health Care & Social Assistance, Manufacturing, and Retail Trade. There are 21 truck stations located in District 6, three of which are at regional offices. The district has 848 bridges that are ten feet or greater in length. It also has 433 miles of rail.

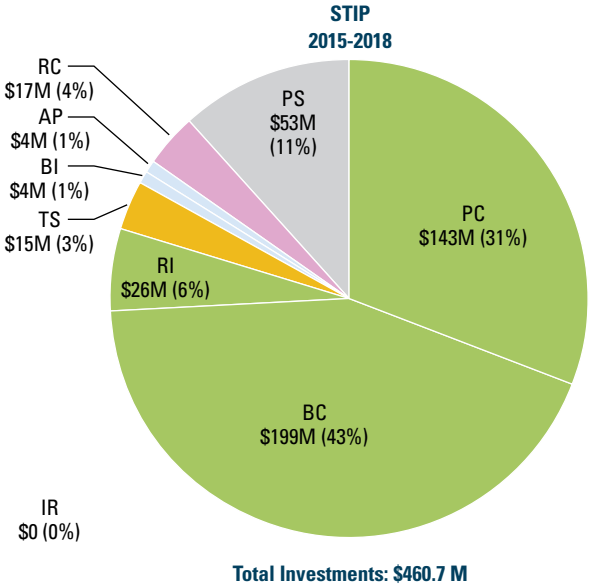
Counties*	Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha and Winona
Centerline Miles	1,423
Lane Miles	3,687
Population 2011	496,254
Annual VMT**	3,560,601,354
VMT/Capita	7,175

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

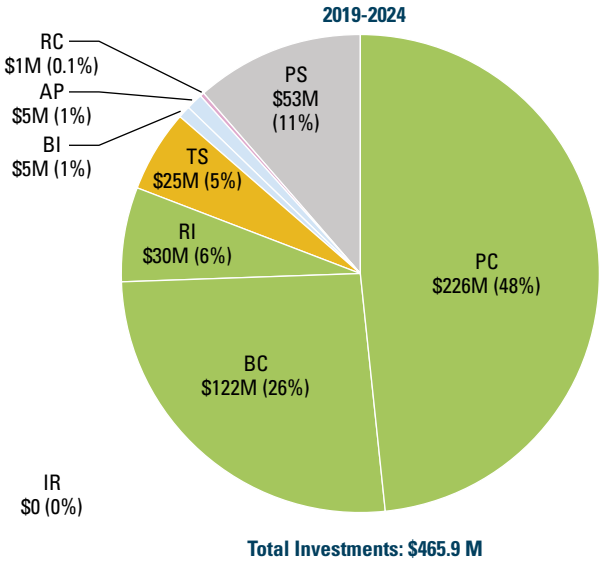
District 6 Boundaries

- Interstate (206 miles)
- National Highway System - Non-Interstate (608 miles)
- Non-National Highway System - (609 miles)

Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Total Investments: $460.7 M



Total Investments: $465.9 M

Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility
	BC	Bridge Condition		BI	Bicycle Infrastructure
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure
	TS	Traveler Safety			
	RC	Regional + Community Investment Priorities			
	PS	Project Support			

Program Highlights

The primary emphasis in the district program over the next 10 years is preservation of system assets with the goal of meeting investment category targets set out in MnSHIP. The investment approach is similar to previous years with investments addressing pavements as well as high-priority improvements across other investment categories.

Notable Changes from Previous Work Plan

Funding from statewide program (Corridors of Commerce) has allowed the district to advance a short segment of US Highway 14 expansion between Owatonna and Claremont.

A roundabout project has been developed in reaction to concerns of intersection safety at US 14 and MN 42 near Eyota.

Remaining Risks

High

- Inability to fund or participate in high profile projects without special funding programs (US 14 - Dodge Center to Owatonna) and past commitments (US 52 regrade from Chatfield to I-90).
- Urban Reconstruction - Emphasis on pavement performance leads to more rural miles vs. higher cost/mile of urban projects; district cannot fund due to cost of these projects.

Medium

- Bituminous unit pricing withing the district are higher than the statewide average. May not improve the expected number of miles given the investment level.
- Bituminous over Concrete Pavement - 556 miles (30% of district miles) has high maintenance costs.
- Funding level of Preventative Maintenance and BARC set asides - difficult to conduct maintenance of recent investments due to cost.
- Long-term needs may not be met as investment level is not at 100% of performance-based need.
- Reduced investment in stand-alone culvert projects - will not see gains on reducing the number of condition 3 & 4 pipes (currently ~2180 pipes). Reduced investment in signal replacements.

Low

- Improvements not identified in District Safety Plan or at sustained crash locations (i.e. left turn lanes, extend right turn lanes, offest right, etc.)

District 6 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	68	57	44	40	39	39
Bridge Preservation	Condition: NHS - % Poor	<2%	△ 2.3%	△ 2.5%	● 1.3%	△ 2.3%	△ 2.7%	△ 2.6%
	Condition: Non-NHS - % Poor	<8%	● 3.7%	● 2.8%	● 2.3%	● 1.5%	● 1.3%	● 1.1%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	⬢ 11.6%	⬢ 14.4%	⬢ 3.5%	△ 2.4%	● 1.4%	△ 3.0%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	⬢ 7.2%	⬢ 10.1%	△ 4.4%	⬢ 7.4%	⬢ 8.5%	⬢ 7.0%
	Ride Quality Poor - Non-NHS, % of miles	<6%	⬢ 17.7%	⬢ 23.1%	⬢ 18.4%	⬢ 18%	⬢ 13.5%	⬢ 11.0%
Mobility	Average travel speed I 90	> 55 MPH		●		●		
	Average travel speed I 35			●		●		
	Average travel speed US 52			●		●		
	Average travel speed US 14			●		●		

*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

District 6 Highway Investment Strategies

Asset Management

- Continue preventive maintenance strategies, such as seal coats, joint seals, microsurfacing and thin overlays to prolong pavement life.
- Continue to use BRIM to identify bridge improvements that minimize life-cycle costs, meet performance targets and address the highest-risks.
- Continue to coordinate roadside infrastructure investments (culverts, guardrail, signing) with other preservation projects to minimize disruption to travelers.

Traveler Safety

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

Critical Connections

- Continue District Municipal Agreements program to strategically improve the bicycle network by partnering with local units of government
- Continue implementing bicycle accommodations as part of pavement and bridge projects.
- Continue addressing identified ADA needs in communities through stand-alone and preservation projects

Regional and Community Investment Priorities

- Continue District Municipal Agreements program to partner with local units of government on urban street reconstruction projects
- Work with local partners to identify and develop projects that compete for funding from statewide programs (TED, CIMS)
- Manage expectations of corridor groups

Project Support

- Provide for and anticipate funding needs for supplemental agreements, cost overruns, right of way costs and consultant needs.

District 6 Projected Performance

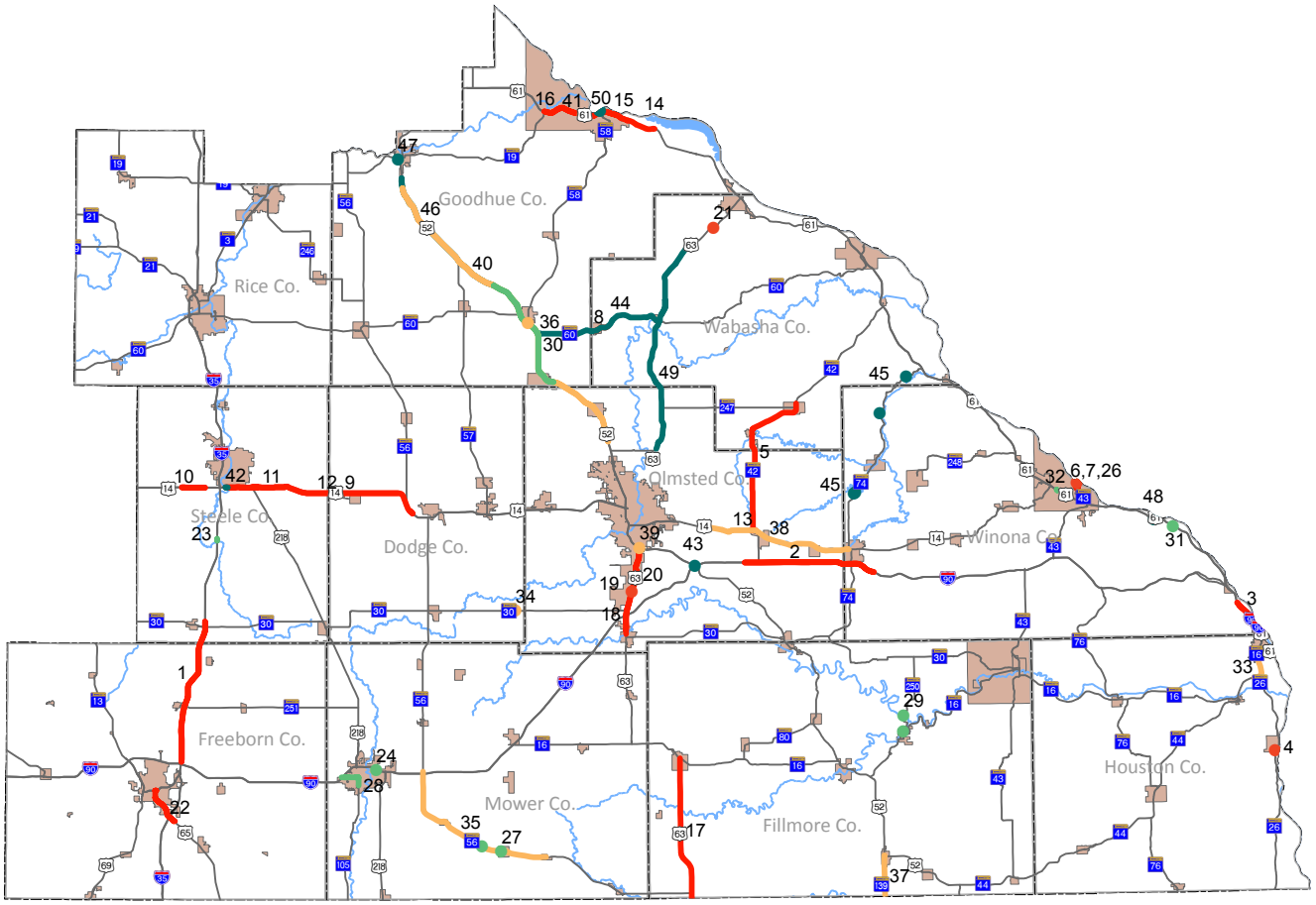
Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	39	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	△ 2.6%	△ 2.33%	N/A	The bridge conditions on both the NHS and non-NHS are expected to remain the same through the end of the STIP.
	Condition: Non-NHS - % Poor	<8%	● 1.1%	● 0.9%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 3.0%	● 0.2%	△ 3.5%	The projections show that no highway system will be significantly below target in 2022. In particular, the Non-Interstate and Non-NHS are expected to improve substantially through 2022.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	⬢ 7.0%	△ 6.3%	● 3.8%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	⬢ 11.0%	△ 8.7%	△ 7.8%	
Mobility	Average travel speed I-90	> 55 MPH		●		The average travel speed remains on target and constant between 2013 and 2018.
	Average travel speed US 14			●		

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

DISTRICT 6 PROJECTS

STIP Project Map 2015-2018



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. Only projects with a construction cost over $1M are shown. 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

- 2015
- 2016
- 2017
- 2018

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 6 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 35	I35 SB S CSAH23 TO N MN30, UNBONDED CONCRETE OVERLAY (AC PROJECT, PAYBACK IN 2016)	13.66	$17.70 M
2	I 90	I90, WB LANES FROM W OF TH42 TO E OF TH74, UNBONDED CONCRETE OVERLAY, CULVERT WORK, LIGHTING , RWIS AND BR 85817	12.24	$13.82 M
3	I 90	I90 FROM INTERCHANGE 273A TO W OF I 90/61/14 INTERCHANGE, BITUMINOUS OVERLAY, GRADING AND ADA FOR BIKE TRAIL	2.08	$1.20 M
4	MN 26	MN26, NEAR BROWNSVILLE, REPLACE BR 5720 WITH BR 28007	0	$1.25 M
5	MN 42	MN42 FROM US14 TO N OF MN247, MILL AND OVERLAY	14.77	$5.83 M
6	MN 43	WORK PACKAGE 4 REMAINDER OF BR 85851 AND ROADWAY APPROACHES FOR BRS 85851 AND 5900 IN WINONA (AC PROJECT, AC PAYBACK IN 2016)	1.08	$50.03 M
7	MN 43	BR 85851 EARLY FOUNDATIONS FOR RIVER PIERS AND N ABUTMENT AND BRIDGE 5900 SCOUR CONTERMEASURES	1.08	$16.00 M
8	MN 60	MN60 FROM CSAH1 TO CSAH7, GRADING, BITUMINOUS SURFACING, APPROACHES AND BRS 79012 AND 79013 (AC PROJECT, PAYBACK IN 2016)	0.29	$3.29 M
9	US 14	CORRIDORS OF COMMERCE PURCHASE RIGHT OF WAY FOR EXPANSION BETWEEN DODGE CENTER AND OWATONNA	16.1	$7.30 M
10	US 14	FROM OWATONNA TO I35 AND FROM I35 TO SIGNAL ON HOFFMAN ST, RECONSTRUCT, CONCRETE PAVEMENT REHAB AND SHOULDER REPLACEMENT (TURNBACK)	2.19	$2.75 M
11	US 14	CORRIDORS OF COMMERCE-TH218 TO CR180 IN STEELE COUNTY,2 LANE TO 4 LANE EXPANSION; GRADING, SURFACING, LIGHTING, SIGNING AND CULVERT IMPROVE	3.2	$12.01 M
12	US 14	US14 FROM I35 TO DODGE CENTER, MILL AND OVERLAY	16.21	$5.91 M
13	US 14	US14 FROM W OF MN42 TO E OF MN42, GRADING, SURFACING, ROUNDABOUT, ADA WORK AND LIGHTING	0.6	$3.05 M
14	US 61	US61 AT SEVASTOPOL RD AND WACOUTA RD-S OF RED WING, ADD LEFT TURN LANES AND REMOVE ACCESSES	0.95	$1.19 M
15	US 61	US61 IN RED WING FROM POTTER ST TO OLD W MAIN ST, MILL AND OVERLAY, MEDIAN CONSTRUCTION AND PED SAFETY IMPROVEMENT-MUNICIPAL AGREEMENT	0.8	$7.05 M
16	US 61	US61 FROM READY MIX ENTRANCE IN RED WING TO POTTER ST AND FROM OLD W MAIN ST TO MN19, MILL AND OVERLAY	7.5	$4.40 M
17	US 63	US63 FROM IOWA/MN STATE LINE TO MN 16, CONCRETE PAVEMENT REHAB, CONCRETE PLANING AND SHOULDER REPLACE	13.5	$2.82 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
85%	0%	12%	3%	0%	0%	0%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	100%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
86%	0%	10%	3%	0%	0%	1%	0%	0%
0%	99%	0%	0%	0%	1%	1%	0%	0%
0%	99%	0%	0%	0%	1%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	0%	0%	51%	0%	0%	0%	49%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
79%	0%	12%	3%	0%	2%	4%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%

