

# District 2 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

## DISTRICT 2 10-YEAR CHIP

District 2's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2013 MnSHIP for the next ten years.

The 10-Year CHIP includes:

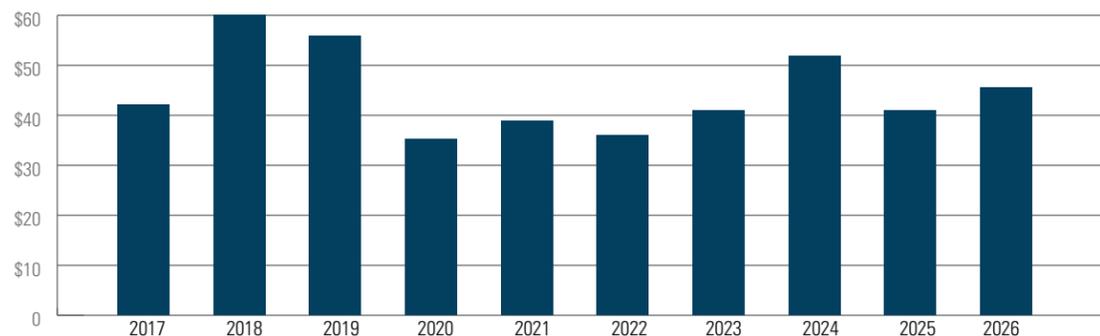
- An overview of the district, including a map of highway network type. (2-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the CHIP. MnDOT 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 CHIP, 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 cost of \$1 million and more are listed here with the exception of projects with a regional significance that are under \$1 million; there are additional smaller investments which are not represented in the list. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.



The CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway Projects Report. The 2013 MnSHIP guides the overall direction of the 10-Year CHIP until the next MnSHIP is due in January 2017.

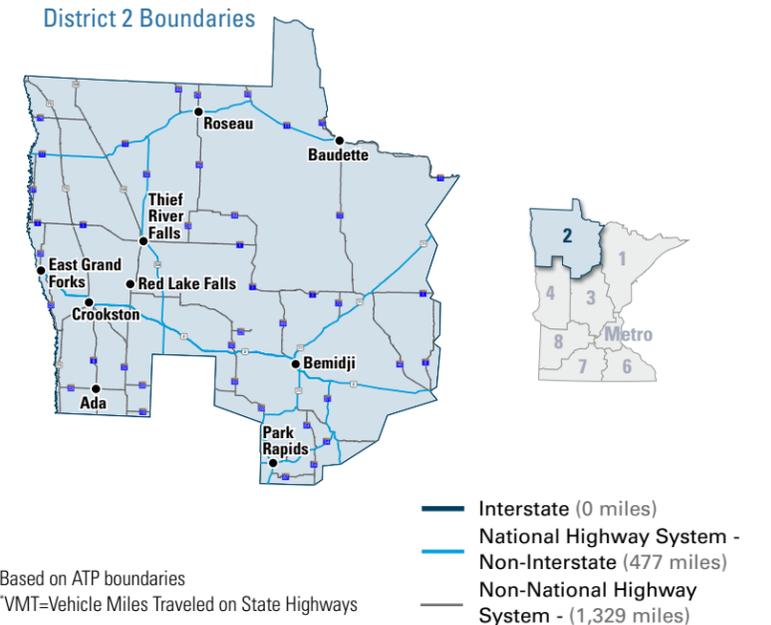
To obtain more information or become more involved, contact District 2 Transportation Planning Director, Darren Laesch, at [Darren.Laesch@state.mn.us](mailto:Darren.Laesch@state.mn.us) or 218-755-6554.

District 2 10-Year CHIP, Total Investment Per Year (millions of dollars)

