

# District 3 10-Year Capital Highway Investment Plan (2017-2026)



**OCTOBER 2016**

## DISTRICT 3 10-YEAR CHIP

District 3's 10-Year 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.



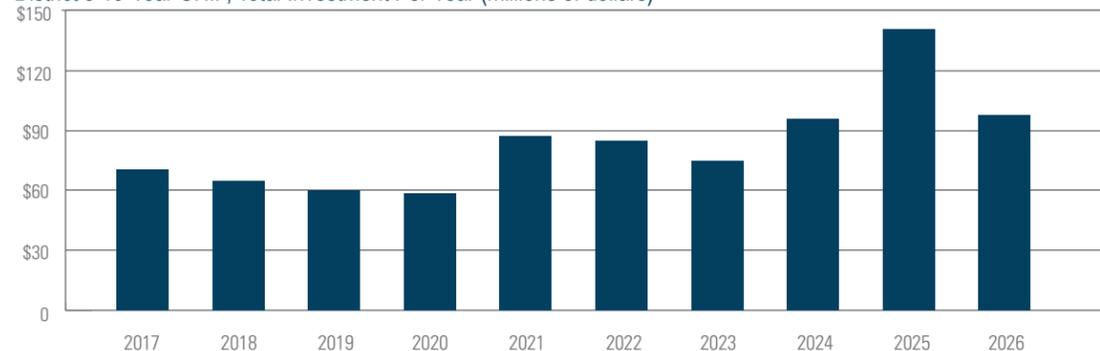
The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (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 CHIP. 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 CHIP, 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 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. MnSHIP guides the overall direction of the 10-Year Capital Highway CHIP 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](mailto:Steve.Voss@state.mn.us) or 218-828-5779.

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

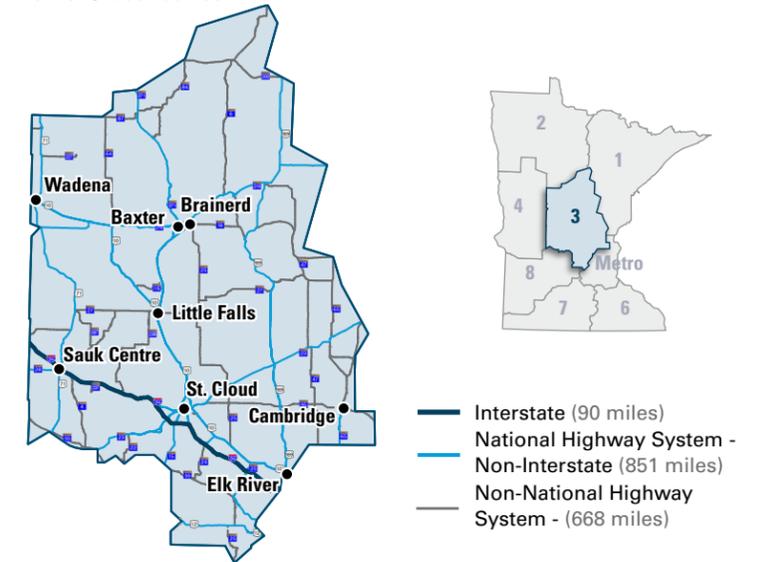


District 3 covers the central portion of Minnesota (see map inset below). It has two regional offices located in Baxter and St. Cloud. The St. Cloud Area Planning Organization is the designated Metropolitan Planning Organization for the St. Cloud metropolitan area. District 3 offices are staffed by 372 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 and has 367 miles of rail.

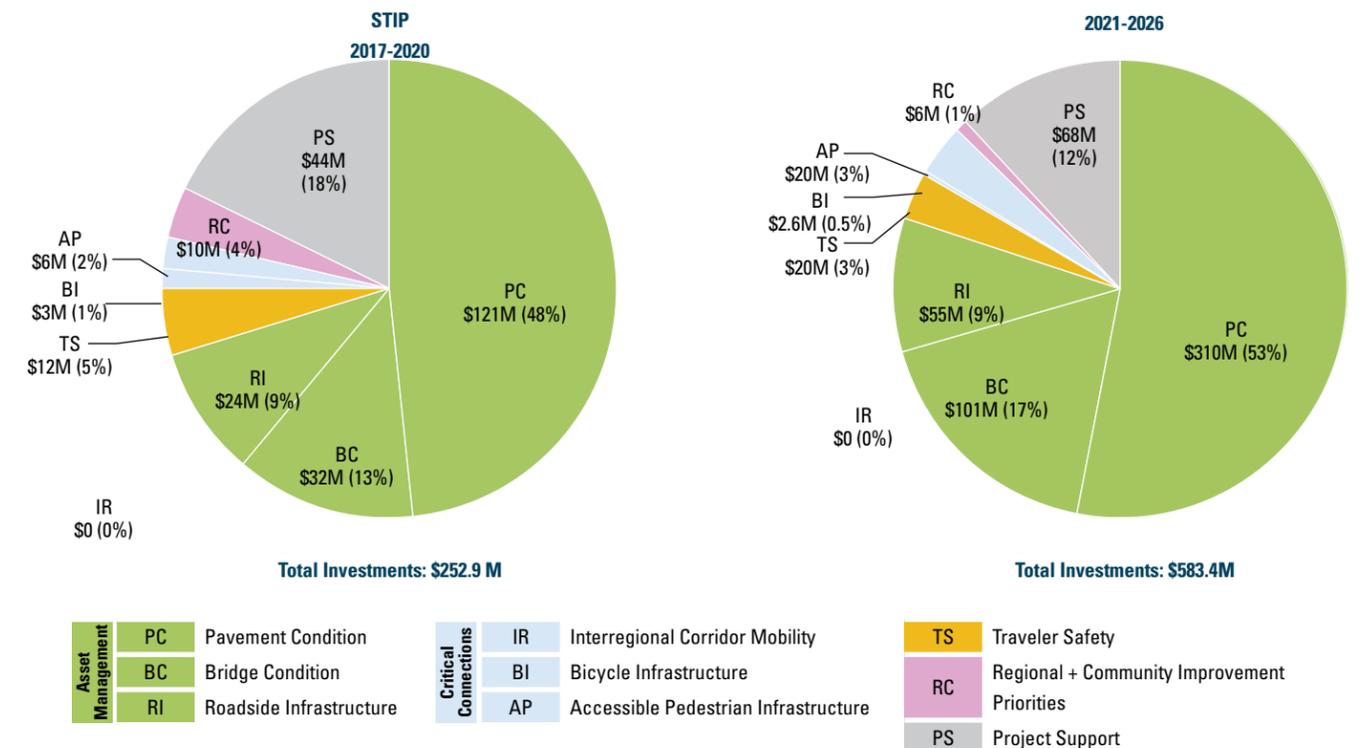
|                  |   |
|------------------|---|
| Counties*        | Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, and Wright. |
| Centerline Miles | 1,607   |
| Lane Miles       | 3,903   |
| High Mast Lights | 10  |
| Culverts         | 4,859   |
| Noise Walls      | 2   |
| Overhead Signs   | 68  |
| Population 2013* | 647,656   |
| Annual VMT**     | 4,473,962,081   |
| VMT/Capita       | 6907  |

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

District 3 Boundaries



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



## PROGRAM HIGHLIGHTS

District 3 faces many transportation needs on its portion of the state highway system over the 10-year period of this CHIP. The district expects to address many of its most critical needs through the implementation of the projects that have been put forward in this CHIP. Investments focus primarily on asset management relating to the preservation of the district's pavement, bridge, and roadside infrastructure. Most of these improvements consist of routine resurfacing and rehabilitation projects though several larger major construction, reconstruction, and bridge replacement projects are also identified. The CHIP also includes funding for lower cost, high return on investment safety projects intended to reduce the number and severity of crashes at key locations throughout the district, as well as modest funding to address pedestrian accessibility and bike infrastructure needs in urban areas.