District 6 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
18	US 63	US63 FROM ROOT RIVER BR (STEWARTVILLE) TO N OF N JCT MN30, CONCRETE PAVEMENT REHAB, PLANING AND SHOULDER REPLACE	2.28	$1.15 M
19	US 63	TH63 CSAH16 AND US63 INTERCHANGE RECONSTRUCT (BR 9407) AND AIRPORT ACCESS IMPROVEMENT PROJECT	0	$11.52 M
20	US 63	US63 FROM N OF JCT MN 30 TO 28TH ST SE (ROCHESTER), MILL AND OVERLAY	6.34	$4.77 M
21	US 63	US63 OVER MILLER CREEK, REPLACE BR 9166 WITH BR 79021 AND BR 9167 WITH BR 79026	0	$2.45 M
22	US 65	US65 S OF I35 TO NEWTON AVE, MILL AND OVERLAY AND FILL, WALK REPLACE AND ADA WORK; TH13 E OF EUCLID AVE TO US65, OVERLAY, WALK REPLACE AND ADA WORK	3.59	$4.30 M
2016				
23	I 35	I35, STRAIGHT RIVER REST AREA REPLACEMENT	0	$4.50 M
24	I 90	I90 UNDER 11TH DR NE, AUSTIN, REPLACE OR REHAB BR 9177 (NEW BRIDGE 50808) - HISTORIC BRIDGE STUDY	0	$1.47 M
25	I 90	DRESBACH BRIDGE (CHAP 152) - 2014 COSTS FOR CONSTRUCTION OVERSIGHT	0	$1.59 M
26	MN 43	COMPLETE ROADWAY APPROACHES-BRS 85851 AND 5900, REHAB AND RECONSTRUCT BR 5900 AND COMPLETE BR 85851(AC PROJECT, AC PAYBACK 2017, LATER YEARS)	1.08	$55.00 M
27	MN 56	MN56 OVER STREAM, REPLACE BR 6470 AND OVER LITTLE CEDAR RIVER, REPLACE BR 6469	0	$1.20 M
28	MN 105	MN105 FROM N END BR 5971 TO JCT W RAMPS I90, MILL AND OVERLAY	2.37	$1.10 M
29	MN 250	MN250, S BRANCH ROOT RIVER, REPLACE BR 6975 AND OVER N BRANCH ROOT RIVER REPLACE BR 6977	0	$6.74 M
30	US 52	US52 SB S CSAH11 TO 100' S MAIN ST-RAMP (PINE ISLAND) AND S JCT MN 60 (S OF ZUMBROTA) TO N CSAH 7, MILL AND OVERLAY	7.76	$2.50 M
31	US 61	US61 SB OVER TROUT CREEK, REPLACE BR 9065	0	$1.00 M
32	US 61	US61 GILMORE AVENUE, WINONA, RECONSTRUCT INTERSECTION AND INSTALL NEW SIGNAL	0.08	$2.00 M
2017				
33	MN 16	MN16 FROM W OF MN26 TO S OF US61 - MILL AND OVERLAY	3.03	$1.13 M
34	MN 30	MN30, OVER STREAM, OSLO, REPLACE BR 6746	0	$1.00 M
35	MN 56	MN56 FROM MAPLE ST IN TAOPI TO CSAH46, MILL AND OVERLAY	16.41	$5.83 M
36	MN 58	MN58 OVER TH 52 IN ZUMBROTA, REPLACE BR 9661	0	$4.00 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	50%	0%	0%	0%	0%	0%	50%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
68%	0%	6%	3%	0%	0%	23%	0%	0%
2016								
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	99%	0%	0%	0%	1%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	13%	88%	0%	0%	0%	0%	0%
2017								
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	7%	3%	0%	0%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

District 6 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

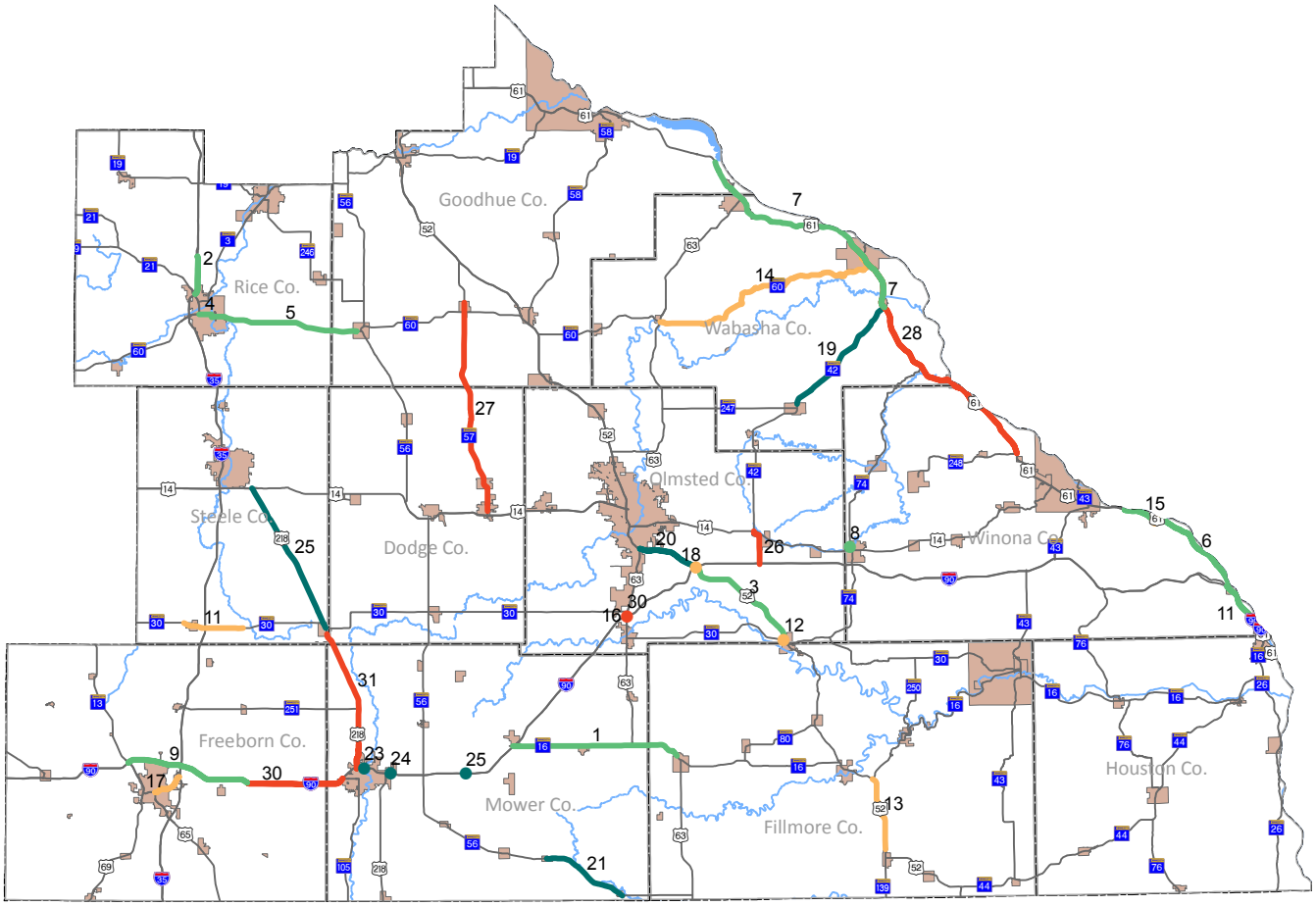
Number	Route	Description	Length (mi)	Total Construction Cost
37	MN 139	MN139, IA/MN SL TO US 52 (HARMONY), MILL AND OVERLAY	3.91	$1.45 M
38	US 14	US14 FROM E OF CSAH19 TO W JCT MN74, MILL AND OVERLAY	14.17	$5.70 M
39	US 52	US52 OVER US63, REPLACE DECKS NB BR 55009 AND SB BR 55010	0	$4.24 M
40	US 52	US52 NB ROCHESTER TO CANNON FALLS WITH EXCEPTIONS FROM R.P. 64.398 TO 66.632 AND R.P. 79.360 TO 82.206, OVERLAY	27.4	$10.40 M
41	US 61	US61 OVER HAY CREEK AND WITHERS HARBOR DR, REPLACE BR 6483 AND OVER CN RR, PLUG BR 6482-IN RED WING	0.17	$7.50 M
2018				
42	US 14	US 14 OVER UP RAIL REHAB BRIDGES 74001 AND 74002 AND OVER STRAIGHT RIVER REHAB BRIDGES 74003 AND 74004	0	$1.54 M
43	I 90	I90 EB OVER US52, BR 55810 AND WB OVER US52, BR 55809, REHAB	0	$1.13 M
44	MN 60	MN60 FROM US52 TO US63, MILL AND OVERLAY	12.35	$5.20 M
45	MN 74	MN74 OVER BEAVER CRK, REPLACE BR 85002, OVER STREAMS, REPLACE BRIDGES AND REHAB BRIDGES	0	$1.95 M
46	US 52	US52 SB N OF CSAH7 TO S OF MN 19, MILL AND OVERLAY	13.74	$5.68 M
47	US 52	US52 OVER LITTLE CANNON RIVER, REPLACE BR 9485 AND 9486	0	$4.90 M
48	US 61	US61 SB OVER CEDAR CREEK, REPLACE BR 9063	0	$1.88 M
49	US 63	US63 N OF CSAH14 TO CSAH78, MILL AND OVERLAY	21.30	$8.61 M
50	US 63	US63, RED WING, REHAB/REPLACE BR 9040 OVER MISS. RIVER AND CP RR AND APPROACH WORK AND REHAB/REPLACE BR 9103	0.26	$121.12 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
97%	0%	0%	3%	0%	0%	0%	0%	0%
87%	0%	10%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2018								
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
89%	0%	8%	3%	0%	0%	0%	0%	0%
0%	96%	0%	0%	0%	1%	1%	3%	0%