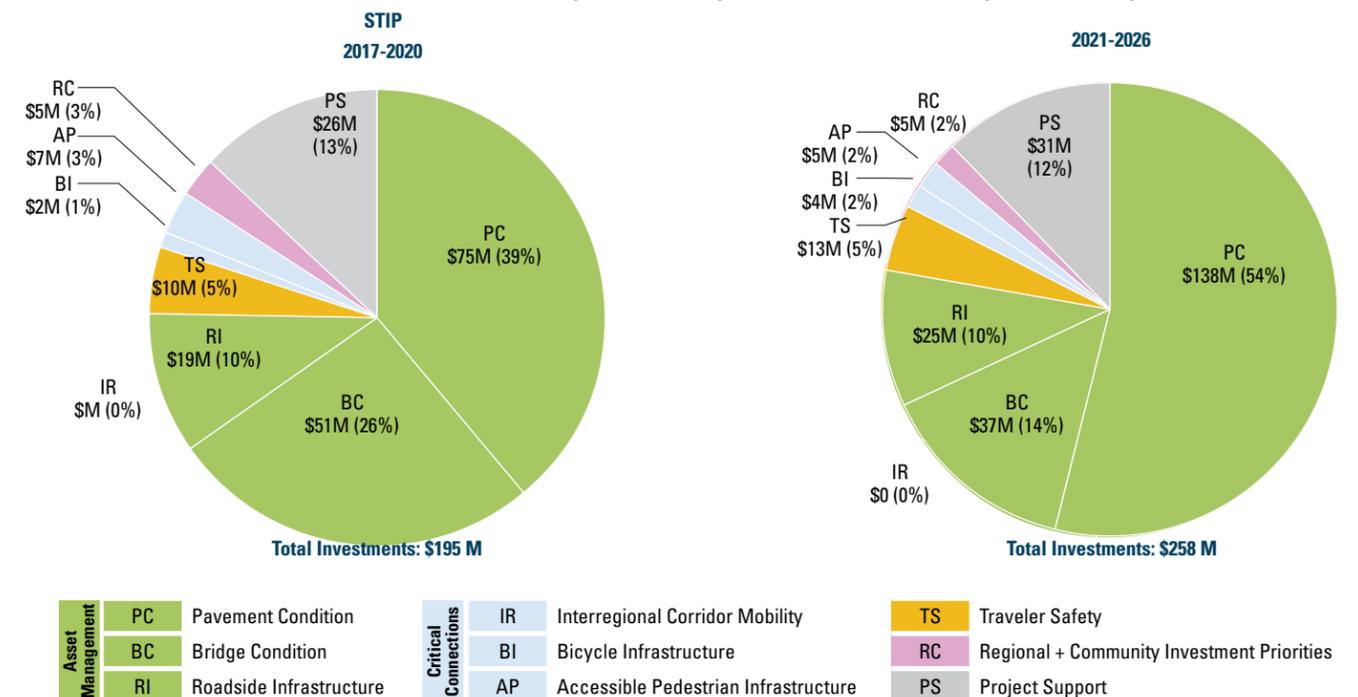


District 2 shares the northern portion of Minnesota with District 1. It has three regional offices located in Bemidji, Crookston, and Thief River Falls. Bemidji is also a major regional trade center. District 2 offices are staffed by 224 full-time employees. Major industries in the District include health care & social assistance, retail trade, agriculture, timber, manufacturing, and accommodation and 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 and 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	1,802
Lane Miles	3,709
High Mast Lights	0
Culverts	3,594
Noise Walls	0
Overhead Signs	11
Population 2013*	178,926
Annual VMT**	1,247,638,785
VMT/Capita	6,972



## PLANNED INVESTMENTS FOR STIP (2017-2020) AND YEARS 5-10 (2021-2026)



## PROGRAM HIGHLIGHTS

The District's goals for pavement management are to provide serviceable driving conditions to the traveling public and to keep maintenance costs at a sustainable level. The district has identified 608 miles of state highway to be resurfaced or rehabilitated and 70 bridges to be replaced or rehabilitated over the next 10 years. The District will experience a gradual decline of pavement quality over the next 10 years. The pavement program has been developed to minimize this decline, but current funding levels are not sustainable over the long term. The 10-Year CHIP 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 bridge in East Grand Forks. Bridge investments are adequate to meet performance goals. The District is committed to improving state highway infrastructure within local communities by proposing infrastructure improvements in within the district. Often, the state highway is the main street and a major key to economic development. State highway improvements within these communities will place additional emphasis on accessible multimodal opportunities for pedestrians and bicycles and addressing local needs through cooperative partnerships.

## NOTABLE CHANGES FROM PREVIOUS CHIP

The District increased its pavement program from 470 miles to 608 miles. This was accomplished by focusing the program on lower cost pavement fixes, reducing contingencies and a statewide redistribution of funds. Urban reconstruction projects in Erskine, Thief River Falls and Redby have been advanced to address critical needs and to foster local partnerships. Efforts have been made to level peaks and valleys in the annual construction program. The annual construction program now ranges between a low of \$37 million in 2022 and a high of \$53 million in 2024.

## REMAINING RISKS

### High

- Rapidly declining pavement conditions in the District will have a significant impact on maintenance staffing needs.

### Medium

- There are 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.
- Local Tribal Nations in the District have voiced concerns that State Trunk Highways do not meet the walkability and safety needs of the tribal community.

### Low

- The lack of dedicated Interregional Corridor Mobility funding limits the Districts ability to program and develop complex corridor improvements like

State Plan Policy	Measure	Meets or exceeds targets	Moderately below target	Significantly below target
Bridge*	NHS - % Poor	≤2%	>2-5%	>5%
Bridge*	Non-NHS - % Poor	≤8%	>8-11%	>11%
Pavement	Interstate, % of miles poor	≤2%	>2-5%	>5%
Pavement	Non-Interstate NHS, % of miles poor	≤4%	>4-7%	>7%
Pavement	Non-NHS, % of miles poor	≤10%	>10-13%	>13%

## DISTRICT 2 HISTORIC PERFORMANCE

Statewide Plan Policy	Measure	Target	2010	2011	2012	2013	2014	2015
<b>Safety</b>	Fatalities	0	20	32	31	30	28	25
<b>Bridge*</b>	Condition: NHS - % Poor	<2%	6.3%	5.3%	1.3%	0.8%	6.7%	0.0%
<b>Bridge*</b>	Condition: Non-NHS - % Poor	<8%	3.2%	3.2%	3.7%	4.1%	3.3%	0.0%
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	None	None	None	None	None	None
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	1.0%	0.6%	0.7%	0.6%	0.6%	0.4%
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	1.3%	1.0%	0.4%	0.6%	0.5%	0.3%

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

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

the projects identified in the Highway 11 Corridor Assessment.

- Over 300 miles of the state highway system lack usable shoulder widths meeting current design standards. Narrow shoulders can result in an increase in run-off-the-road crashes and are a barrier to pedestrians and cyclists.

## DISTRICT 2 HIGHWAY INVESTMENT STRATEGIES

### Asset Management

- Low cost preventive maintenance strategies such as crack sealing, chip seals and micro surfacing will be utilized to prolong the pavement life, however as pavement conditions continue to deteriorate additional resources will be directed to reactive maintenance.
- District-wide storm sewer and culvert lining projects have been programmed to upgrade underground drainage infrastructure without costly impacts to the road surface.
- Fracture critical bridges identified under the Trunk Highway Bridge Improvement Program ( Chapter 152) have been prioritized in the program and will be completed in the next 5 years.

### Traveler Safety

- The District will continue to 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.
- The District is programming top priorities identified in the District Safety Plan with improvements to the intersection of

Cass County 75 and US 2 (west of Cass Lake), intersection of Clearwater CSAH 26 and MN 92 (south of Bagley), US 59 corridor west of Thief River Falls and the US 2 corridor west of Bemidji.

### Critical Connections

- The District is partnering with local communities like Bagley, Thief River Falls, Red Lake Nation and others to improve urban corridors with trails and sidewalks.
- ADA improvements are programmed for approximately 30 communities within the district.

### Regional and Community Investment Priorities

- The District is partnering with local communities in the Red River Valley like Hendrum and Halstad to make the necessary highway grade changes to protect these communities from damaging floods.
- The District has set aside funding to partner with local communities seeking to do landscaping, lighting, pavement improvements above utility trenches, sidewalks, trails or other eligible improvements along Trunk Highways.

### Project Support

- None.

## DISTRICT 2 PROJECTED PERFORMANCE

Statewide Plan Policy	Measure	Target	2015 Actual	2020 Projected	2026 Projected	Analysis
<b>Safety</b>	Fatalities	0	25	N/A	N/A	Not available
<b>Bridge*</b>	Condition: NHS - % Poor	<2%	0.0%	0.0%	1.1%	Bridge condition is projected to slightly decline on the NHS and remain below target.
<b>Bridge*</b>	Condition: Non-NHS - % Poor	<8%	0.0%	0.0%	3.4%	Non-NHS bridge condition is expected to decline through 2025 but also remain below target.
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	None	None	None	No interstate routes in District 2.
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	0.4%	2.2%	5.4%	Pavement will continue declining at a faster rate through 2025.
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	0.3%	3.0%	5.8%	A slight deterioration of the ride quality will be observable between 2016 and 2020.