After modeling the performance of the system based on the district's planned investments, the district anticipates that it will satisfactorily meet the department's stated performance goals for "good" pavements and bridges on the National Highway System (NHS). NHS improvements consist of those planned on interstate and principal arterial routes and funded by MnDOT's Statewide Performance Program (SPP). The district's District Risk Management Program (DRMP) funding was used to meet "good" targets for pavements and bridges on the non-NHS system, which consist of minor arterial and collector roadways. Resources from the DRMP were primarily directed toward facilities in fair and poor condition with the goal of bringing them up to good. To meet this goal and optimize available funding, the district worked to establish an appropriate scope for each of the planned projects after assessing risks of other transportation options.

Special funding outside of the SPP and DRMP afforded the district to be able to program and/or advance a number of significant projects including:

- Lake Orono Bridge in Elk River – State Bond Funds, FY 2017
- MN Highway 371 Nisswa to Jenkins 2-4 lane expansion – Corridors of Commerce Funding, FYs 2016-2017
- Various safety improvements on Interstate 94, US Highway 169 and Minnesota Highway 55 – Section 164 Sanction Funds, FYs 2017
- Historic roadside properties on Minnesota Highway 18 and US Highway 169 – District C funds

## NOTABLE CHANGES FROM PREVIOUS CHIP

Decreasing oil prices in 2016 resulted in lower bids from contractors for construction work that translated into overall savings to the district's program. Nine projects are now being advanced by at least one program year in response to the program savings. Despite the advancement of these projects, the district was required to delay a few projects to account for some of the program changes and to better coordinate project delivery and construction. The district identified several new safety projects eligible for federal Highway Safety Improvement Program (HSIP) funding. HSIP funds will be used to continue

| 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 3 HISTORIC PERFORMANCE

| Statewide Plan Policy | Measure  | Target | 2010   | 2011   | 2012   | 2013   | 2014   | 2015   |
|-----------------------|--|--------|--------|--------|--------|--------|--------|--------|
| <b>Safety</b>         | Fatalities   |        | 67     | 76     | 58     | 60     | 79     | 87     |
| <b>Bridge</b>         | Condition: NHS - % Poor                            | <2%    | ▲ 2.4% | ▲ 2.4% | ● 0.7% | ● 0.7% | ● 1.7% | ● 1.7% |
| <b>Bridge</b>         | Condition: Non-NHS - % Poor                        | <8%    | ● 0%   | ● 0%   | ● 0%   | ● 0%   | ● 1.2% | ● 0%   |
| <b>Pavement</b>       | Ride Quality Poor - Interstate, % of miles         | <2%    | ● 0.8% | ● 1.8% | ● 1.8% | ● 0%   | ● 0.8% | ● 0.8% |
| <b>Pavement</b>       | Ride Quality Poor - Non-Interstate NHS, % of miles | <4%    | ● 3.4% | ▲ 5%   | ● 2.9% | ● 1.9% | ● 2.3% | ● 2.1% |
| <b>Pavement</b>       | Ride Quality Poor - Non-NHS, % of miles            | <10%   | ● 1.3% | ● 3.1% | ● 0.9% | ● 1.7% | ● 1.7% | ● 4%   |

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

the installation of high tension median cable barrier on the district's higher volume 4-lane expressways and for the construction of reduced conflict intersections and roundabouts at various locations around the district. A summary of a few of the projects that were advanced include the following:

- MN Highway 6 resurfacing project from Remer to Cass/Itasca County line, from FY 2018 to FY 2017
- MN Highway 25 resurfacing project from Benton/Morrison County line to Genola, from FY 2018 to FY 2017
- MN Highway 84 resurfacing project from Pine River to MN Highway 200, from FY 2020 to FY 2017
- MN Highway 25 resurfacing project from US Highway 12 to Buffalo, from FY 2019 to FY 2018
- MN Highway 27 Skunk River bridge replacement in Morrison County, from FY 2019 to FY 2018
- MN Highway 55 resurfacing project Buffalo to Rockford, from FY 2019 to FY 2018

## DISTRICT 3 HIGHWAY INVESTMENT STRATEGIES

### Asset Management

- Majority of program is focused on asset management including pavement and bridge preservation
- Allocate roughly \$3.5 million toward Preventive Maintenance and \$2.5 million Bridge and Road Construction setasides to prolong pavement life.

### Traveler Safety

- Invest 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.

### Regional and Community Improvement Priorities

- Allocate \$1 million annually to Cooperative Agreements program; locals may use funds for mutually-beneficial trunk highway improvements.

## DISTRICT 3 PROJECTED PERFORMANCE

| Statewide Plan Policy | Measure  | Target | 2015 Actual | 2020 Projected | 2026 Projected | Analysis  |
|-----------------------|--|--------|-------------|----------------|----------------|---|
| <b>Safety</b>         | Fatalities   | 0      | 87          | N/A            | N/A            |   |
| <b>Bridge</b>         | Condition: NHS - % Poor                            | <2%    | ● 1.7%      | ● 1.7%         | ● 2.6%         | The bridge preservation targets for the NHS will be met through 2026.                     |
| <b>Bridge</b>         | Condition: Non-NHS - % Poor                        | <8%    | ● 0%        | ● 0%           | ● 0%           | The bridge preservation targets for the Non-NHS will be met through 2026.                 |
| <b>Pavement</b>       | Ride Quality Poor - Interstate, % of miles         | <2%    | ● 0.8%      | ▲ 3.2%         | ● 0%           | The pavement condition will remain within target for the Interstate.                      |
| <b>Pavement</b>       | Ride Quality Poor - Non-Interstate NHS, % of miles | <4%    | ● 2.1%      | ● 3.5%         | ▲ 5%           | The pavement condition for Non-Interstate NHS will be slightly worse than the set target. |
| <b>Pavement</b>       | Ride Quality Poor - Non-NHS, % of miles            | <10%   | ● 4%        | ● 4.4%         | ● 6.5%         | The pavement condition will remain within target for the Non-NHS system.                  |

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

## Project Support

- Allocate roughly 10 percent of construction program to Supplemental Agreements/Cost Overruns program, a portion of which will be used as incentives to ensure engineering specifications and performance goals are met or exceeded by contractor.

## REMAINING RISKS

### High

- Managing stakeholder and public expectations on higher-volume 4-lane expressways with noted mobility needs as district works to preserve the pavement and manage access and safety needs.

### Medium

- Cost of providing traffic control to prevent backups during construction on high-volume section of Interstate 94 between Monticello and Clearwater.
- Unintended changes to CHIP caused by shorter-term pavement solutions that are used to stretch limited funding. Becomes problematic when actual roadway condition is masked and the need to program a new project causes the delay of other planned work in the CHIP.
- Delaying pavement projects, due to limited funding, that leads to higher operation and maintenance costs and more costly fixes in the future.
- Lower volume roads where the district is planning lower cost improvements are particularly vulnerable to program delays and cost increases.

### Low

- Incorporating full ADA in urban areas results in changes to roadway cross section and increased costs. Cross section changes can result in grade and surface work and community impacts affecting right-of-way and utilities.
- District's focus on meeting preservation targets will mean limited funding available to address bicycle infrastructure needs in urban areas with the exception of those areas where reconstruction projects are planned.