DISTRICT 6 PROJECTS

Project Map 2019-2024



Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 6 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 16	MN 16 FROM I 90 TO TRACY ROAD IN SPRING VALLEY, MEDIUM BITUMINOUS MILL AND OVERLAY	15.8	$6.63 M
2	I 35	I 35 SB LANES FROM 0.1 MI N MN 21 TO 0.1 MI N CSAH 9, MEDIUM BITUMINOUS OVERLAY	3.6	$1.46 M
3	US 52	US 52 FROM N LIMITS CHATFIELD TO 0.2 MI S I 90, MEDIUM BITUMINOUS MILL AND OVERLAY	11.2	$4.78 M
4	MN 60	MN 60, CITY OF FARIBAULT, URBAN SECTION BITUMINOUS OVERLAY, MN 21 TO 16TH AVE	2.7	$1.21 M
5	MN 60	MN 60 FROM 16TH AVE IN FARIBAULT TO HUSETH AVE IN KENYON, MEDIUM BITUMINOUS MILL AND OVERLAY	12.5	$5.95 M
6	US 61	US 61 FROM N I 90 TO CSAH 15 (HOMER), MEDIUM BITUMINOUS MILL AND OVERLAY	12.7	$13.49 M
7	US 61	US 61 FROM MN 42 TO 1 MI N LAKE CITY LIMITS, MEDIUM BITUMINOUS MILL AND OVERLAY	23.7	$11.83 M
8	MN 74	MN 74, REPLACE BRIDGE 5932 OVER SOUTH FK WHITEWATER RIVER - ST CHARLES	0.0	$1.03 M
9	I 90	I 90, WB LANES FROM MN 13 TO CSAH 46 (PETRAN), MEDIUM BITUMINOUS OVERLAY	11.6	$4.90 M
10	I 90	I 90 WB FROM NEAR US 61/DAKOTA TO 0.618 MI W OF WB ENT RAMP FROM US 61 NB AND EB FROM NEAR US 61/DAKOTA TO 0.1 MI W OF S LIMITS OF DAKOTA, MEDIUM BITUMINOUS MILL AND OVERLAY	4.2	$4.04 M
2020				
11	MN 30	MN 30 FROM W OF ELLENDALE TO E OF CSAH 45, MEDIUM BITUMINOUS MILL AND OVERLAY	5.6	$2.46 M
12	MN 30	MN 30, BRIDGES 9008 AND 9009 OVER STREAM, REPLACE BRIDGES	0.0	$2.81 M
13	US 52	US 52 FROM CSAH 22 TO MN 16, MEDIUM BITUMINOUS MILL AND OVERLAY	7.0	$3.08 M
14	MN 60	MN 60 FROM US 63 TO US 61, MEDIUM BITUMINOUS MILL AND OVERLAY	24.0	$10.50 M
15	US 61	US 61 NB OVER CEDAR CREEK, REPLACE BRIDGE 9062	0.0	$1.91 M
16	US 63	US 63, CONSTRUCT NEW NW LOOP AND RECONSTRUCT NW RAMP	0.0	$2.60 M
17	US 65	US 65 FROM MN 13 TO BR OVER RR, MEDIUM BITUMINOUS MILL AND OVERLAY	2.7	$2.34 M
18	I 90	I 90 EB OVER US 52, BRIDGE 55810 AND WB OVER US 52, BRIDGE 55809, REHAB BRIDGES	0.0	$4.00 M
2021				
19	MN 42	MN 42 FROM 0.35 MI N OF MN 247 TO US 61, MEDIUM BITUMINOUS MILL AND OVERLAY	12.5	$5.66 M
20	US 52	US 52 NB AND SB FROM 0.2 MI S OF I 90 TO US 63, BITUMINOUS OVERLAY		$6.53 M
21	MN 56	MN 56 FROM LEROY E. CITY LINE TO MAPLE ST. (TAOPI), MEDIUM BITUMINOUS MILL AND OVERLAY	8.4	$3.79 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
85%	0%	8%	3%	0%	2%	2%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
2020								
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2021								
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 6 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
22	I 90	I 90, CSAH 46 OVER I 90, REPLACE BRIDGE 9180	0.0	$2.93 M
23	I 90	I 90, 28TH STREET OVER I 90, REPLACE BRIDGE 9504	0.0	$2.52 M
24	I 90	I 90 OVER ROSE CREEK , REPLACE BOX CULVERTS 8963, 8964 AND 8965	0.0	$2.25 M
25	US 218	US 218 FROM S JCT MN 30 TO US 14, MEDIUM BITUMINOUS MILL AND OVERLAY	14.8	$6.68 M
2022				
26	MN 42	MN 42 FROM I 90 TO US 14, CONCRETE PAVEMENT REHABILITATION	3.379	$1.12 M
27	MN 57	MN 57 FROM CSAH 34 (KASSON) TO N OF CSAH 30 (WANAMINGO), MEDIUM BITUMINOUS MILL AND OVERLAY	20.2	$9.39 M
28	US 61	US 61, SB LANES FROM 0.1 MI N MN 248 TO 1.7 MI NW MN 60, MEDIUM BITUMINOUS MILL AND OVERLAY	26.9	$13.54 M
29	US 63	US 63, NB OVER I 90, REPLACE BRIDGE 9890	0.0	$3.37 M
30	I 90	EB FROM CSAH 46 (PETRAN) TO 0.4 MI E MN 105, UNBONDED CONCRETE OVERLAY	9.2	$14.67 M
31	US 218	US 218 FROM W JCT I 90 TO S JCT MN 30, MEDIUM BITUMINOUS MILL AND OVERLAY	15.6	$7.24 M
2023 - Investments Identified by Category Only				
		DISTRICTWIDE SETASIDES - PAVEMENT - 2023		$6.11 M
		DISTRICTWIDE SETASIDES - BARC - 2023		$1.70 M
		DISTRICTWIDE SETASIDE - ROADSIDE INFRASTRUCTURE - 2023		$3.64 M
		DISTRICTWIDE SETASIDES - BRIDGE REPAIR - 2023		$1.00 M
		DISTRICTWIDE SETASIDES - HSIP - 2023		$1.56 M
		DISTRICTWIDE SETASIDES - SAFETY PROJECTS - 2023		$2.15 M
		DISTRICTWIDE SETASIDES - MUNICIPAL AGREEMENTS - 2023		$1.50 M
		DISTRICTWIDE SETASIDES - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2023		$3.00 M
		DISTRICTWIDE SETASIDES - CONSULTANT AGREEMENTS - 2023		$2.50 M
		DISTRICTWIDE SETASIDES - R/W - 2023		$2.50 M
		NHS PAVEMENT SETASIDE		$6.10 M
		NHS BRIDGE SETASIDE		$13.64 M
		NON-NHS PAVEMENT SETASIDE		$13.68 M
		NON-NHS BRIDGE SETASIDE		$3.80 M
2024 - Investments Identified by Category Only				
		DISTRICTWIDE SETASIDES - PAVEMENT - 2024		$5.90 M
		DISTRICTWIDE SETASIDES - BARC - 2024		$1.70 M

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. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
2022								
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
2023 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
2024 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
97%	0%	0%	3%	0%	0%	0%	0%	0%

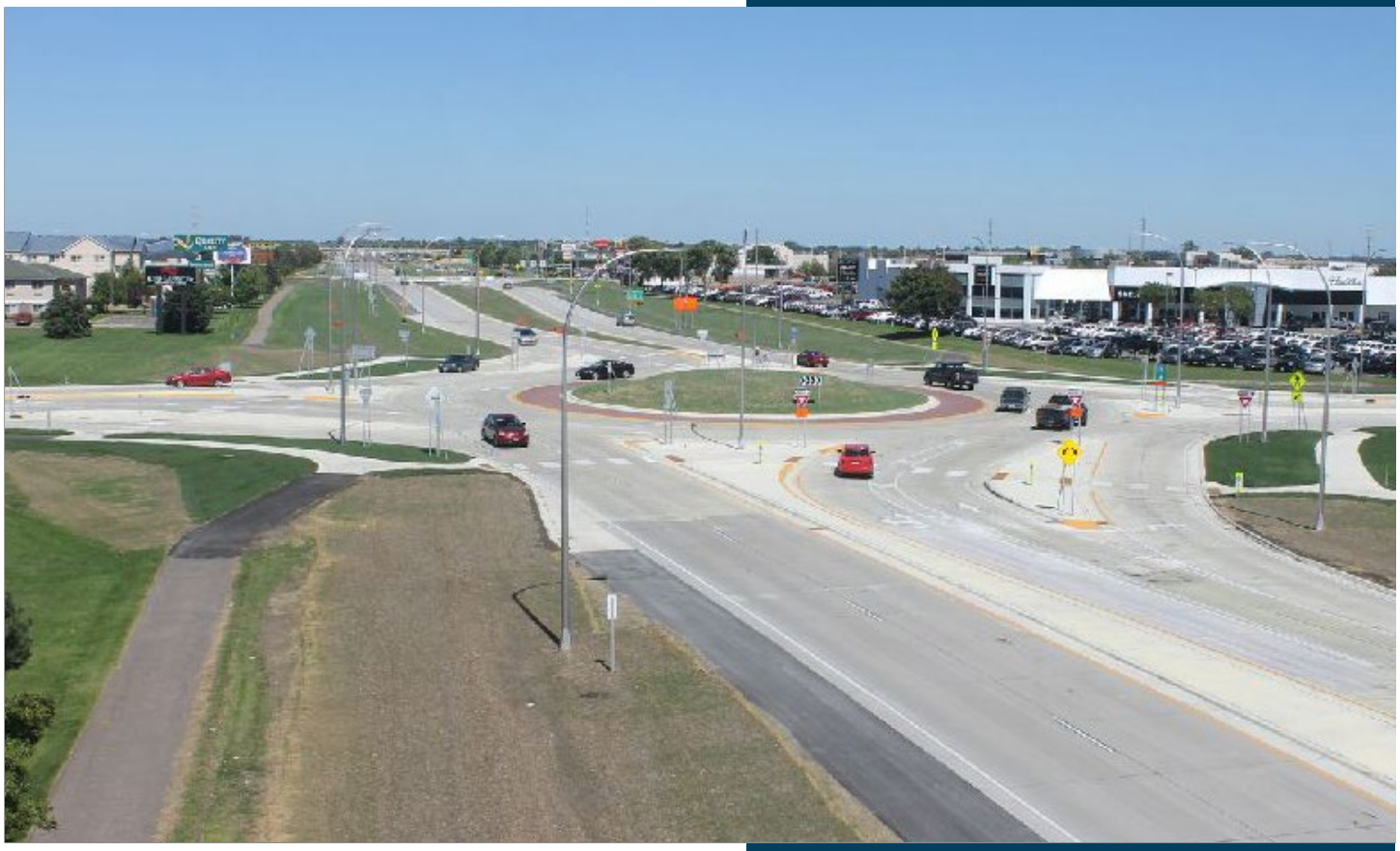
District 6 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
		DISTRICTWIDE SETASIDE - ROADSIDE INFRASTRUCTURE - 2024		$3.23 M
		DISTRICTWIDE BRIDGE REHAB AND REPAIR		$1.10 M
		DISTRICTWIDE SETASIDES - BRIDGE REPAIR - 2024		$1.00 M
		DISTRICTWIDE SETASIDES - HSIP - 2024		$1.40 M
		DISTRICTWIDE SETASIDES - MUNICIPAL AGREEMENTS - 2024		$2.00 M
		DISTRICTWIDE SETASIDES - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2024		$2.50 M
		DISTRICTWIDE SETASIDES - CONSULTANT AGREEMENTS - 2024		$2.50 M
		DISTRICTWIDE SETASIDES - R/W - 2024		$1.40 M
		NHS PAVEMENT SETASIDE		$24.30 M
		NON-NHS PAVEMENT SETASIDE		$13.16 M
		NHS BRIDGE SETASIDE		$29.47 M
		NON-NHS BRIDGE SETASIDE		$3.80 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	100%	0%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	0%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

District 7
10-Year Capital Highway Work Plan

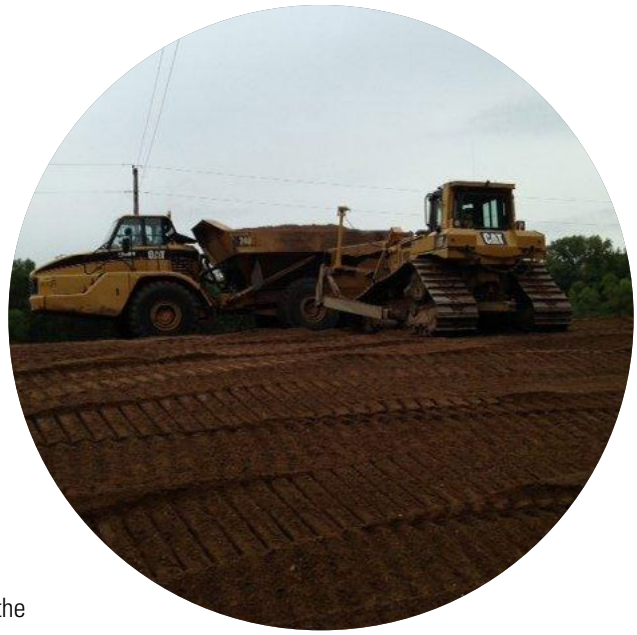
(2015-2024)



NOVEMBER 2014

Prepared by
Office of Transportation System Management

DISTRICT 7 10-YEAR WORK PLAN



District 7's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

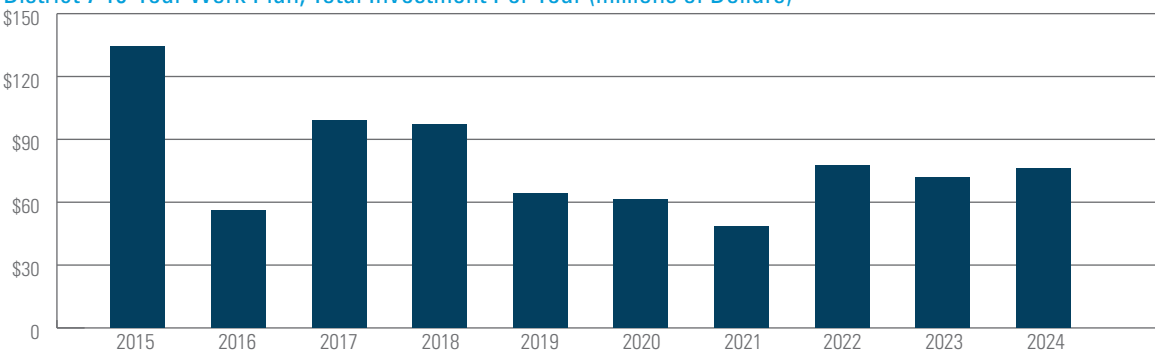
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (7-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (7-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (7-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (7-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (7-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (7-8)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 7 Transportation Planning Director, Lisa Bigham, at lisa.bigham@state.mn.us or 507-304-6195.