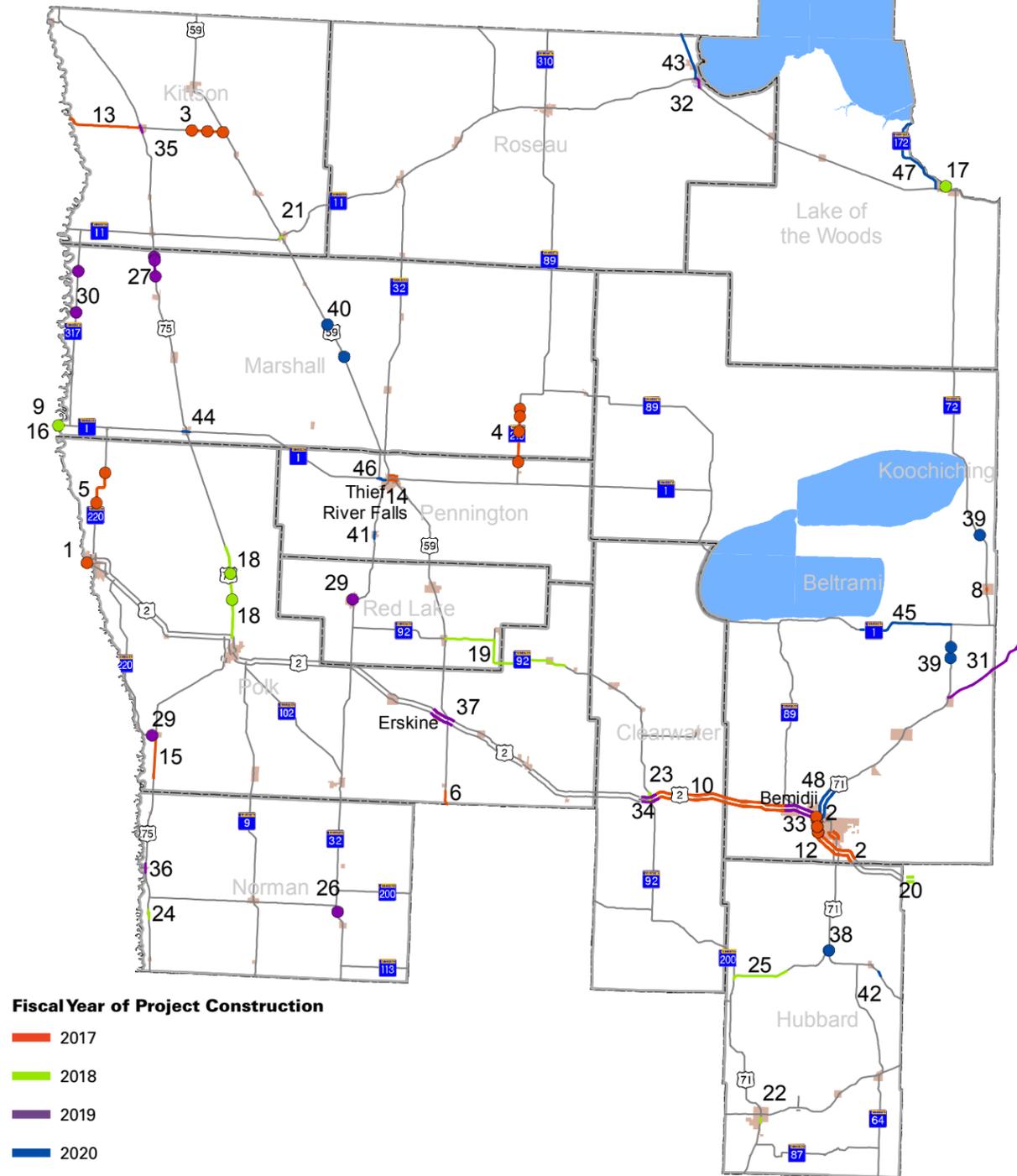
\*Data for NHS/nonNHS are from arterial/Non Arterial

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

# DISTRICT 2 PROJECTS

## STIP PROJECT MAP 2017-2020

Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, 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

- AC: Advanced Construction
- ADA: Americans with Disabilities Act
- Alt. Bid: Alternate Bid
- BR: Bridge
- BRS: Bridges
- CIR: Cold Inplace Recycle
- CPR: Concrete Pavement Rehabilitation
- CSAH: County State Aid Highway
- EB: Eastbound Lanes
- HSIP: Highway Safety Improvement Program
- INCL: Including
- JCT: Junction
- MED: Medium
- NHS: National Highway System
- PED: Pedestrian
- TED: Transportation Economic Development program
- TMS: Traffic Management System
- UTB: Ultra-thin Bonded
- UTBWC: Ultra-thin Bonded Wearing Course
- WB: Westbound Lanes