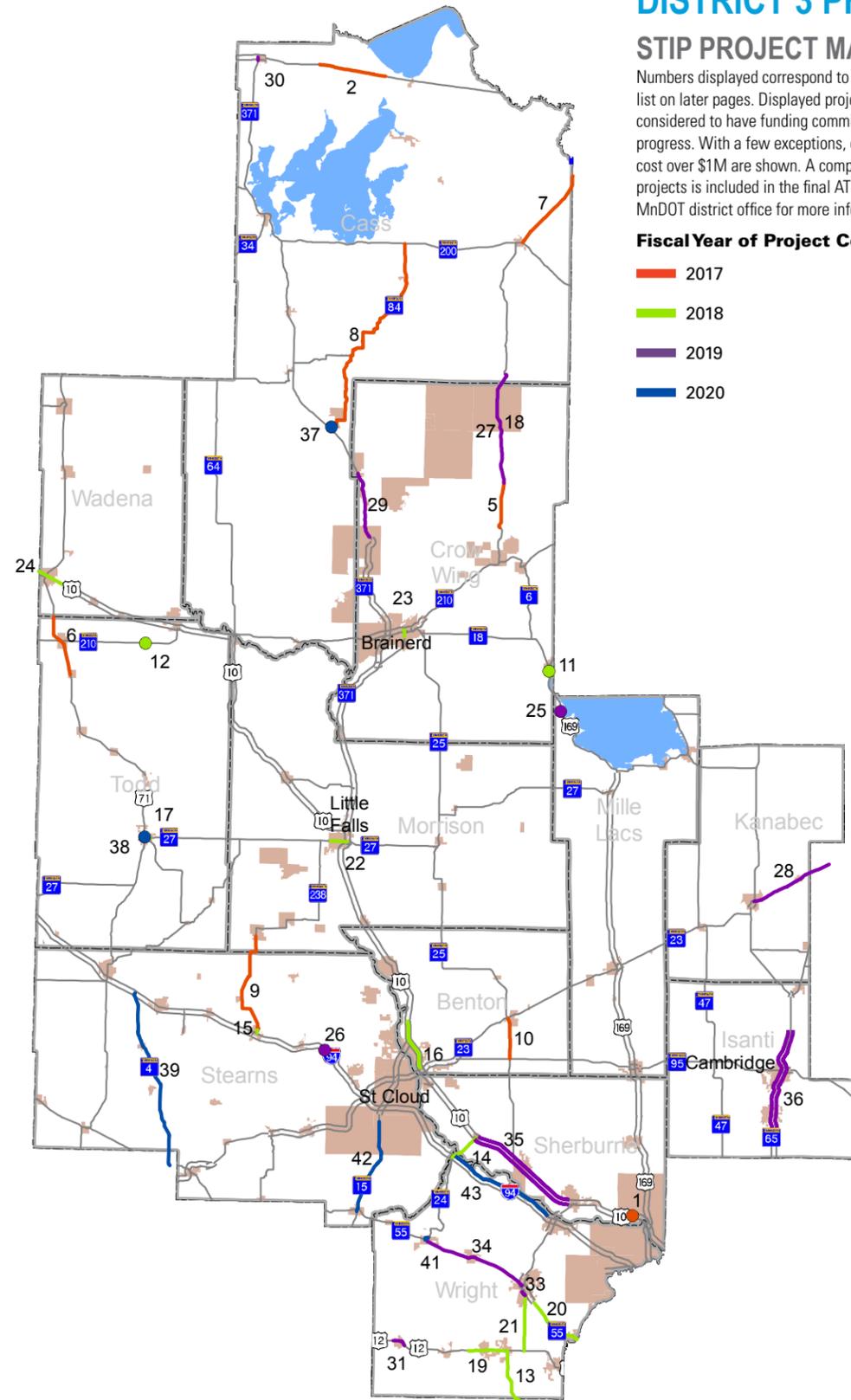
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## DISTRICT 3 PROJECTS

### 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.

#### Fiscal Year of Project Construction



## 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 3 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 10  | SHERBURNE         | US 10, REPLACE BRIDGE #5955 WITH BRIDGE #371005 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER AND MILL AND OVERLAY FROM JOPLIN ST TO W END OF BRIDGE #5955   | 1.3         | \$13.22 M               |
| 2           | US 2   | CASS              | US 2, FROM 1.4 MI E OF CSAH 10 TO 0.3 MI W OF CSAH 91, MILL & OVERLAY OF THE MAINLINE (DESIGNED BY DISTRICT 2 SP 1102-67 AND FUNDED BY ATP-3 PORTION OF \$1,000,000)  | 8.4         | \$1.00 M                |
| 3           | MN 95  | MILLE LACS        | TED, MN 95, CONSTRUCT ROUNDABOUT AT MILLE LACS CR 157 IN PRINCETON, INCLUDES EXTENDING UTILITIES TO BUSINESS CENTER AND BUSINESS PARK (DISTRICT 3 SHARE OF \$236,000 AND TED PARTICIPATION OF \$110,187) (SP 4809-20TED IS THE TED PORTION OF THIS PROJECT) | 0.0         | \$24 M                  |
| 4           | US 169 | AITKIN            | US 169, CONSTRUCT ROUNDABOUT AT RED OAK DRIVE IN THE CITY OF AITKIN, LOCATED IN ATP-1   | 0.0         | \$1.35 M                |
| 5           | MN 6   | CROW WING         | MN 6, FROM BR# 18001 OVER MISSISSIPPI RIVER TO .7 MI NORTH OF OLANDER RD, MILL AND OVERLAY ( TIED TO SP 7709-16)  | 5.7         | \$1.60 M                |
| 6           | US 71  | TODD              | US 71, FROM BERTHA TO WADENA/TODD CO LINE, MILL AND OVERLAY ( TIED TO SP 1802-51)   | 7.9         | \$2.00 M                |
| 7           | MN 6   | CASS              | MN 6, FROM JCT MN 200 IN REMER TO CASS/ITASCA CO LINE, MILL AND OVERLAY   | 10.8        | \$2.85 M                |
| 8           | MN 84  | CASS              | MN 84, IN PINE RIVER, FROM CASS CSAH 1 TO JCT MN 200, MILL AND OVERLAY  | 29.5        | \$4.90 M                |
| 9           | MN 238 | MORRISON/ STEARNS | MN 238, FROM .4 MI NORTH OF RAILROAD AVE IN ALBANY TO MORRISON CR 21 IN UPSULA, RECLAMATION AND SHOULDER WIDENING   | 13.9        | \$5.80 M                |
| 10          | MN 25  | BENTON            | MN 25, FROM JCT MN 95 TO JCT MN 23 IN FOLEY, RECLAMATION  | 5.0         | \$12.42 M               |
| <b>2018</b> |        |                   |   |             |                         |
| 11          | US 169 | CROW WING         | US 169, .5 MI S OF JCT MN 18, PRESERVE BRIDGE #5265 OVER DRY STREAM   | 0.0         | \$1.58 M                |
| 12          | MN 210 | TODD              | MN 210, 0.5 MI E OF TODD CO CSAH 9, REPLACE BR# 5802 OVER MORAN BROOK   | 0.0         | \$1.80 M                |
| 13          | MN 25  | CARVER/ WRIGHT    | MN 25, FROM CARVER CO CSAH 10A IN WATERTOWN TO JCT MN 12 IN MONTROSE, MILL AND OVERLAY; AND ON MN 25, FROM .6 MI N OF WRIGHT CO CR 30 SE, REPLACE BR# 8113 OVER CREEK   | 8.5         | \$3.71 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%                 | 93%              | 0%                                | 0%              | 0%           | 4%                     | 4%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 100%                                       | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 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%              |
| 90%                | 0%               | 10%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 82%                | 0%               | 11%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 83%                | 0%               | 11%                               | 6%              | 0%           | 2%                     | 0%                                   | 0%   | 0%              |
| <b>2018</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 73%                | 19%              | 8%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |

