

District 2 10-Year Capital Highway Investment Plan (2018-2027)



DRAFT JUNE 2017

DISTRICT 2 10-YEAR CHIP OVERVIEW

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 2017 MnSHIP for the next ten years. The project information is current as of May 2017 and does not include new revenue provided by the legislature in the 2017 session. MnDOT is currently going through a process to select projects with the additional revenue. These projects will be included in next year's CHIP document published in 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (2-3)
- A summary of planned investments over the next 10 years. (2-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (2-5)
- A description of program highlights, changes from the last CHIP, and remaining risks at the district level assuming the 10 years of projects are implemented. (2-6)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (2-7)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. With a few exceptions, such as district wide projects, set-asides, and landscaping projects, all of the projects in the district are listed here. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.

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

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

District 2 Overview

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 353 bridges that are ten feet or greater in length and 581 miles of rail.

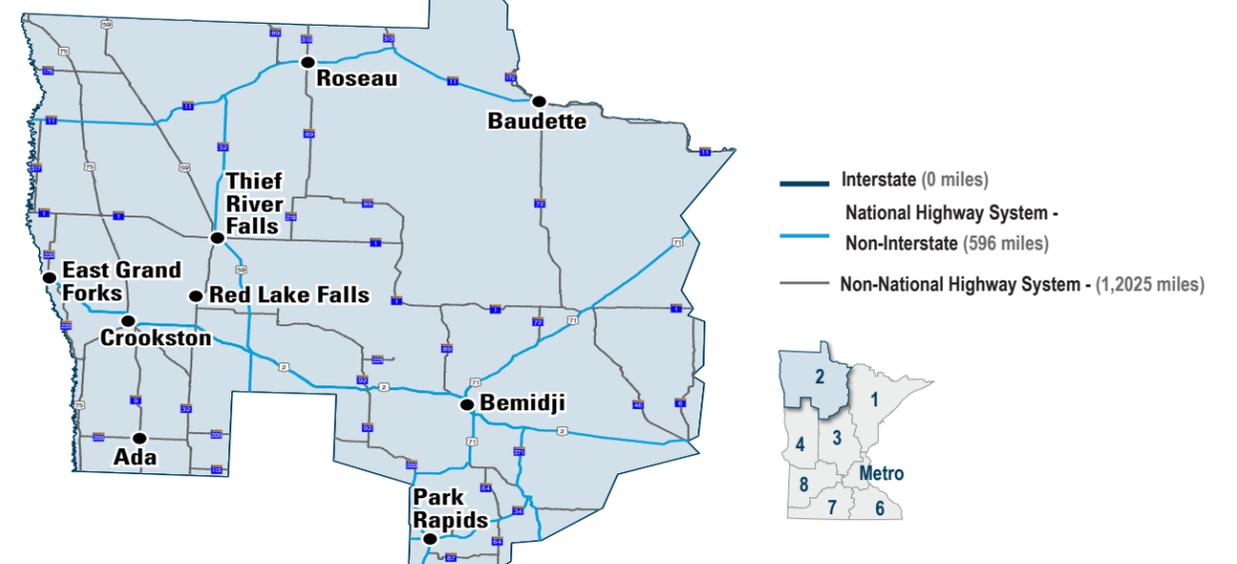
Counties*	Beltrami, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Norman, Pennington, Polk, Red Lake, Roseau; D2 also serves the northern portion of Cass, and the western portions of Itasca & Koochiching.
Centerline Miles	2,655
Lane Miles	3,908
High Mast Lights	0
Culverts	3,643
Noise Walls	0
Overhead Signs	12
Population 2013	178,926
Annual VMT**	1,247,638,785
VMT/Capita	6,972



*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

Figure 2-1: State Highways within District 2



District 2 CHIP Investment

Over the next ten years, District 2 is projected to invest roughly \$488 million in state highway projects (Figure 2-2). The majority of projects will address pavement and bridge condition. While the primary purpose of these projects will be to address pavement and bridge conditions, MnDOT also will address other needs along the project such as the condition of roadside infrastructure such as signage, culverts, and lighting, implement new safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and make limited investments in bicycle infrastructure. District 2 investment peaks in 2024 at roughly \$65 million. Investment after 2018 fluctuates annually between roughly \$32 and \$65 million.

HIGHWAY INVESTMENT STRATEGIES

- Over the next ten years, District 2 will incorporate different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

System Stewardship

- Low cost preventive maintenance strategies such as crack sealing, chip seals and micro surfacing will be utilized to prolong the pavement life, as pavement conditions deteriorate these resources will be redirected towards reactive maintenance needs.