DISTRICT 2 PROJECTS FOR YEARS 2017-2020 (STIP) OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2017</b>					
1	US 2	POLK	US 2, EB & WB, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER THE RED RIVER OF THE NORTH, (MN LEAD) (TOTAL \$18.0M, MN SHARE \$9.0M, ND SHARE \$9.0M) (AC PROJECT, PAYBACK IN FY 2018)	0.1	\$9.0 M
2	US 2	BELTRAMI	US 2, EB & WB FROM 0.1 MI W CSAH 11 TO 0.6 MI W OF BELT/HUB CO LINE, M&O & REHAB 6 BRIDGES & ON US 71, NB & SB, FROM US 2 TO MN 197 & ON MN 197, EB & WB FROM US 71 TO W JCT US 2, M&O	20.4	\$6.8 M
3	MN 175	KITTSOON	MN 175, FROM HALLOCK TO LAKE BRONSON, REPLACE OLD BR 35506 WITH NEW BR 35014, OLD BR 35507 WITH NEW BR 35015 AND OLD BR 35508 WITH NEW BR 35016, ALL OVER MIDDLE BRANCH TWO RIVERS & APPROACHES	4.2	\$2.8 M
4	MN 219	MARSHALL/ PENNINGTON	MN 219, N OF GOODRIDGE AT VARIOUS LOCATIONS, REPLACE BR 6910 WITH BOX CULVERT 57X06, BR 6911 WITH NEW BR 45011, BR 6912 WITH BOX CULVERT 45X13, AND BR 6913 WITH BOX CULVERT 45X14 & APPROACHES	0.2	\$1.6 M
5	MN 220	POLK	MN 220, 8.4 MI N OF W JCT US 2 (EGF), REPLACE BR 6970 WITH NEW BR 60005, OVER CO DITCH 2 & 5.6 MI S OF ALVARADO, REPLACE BR 6915 WITH NEW BR 60026 OVER JUDICIAL DITCH 75 & APPROACHES	0.2	\$1.8 M
6	US 59	POLK	ON US 59, FROM 0.4 MI SOUTH OF THE BUFFALO RIVER TO NORTH OF 440TH ST SE, GRADING, BITUMINOUS MILL AND SURFACING, LIGHTING & ADA, (DESIGN BY D 4, SP 0305-34 & FUNDED BY ATP 2 & ATP 4, SP 0305-34 FOR \$11,872,000)	1.9	\$0.6 M
7	MN 92	CLEARWATER	RICWS SYSTEM AND LIGHTING AT THE INTERSECTION OF MN 92 & CSAH 26/27 (2017 HSIP)	0.0	\$0.16 M
8	MN 72	BELTRAMI	MN 72, IN KELLIHER, FROM CSAH 36 TO 6TH ST, RECONSTRUCTION (COOPERATIVE AGREEMENT WITH CITY OF KELLIHER; CITY IS LEAD)	0.3	\$0.91 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. With a few exceptions, 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
<b>2017</b>								
0%	92%	0%	0%	0%	4%	4%	0%	0%
62%	26%	12%	0%	0%	0%	0%	0%	0%
0%	96%	4%	0%	0%	0%	0%	0%	0%
0%	96%	4%	0%	0%	0%	0%	0%	0%
0%	96%	4%	0%	0%	0%	0%	0%	0%
88%	0%	9%	4%	0%	0%	0%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
40%	0%	30%	0%	0%	0%	15%	15%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
9	MN 1	MARSHALL	MN 1, AT OSLO, REPLACE BR #9100 WITH NEW BR #45007 AND FROM E END OF BR 9100 TO EAST LIMITS OF OSLO, MILL & OVERLAY (MN LEAD AGENCY) PRE-LETTING CONSULTANT ENGINEERING	0.8	\$1.5 M
10	US 2	CLEARWATER	US 2, EB & WB FROM BAGLEY TO WILTON, MICROSURFACING	37.5	\$1.8 M
11*	US 2	ITASCA	COCII, US 2, IN DEER RIVER, FROM 1ST ST SE TO 5TH ST SE, URBAN RECONDITIONING, PLUS CONSULTANT SURVEYS & DESIGN	0.3	\$1.8 M
12	MN 197	BELTRAMI	MN 197, NB & SB FROM 7TH ST SW TO 3RD ST NW, MILL AND OVERLAY & PED RAMPS (TIED TO SP 105-080-014)	1.5	\$2. M
13	MN 175	KITTSO	MN 175, FROM E END BR 35005 OVER THE RED RIVER TO S. EMERSON AVE IN HALLOCK, MILL & OVERLAY & ON US 75, FROM 4TH ST TO 110' N OF 8TH ST, IN HALLOCK, DITCH IMPROVEMENT	9.6	\$2.9 M
14	MN 1	PENNINGTON	MN 1, N JCT MN 32 TO CSAH 18/150 AVE NE & ON US 59, NB & SB, 1ST ST TO ATLANTIC AVE IN THIEF RIVER FALLS, RECONSTRUCT URBAN STREET (TIED TO 170-090-002, PED/BIKE)	2.3	\$3.0 M
15	US 75	POLK	US 75, IN NIELSVILLE & ON US 75 & MN 220 IN CLIMAX, RECONSTRUCT URBAN STREETS	1.0	\$3.5 M
<b>2018</b>					
16	MN 1	MARSHALL	MN 1, REPLACE BR 9100 WITH NEW BR 45007 AT OSLO AND MILL & OVERLAY FROM E END BR 9100 TO E LIMITS OF OSLO, (MN LEAD AGENCY) (TOTAL COST \$15,000,000; ND SHARE \$7,500,000, FED \$)	0.9	\$7.5 M
17	MN 72	LAKE OF THE WOODS	MN 72, IN BAUDETTE, REPLACE OLD BR 9412 OVER THE RAINY RIVER AND APPROACHES (AC PROJECT, PAYBACK IN FY 2019)	0.0	\$17 M
18	US 75	POLK	US 75, FROM US 2 TO POLK CSAH 19, MILL & OVERLAY AND PED RAMPS & REPLACE 3 BRIDGES & APPROACHES	12.2	\$5.2 M
19	MN 92	RED LAKE/ POLK	MN 92, FROM US 59 TO 1.7 MI E OF POLK CSAH 28, & ON MN 222, FROM MN 92 TO CSAH 53 IN OKLEE, BITUMINOUS MILL & OVERLAY	20.7	\$4.1 M
20	US 2	CASS	US 2 & CASS CSAH 75 (BINGO PALACE RD) INTERSECTION IMPROVEMENT	1.0	\$0.75 M
21	MN 11	KITTSO	IN KARLSTAD, MN 11, FROM W LIMITS OF KARLSTAD TO 0.08 MI E OF US 59 & ON US 59, FROM KITTSO CSAH 9 TO HARRISON AVE, MILL & OVERLAY & PED RAMPS	0.9	\$1.1 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%	0%	0%	0%	0%	0%	100%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%	0%	100%	0%
61%	0%	14%	0%	0%	0%	25%	0%	0%
93%	0%	7%	0%	0%	0%	0%	0%	0%
53%	0%	31%	3%	0%	3%	10%	0%	0%
53%	0%	23%	6%	0%	0%	18%	0%	0%
<b>2018</b>								
0%	92%	0%	0%	0%	4%	4%	0%	0%
0%	74%	0%	0%	0%	3%	3%	0%	20%
56%	10%	32%	2%	0%	0%	1%	0%	0%
73%	0%	22%	4%	0%	0%	0%	1%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
19%	0%	31%	1%	0%	0%	28%	0%	0%