| Number      | Route   | County               | Description  | Length (mi) | Total Construction Cost |
|-------------|---------|----------------------|--|-------------|-------------------------|
| 14          | MN 24   | WRIGHT/<br>SHERBURNE | MN 24, FROM BR# 86807 OVER I 94 IN CLEARWATER TO US 10 IN CLEAR LAKE, MILL AND OVERLAY   | 3.8         | \$2.31 M                |
| 15          | MN 238  | STEARNS              | MN 238, IN ALBANY, JCT OF RAILROAD AVE TO 0.4 MI N, URBAN RECONSTRUCTION   | 0.4         | \$1.00 M                |
| 16          | US 10   | BENTON               | US 10, FROM NORTH BENTON DRIVE TO 0.2 MILES WEST OF EAST ST GERMAIN ST IN ST CLOUD, INSTALL CABLE MEDIAN BARRIER   | 6.2         | \$1.45 M                |
| 17          | MN 27   | TODD                 | MN 27, FROM N JCT TH 71 TO 9TH ST NE IN LONG PRAIRIE, MILL AND OVERLAY, AND US 71, FROM N OF S LIMITS IN LONG PRAIRIE N TO S END OF LONG PRAIRIE RIVER BRIDGE (BRIDGE #6852), MILL AND OVERLAY   | 1.5         | \$1.60 M                |
| 18          | MN 6    | CROW WING            | MN 6, IN EMILY, RECONSTRUCTION INCLUDING SAFETY INTERSECTION IMPROVEMENTS AT CSAH 1 INTERSECTION   | 0.5         | \$2.15 M                |
| 19          | US 12   | WRIGHT               | US 12, FROM EAST COKATO TO WEST HOWARD LAKE, MILL AND OVERLAY  | 5.0         | \$2.70 M                |
| 20          | MN 55   | WRIGHT               | MN 55, FROM DIVISION ST E OF BUFFALO TO WRIGHT/HENNEPIN CO LINE IN ROCKFORD, MILL AND OVERLAY  | 7.5         | \$2.98 M                |
| 21          | MN 25   | WRIGHT               | MN 25, FROM JCT US 12 TO 0.2 MI NORTH OF 10TH ST S IN BUFFALO, MILL AND OVERLAY  | 6.6         | \$2.90 M                |
| 22          | MN 27   | MORRISON             | MN 27, FROM .1 MILE WEST OF 15TH ST SW TO 9TH ST NE IN LITTLE FALLS, MILL AND OVERLAY  | 2.1         | \$3.00 M                |
| 23          | MN 371B | CROW WING            | MN 371B, FROM MN 210 (WASHINGTON ST) TO JOSEPH ST IN BRAINERD, RECONSTRUCTION, INCLUDING SIDEWALKS, CURB AND GUTTER  | 0.9         | \$7.00 M                |
| 24          | US 10   | WADENA               | US 10, MILL AND OVERLAY, FROM END OF 4-LANE W OF WADENA E TO OINK JOINT ROAD; AND URBAN RECONSTRUCTION, FROM 0.1 MI W OF 3RD ST NW TO 0.1 MI E OF 2ND ST NE IN WADENA INCLUDING RR SIGNAL UPGRADE (DESIGNED BY D3, ATP 4 PORTION OF \$884,372) | 5.6         | \$9.68 M                |
| <b>2019</b> |         |                      |  |             |                         |
| 25          | US 169  | MILLE LACS           | US 169, 2.2 MI S OF MILLE LACS/CROW WING CO LINE, REHAB BRIDGE #3355 OVER WHITE FISH CREEK   | 0.0         | \$4.80 M                |
| 26          | I 94    | STEARNS              | I-94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94  | 0.0         | \$1.50 M                |
| 27          | MN 6    | CROW WING/<br>CASS   | MN 6, FROM .7 MI N OF OLANDER RD TO .2 MI S OF CSAH 1 IN EMILY AND FROM .2 MI N OF CSAH 1 IN EMILY TO BR# 11005 IN OUTING, MILL AND OVERLAY  | 14.1        | \$4.80 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. 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 |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 75%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 14%                                  | 0%   | 0%              |
| 72%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 17%                                  | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 63%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 26%                                  | 0%   | 0%              |
| 70%                | 0%               | 12%                               | 14%             | 0%           | 2%                     | 1%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 87%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 64%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 24%                                  | 0%   | 0%              |
| 40%                | 0%               | 39%                               | 7%              | 0%           | 7%                     | 7%                                   | 0%   | 0%              |
| 83%                | 0%               | 11%                               | 0%              | 0%           | 2%                     | 1%                                   | 0%   | 0%              |
| <b>2019</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 84%              | 0%                                | 0%              | 0%           | 13%                    | 4%                                   | 0%   | 0%              |
| 88%                | 0%               | 11%                               | 0%              | 0%           | 0%                     | 1%                                   | 0%   | 0%              |