District 7 10-Year Work Plan, Total Investment Per Year (millions of Dollars)

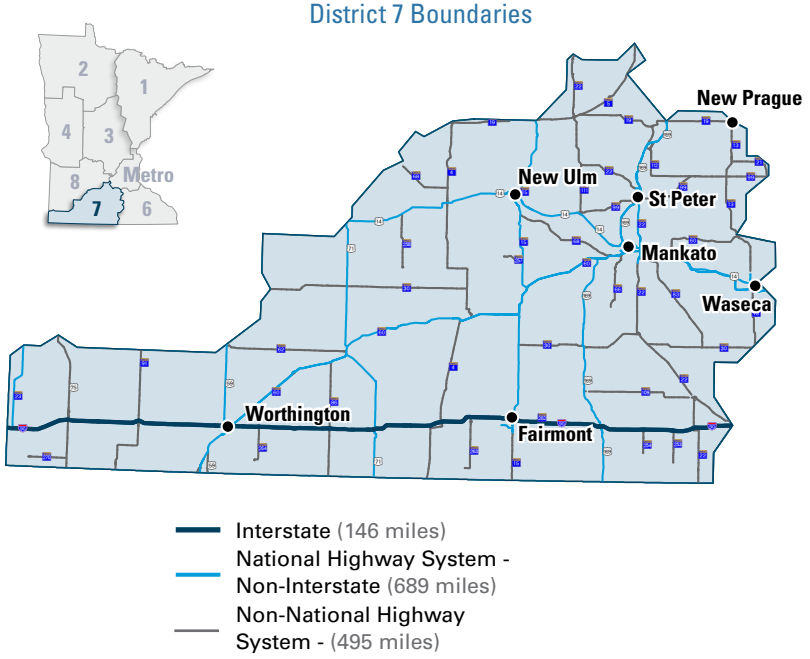


District 7 shares the southwest portion of Minnesota with District 8 (see map inset below). It has two regional offices located in Mankato, and Windom. Mankato is also a Metropolitan Planning Organization. District 7 offices are staffed by 291 full-time employees. Major industries in the district include agriculture, retail trade, and health care & social assistance. There are 20 truck stations located in District 7, two of which are at regional offices. The district has 484 bridges that are ten feet or greater in length. It also has 492 miles of rail.

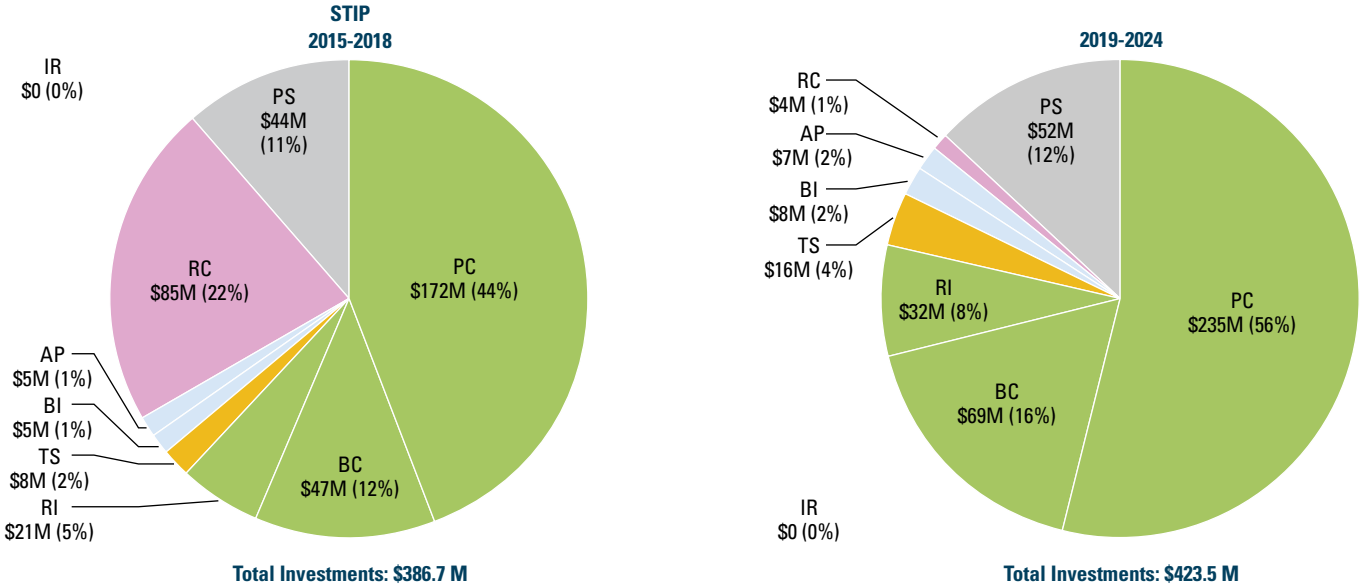
Counties*	Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan
Centerline Miles	1,330
Lane Miles	3,282
Population 2011	284,415
Annual VMT**	2,000,736,072
VMT/Capita	7,035

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

District 7 Boundaries



Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility	TS	Traveler Safety
	BC	Bridge Condition		BI	Bicycle Infrastructure	RC	Regional + Community Investment Priorities
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure	PS	Project Support

Program Highlights

The current 10-year work plan for District 7 places a large emphasis on pavement preservation; however, the district will also be completing two major four-lane expansion projects and a significant bridge replacement project. The first expansion project is a legislatively mandated two to four-lane expansion of MN 60 from Windom to St. James. The project is divided into three segments, the "east gap" (Butterfield to St. James), "middle gap" (Mountain Lake to Butterfield), and the "west gap" (Windom to Mountain Lake). Construction started with the east gap in 2013 and completion of the west and final gap is expected in 2018. The second four lane expansion project is along US 14 from North Mankato to Nicollet. This project will be discussed in more detail below.

The significant bridge project is on US 14 at the east edge of New Ulm. Two bridges, one over the Minnesota River and the other over Front St. and the Canadian Pacific Railroad are currently in the draft STIP for FY 18 construction with a total of $43M construction cost.

Notable Changes from Previous Work Plan

In FY 14 and FY 15, District 7 will receive $50M in additional allocated funding to invest in long-life pavement projects on Interstate 90. These funds were a result of cost savings on two major bridge projects in Minnesota (St. Croix River Crossing and Red Wing bridge project). The much needed investment in pavements on Interstate 90 will help District 7 move closer to the National Highway System performance measures relating to pavement condition and will provide a longer service life. Using the Corridors of Commerce program, the four-lane expansion project on US 14, from North Mankato to Nicollet, and a by-pass on the south side of Nicollet were accelerated and moved from 2014-2023 Work Plan to FY 15.

Overall, approximately 30% of the projects from last year's work plan are programmed in the current STIP (2015-2018), approximately 40% remain in this year's work plan, and the remaining 30% were considered for inclusion in the current work plan, but didn't make the "short list" of projects.

Remaining Risks

High

- To deliver the major expansion and bridge projects listed above, significant project support is needed; therefore, pavement preservation investment will likely decrease, resulting in less than optimum fixes and lower predicted condition ratings on the non-NHS.
- Urban Reconstruction, Traveler Safety, and non-NHS pavements continue to decline without repairs and deterioration rates accelerate so that the delayed cost to fix escalates to a much higher level fix.

Medium

- Not enough BARC to fund additional emergency projects due to environment/weather (e.g. erosion, flooding).
- Cooperative Agreement setaside - Very small dollar ammount for cooperative agreements hinders our ability to respond to local needs/opportunities as well as system needs.

District 7 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	36	34	47	38	37	42
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.9%	● 1.0%	● 0.3%	● 0.2%	● 0.2%	● 1.8%
	Condition: Non-NHS - % Poor	<8%	● 3.4%	● 3.4%	● 3.4%	● 3.4%	● 2.4%	● 1.3%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	● 0.6%	△ 3.1%	● 0%	● 0%	● 1.0%	△ 3.3%
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.8%	⬢ 7.2%	△ 4.8%	△ 5.4%	⬢ 7.0%	● 3.3%
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 3.0%	△ 6.7%	● 5.9%	⬢ 11.3%	⬢ 9.0%	△ 6.3%
Mobility	Average travel speed I 90	> 55 MPH		●		●		
	Average travel speed US 169			●		●		
	Average travel speed US 14			●		●		
	Average travel speed MN 60			●		●		
	Average travel speed MN 23			●		●		

*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

District 7 Highway Investment Strategies

Asset Management

- Urban Reconstruction – Will be difficult to program these with current funding levels and the high cost per mile that urban reconstruction projects render.
- Continue to assess pavement condition and evaluate options to respond to those highways that display the highest need that is cost efficient and will optimize pavement life.
- Continue preventive maintenance strategies, such as seal coats, joint seals, microsurfacing and mastics to prolong pavement life.
- Continue to coordinate roadside infrastructure investments (culvers, guardrail, signing) with other preservation projects.
- Pursue turnbacks of Non-NHS roadways by working closely with local jurisdictions and optimizing funding sources.

Traveler Safety

- Implement strategies identified from District Highway Safety Plan that would be eligible for funding from the HSIP program.
- Maintain the flexibility to react to changing conditions.
- Coordinate safety investments with other preservation projects and local jurisdictions to leverage funding and serve multiple purposes.

Critical Connections

- Continue implementing bicycle accommodations in priority areas and routes as part of pavement and bridge projects.
- Continue addressing ADA needs in communities through stand-alone and preservation projects.
- Coordinate bicycle and pedestrian improvements with local planning efforts such as State Health Improvement Program, Active Living and Safe Routes to School.

Regional and Community Investment Priorities & Project Support

- Work with local partners to identify and develop projects that compete for funding from statewide programs (TED, CIMS) or other opportunities that arise.
- Complete both MN 60 and US 14 expansion projects mentioned under "Program Highlights."
- Anticipate and provide funding for supplemental agreements, cost overruns, incentives, right of way costs and consultants.

District 7 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	42	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 1.8%	△ 3.07%	N/A	The bridge condition target for the non-NHS is expected to be met. NHS bridge condition is projected to decline and fall below target in 2018.
	Condition: Non-NHS - % Poor	<8%	● 1.3%	● 0%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	△ 3.3%	△ 2.3%	● 1.4%	By 2022, condition on the Non-Interstate and Non-NHS will worsen dramatically. Condition on the Interstate is expected to improve due to significant investment on I-90 in the Work Plan.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.3%	⬢ 7.9%	△ 6.7%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	△ 6.3%	⬢ 24.8%	⬢ 21.4%	
Mobility	Average travel speed I 90	> 55 MPH		●		The average travel speed in the district will remain above target for the coming 10 years.
	Average travel speed US 169			●		
	Average travel speed US 14			●		
	Average travel speed MN 60			●		
	Average travel speed MN 23			●		

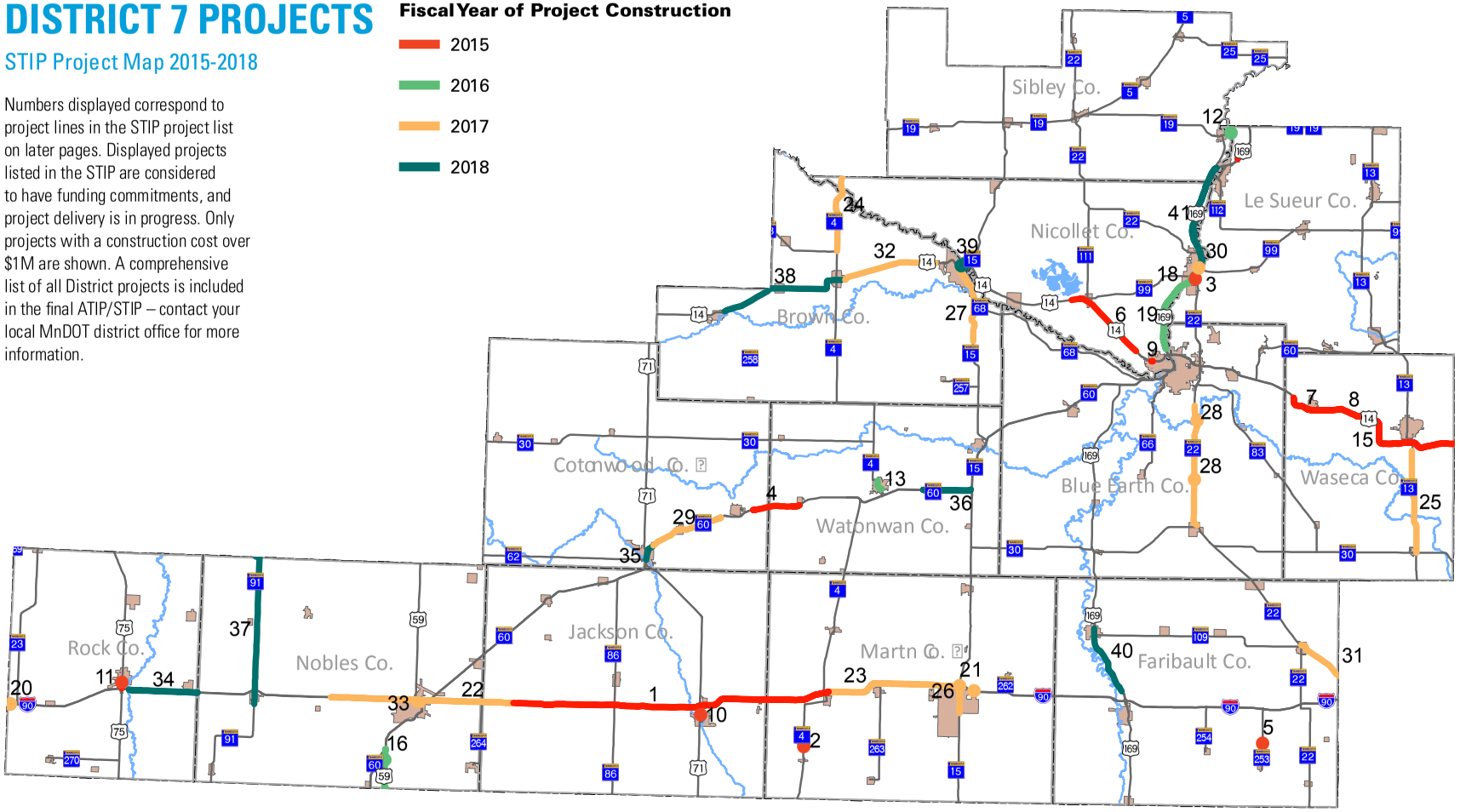
*Data for NHS/nonNHS are actually Arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below