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. With a few exceptions, projects are listed only if anticipated construction costs exceed \$1 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
22	US 71	HUBBARD	US 71, FROM S OF HUBBARD CSAH 15 TO 8TH ST IN PARK RAPIDS & ON HUBBARD CSAH 15 FROM 500' W TO 500' E OF US 71, S OF PARK RAPIDS, INTERSECTION RECONSTRUCTION	0.9	\$2.0 M
23	MN 92	CLEARWATER	MN 92, IN BAGLEY, FROM 0.4 MI N OF CLEARWATER CSAH 24 TO THE BNSF RR CROSSING, URBAN RECONSTRUCT (TIED TO 015-090-001, PED/BIKE)	1.1	\$3.0 M
24	US 75	NORMAN	US 75, IN HENDRUM, FROM 0.4 MI S OF THE S CITY LIMITS TO 0.2 MI N OF THE N CITY LIMITS, RECONSTRUCT URBAN STREET & GRADE RAISE	1.1	\$3.0 M
25	US 71	HUBBARD	US 71, 0.3 MI S OF THE W JCT MN 200 (ITASCA STATE PARK) TO S LIMITS OF LAKE GEORGE, BITUMINOUS RECLAIM	7.5	\$3.0 M
<b>2019</b>					
26	MN 32	NORMAN	MN 32, 0.8 MI S OF THE S JCT MN 200 (N OF TWIN VALLEY), REPLACE OLD BR 9020 OVER MASHAUG CREEK & APPROACHES	0.0	\$0.8 M
27	US 75	MARSHALL	US 75, FROM 3.1 MI S OF DONALDSON TO 5.5 MI S OF DONALDSON, REPLACE 3 BRIDGES AND APPROACHES	0.4	\$1.4
28*	MN 200	CASS	MN 200, FROM JCT MN 371 TO MN 84, MILL & OVERLAY AND REPLACE BR 8136 & BR 8533 (DESIGNED BY DIST 2, SP 1106-15 & FUNDED BY ATP 3, SP 1106-15M FOR \$6,820,000)	15.6	\$6.16 M
29	MN 220	POLK/ ROSEAU	MN 220, 0.5 MI W OF CLIMAX, PAINT BR 9239 & ON MN 32, IN RED LAKE FALLS, PAINT BR 5921	0.0	\$0.83 M
30	MN 220	MARSHALL	MN 220, 0.1 MI N OF MN 317, REPLACE OLD BR 9625 & 5.6 MI N OF MN 317, REPLACE OLD BR 9627 & APPROACHES	0.0	\$3.0 M
31	US 71	BELTRAMI/ ITASCA	US 71, FROM MN 72 IN BLACKDUCK TO ITASCA/KOOCHICHING CO LINE, BITUMINOUS RECLAIM, (DESIGNED BY DIST 2, SP 0411-17 & FUNDED BY ATP 2, SP 0411-17 FOR \$3,500,000 & ATP 1, SP 3114-55M FOR \$2,400,000) (ALSO TIED TO SP 3602-26, MN 1)	12.8	\$3.5 M
32	MN 11	ROSEAU	MN 11, IN WARROAD, FROM MN 313 TO CSAH 5, ADA/SIGNAL IMPROVEMENTS	1.5	\$0.84 M
33	US 2	BELTRAMI	US 2, EB & WB, FROM CR 515 TO MN 197 & ON MN 197, EB & WB FROM N JCT US 71 TO W JCT US 2 - CORRIDOR IMPROVEMENTS	4.9	\$1.0 M
34	US 2	CLEARWATER	US 2, IN BAGLEY, EB, FROM PARK AVE TO 1.2 MI E OF MN 92 AND WB FROM PARK AVE TO 0.2 MI E OF MN 92, MILL & OVERLAY	3.7	\$1.6 M
35	US 75	KITTSOON	IN HALLOCK, ON US 75, FROM 10TH ST S TO 4TH ST N & ON MN 175, FROM 0.2 MI W OF US 75 TO W END BRIDGE 35006, MILL & OVERLAY AND PED RAMPS	1.6	\$1.7 M