| Number      | Route  | County                | Description  | Length (mi) | Total Construction Cost |
|-------------|--------|-----------------------|--|-------------|-------------------------|
| 28          | MN 23  | KANABEC/PINE          | MN 23, FROM N JCT MN 65 IN MORA TO JCT MN 107, MILL AND OVERLAY  | 10.5        | \$4.70 M                |
| 29          | MN 371 | CROW WING             | MN 371, LANDSCAPING FROM NISSWA TO JENKINS AND ALONG NEW PEQUOT LAKES BYPASS   |             | \$ .50 M                |
| 30          | MN 371 | CASS                  | MN 371, IN CASS LAKE FROM RAILROAD TRACKS TO US 2, RECONSTRUCTION (DESIGNED BY DISTRICT 2 SP 1120-56 AND FUNDED BY ATP-3 PORTION OF 1,500,000)   | 0.4         | \$1.59 M                |
| 31          | US 12  | WRIGHT                | US 12, FROM 0.2 MI W OF SUNSET AVE TO 7TH ST SE IN COKATO, MILL AND OVERLAY  | 1.6         | \$1.50 M                |
| 32          | US 169 | MILLE LACS            | US 169, CONSTRUCT REDUCED CONFLICT INTERSECTION AT JCT MILLE LACS CO CSAH 11 NORTH OF MILACA   | 0.0         | \$1.55 M                |
| 33          | MN 25  | WRIGHT                | MN 25, FROM 0.1 MI SOUTH OF 1ST ST S TO 0.1 MI NORTH OF WRIGHT CR 147 IN BUFFALO, URBAN RECONSTRUCTION (AC PROJECT, AC PAYBACK IN 2020)  | 0.5         | \$2.30 M                |
| 34          | MN 55  | WRIGHT                | MN 55, FROM POPLAR ST S IN ANNANDALE TO JCT MN 25 IN BUFFALO, MILL AND OVERLAY   | 13.2        | \$5.60 M                |
| 35          | US 10  | SHERBURNE             | US 10, FROM CLEAR LAKE TO BIG LAKE, MILL AND OVERLAY   | 14.2        | \$5.70 M                |
| 36          | MN 65  | ISANTI                | MN 65, ON SBL, ISANTI/ANOKA CO LINE TO .2 MI S OF CR 55, ON NBL, FROM .6 MI S OF CR 55 TO .3 MI N OF CSAH 19, MILL AND OVERLAY; AND FROM .3 MI N OF CSAH 19 TO END OF 4 LANE; WHITETOPPING | 15.0        | \$12.80 M               |
| <b>2020</b> |        |                       |  |             |                         |
| 37          | MN 84  | CASS                  | MN 84, REPLACE BRIDGE #6499 OVER NORWAY BROOK DAM IN PINE RIVER  | 0.0         | \$3.27 M                |
| 38          | US 71  | TODD                  | US 71, IN LONG PRAIRIE, REPLACE BRIDGE #6852 OVER LONG PRAIRIE RIVER   | 0.0         | \$2.70 M                |
| 39          | MN 4   | STEARNS/<br>KANDIYOHI | MN 4, FROM MN 55 TO I-94, AND ON MN 55 FROM WESTERN KANDIYOHI/STEARNS CO LINE TO THE EAST LIMITS OF PAYNESVILLE, MILL AND OVERLAY (DESIGNED BY ATP 3, ATP 8 PORTION OF \$4.7M)             | 31.5        | \$5.70 M                |
| 40          | MN 65  | ISANTI                | MN 65, CONSTRUCT INTERSECTION SAFETY IMPROVEMENTS AT JCT OF MN 65 AND MN 107 SOUTH OF BRAHAM   | 0.0         | \$1.00 M                |
| 41          | MN 24  | WRIGHT                | MN 24, FROM MN 55 TO N POPLAR AVE IN ANNANDALE, MILL AND OVERLAY   | 0.7         | \$1.90 M                |
| 42          | MN 15  | STEARNS               | MN 15, FROM RAILROAD CROSSING IN KIMBALL TO 66TH AVE IN ST AUGUSTA, RECLAMATION  | 12.1        | \$6.20 M                |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 83%                | 0%               | 12%                               | 0%              | 0%           | 6%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 100%                                       | 0%              |
| 42%                | 0%               | 40%                               | 4%              | 0%           | 10%                    | 10%                                  | 0%   | 0%              |
| 55%                | 0%               | 12%                               | 0%              | 0%           | 5%                     | 29%                                  | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 76%                | 0%               | 12%                               | 3%              | 0%           | 3%                     | 6%                                   | 0%   | 0%              |
| 82%                | 0%               | 12%                               | 0%              | 0%           | 6%                     | 1%                                   | 0%   | 0%              |
| 79%                | 0%               | 12%                               | 4%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 12%                               | 0%              | 0%           | 5%                     | 0%                                   | 0%   | 0%              |
| <b>2020</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 93%              | 0%                                | 0%              | 0%           | 4%                     | 4%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 67%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 22%                                  | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 100%            | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 63%                | 0%               | 12%                               | 0%              | 0%           | 5%                     | 20%                                  | 0%   | 0%              |
| 85%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 4%                                   | 0%   | 0%              |

| Number | Route | County | Description  | Length (mi) | Total Construction Cost |
|--------|-------|--------|--|-------------|-------------------------|
| 43     | 194   | WRIGHT | I-94, FROM MN 24 IN CLEARWATER TO 0.3 MI E OF BRIDGE #86802 UNDER CSAH 39 NEAR MONTICELLO (WBL), UNBONDED CONCRETE OVERLAY | 14.0        | \$16.00 M               |

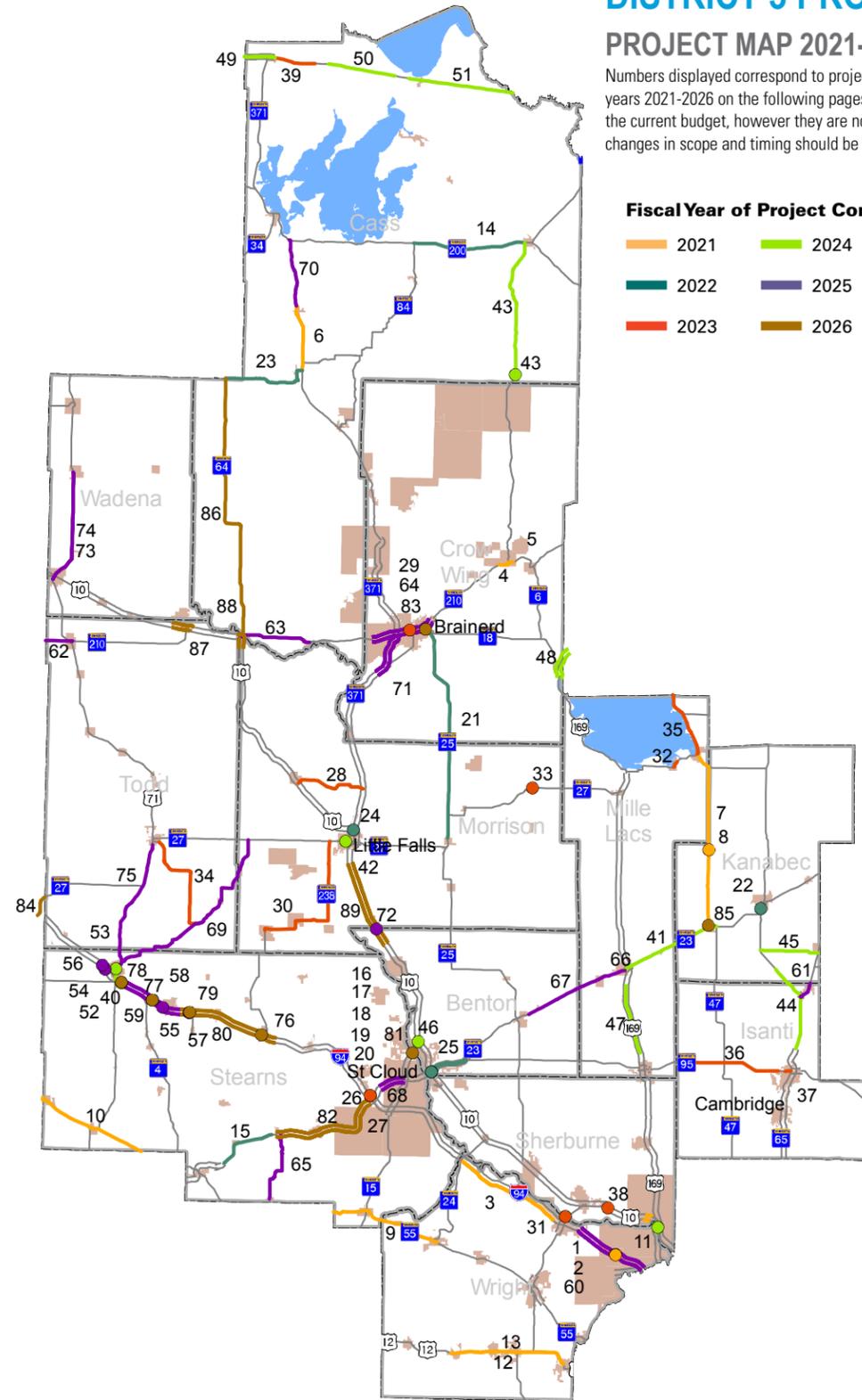
| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |

## DISTRICT 3 PROJECTS

### PROJECT MAP 2021-2026

Numbers displayed correspond to project lines in project list for years 2021-2026 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