DISTRICT 7 PROJECTS

STIP Project Map 2015-2018

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. Only projects with a construction cost over $1M are shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 7 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	I 90	I90 DESIGN BUILD EB LANES FROM E OF TH86 TO E OF TH4 AND WB LANES FROM CSAH5 TO E OF TH4, MILL AND OVERLAY, DRAINAGE REPAIRS, LIGHTING AND ADA	33.2	$36.30 M
2	MN 4	MN4 N OF IOWA STATE LINE, OVER STREAM AND EAST FORK DES MOINES RIVER, REPLACE BR 887 AND REPLACE BR 6649	0	$1.50 M
3	MN 22	MN22 NEAR ST PETER WEST OF BR 40002, RAISE ROAD ELEVATION AND CONSTRUCT NEW BR 40005	0.4	$2.50 M
4	MN 60	FROM E OF MOUNTAIN LAKE TO W OF BUTTERFIELD, RECONSTRUCT FROM 2LN TO 4LN, ALTERNATE BID, (AC PROJECT, PAYBACK IN 2016 AND 2017)	4.9	$14.50 M
5	MN 253	MN253, N OF BRICELYN, OVER EAST FORK BLUE EARTH RIVER, REPLACE BR 6876 WITH BR 22X07	0	$1.00 M
6	US 14	CORRIDORS OF COMMERCE US14, FROM NICOLLET TO NORTH MANKATO, CONSTRUCT 4-LANE RD AND BYPASS NICOLLET	9.1	$40.00 M
7	US 14	US14 IN JANESVILLE, RECONSTRUCT (LOCALLY LED)	1	$5.75 M
8	US 14	FROM CO RD 60 TO JANESVILLE, JANESVILLE TO WASECA AND WASECA TO OWATONNA, UNBONDED CONCRETE OVERLAY (LOCALLY LED)	20.9	$10.50 M
9	US 14	US 14, LOOKOUT DRIVE AT TH 14, BRIDGE AND RAMP WORK	0.1	$1.50 M
10	US 71	US71 S OF SPRINGFIELD PKWY TO S OF INDUSTRIAL PKWY IN JACKSON, RECONSTRUCT, M/O, HAWK SIGNAL, PED/BIKE TRAIL, REPLACE BR 6741	0.7	$5.50 M
11	US 75	US75 FROM S OF KOEHN AVE TO N OF 131ST ST IN LUVERNE, REPLACE BR 6245 WITH NEW BR 67X03, MILL AND OVERLAY AND ADA	0.6	$2.00 M
12	US 169	US169 JCT WITH CSAH28, N OF LE SUEUR, ACCESS IMPROVEMENTS	0.2	$3.72 M
2016				
13	MN 4	MN4 FROM S OF 10TH AVE S TO 11TH AVE N IN ST JAMES, RECONSTRUCT ROADWAY AND ADA	1.3	$5.30 M
14	MN 19	MN19 OVER UPRR, EAST OF SIBLEY COUNTY LINE, REPLACE BR 5369 WITH BR 40009	0	$4.85 M
15	US 14	US14, FROM THE W LIMITS OF WASECA TO THE E LIMITS OF WASECA, RECONSTRUCT (LOCALLY LED)	2.6	$17.25 M
16	US 59	US59 FROM IOWA STATE LINE TO TH60, MILL AND OVERLAY, REPLACE BR 8530 AND REPLACE CULVERTS 395261 AND 395394	4.3	$3.70 M
17	US 71	US71, AT INDUSTRIAL PKWY AND TH71, CONSTRUCT ROUNDABOUT	0.5	$2.64 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
95%	0%	1%	1%	0%	0%	1%	0%	2%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%
10%	80%	0%	0%	0%	0%	10%	0%	0%
67%	0%	0%	0%	0%	3%	3%	28%	0%
60%	30%	0%	0%	0%	5%	5%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
2016								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	5%	5%	90%	0%

District 7 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

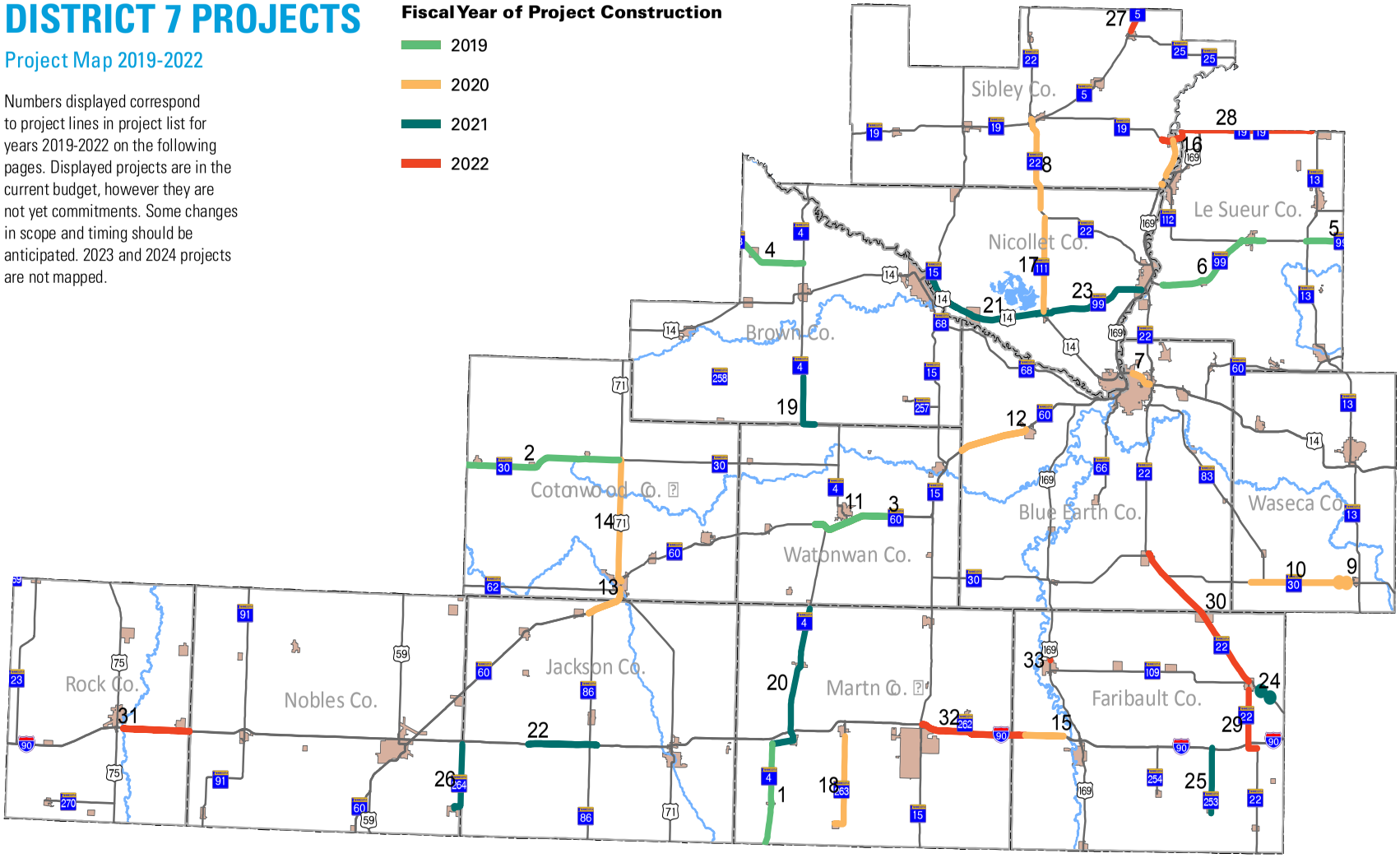
Number	Route	Description	Length (mi)	Total Construction Cost
18	US 169	US169, FROM TH 14 TO ST PETER, GRADE, SURFACE AND MEDIAN WORK	8.8	$14.00 M
19	US 169	US169 FROM TH14 TO ST PETER, MILL AND CONCRETE OVERLAY	8.7	$11.30 M
		2017		
20	I 90	I90 E OF SOUTH DAKOTA SL REHAB BRIDGES	0	$4.90 M
21	I 90	I90 E OF FAIRMONT, BR 46821, 46822 AND AT THE JCT OF TH15, BR 46833, 46834, REHAB	0	$2.19 M
22	I 90	I90, RUSHMORE TO WORTHINGTON WB LANES, AND FROM WORTHINGTON TO E OF TH 264 EB LANES, MILL AND OVERLAY	19.9	$11.70 M
23	I 90	I90 SHERBURN TO FAIRMONT WB LANES, MILL AND OVERLAY	14.3	$7.40 M
24	MN 4	MN 4, FROM JCT TH 68 TO THE NICOLLET/RENVILLE COUNTY LINE, M/O	8.3	$3.57 M
25	MN 13	MN13 S OF WASECA TO TH30 IN NEW RICHLAND, MILL AND OVERLAY, REHAB BR 81001 AND 81002 AND GUARDRAIL REPLACEMENT	10.9	$6.55 M
26	MN 15	MN15 FROM JOHNSON ST TO S OF GOEMANN RD IN FAIRMONT, M/O AND ADA	3.1	$6.10 M
27	MN 15	MN 15, FROM S OF TWP RD 46 TO TH 14/TH 15 (7TH NORTH SIGNAL) IN NEW ULM, MILL AND OVERLAY	8.5	$7.18 M
28	MN 22	MN 22, FROM N OF TH 30 TO N OF JCT CR 90, REPLACE BR 5959 AND 6497 AND UNBONDED OVERLAY (AC PAYBACK IN 2018)	12.8	$23.14 M
29	MN 60	MN 60, FROM WINDOM TO W OF MOUNTAIN LAKE, RECONSTRUCT FROM 2 LANE TO 4 LANE DIVIDED HWY (AC PAYBACKS IN 2018, 2019)	7.8	$27.10 M
30	MN 99	RECONDITION INPLACE BR 4930 OVER THE MN RIVER IN ST. PETER	0.1	$4.90 M
31	MN 109	MN109, FROM TH22 TO I90 IN ALDEN, MILL AND OVERLAY	10	$5.29 M
32	US 14	US 14, FROM 7TH AVE NE IN SLEEPY EYE TO NEW ULM, M/O, GRINDING	10	$4.30 M
33	US 59	US59 FROM N JCT TH60 TO I90 IN WORTHINGTON, MILL AND OVERLAY	1.1	$2.20 M
		2018		
34	I 90	I90, WB LANES, FROM THE BR OVER ROCK RIVER (67806) TO THE ROCK/NOBLES CL, MILL AND OVERLAY	7.3	$2.50 M
35	MN 60	MN60, FROM TH 62 TO 490TH AVE IN WINDOM, MILL AND OVERLAY	1.8	$3.50 M
36	MN 60	MN60, FROM CO RD 103 TO S JCT TH15, WB ONLY, CONCRETE PAVEMENT REHAB AND MILL AND OVERLAY	5.2	$2.00 M
37	MN 91	MN91 FROM THE S ADRIAN CITY LIMITS TO NOBLES/MURRAY COUNTY LINE, RECLAIM AND MILL AND OVERLAY	15.8	$6.00 M
38	US 14	US 14, FROM CO RD 5 IN SPRINGFIELD TO 7TH AVE NE IN SLEEPY EYE, MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND ADA	13.7	$10.53 M
39	US 14	US 14, DESIGN BUILD, OVER MN RIVER, DM/E RR AND MSAS 111, E OF S JCT OF TH 15, REPLACE BR 9200 AND BR 9294 (AC PAYBACK IN 2019)	1	$43.24 M
40	US 169	US169, FROM N OF I90 NEAR BLUE EARTH TO N OF CSAH12 IN WINNEBAGO, M/O	7.7	$3.80 M
41	US 169	US169 FROM UNION ST IN ST PETER TO TH 93 AT LE SUEUR, NB LANES ONLY, M/O	10.8	$6.40 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2017								
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
77%	14%	4%	1%	0%	2%	2%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
66%	0%	16%	3%	0%	2%	12%	0%	0%
2018								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
78%	0%	12%	2%	0%	1%	7%	0%	0%
0%	92%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

DISTRICT 7 PROJECTS

Project Map 2019-2022

Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.



Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 7 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	MN 4	FROM RP 0.000 TO RP 10.147, MEDIUM MILL/OVERLAY	10.1	$3.75 M
2	MN 30	FROM RP 56 TO RP 73.688, THICK MILL/OVERLAY	17.7	$6.48 M
3	MN 60	FROM RP 64.331 TO RP 74.136 EB LANES, RP 70 to RP 72 WB LANES, THICK OVERLAY	9.8	$6.81 M
4	MN 68	FROM RP 91.54 TO RP 99.010, THIN MILL/OVERLAY	7.5	$1.24 M
5	MN 99	FROM RP 32.614 TO RP 40.618, MED. MILL AND OVERLAY	8.0	$3.90 M
6	MN 99	FROM RP 15 - 28, MEDIUM MILL/OVERLAY	13.0	$5.20 M
2020				
7	US 14	FROM RP 131.079 TO RP 133.370, MEDIUM MILL/OVERLAY	2.3	$1.91 M
8	MN 22	FROM RP 80 TO RP 89.375, RECLAIM	9.4	$5.40 M
9	MN 30	REPLACE BR 6789 AND BR 8131 AT RP 166.273 AND RP 167.010	0.0	$1.65 M
10	MN 30	FROM RP 157.936 TO RP 167.758, MEDIUM MILL/OVERLAY	9.8	$3.65 M
11	MN 60	FROM RP 64.331 TO RP 70.147, WB LANES, THICK OVERLAY	5.8	$3.59 M
12	MN 60	FROM RP 85.543 TO RP 92.983 EB LANES, THICK MILL AND OVERLAY	7.4	$4.88 M
13	MN 60	FROM RP 35.900 TO RP 40.696, MAJOR CPR/D.GRINDING	4.8	$5.96 M
14	US 71	FROM RP 27.936 TO RP 41.223, MED. MILL AND OVERLAY	13.3	$5.04 M
15	I 90	FROM RP 113.7 TO 117.9, EB AND WB, MED MILL/OVERLAY	4.2	$4.50 M
16	MN 93	FROM RP 0.700 TO RP 5.600, MEDIUM MILL/OVERLAY	4.9	$1.45 M
17	MN111	FROM RP .5 TO RP 9.798, RECLAIM	9.3	$5.50 M
18	MN263	FROM RP 0.000 TO RP 9.706, MEDIUM MILL/OVERLAY	9.7	$3.60 M
2021				
19	MN 4	FROM RP 50 - 56, MEDIUM MILL/OVERLAY	6.0	$3.00 M
20	MN 4	FROM RP 10 TO RP 26, MEDIUM MILL/OVERLAY	16.0	$7.82 M
21	US 14	FROM RP 104.454 TO RP 117.678, THICK MILL AND OVERLAY	13.2	$6.36 M
22	I 90	FROM RP 58.000 TO RP 65.541 EB LANES, MED. MILL AND OVERLAY	7.5	$3.66 M
23	MN 99	FROM RP 0 - 12, MEDUM MILL/OVERLAY	12.0	$5.89 M
24	MN 109	REPLACE BR 2601 AND 2461 AT RP 24.506 AND RP 25.751	24.5	$1.60 M
25	MN 253	FROM RP 0.000 TO RP 6.483, MEDIUM MILL/OVERLAY	6.5	$2.40 M
26	MN 264	FROM RP 0.00 TO 7, MEDIUM MILL/OVERLAY	7.0	$3.48 M
2022				
27	MN 5	FROM RP 15 - 17.5, MEDIUM MILL/OVERLAY	2.5	$1.34 M
28	MN 19	FROM RP 132.9 - 150.381, THICK OVERLAY	17.5	$10.16 M
29	MN 22	FROM RP 10.767 TO RP 17.524, MEDIUM MILL/OVERLAY	6.8	$3.46 M
30	MN 22	FROM RP 18.4 - 35.4, MEDIUM MILL/OVERLAY	17.0	$8.56 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2020								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2021								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2022								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

District 7 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
31	I 90	FROM RP 13.151 TO RP 20.470, WB LANES, UNBONDED OVERLAY	7.3	$9.43 M
32	I 90	FROM RP 102.166 TO 113.783, THICK MILL/OVERLAY	11.6	$11.61 M
33	US 169	FROM RP 20.282 TO RP 28.242, .2 MI N CR-12, UNBONDED OVERLAY	0.0	$10.25 M
2023 - Investments Identified by Category Only				
		NHS PAVEMENTS SETASIDE		$19.00 M
		NON-NHS PAVEMENT SETASIDE		$27.89 M
		BARC SETASIDE		$2.27 M
		CONSTRUCTION INCENTIVES SETASIDE		$2.07 M
		CONSULTANT AGREEMENT SETASIDE		$3.00 M
		RIGHT OF WAY SETASIDE		$1.00 M
		SUPPLEMENTAL AGREEMENT SETASIDE		$3.26 M
		HSIP SETASIDE		$1.03 M
		NHS BRIDGE SETASIDE		$12.00 M
		NON-NHS BRIDGE SETASIDE		$2.60 M
2024 - Investments Identified by Category Only				
		NHS PAVEMENTS SETASIDE		$23.00 M
		NON-NHS PAVEMENT SETASIDE		$28.00 M
		NON-NHS BRIDGE SETASIDE		$5.55 M
		CONSTRUCTION INCENTIVES SETASIDE		$1.00 M
		CONSULTANT AGREEMENT SETASIDE		$1.62 M
		SUPPLEMENTAL AGREEMENT SETASIDE		$1.60 M
		HSIP SETASIDE		$1.03 M
		NHS BRIDGE SETASIDE		$18.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
2023 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
87%	13%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
2024 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	0%

District 8 10-Year Capital Highway Work Plan

(2015-2024)

NOVEMBER 2014

Prepared by
Office of Transportation System Management

DISTRICT 8 10-YEAR WORK PLAN

District 8's 10-Year Work Plan 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). Collectively, with the other seven districts from around the state, MnDOT will meet its planned investment targets over the next ten years.

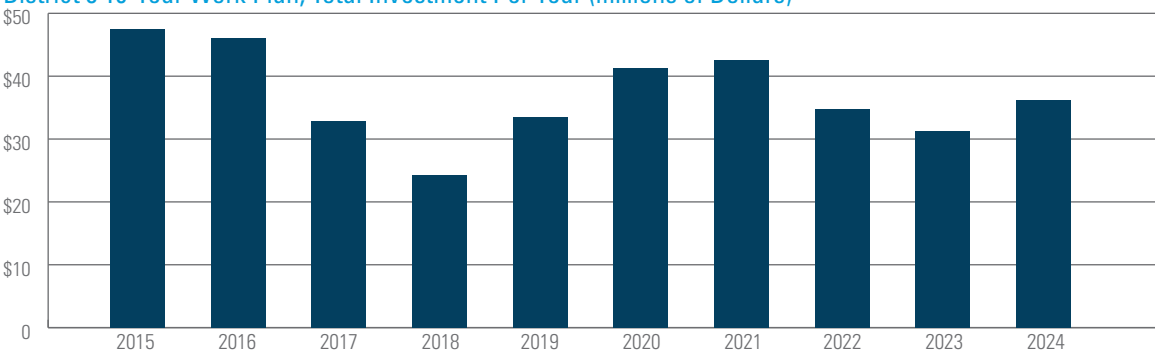
The 10-Year Work Plan includes:

- An overview of the district, including a map of highway network type. (8-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the Work Plan. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (8-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (8-4)
- A description of program highlights, changes from the last work plan, and remaining risks at the district level assuming the 10 years of projects are implemented. (8-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (8-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction of $1 million and more are listed here; there are additional smaller investments which are not represented in the list. Projects listed in years 5-8 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year. Years 9 and 10 do not specify any projects and all investments are funding amounts not specific to a particular project. (8-6)

This Work Plan 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. MnSHIP guides the overall direction of the 10-Year Capital Highway Work Plan until the next MnSHIP is due in January 2017.

To obtain more information or become more involved, contact District 8 Transportation Planning Director, Lindsey Knutson, at Lindsey.Knutson@state.mn.us or 320-214-6333.

District 8 10-Year Work Plan, Total Investment Per Year (millions of Dollars)

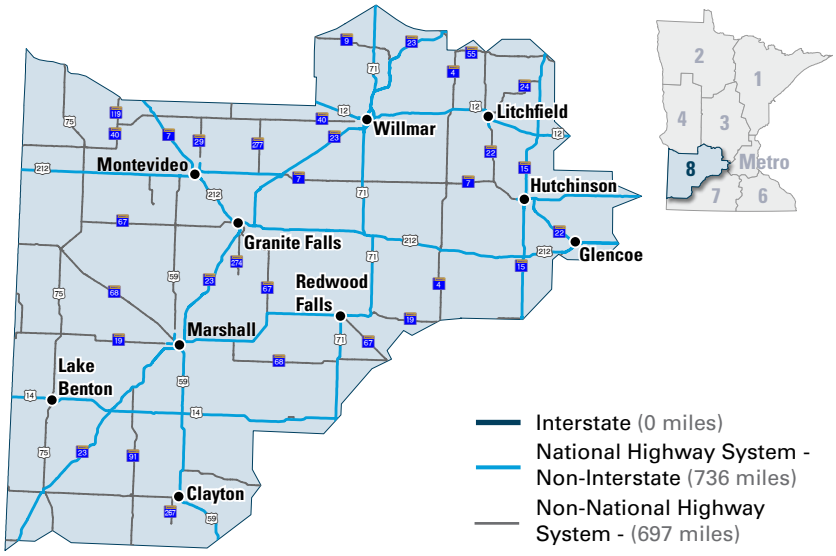


District 8 shares the southwest portion of Minnesota with District 7 (see map inset below). It has three regional offices located in Willmar, Marshall, and Hutchinson, which are also regional trade centers. District 8 offices are staffed by 191 full-time employees. Major industries in the district include Retail Trade, Manufacturing, and Health Care and Social Assistance. There are 15 truck stations located in district, three of which are at regional offices. The district has 365 bridges that are ten feet or greater in length. It also has 468 miles of rail.

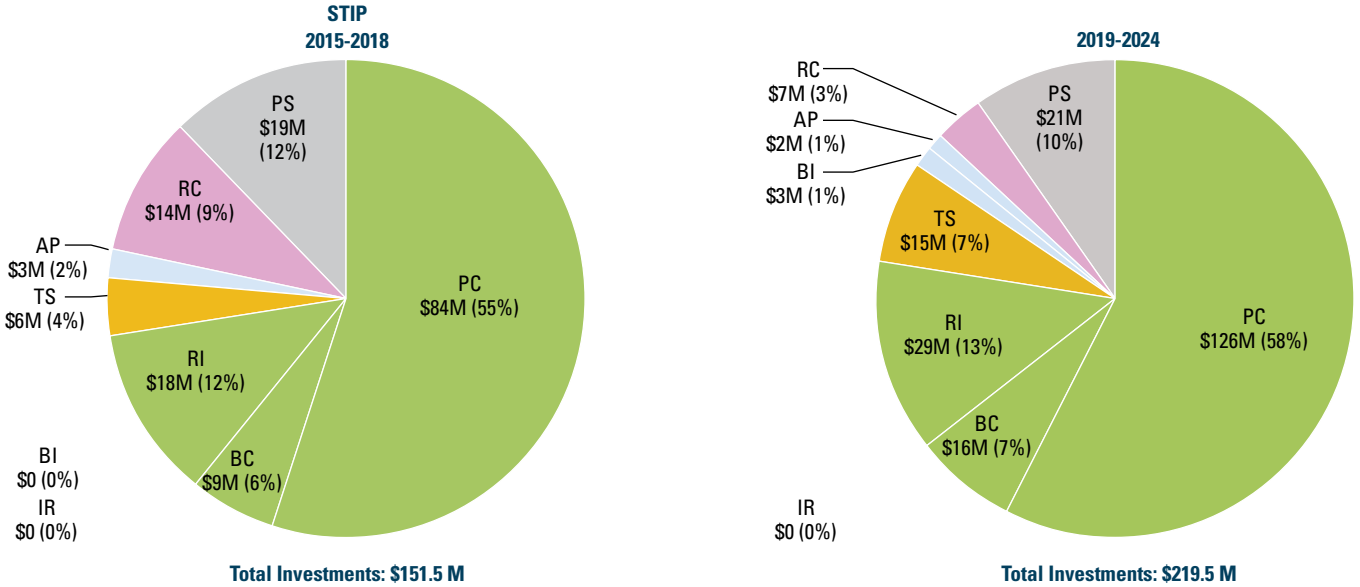
Counties*	Chippewa, Lac Qui Parle, Lincoln, Lyon, Kandiyohi, McLeod, Meeker, Murray, Pipestone, Renville, Redwood, Yellow Medicine
Centerline Miles	1,433
Lane Miles	2,984
Population 2011	213,168
Annual VMT**	1,442,754,798
VMT/Capita	6,768

*Based on ATP boundaries
**VMT=Vehicle Miles Traveled on Trunk Highways

State Highway System in District 8



Planned Investments for STIP (2015-2018) and Years 5-10 (2019-2024)



Asset Management	PC	Pavement Condition	Critical Connections	IR	Interregional Corridor Mobility
	BC	Bridge Condition		BI	Bicycle Infrastructure
	RI	Roadside Infrastructure		AP	Accessible Pedestrian Infrastructure
	TS	Traveler Safety			
	RC	Regional + Community Investment Priorities			
	PS	Project Support			

Program Highlights

District 8 has been focusing construction investments on the preservation of the highway pavements and bridges since the last programming cycle. The District has looked at and utilized several different strategies over the years to ensure the construction dollar is extended. This has included concrete rehabilitations for concrete panels that have displayed the most severe damage, the utilization of a newer and cheaper material fix known as Ultra-Thin Bounded Wearing Course (UTBWC) Surface Treatment, or more standard pavement restoration practices. Safety is also a high priority for the District. The development of an interchange at MN 23 and Kandiyohi County CSAH 5 in cooperation with the County is a prime example. The District is also fulfilling ADA standards with sidewalk projects in Marshall, Granite Falls and other communities.