\*Project(s) not shown

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%	51%	0%	0%	0%	49%	0%
53%	0%	11%	6%	0%	4%	14%	12%	0%
61%	0%	10%	0%	0%	0%	3%	26%	0%
96%	0%	0%	4%	0%	0%	0%	0%	0%
<b>2019</b>								
0%	96%	4%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
75%	0%	15%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	96%	4%	0%	0%	0%	0%	0%	0%
83%	0%	2%	8%	0%	7%	0%	0%	0%
0%	0%	55%	0%	0%	0%	45%	0%	0%
0%	0%	0%	100%	0%	0%	0%	0%	0%
66%	0%	0%	0%	0%	16%	18%	0%	0%
44%	0%	13%	0%	0%	0%	44%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
36	US 75	NORMAN	US 75, IN HALSTAD, FROM 0.6 MI S OF THE N JCT MN 200 TO 0.6 MI N OF THE N JCT MN 200, URBAN RECONSTRUCT	1.2	\$3.0 M
37	US 2	POLK	US 2, EB - FROM W END OF ERSKINE TO 0.5 MI E OF US 59 & WB - FROM 0.7 MI W OF ERSKINE TO 0.7 MI E OF US 59, GRADE & SURFACE	5.5	\$9.0 M
<b>2020</b>					
38	US 71	HUBBARD	US 71, 0.3 MI N OF E JCT MN 200, REPLACE OLD BRIDGE 4577 OVER KABEKONA RIVER & APPROACHES	0.0	\$0.69 M
39	MN 72	BELTRAMI	MN 72, N OF US 71, REPLACE BR 91110 & BR 8339 AND N OF MN 1 REPLACE BR 88115 & APPROACHES	0.0	\$2.0 M
40	US 59	MARSHALL	US 59, IN NEWFOLDEN AND 4.5 MI N OF NEWFOLDEN, REPLACE BR 9544 & BR 9546 (BOTH BRIDGES ARE BOX CULVERTS)	0.0	\$1.16 M
41	MN 32	PENNINGTON	MN32, IN ST. HILLAIRE FROM CSAH 55 TO 8TH ST, AND FROM ST. HILLAIRE TO THEIF RIVER FALLS, BITUMINOUS MILL & OVERLAY & PED RAMPS (TIED TO 5703-47, MN 32 & 4501-49, MN 1)	0.8	\$1.85 M
42	MN 200	HUBBARD	MN 200, FROM 0.5 MI E OF CSAH 45 TO 0.1 MI E OF CSAH 30, E OF LAPORTE, RECONSTRUCTION	0.6	\$1.2 M
43	MN 313	ROSEAU	MN 313, FROM MN 11 TO US/CANADA BORDER, MILL & OVERLAY	6.3	\$1.2 M
44	MN 1	MARSHALL	IN WARREN, ON MN 1, FROM MONTANA ST TO SEVENTH ST & ON US 75 FROM RR CROSSING TO PLEASANT AVE, BITUMINOUS MILL & OVERLAY & PED RAMPS & IN ARGYLE, ON US 75, FROM 2ND ST TO 4TH ST, PED RAMPS (TIED TO 5703-46, MN 32 & SP 5703-47, MN 32)	1.9	\$1.27 M
45	MN 1	BELTRAMI	MN 1, FROM E RED LAKE RESERVATION BORDER TO W JCT MN 72, (BUSY CORNERS) MILL & OVERLAY	12.4	\$2.4 M
46	MN 1	PENNINGTON	INTERSECTION OF W JCT ON MN 1/US 59 - W OF THIEF RIVER FALLS, ROUNDABOUT & ON MN 1 FROM CSAH 16 TO KINNEY AVE., GRADE & BITUMINOUS SURFACE (TIED TO SP 170-010-007, MN 1)	1.4	\$3.0 M
47	MN 172	LAKE OF THE WOODS	MN 172, FROM MN 11 TO WHEELERS POINT RESORT, MILL & OVERLAY	11.5	\$3.0 M
48	US 71	BELTRAMI	US 71, SB & NB FROM MN 197 TO 1.3 MI N OF CSAH 15, BITUMINOUS RECLAIM	9.8	\$4.6 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
67%	0%	7%	3%	0%	0%	2%	21%	0%
76%	0%	16%	5%	0%	0%	0%	3%	0%
<b>2020</b>								
0%	97%	3%	0%	0%	0%	0%	0%	0%
0%	77%	1%	22%	0%	0%	0%	0%	0%
0%	73%	27%	0%	0%	0%	0%	0%	0%
68%	0%	18%	0%	0%	0%	14%	0%	0%
54%	0%	6%	40%	0%	0%	0%	0%	0%
81%	0%	18%	1%	0%	0%	0%	0%	0%
33%	0%	11%	0%	0%	0%	56%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
23%	0%	29%	42%	0%	6%	0%	0%	0%
61%	0%	37%	2%	0%	0%	0%	0%	0%
87%	0%	7%	6%	0%	0%	0%	0%	0%



DISTRICT 2 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2021</b>					
1	MN 1	BELTRAMI	MN 1, 4.4 MI E. OF REDBY, REPLACE BRIDGE 424 (TIE WITH BITUMINOUS MILL & OVERLAY)	0.0	\$ .40 M
2	MN 1	BELTRAMI	MN 1, FROM 0.5 MI E MN 89 TO 2.2 MI E MN 89, IN RED LAKE, URBAN RECONSTRUCTION	2.17	\$4.00 M
3	MN 1	BELTRAMI	MN 1, FROM S JCT MN 89 TO E RED LAKE RES LINE, BITUMINOUS MILL & OVERLAY (TIE TO REPLACE BRIDGE 424)	9.80	\$4.80 M
4	MN 1	PENNINGTON	MN 1 FROM CSAH 18 TO TH 219, BITUMINOUS RECLAIM	15.90	\$7.10 M
5	MN 175	KITTSOON	MN 175, 0.5 MI E OF TH 75, IN HALLOCK, REHAB BRIDGE 35006		\$1.90 M
6	MN 9	NORMAN	MN 9, 0.3 MI S. OF ADA, REHAB BRIDGE 6694		\$ .20 M
7	US 2	POLK	US 2WB FROM TH 220 TO 0.3 MI E. CSAH 15, CONCRETE REHABILITATION/RECONSTRUCT	15.03	\$7.40 M
8	US 59	POLK	US 59, REHAB BRIDGE 60006 & 60007 (TIE TO BITUMINOUS MILL & OVERLAY FROM 1.0 MI N SAND HILL RIVER BR TO N RAMPS US 2)	0.0	\$ .60 M
9	US 59	POLK	US 59 FROM 1.0 MI N SAND HILL RIVER BR TO N RAMPS US 2, BITUMINOUS MILL & OVERLAY (TIE TO REHAB BRIDGE 60006 & 60007)	9.67	\$2.50 M
10	US 75	POLK	US 75, 2.2 MI S. OF TH 2, IN CROOKSTON, REHAB BRIDGE 60523	0.0	\$1.00 M
<b>2022</b>					
11	MN 11	LAKE OF THE WOODS	MN 11, 3.7 MILES EAST OF MN 72, REHAB BRIDGE 39011	0.0	\$ .25 M
12	MN 11	LAKE OF THE WOODS	MN 11, 4.6 MI W. OF BAUDETTE, REHAB BRIDGE 39006	0.0	\$ .28 M
13	MN 171	KITTSOON	MN 171 FROM ND BORDER TO TH 75, BITUMINOUS MILL & OVERLAY	1.89	\$ .50 M
14	MN 200	CLEARWATER	MN 200 FROM MAHNOMEN/CLEARWATER CO. LINE TO MN 92, BITUMINOUS RECLAIM	8.16	\$4.40 M
15	MN 64	HUBBARD	MN 64, 1.5 MI N. OF AKELEY, REPLACE BRIDGE 90800, BOX CULVERT	0.0	\$ .70 M
16	MN 89	ROSEAU	MN 89, 5.3 MI N. OF MN 11, REHAB BRIDGE 68005	0.0	\$ .20 M
17	MN 92	CLEARWATER	MN 92 FROM CSAH 35 TO MN 200, BITUMINOUS RECLAMATION	5.06	\$2.70 M
18	US 2	CLEARWATER	US 2, 0.8 MI E. OF BAGLEY, REHAB BR 15001		\$ .50 M
19	US 2	POLK	US 2 WB FROM 0.8 MI E OF CSAH 44 TO MN 32, BITUMINOUS MILL & OVERLAY	5.26	\$1.50 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2021</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
40%	0%	20%	4%	0%	10%	12%	14%	0%
56%	0%	30%	2%	0%	2%	5%	5%	0%
92%	0%	1%	3%	0%	0%	0%	4%	0%
0%	95%	0%	0%	0%	0%	5%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	3%	0%	0%	0%	3%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	8%	2%	0%	0%	8%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
<b>2022</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
85%	0%	12%	3%	0%	0%	0%	0%	0%
80%	0%	11%	3%	0%	3%	3%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%