## 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 3 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP**

| Number      | Route  | County    | Description  | Length (mi) | Total Construction Cost |
|-------------|--------|-----------|--|-------------|-------------------------|
| <b>2021</b> |        |           |  |             |                         |
| 1           | I 94   | WRIGHT    | I 94, OVERLAY AND REHAB BRIDGE #86817 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE  | 0.00        | \$2.68 M                |
| 2           | I 94   | WRIGHT    | I 94 OVERLAY AND REHAB BRIDGE #86818 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE   | 0.00        | \$2.68 M                |
| 3           | I 94   | WRIGHT    | I 94, CLEARWATER TO MONTICELLO (EBL), UNBONDED CONCRETE OVERLAY  | 14.00       | \$19.40 M               |
| 4           | MN 210 | CROW WING | MN 210, IN CROSBY/IRONTON, MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED RECONSTRUCTION PROJECT WITH ADA)  | 1.20        | \$2.00 M                |
| 5           | MN 210 | CROW WING | MN 210, IN CROSBY, URBAN RECONSTRUCTION INCL. PEDESTRIAN/ADA IMPROVEMENTS (ASSOCIATED WITH SPP FUNDED CROSBY/IRONTON MILL AND OVERLAY)           | 0.80        | \$3.00 M                |
| 6           | MN 371 | CASS      | MN 371, BACKUS TO HACKENSACK, MILL AND OVERLAY   | 8.17        | \$2.45 M                |
| 7           | MN 47  | KANABEC   | MN 47, REPLACE BRIDGE #6465 OVER LITTLE ANN RIVER 11.3 MI N OF OGILVIE   | 0.00        | \$1.00 M                |
| 8           | MN 47  | KANABEC   | MN 47, FROM OGILVIE TO ISLE, MILL AND OVERLAY  | 22.20       | \$4.50 M                |
| 9           | MN 55  | STEARNS   | MN 55, FROM MEEKER/STEARNS CO LINE TO EAST ANNANDALE, MILL AND OVERLAY   | 14.20       | \$6.20 M                |
| 10          | MN 55  | STEARNS   | MN 55, FROM POPE/STEARNS CO LINE TO STEARNS/KANDIYOHI COUNTY LINE, MILL AND OVERLAY  | 14.30       | \$6.55 M                |
| 11          | US 10  |           | US 10, FROM XENIA AVE TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION  | 3.80        | \$8.40 M                |
| 12          | US 12  | WRIGHT    | US 12, FROM HOWARD LAKE TO DELANO, MILL AND OVERLAY (ASSOCIATED WITH SPP FUNDED MILL AND OVERLAY)  | 14.80       | \$1.49 M                |
| 13          | US 12  | WRIGHT    | US 12, FROM HOWARD LAKE TO DELANO, MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED ADA WORK)   | 14.80       | \$6.20 M                |
| <b>2022</b> |        |           |  |             |                         |
| 14          | MN 200 | CASS      | MN 200, FROM TH 84 TO REMER, MILL AND OVERLAY  | 13.90       | \$5.60 M                |
| 15          | MN 23  | STEARNS   | MN 23, FROM PAYNESVILLE TO RICHMOND, BITUMINOUS OVERLAY  | 7.67        | \$1.80 M                |
| 16          | MN 23  | BENTON    | MN 23/US 10 INTERCHANGE AREA IN ST. CLOUD, MULTIMODAL IMPROVEMENTS (ASSOCIATED TO SPP FUNDED MN 23/US 10 RECONSTRUCTION AND BRIDGE REPLACEMENTS) | 2.40        | \$2.00 M                |
| 17          | MN 23  | BENTON    | MN 23, REPLACE BRIDGE #9021 OVER TH 10 IN ST. CLOUD (ASSOCIATED WITH DRMP FUNDED MULTIMODAL IMPROVEMENTS)  | 0.00        | \$2.65 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%              |
| 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%              |
| 44%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 45%                                  | 0%   | 0%              |
| 81%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 7%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 81%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 8%                                   | 0%   | 0%              |
| 78%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 11%                                  | 0%   | 0%              |
| 77%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 8%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 0%                     | 100%                                 | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2022</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 3%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 50%                    | 50%                                  | 0%   | 0%              |
| 0%                 | 100%             | 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 |
|-------------|--------|---------------------------|--|-------------|-------------------------|
| 18          | MN 23  | BENTON                    | MN 23, REPLACE BRIDGE #9022 OVER TH 10 IN ST. CLOUD (ASSOCIATED WITH DRMP FUNDED MULTIMODAL IMPROVEMENTS)  | 0.00        | \$2.65 M                |
| 19          | MN 23  | BENTON                    | MN 23, FROM WEST OF BENTON CR 1 TO JCT TH 95 IN ST. CLOUD, MILL AND OVERLAY  | 4.00        | \$3.20 M                |
| 20          | MN 23  | BENTON                    | MN 23, FROM PEDESTRIAN BRIDGE IN ST. CLOUD TO 0.13 MILE WEST OF CR 1 (EBL & WBL), RECONSTRUCTION (ASSOCIATED WITH DRMP FUNDED MULTIMODAL IMPROVEMENTS)               | 2.40        | \$12.00 M               |
| 21          | MN 25  | MORRISON/<br>CROW<br>WING | MN 25, FROM PIERZ TO JCT MN 210 IN BRAINERD, MILL AND OVERLAY  | 27.60       | \$9.48 M                |
| 22          | MN 65  | KANABEC                   | MN 65, REPLACE BRIDGE #6778 OVER SNAKE RIVER IN MORA (CONCURRENT ROUTE WITH MN 23)   | 0.00        | \$3.63 M                |
| 23          | MN 87  | CASS                      | MN 87, FROM MN 64 TO MN 371, MICROMILL AND MICROSURFACE  | 11.40       | \$2.10 M                |
| 24          | US 10  | MORRISON                  | US 10, REPLACE BRIDGE #49009 OVER BNSF RR AND CSAH 76 IN LITTLE FALLS  | 0.10        | \$3.36 M                |
| 25          | US 10  | BENTON                    | US 10, FROM 0.2 MILE WEST ST. GERMAIN IN ST. CLOUD TO BENTON/SHERBURNE COUNTY LINE (EBL & WBL), RECONSTRUCTION (ASSOCIATED WITH DRMP FUNDED MULTIMODAL IMPROVEMENTS) | 2.00        | \$10.00 M               |
| <b>2023</b> |        |                           |  |             |                         |
| 26          | I 94   | STEARNS                   | I 94, REPLACE WB BRIDGE #73876 OVER BNSF RR, 0.6 MILES WEST OF MN 23   | 0.00        | \$1.91 M                |
| 27          | I 94   | STEARNS                   | I 94, REPLACE EB BRIDGE #73875 OVER BNSF RR, 0.6 MILES W OF MN 23  | 0.00        | \$2.15 M                |
| 28          | MN 115 | MORRISON                  | MN 115, FROM US 10 TO MN 371, MILL AND OVERLAY   | 8.97        | \$2.50 M                |
| 29          | MN 210 | CROW<br>WING              | MN 210, REHABILITATE BRIDGE #5060 OVER MISSISSIPPI RIVER IN BRAINERD   | 0.10        | \$3.00 M                |
| 30          | MN 238 | MORRISON                  | MN 238, 3RD AVE. IN UPSALA TO MN 27, MILL AND OVERLAY  | 18.90       | \$7.50 M                |
| 31          | MN 25  |                           | MN 25, OVERLAY BR#71012 OVER MISSISSIPPI RIVER IN MONTICELLO   | 0.20        | \$1.71 M                |
| 32          | MN 27  | MILLE LACS                | MN 27, IN WAHKON, URBAN RECONSTRUCTION AND ADA   | 0.90        | \$1.05 M                |
| 33          | MN 27  | MORRISON                  | MN 27, REPLACE BR#6737 OVER STREAM, 2.9 MI W OF MORRISON/MILLE LACS CO LINE  | 0.00        | \$1.31 M                |
| 34          | MN 287 | TODD                      | MN 287, GREY EAGLE TO LONG PRARIE, MICROMILL AND MICROSURFACE  | 13.70       | \$2.10 M                |