One area the District will not ignore is the need to improve mobility. In 2012, the District was awarded additional funds through the Corridors of Commerce program to study, design and build passing lanes on MN 23 between Willmar and Interstate 90. Potential locations, solutions, needs, benefits, impacts and the feasibility of constructing passing lanes or other auxiliary lane solutions other than a four lane solution are all being reviewed. District 8 was also awarded funds through Corridors of Commerce to do environmental review and preliminary layout work for the MN 23 4-lane gaps between New London and Paynesville and Paynesville and St. Cloud. Additional funds were allocated for the beginning of right of way acquisition on the corridor.

Notable Changes from Previous Work Plan

Now that MnSHIP and MAP-21 are better understood, project selection and year designations have been readjusted with even a greater emphasis on pavement preservation. One of the most significant changes was the removal of nearly all projects focused on the correction and rehabilitation of hydraulic systems along the roadway. The only remaining project is the drainage project scheduled for MN 68 between Marshall and Canby.

Other large changes include the additional funding directed at non-NHS roadways as an alternative to funding more expensive NHS projects. In this direction, the District is able to preserve more miles of highway at less risk. One of the most significant projects to be delayed in this scenario is the concrete overlay between Cottonwood and Granite Falls, scheduled now for FY 2020. Unfortunately, other such projects on the NHS have been delayed due to the preservation of the non-NHS system, including US 212 from the east McLeod County line to the junction of MN 22 and US 12 from Willmar to Pennock.

Remaining Risks

High

- Lack of funds available for reconstruction on both NHS and non-NHS routes through urban areas.
- Political frustration over lack of construction funding for both MN 23 4-lane gaps.

Medium (continued on 8-5)

- Unknown or unanticipated culvert needs on NHS projects.
- Severe winter impacts like this year are not factored in.

District 8 Historic Performance

Statewide Plan Policy	Measure	Target	2008	2009	2010	2011	2012	2013
Safety	Fatalities	0	27	39	30	30	41	28
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.0%	● 0.7%	● 0.7%	● 0.7%	● 0.7%	● 0.7%
	Condition: Non-NHS - % Poor	<8%	● 3.3%	● 2.9%	● 2.1%	● 2.1%	● 2.1%	● 2.1%
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	*No Interstate Miles in District 8*					
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 1.3%	● 2.7%	● 2.2%	△ 6.7%	△ 5.0%	● 3.9%
	Ride Quality Poor - Non-NHS, % of miles	<6%	● 0.7%	● 2.8%	● 2.6%	● 5.7%	△ 6.0%	△ 6.4%
Mobility	Average travel speed US-212	> 55 MPH		△		△		
	Average travel speed MN 22			△		△		
	Average travel speed MN 23			●		●		

*Data for NHS/nonNHS are from arterial/Non Arterial

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

- Cooperative Agreements program is substantially underfunded to the requests.

Low

- Unforeseen or unanticipated safety issue.
- Concern from a few individuals about lack of paved shoulders.

District 8 Highway Investment Strategies

Asset Management

- Continual assessment of pavement condition to respond to those highways that display the highest need
- Review of alternative pavements solutions to extend current funds. As an example, FY 2014 thin concrete overlay on TH 24.
- Continue preventative maintenance strategies to prolong pavement life

Traveler Safety

- Focus on preventative safety strategies such as rumble strips, rural intersection lighting and cable median guardrail.

Critical Connections

- Focus on addressing ADA needs in communities during surface preservation projects

Regional and Community Investment Priorities

- Committed to one unidentified urban reconstruction
- Focus on Cooperative Agreements that address locally initiated and low cost projects
- Continue to study, review and develop mobility along MN 23. Corridors of Commerce environmental review on TH 23 gaps and FY 2016 TH 23 passing lanes

Project Support

- Project support elements remain an integral part of ensuring the construction program is delivered. Consultant services, detour, right of way, project overruns, and landscaping features will remain important to all future projects

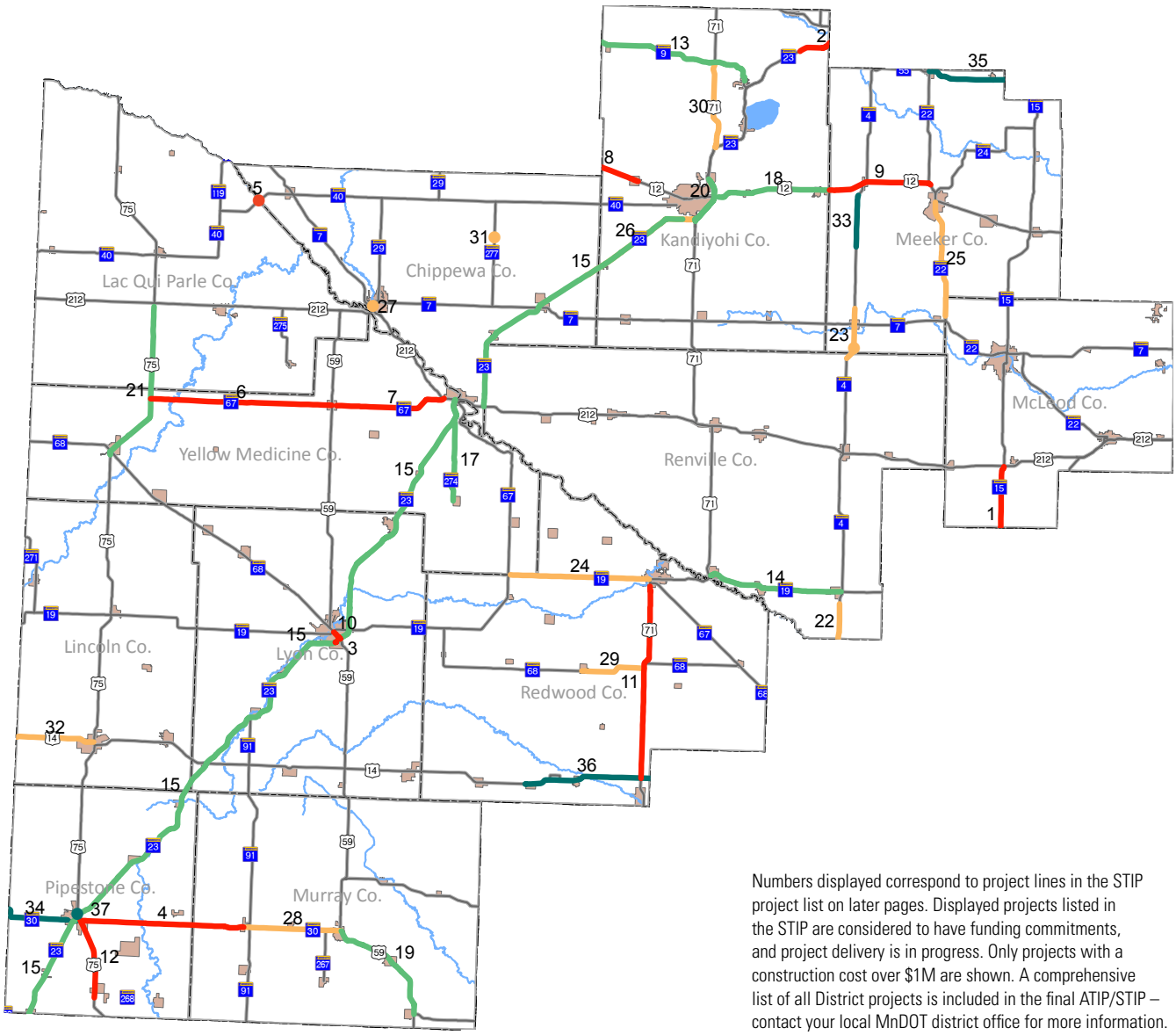
District 8 Projected Performance

Statewide Plan Policy	Measure	Target	2013 Actual	2018 Projected	2022 Projected	Analysis
Safety	Fatalities	0	28	N/A	N/A	
Bridge Preservation*	Condition: NHS - % Poor	<2%	● 0.7%	● 0%	N/A	The bridge condition on both the NHS and non-NHS are expected to improve slightly and meet performance targets.
	Condition: Non-NHS - % Poor	<8%	● 2.1%	● 1.8%	N/A	
Pavement Preservation	Ride Quality Poor - Interstate, % of miles	<2%	*No Interstate Miles in District*			A slight decrease in ride quality is expected on the NHS and Non-NHS system in district 8.
	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 3.9%	△ 4.6%	△ 4.9%	
	Ride Quality Poor - Non-NHS, % of miles	<6%	△ 6.4%	⬢ 8.5%	⬢ 10.1%	
Mobility	Average travel speed MN 23	> 55 MPH		△		The travel speed for 2018 is projected to remain similar to the 2011 level across the three highways.
	Average travel speed MN 22			△		
	Average travel speed US 212			△		

● Meets or exceeds target △ Moderately below target ⬢ Significantly below target

DISTRICT 8 PROJECTS

STIP Project Map 2015-2018



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. Only projects with a construction cost over $1M are shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 8 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2015				
1	MN 15	WINTHROP TO BROWNTON, MILL & OVERLAY	12.2	$4.00 M
2	MN 23	ENVIRONMENTAL WORK TO PREPARE MN 23 FOR FUTURE EXPANSION FROM NEW LONDON TO PAYNESVILLE AND PAYNESVILLE TO RICHMOND	16.0	$1.50 M
3	MN 23	JCT OF MN23 AND SARATOGA IN MARSHALL, REDUCED CONFLICT INTERSECTION AND IMPROVED PEDESTRIAN FACILITIES	0	$3.50 M
4	MN 30	E JCT US75 (PIPESTONE) TO LAKE WILSON, OVERLAY	17.2	$2.20 M
5	MN 40	W OF MILAN, (CHAP 152) REHAB BRIDGE 5380	0.4	$2.70 M
6	MN 67	US75 TO JCT US59 (CLARKFIELD), OVERLAY	19	$3.40 M
7	MN 67	CLARKFIELD TO US212, MILL AND OVERLAY	11.7	$3.00 M
8	US 12	KERKHOVEN TO PENNOCK - OVERLAY PROJECT	7.6	$1.90 M
9	US 12	W MEEKER CL TO MN22, RECLAMATION OR ALTERNATE BID, INCL. WORK ON MN4 FROM US12 TO RR	10.9	$6.30 M
10	US 59	MN19 TO MN23 (MARSHALL), MILL AND OVERLAY PLUS PED RAMPS	1	$1.20 M
11	US 71	US14 TO S OF 11TH STREET (REDWOOD FALLS), MILL AND OVERLAY	20.4	$3.90 M
12	US 75	PIPESTONE CSAH9 TO E JCT MN 30 (PIPESTONE), OVERLAY	8.4	$1.20 M
2016				
13	MN 9	NEW LONDON TO SUNBURG, MILL AND OVERLAY FROM NEW LONDON TO US71 AND OVERLAY FROM US71 TO SUNBURG	16.8	$2.70 M
14	MN 19	MN19-OVERLAY IN RURAL SECTIONS WITH MILL AND OVERLAY IN URBAN SECTIONS IN FAIRFAX. MN68- MN19 TO S OF REDWOOD CSAH32, OVERLAY	17.2	$3.20 M
15	MN 23	CORRIDORS OF COMMERCE I-90 TO WILLMAR, CONSTRUCT PASSING LANES	0	$10.30 M
16	MN 23	JCT OF MN23 AND KANDIYOHI CSAH5, BUILD INTERCHANGE	0	$2.00 M
17	MN 274	WOOD LAKE TO MN23, OVERLAY	8.5	$1.80 M
18	US 12	E OF US71 (WILLMAR) TO KANDIYOHI/MEEKER COUNTY LINE, OVERLAY	11.9	$1.80 M
19	US 59	MN62 (FULDA) TO S JCT MN30, MILL AND OVERLAY	12.9	$4.00 M
20	US 71	MN23 WILLMAR BYPASS TO BEG 4-LANE - INCLUDES WORK ON MN23 FROM W OF CSAH5 TO E OF CSAH5, MILL AND OVERLAY - WB LANES ONLY	8.3	$2.60 M
21	US 75	S OF CANBY TO US212, MILL AND OVERLAY AND ON MN68 STATE LINE TO CANBY, OVERLAY	19.4	$3.80 M
2017				
22	MN 4	NICOLLETT/RENVILLE COUNTY LINE TO FAIRFAX, MILL AND OVERLAY	5.1	$1.30 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2015								
88%	12%	0%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	100%	0%
91%	0%	9%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
83%	0%	17%	0%	0%	0%	0%	0%	0%
89%	0%	11%	0%	0%	0%	0%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
85%	0%	10%	0%	0%	0%	5%	0%	0%
79%	0%	6%	0%	0%	0%	15%	0%	0%
81%	0%	19%	0%	0%	0%	0%	0%	0%
93%	0%	7%	0%		0%	0%	0%	0%
2016								
81%	0%	17%	0%	0%	0%	2%	0%	0%
87%	0%	5%	0%	0%	0%	8%	0%	0%
20%	0%	0%	0%	0%	0%	0%	80%	0%
0%	0%	0%	100%	0%	0%	8%	0%	0%
68%	0%	4%	28%	0%	0%	0%	0%	0%
84%	0%	6%	0%	0%	0%	10%	0%	0%
83%	0%	16%	0%	0%	0%	1%	0%	0%
94%	0%	6%	0%	0%	0%	0%	0%	0%
73%	0%	17%	0%	0%	0%	10%	0%	0%
2017								
85%	0%	15%	0%	0%	0%	0%	0%	0%