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. With a few exceptions, projects are listed only if anticipated construction costs exceed \$1 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
20	US 2	POLK	US 2 EB FROM 0.8 MI W. OF TH 32 TO W. ERSKINE LIMITS BITUMINOUS MILL & OVERLAY	14.23	\$5.10 M
21	US 75	KITTSOON	US 75 FROM N. LIMITS OF HALLOCK TO CANADIAN BORDER, BITUMINOUS MILL & OVERLAY, REPLACE BRIDGES 1208 AND 1707	20.10	\$7.10 M
<b>2023</b>					
22	MN 171	KITTSOON	MN 171, AT ND STATE LINE, IN ST. VINCENT, REHAB BRIDGE 35007, \$2.6M ND RESPONSIBILITY	0.0	\$2.60 M
23	MN 72	LAKE OF THE WOODS	MN 72, FROM MN 11 TO CANADIAN BORDER, IN BAUDETTE, RECONSTRUCTION	0.50	\$1.00 M
24	MN 87	HUBBARD	MN 87 FROM TH 71 TO 0.2 MI W OF BR 29001, RECONSTRUCTION/REHABILITATE	10.71	\$9.60 M
25	MN 89	MARSHALL	MN 89 FROM CSAH 54 TO W. LIMITS OF GRYGLA, BITUMINOUS MILL & OVERLAY	0.53	\$0.20 M
26	MN 89	BELTRAMI	MN 89 FROM N RESERVATION LINE TO CSAH 44, BITUMINOUS MILL & OVERLAY	15.99	\$4.80 M
27	US 2	POLK	US 2, 4 MI W. OF CROOKSTON, REPLACE BRIDGE 8023		\$0.80 M
28	US 2	POLK	US 2EB FROM 0.5 MI E US 59 TO W FOSSTON LIMITS, BITUMINOUS MILL & OVERLAY	11.00	\$3.20 M
29	US 59	KITTSOON	US 59 FROM 0.3 MI N OF TH 11 TO 1.3 MI S OF CSAH 15, BITUMINOUS MILL & OVERLAY	11.81	\$3.10 M
30	US 59	PENNINGTON	US 59 FROM MN 92 (BROOKS) TO 0.4 MI S. CR 62 (THIEF RIVER FALLS), BITUMINOUS MILL & OVERLAY	21.80	\$6.40 M
<b>2024</b>					
31	MN 1	MARSHALL	MN 1, 5.3 MI E OF JCT US 75, REPLACE BRIDGES 6007 AND 6008		\$1.40 M
32	MN 1	BELTRAMI	MN 1 FROM S JCT OF MN 89 TO N JCT OF MN 89, BITUMINOUS MILL & OVERLAY	27.67	\$7.70 M
33	MN 11	ROSEAU	MN 11, 4.0 MI E OF ROSEAU, REPLACE BRIDGE 8580 (TIE TO BITUMINOUS MILL & OVERLAY FROM E CITY LIMITS OF ROSEAU TO 1.5 MILES W OF TH 313)	0.0	\$0.40 M
34	MN 11	ROSEAU	MN 11, IN ROSEAU, REHAB BRIDGE 5814	0.0	\$0.50 M
35	MN 11	ROSEAU	MN 11, FROM MN 89 TO EAST CITY LIMITS OF ROSEAU, MILL & OVERLAY/ADA	1.16	\$0.90 M
36	MN 11	ROSEAU	MN 11, IN WARROAD, REHAB BRIDGE 9059	0.0	\$1.10 M
37	MN 11	ROSEAU	MN 11 FROM CSAH 5 TO ROSEAU/LAKE OF THE WOODS CO LINE, BITUMINOUS MILL & OVERLAY/WIDENING	12.43	\$4.40 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%	13%	0%	0%	0%	0%	5%	0%
65%	13%	15%	4%	0%	1%	1%	1%	0%
<b>2023</b>								
0%	95%	0%	0%	0%	3%	3%	0%	0%
50%	0%	34%	0%	0%	8%	8%	0%	0%
50%	0%	24%	5%	0%	5%	5%	11%	0%
100%	0%	0%	0%	0%	0%	0%	0%	0%
83%	0%	17%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
86%	0%	11%	3%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
<b>2024</b>								
0%	100%	0%	0%	0%	0%	0%	0%	0%
85%	0%	9%	3%	0%	3%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	90%	0%	0%	0%	0%	10%	0%	0%
41%	0%	0%	0%	0%	0%	59%	0%	0%
0%	90%	0%	0%	0%	0%	10%	0%	0%
78%	0%	7%	5%	0%	0%	5%	5%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
38	MN 11	ROSEAU	MN 11 FROM E CITY LIMITS OF ROSEAU TO 1.5 MILES W OF TH 313, BITUMINOUS RECLAIM (TIE TO REPLACE BRIDGE 8580)	18.19	\$9.60 M
39	MN 223	CLEARWATER	MN 223 FROM TH 92 TO CSAH 14, IN LEONARD, BITUMINOUS MILL AND OVERLAY	7.64	\$2.00 M
40	MN 32	ROSEAU	MN 32, 2.1 MI S OF MN 11, REHAB BRIDGE 68004 (TIED TO BITUMINOUS RECLAIM FROM 0.1 MI N OF MIDDLE RIVER TO MN 11)	0.0	\$0.25 M
41	MN 32	MARSHALL/ROSEAU	MN 32, REPLACE BRIDGES 6086 AND 6087 (TIED TO BITUMINOUS RECLAIM FROM 0.1 MI N OF MIDDLE RIVER TO MN 11)	0.0	\$0.70 M
42	MN 32	MARSHALL/ROSEAU	MN 32 FROM 0.1 MI N OF MIDDLE RIVER TO MN 11, BITUMINOUS RECLAIM (TIED TO REPLACE BRIDGES 6086 AND 6087 AND REHAB BRIDGE 68004)	17.84	\$8.20 M
43	MN 34	HUBBARD/BECKER	MN 34 FROM BECKER/HUBBARD CO LINE TO 0.3 MI W OF PARK RAPIDS, BITUMINOUS RECLAIM	3.70	\$2.80 M