| 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%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 87%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 1%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 79%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 9%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 85%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2023</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |
| 0%                 | 97%              | 0%                                | 0%              | 0%           | 0%                     | 4%                                   | 0%   | 0%              |
| 88%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 1%                                   | 0%   | 0%              |
| 0%                 | 93%              | 0%                                | 3%              | 0%           | 0%                     | 4%                                   | 0%   | 0%              |
| 73%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 16%                                  | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 79%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 9%                                   | 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 |
|-------------|--------|------------------------|---|-------------|-------------------------|
| 35          | MN 47  | MILLE LACS             | MN 47, FROM ISLE TO AITKIN/MILLE LACS CO LINE, MILL AND OVERLAY   | 8.20        | \$3.20 M                |
| 36          | MN 95  | ISANTI                 | MN 95, FROM 1.0 MI W OF ISANTI CO CSAH 15 TO 0.7 MI W OF W CITY LIMITS OF CAMBRIDGE, MILL AND OVERLAY                       | 11.40       | \$6.00 M                |
| 37          | MN 95  | ISANTI                 | MN 95, IN CAMBRIDGE, URBAN RECONSTRUCTION   | 0.72        | \$7.00 M                |
| 38          | US 10  |                        | US 10, REPLACE BRIDGE #5444 OVER BNSF RR 3.3 MI E OF BIG LAKE   | 0.00        | \$7.91 M                |
| 39          | US 2   | CASS                   | US 2, END OF 4-LANE EAST OF CASS LAKE TO CASS CR 10, BITUMINOUS OVERLAY   | 5.10        | \$1.90 M                |
| <b>2024</b> |        |                        |   |             |                         |
| 40          | I 94   | STEARNS                | I 94, REPLACE EB BR#6896 OVER SAUK RIVER, 0.8 MILES EAST OF US 71 IN SAUK CENTRE  | 0.00        | \$1.93 M                |
| 41          | MN 23  | MILLE LACS/<br>KANABEC | MN 23, FROM MILACA TO GROUNDHOUSE RIVER E OF OGILVIE, MILL AND FILL   | 12.80       | \$6.00 M                |
| 42          | MN 27  | MORRISON               | MN 27, REPLACE BRIDGE #5907 OVER MISSISSIPPI RIVER IN LITTLE FALLS  | 0.10        | \$14.12 M               |
| 43          | MN 6   | CASS                   | MN 6, FROM BRIDGE #11005 OVER ROOSEVELT LAKE IN OUTING TO JCT MN 200 IN REMER, MILL AND OVERLAY                             | 17.40       | \$6.60 M                |
| 44          | MN 65  | ISANIT/<br>KANABEC     | MN 65, FROM CAMBRIDGE TO N OF MN 107, MILL AND OVERLAY  | 11.10       | \$4.50 M                |
| 45          | MN 70  | KANABEC                | MN 70, FROM MN 65 IN BRUNSWICK TO MN 107 IN GRASSTON, MILL AND OVERLAY  | 7.20        | \$2.00 M                |
| 46          | US 10  | BENTON                 | US 10, REDECK BR#05003 AT MN 15 IN SARTELL  | 0.00        | \$1.30 M                |
| 47          | US 169 | MILLE LACS             | US 169, FROM LONG SIDING TO 2.0 MI N OF PEASE, MILL AND OVERLAY   | 8.60        | \$3.20 M                |
| 48          | US 169 | CROW<br>WING           | US 169, FROM BEGIN 4-LANE S OF GARRISON TO PIKE ROAD N OF GARRISON, MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED ADA WORK) | 4.00        | \$4.80 M                |
| 49          | US 2   | CASS                   | US 2, FROM HUBBARD/CASS CO LINE TO END OF 4 LANE, MILL AND OVERLAY  | 3.70        | \$2.20 M                |
| 50          | US 2   | CASS                   | US 2, FROM CASS CR 10 TO CASS CR 91, MILL AND OVERLAY   | 8.40        | \$3.20 M                |
| 51          | US 2   | CASS                   | US 2, FROM CASS CR 91 TO CASS/ITASCA CO LINE, MILL AND OVERLAY  | 11.60       | \$4.60 M                |
| 52          | US 71  | STEARNS                | US 71, REPLACE BRIDGE #5428 OVER SAUK RIVER 1.4 MI N OF I-94 IN SAUK CENTRE   | 0.00        | \$3.99 M                |
| 53          | US 71  | STEARNS                | US 71, FROM I-94 TO N SAUK CENTRE, URBAN RECONSTRUCTION   | 1.70        | \$12.20 M               |

| 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%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 60%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 26%                                  | 0%   | 0%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2024</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 3%                                   | 0%   | 0%              |
| 0%                 | 93%              | 0%                                | 0%              | 0%           | 4%                     | 4%                                   | 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%              |
| 88%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |
| 88%                | 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%              |
| 73%                | 0%               | 12%                               | 3%              | 0%           | 0%                     | 12%                                  | 0%   | 0%              |