District 8 Projects for Years 2015-2018 (STIP) of the 10-Year Work Plan

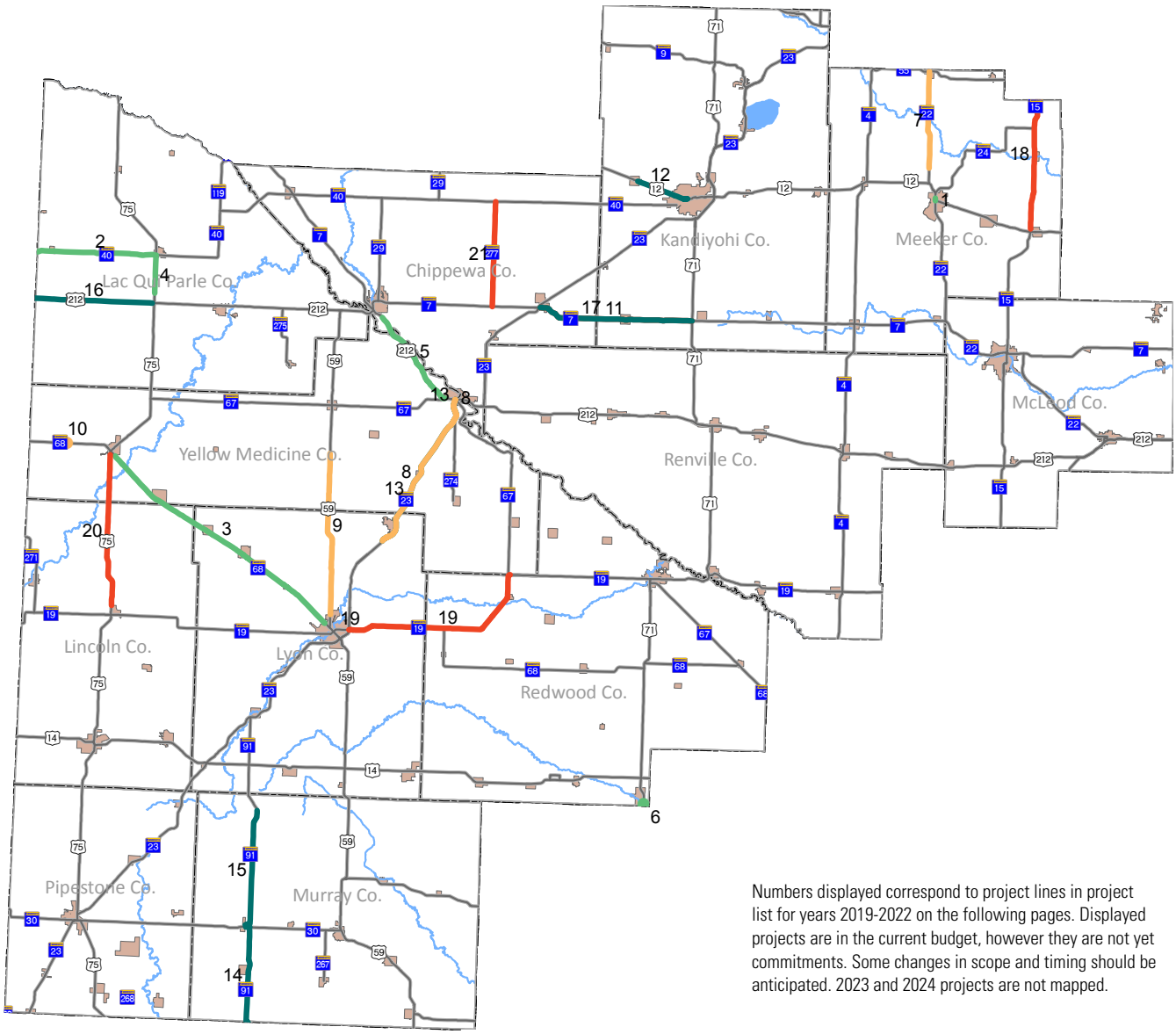
Number	Route	Description	Length (mi)	Total Construction Cost
23	MN 4	N OF COSMOS, REPLACE BR 90992 AND 90993	0	$1.40 M
24	MN 19	W JCT MN67 TO REDWOOD FALLS, MILL AND OVERLAY	14.6	$3.70 M
25	MN 22	W JCT MN 7 TO LITCHFIELD, 4" OVERLAY AND RECLAIM SHOULDERS (AC PROJECT, PAYBACK IN 2018)	12.3	$6.00 M
26	MN 23	CLARA CITY TO KANDIYOHI CSAH5 (WILLMAR), OVERLAY	15.4	$2.10 M
27	MN 29	N OF US 212, REPLACE BR 9111 OVER TC/W RAILROAD	0.5	$2.90 M
28	MN 30	LAKE WILSON TO US59 (SLAYTON), OVERLAY	10.2	$2.20 M
29	MN 68	WABASSO TO S JCT US71, MILL AND OVERLAY	6.8	$2.30 M
30	US 71	N OF JCT MN23 TO N OF JCT MN9, MILL AND OVERLAY	9	$2.50 M
31	MN 277	S OF MN 40, REPLACE BRIDGE 6816	0.5	$1.10 M
32	US 14	STATE LINE TO LAKE BENTON, MILL AND OVERLAY	8.3	$2.80 M
2018				
33	MN 4	N OF 220TH STREET TO US 12 (GROVE CITY), MILL AND OVERLAY	5.4	$1.90 M
34	MN 30	STATE LINE TO PIPESTONE, MILL AND OVERLAY	6.9	$2.40 M
35	MN 55	EDEN VALLEY TO MEEKER/STEARNS COUNTY LINE, MILL AND OVERLAY	8.2	$2.30 M
36	US 14	W OF REVERE CL TO BROWN COUNTY LINE, MILL AND OVERLAY	12.4	$2.30 M
37	US 75	S JCT MN23 TO N END OF BR 6572 IN PIPESTONE, MILL AND OVERLAY AND REPLACE BR 6572	0.7	$2.50 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
30%	70%	0%	0%	0%	0%	0%	0%	0%
88%	0%	12%	0%	0%	0%	0%	0%	0%
91%	0%	9%	0%	0%	0%	0%	0%	0%
91%	0%	7%	0%	0%	0%	2%	0%	0%
20%	80%	0%	0%	0%	0%	0%	0%	0%
80%	0%	13%	0%	0%	0%	7%	0%	0%
95%	0%	5%	0%	0%	0%	0%	0%	0%
88%	0%	12%	0%	0%	0%	0%	0%	0%
31%	64%	5%	0%	0%	0%	0%	0%	0%
88%	0%	12%	0%	0%	0%	0%	0%	0%
2018								
85%	0%	15%	0%	0%	0%	0%	0%	0%
85%	0%	15%	0%	0%	0%	0%	0%	0%
80%	0%	10%	0%	0%	0%	10%	0%	0%
80%	0%	20%	0%	0%	0%	0%	0%	0%
45%	30%	10%	0%	0%	0%	15%	0%	0%

DISTRICT 8 PROJECTS

Project Map 2019-2022



Numbers displayed correspond to project lines in project list for years 2019-2022 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. 2023 and 2024 projects are not mapped.

Glossary of Description Terms

ADA: Americans with Disabilities Act

BR: Bridge

BRS: Bridges

CSAH: County State Aid Highway

EB: Eastbound Lanes

INCL: Including

JCT: Junction

MED: Medium

NHS: National Highway System

PED: Pedestrian

TMS: Traffic Management System

WB: Westbound Lanes

District 8 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
2019				
1	US 12	4TH STREET TO S. JCT MN 22 (LITCHFIELD), RECONSTRUCT	0.2	$5.10 M
2	MN 40	STATE LINE TO US 75, MILL & OVERLAY	12.6	$3.60 M
3	MN 68	CANBY TO MARSHALL, DRAINAGE PROJECT	28.3	$8.60 M
4	US 75	TWP 127 TO S. LIMITS OF MADISON, MILL & OVERLAY	3.7	$1.10 M
5	US 212	0.3 MI E CHIPPEWA CSAH 42 TO .1 MI E MN 67/GRANITE FALLS, MILL & OVERLAY	11.0	$4.40 M
6	US 71	S OF US 14, REPLACE BRIDGE 5543	0.0	$2.90
2020				
7	MN 22	US 12 TO MN 55, OVERLAY	10.2	$3.70 M
8	MN 23	N OF CSAH 24 (COTTONWOOD) TO US 212 (GRANITE FALLS), MILL AND CONCRETE OVERLAY	17.5	$12.57 M
9	US 59	CSAH 33 TO CSAH 3, MILL & OVERLAY	17.1	$2.90 M
10	MN 68	OVER LAZARUS CREEK, 3.6 MILES W OF CANBY, REPLACE BRIDGE #5432	0.0	$1.40 M
NA		UNIDENTIFIED URBAN RECONSTRUCT	0.0	$5.70 M
2021				
11	MN 7	MN 23 (CLARA CITY) TO US 71, RECLAIM	16.4	$9.30 M
12	US 12	0.1 MI W E PENNOCK CL TO E END BR 5526 (OVER BN RR), MILL AND OVERLAY	5.6	$2.40 M
13	MN 23	N OF CSAH 24 (COTTONWOOD) TO US 212 (GRANITE FALLS), MILL AND CONCRETE OVERLAY	17.5	$9.80 M
14	MN 91	COUNTY LINE TO MN 30, MILL AND OVERLAY	10.2	$2.60 M
15	MN 91	MN 30 TO CR 80, MILL AND OVERLAY	13.0	$3.40 M
16	US 212	S. DAKOTA/MN STATE LINE TO 0.2 MILES W. OF US 75, MILL AND OVERLAY	12.4	$2.20 M
2022				
17	MN 7	MN 23 (CLARA CITY) TO US 71, RECLAIM	16.4	$2.24 M
18	MN 15	DASSEL TO KIMBALL, OVERLAY	15.9	$2.50 M
19	MN 19	MARSHALL TO W. JCT MN 67, MILL & OVERLAY	21.0	$8.40 M
20	US 75	MN 19 TO CANBY, MILL & OVERLAY	17.0	$5.60 M
21	MN 277	MN 7 TO MN 40, MILL & OVERLAY	11.0	$2.20 M
2023 - Investments Identified by Category Only				
		SPP AVERAGE SETASIDE -PAVEMENT		$2.50 M
		BRIDGE TARGET SETASIDE - DRMP		$1.30 M
		DISTRICTWIDE, PREVENTIVE MAINTENANCE		$3.00 M
		DISTRICTWIDE, BARC		$1.00 M
		DISTRICTWIDE, OVERRUNS & S.A.		$1.50 M
		DISTRICTWIDE, CONSULTANT AGREEMENTS		$1.30 M

Note: The projects listed are planned projects given the anticipated budget. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. Projects are listed only if anticipated construction costs exceed $1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
2019								
61%	0%	7%	0%	0%	2%	15%	15%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
10%	30%	30%	0%	0%	0%	0%	30%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
20%	75%	5%	0%	0%	0%	0%	0%	0%
2020								
84%	0%	12%	3%	0%	0%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
20%	75%	5%	0%	0%	0%	0%	0%	0%
50%	10%	3%	0%	0%	2%	1%	34%	0%
2021								
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
2022								
83%	0%	12%	3%	0%	2%	0%	0%	0%
82%	0%	7%	3%	0%	2%	5%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
83%	0%	12%	3%	0%	2%	0%	0%	0%
2023 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
50%	0%	50%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%

District 8 Projects for Years 2019-2024 of the 10-Year Work Plan

Number	Route	Description	Length (mi)	Total Construction Cost
		DISTRICTWIDE, TRAVELER SAFETY		$1.00 M
		DISTRICTWIDE, HSIP		$1.11 M
		DRMP TARGET SETASIDE - PAVEMENT		$13.98 M
		NHS BRIDGE SETASIDES		$1.40 M
2024 - Investments Identified by Category Only				
		SPP AVERAGE SETASIDE -PAVEMENT		$15.20 M
		BRIDGE TARGET SETASIDE - DRMP		$2.75 M
		DRMP TARGET SETASIDE - PAVEMENT		$11.42 M
		DISTRICTWIDE, PREVENTIVE MAINTENANCE		$1.00 M
		DISTRICTWIDE, BARC		$1.00 M
		DISTRICTWIDE, OVERRUNS & S.A.		$1.50 M
		DISTRICTWIDE, CONSULTANT AGREEMENTS		$1.00 M
		DISTRICTWIDE, HSIP		$1.11 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
20%	75%	5%	0%	0%	0%	0%	0%	0%
2024 - Investments Identified by Category Only								
82%	0%	12%	3%	0%	2%	0%	0%	0%
0%	93%	0%	0%	0%	4%	0%	0%	0%
82%	0%	12%	3%	0%	2%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
50%	0%	50%	0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	100%
0%	0%	0%	0%	0%	0%	0%	0%	0%