44	MN 89	BELTRAMI	MN 89 FROM N JCT MN 1 TO THE N RESERVATION LINE	5.12	\$1.40 M
45	US 2	HUBBARD/CASS	US 2 EB & WB, 2.7 MI W BELTRAMI/HUBBARD CO LINE TO BELTRAMI/HUBBARD CO LINE, BITUMINOUS MILL & OVERLAY (TIED TO ATP-3 PROJECT)	2.70	\$1.30 M
<b>2025</b>					
46	MN 200	HUBBARD	MN 200 FROM 0.4 MI E US 71 TO 0.5 MI E MN 64, BITUMINOUS MILL & OVERLAY	5.52	\$1.60 M
47	MN 200	CLEARWATER/HUBBARD	MN 200 FROM CSAH 2 TO W JCT US 71, BITUMINOUS MILL & OVERLAY	6.44	\$1.90 M
48	MN 72	BELTRAMI	MN 72 FROM US 71 TO 1 MI NORTH OF US 71, BITUMINOUS MILL & OVERLAY	1.10	\$0.34 M
49	MN 92	CLEARWATER	MN 92, E OF GONVICK, REPLACE BRIDGE 1057 (TIE WITH MILL & OVERLAY)	0.0	\$0.70 M
50	MN 92	CLEARWATER	MN 92 FROM E LIMITS OF GONVICK TO 0.4 MI S CSAH 22, BITUMINOUS MILL & OVERLAY (TIE WITH BRIDGE 1057)	12.77	\$3.80 M
51	US 2	POLK	US 2, 11.0 MI E OF CROOKSTON, REPLACE BRIDGE 3932	0.0	\$1.30 M
52	US 2	POLK	US 2, IN EAST GRAND FORKS, REPLACE BRIDGE 60001	0.0	\$5.80 M
53	US 71	HUBBARD	US 71, 9.6 MI N OF PARK RAPIDS, REPLACE BRIDGE 8515 (TIE WITH MILL & OVERLAY)	0.0	\$0.70 M
54	US 71	BELTRAMI	US 71 FROM CSAH 22 TO MN 72 (BLACKDUCK), BITUMINOUS MILL & OVERLAY	14.20	\$4.40 M
55	US 71	HUBBARD	US 71 FROM 0.8 MI N OF MN 34 (PARK RAPIDS) TO 0.3 MI S MN 200, BITUMINOUS MILL & OVERLAY (TIE WITH BRIDGE 8515)	19.50	\$6.60 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
85%	0%	13%	2%	0%	0%	0%	0%	0%
91%	0%	4%	0%	0%	0%	5%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
98%	0%	2%	0%	0%	0%	0%	0%	0%
62%	0%	5%	8%	0%	8%	0%	17%	0%
88%	0%	12%	0%	0%	0%	0%	0%	0%
90%	0%	10%	0%	0%	0%	0%	0%	0%
<b>2025</b>								
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	9%	5%	0%	2%	2%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
84%	0%	12%	4%	0%	0%	0%	0%	0%
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%
82%	0%	9%	5%	0%	2%	2%	0%	0%
70%	0%	18%	6%	0%	6%	0%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
56	US 75	KITTSOON	US 75 FROM S. LIMITS OF DONALDSON TO S. LIMITS OF HALLOCK, RECONSTRUCTION/BITUMINOUS MILL & OVERLAY, REPLACE BRIDGES 4102 AND 4103	14.25	\$6.80 M
<b>2026</b>					
57	MN 11	ROSEAU	MN 11 FROM W END OF GREENBUSH TO MN 32, IN GREENBUSH, URBAN RECONSTRUCT	0.30	\$1.60 M
58	MN 200	HUBBARD	MN 200 FROM CSAH 39 TO HUBBARD/CASS CO LINE, BITUMINOUS RECLAMATION	6.79	\$4.90 M
59	MN 87	HUBBARD	MN 87 FROM 0.2 MI W OF BR 29001 TO MN 64, MILL & OVERLAY	8.02	\$2.60 M
60	MN 89	MARSHALL	MN 89 FROM MN 219 TO MARSHALL/ROSEAU CO, BITUMINOUS MILL & OVERLAY	16.46	\$4.50 M
61	US 2	POLK	US 2, 4.5 MI E OF FOSSTON, REPLACE BRIDGE 60002 (TIE WITH MILL & OVERLAY)	0.0	\$1.00 M
62	US 2	POLK	US 2EB FROM 1.0 MI E MN 9 TO 0.8 MI W MN 32, BITUMINOUS MILL & OVERLAY	12.20	\$3.70 M
63	US 2	CLEARWATER/ POLK	US 2WB FROM E FOSSTON LIMITS TO W BAGLEY LIMITS (TIE WITH BRIDGE 60002)	15.60	\$4.80 M
64	US 59	PENNINGTON	US 59 FROM 0.4 MI S. CR62 TO 1ST ST E., IN TRF, PAVEMENT REPLACEMENT	1.50	\$3.60 M
65	US 59	PENNINGTON	US 59, IN THIEF RIVER FALLS, REPLACE BRIDGE 5327	0.0	\$7.50 M
66	US 75	POLK	US75 FROM 1.0 MI S ELDRED TO 0.6 MI N OF GIRARD , REPLACE BRIDGES 8659, 8411, 8412 AND 6380	0.0	\$3.20 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
60%	21%	8%	3%	0%	2%	6%	0%	0%
<b>2026</b>								
50%	0%	34%	0%	0%	8%	8%	0%	0%
74%	0%	15%	4%	0%	2%	5%	0%	0%
82%	0%	15%	3%	0%	0%	0%	0%	0%
95%	0%	5%	0%	0%	0%	0%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%
82%	0%	12%	6%	0%	0%	0%	0%	0%
82%	0%	8%	10%	0%	0%	0%	0%	0%
54%	0%	20%	10%	0%	8%	8%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
0%	100%	0%	0%	0%	0%	0%	0%	0%