| Number      | Route  | County                 | Description   | Length (mi) | Total Construction Cost |
|-------------|--------|------------------------|---|-------------|-------------------------|
| 54          | MN 101 | WRIGHT                 | MN 101, REPLACE NB BR#71002 OVER US 10 IN ELK RIVER   | 0.00        | \$2.20 M                |
| <b>2025</b> |        |                        |   |             |                         |
| 55          | I 94   | STEARNS                | I 94, REPLACE EB BR#73820 OVER STEARNS CR 184 1.8 MILES WEST OF US 71 IN SAUK CENTRE                          | 0.00        | \$1.46 M                |
| 56          | I 94   | STEARNS                | I 94, REPLACE BR#73816 UNDER CR 186 IN MELROSE  | 0.00        | \$1.65 M                |
| 57          | I 94   | STEARNS                | I 94, REPLACE EB STEARNS CSAH 72 RAMP BR#73818 2.4 MILES WEST OF US 71 IN SAUK CENTRE                         | 0.00        | \$1.93 M                |
| 58          | I 94   | STEARNS                | I-94, REPLACE BRIDGE #6870 OVER SAUK RIVER 2.4 MI E OF MELROSE (EB)   | 0.00        | \$4.79 M                |
| 59          | I 94   | STEARNS                | I-94, REPLACE BRIDGE #6897 OVER SAUK RIVER 2.5 MI NW OF MELROSE (EB)  | 0.00        | \$4.79 M                |
| 60          | I 94   | STEARNS                | I-94, FROM SAUK CENTRE TO E OF MELROSE (EB & WB), MILL AND OVERLAY  | 8.70        | \$9.60 M                |
| 61          | I 94   | WRIGHT                 | I-94, FROM E MONTICELLO TO MN 241 IN ST. MICHAEL, UNBONDED OVERLAY  | 9.40        | \$21.00 M               |
| 62          | MN 107 | ISANTI/<br>KANABEC     | MN 107, FROM MN 65 TO ISANTI/KANABEC CO LINE, MILL AND OVERLAY  | 2.30        | \$1.60 M                |
| 63          | MN 210 | TODD                   | MN 210, FROM OTTER TAIL/TODD CO LINE TO E OF HEWITT, MILL AND OVERLAY   | 3.40        | \$2.20 M                |
| 64          | MN 210 | MORRISON/<br>CASS      | MN 210, FROM JCT US 10 IN MOTLEY TO CASS CSAH 1 IN PILLAGER, MILL AND OVERLAY                                 | 8.80        | \$3.70 M                |
| 65          | MN 210 | CROW<br>WING           | MN 210, FROM BEGIN 4-LANE WEST OF BAXTER TO END OF 4-LANE EAST OF BRAINERD, MILL AND OVERLAY                  | 8.00        | \$11.80 M               |
| 66          | MN 22  | STEARNS                | MN 22, FROM EDEN VALLEY TO MN 23 IN RICHMOND, MILL AND OVERLAY  | 9.40        | \$2.20 M                |
| 67          | MN 23  | MILLE LACS/<br>KANABEC | MN 23, IN MILACA; URBAN RECONSTRUCTION  | 0.70        | \$5.00 M                |
| 68          | MN 23  | BENTON/<br>MILLE LACS  | MN 23, FROM W OF RONNEBY TO W OF MILACA, MILL AND OVERLAY   | 12.50       | \$5.60 M                |
| 69          | MN 23  | STEARNS                | MN 23, 1.7 MILES EAST OF I-94 TO MN 15 IN WAITE PARK, MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED ADA WORK) | 3.30        | \$5.70 M                |
| 70          | MN 28  | STEARNS/<br>TODD       | MN 28, N JCT US 71 TO N OF SWANVILLE, MILL AND OVERLAY  | 25.80       | \$7.80 M                |
| 71          | MN 371 | CASS                   | MN 371, FROM N OF HACKENSACK TO JCT MN 200 AT WALKER, MILL AND OVERLAY  | 8.50        | \$3.60 M                |
| 72          | MN 371 | CROW<br>WING           | MN 371, FROM 50TH AVENUE SOUTH OF BAXTER TO MN 210 IN BAXTER (NB & SB), MILL AND OVERLAY                      | 5.90        | \$5.00 M                |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2025</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 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%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 69%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 20%                                  | 0%   | 0%              |
| 76%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 12%                                  | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 3%                                   | 0%   | 0%              |
| 67%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 21%                                  | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 83%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 6%                                   | 0%   | 0%              |
| 87%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |
| 83%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 5%                                   | 0%   | 0%              |
| 80%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 8%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 88%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 1%                                   | 0%   | 0%              |

| Number      | Route | County              | Description   | Length (mi) | Total Construction Cost |
|-------------|-------|---------------------|---|-------------|-------------------------|
| 73          | US 10 | BENTON              | US 10, REPLACE EB BR#6574 OVER PLATTE RIVER 0.1 MILES NORTH OF 55TH AVENUE IN ROYALTON  | 0.00        | \$1.41 M                |
| 74          | US 71 | WADENA              | US 71, FROM FRANKLIN AVE IN WADENA TO RED EYE RIVER IN SEBEKA, MILL AND OVERLAY (ASSOCIATED WITH SPP FUNDED MILL AND OVERLAY) | 14.20       | \$2.43 M                |
| 75          | US 71 | WADENA              | US 71, FROM FRANKLIN AVE IN WADENA TO RED EYE RIVER IN SEBEKA, MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED ADA WORK)        | 14.20       | \$6.40 M                |
| 76          | US 71 | STEARNS/<br>TODD    | US 71, FROM N SAUK CENTRE TO S LONG PRAIRIE, MILL AND OVERLAY   | 16.70       | \$8.50 M                |
| <b>2026</b> |       |                     |   |             |                         |
| 77          | I 94  | STEARNS             | I 94, REPLACE EB BR#73850 OVER MN 238 IN ALBANY   | 0.00        | \$1.67 M                |
| 78          | I 94  | STEARNS             | I 94, REPLACE WB BR#73809 OVER SAUK RIVER, 1.5 MILES WEST OF MELROSE  | 0.00        | \$1.90 M                |
| 79          | I 94  | STEARNS             | I 94, REPLACE WB BR#73805 OVER SAUK RIVER, 0.8 MILES EAST OF US 71 IN SAUK CENTRE   | 0.00        | \$1.93 M                |
| 80          | I 94  | STEARNS             | I 94, REPLACE WB BR#73811 OVER SAUK RIVER, 2.5 MILES EAST OF MELROSE  | 0.00        | \$1.94 M                |
| 81          | I 94  | STEARNS             | I 94, FROM MELROSE TO ALBANY, MILL AND OVERLAY (EB & WB)  | 12.60       | \$15.00 M               |
| 82          | MN 15 | BENTON              | MN 15, REOVERLAY BR#05011 OVER MISSISSIPPI RIVER IN SARTELL/SAUK RAPIDS   | 0.00        | \$2.54 M                |
| 83          | MN 23 | STEARNS             | MN 23, FROM RICHMOND TO I-94 (EB & WB), MILL AND OVERLAY (ASSOCIATED WITH DRMP FUNDED ADA WORK)                               | 14.50       | \$17.20 M               |
| 84          | MN 25 | CROW<br>WING        | MN 25, REPLACE BR#9099 OVER BNSF RAIL IN BRAINERD   | 0.00        | \$2.40 M                |
| 85          | MN 27 | DOUGLAS             | MN 27, FROM DOUGLAS CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY   | 2.60        | \$1.35 M                |
| 86          | MN 47 | KANABEC             | MN 47, REPLACE BR#33001 OVER GROUNDHOUSE RIVER IN OGILVIE   | 0.00        | \$1.60 M                |
| 87          | MN 64 | CASS                | MN 64, FROM MN 210 EAST OF MOTLEY TO JCT MN 87, MILL AND OVERLAY  | 33.80       | \$10.00 M               |
| 88          | US 10 | TODD                | US 10, FROM WEST STAPLES TO EAST STAPLES, MILL AND OVERLAY  | 2.60        | \$2.50 M                |
| 89          | US 10 | TODD/<br>MORRISON   | US 10, FROM WEST MOTLEY TO EAST MOTLEY, MILL AND OVERLAY  | 2.10        | \$3.00 M                |
| 90          | US 10 | MORRISON/<br>BENTON | US 10, FROM LITTLE FALLS TO THE HALF WAY CROSSING (EB & WB), MILL AND OVERLAY   | 10.90       | \$12.80 M               |

| Pavement Condition | Bridge Condition | Roadside Infrastructure Condition | Traveler Safety | IRC Mobility | Bicycle Infrastructure | Accessible Pedestrian Infrastructure | Regional + Community Investment Priorities | Project Support |
|--------------------|------------------|-----------------------------------|-----------------|--------------|------------------------|--------------------------------------|--|-----------------|
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 0%                 | 0%               | 0%                                | 0%              | 0%           | 0%                     | 100%                                 | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| <b>2026</b>        |                  |                                   |                 |              |                        |                                      |  |                 |
| 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%           | 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%              |
| 0%                 | 100%             | 0%                                | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 89%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 0%                                   | 0%   | 0%              |
| 73%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 15%                                  | 0%   | 0%              |
| 77%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 12%                                  | 0%   | 0%              |
| 86%                | 0%               | 12%                               | 0%              | 0%           | 0%                     | 2%                                   | 0%   | 0%              |