Figure 2-2: District 2 10-Year CHIP Investment by Investment Category (millions of dollars)

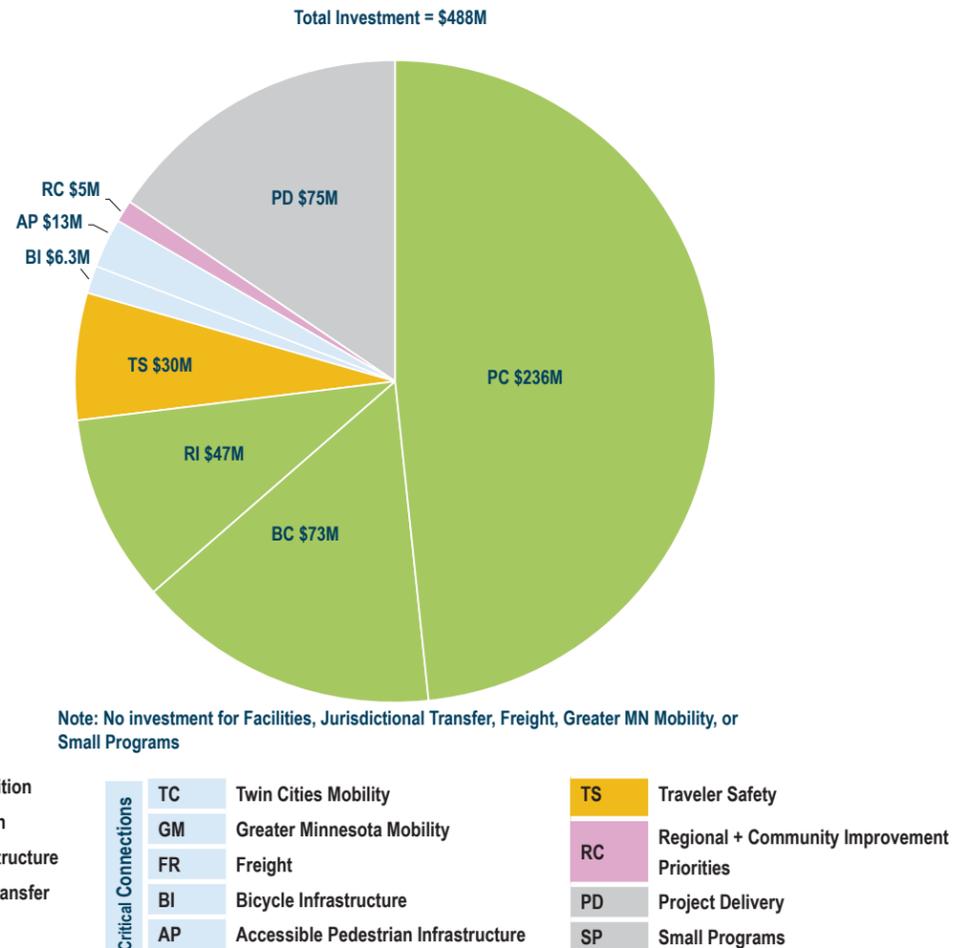
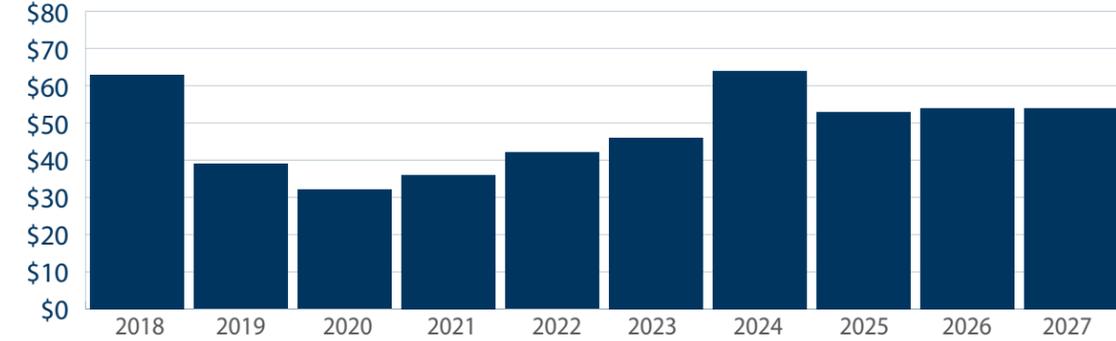


Figure 2-3: District 2 10-Year CHIP, Total Investment Per Year (millions of dollars)



- 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.
- District-wide storm sewer and culvert lining projects are being utilized to upgrade underground drainage infrastructure without costly impacts to the road surface.

Transportation 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.

Healthy Communities

- 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.

District 2 CHIP 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 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 30 different communities 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 TO PROJECTS 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

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

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 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 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2011 to 2015, District 2 saw a decrease in the number of fatalities from 32 to 25. District 2 continues to make investment in new safety improvements throughout the district over the next ten years to reduce fatalities and serious injuries on Minnesota roadways through the Toward Zero Deaths program.

Pavement Condition

District 2 NHS and non-NHS pavement conditions held constant over the past 5 years and remain well below the statewide target. There are no Interstates in District 2. Over the next ten years, pavement condition on the two systems will worsen and will not meet the target by 2027.

Bridge Condition

District 2 saw an increase in the percent of bridges in poor condition on the NHS over the past five years while condition on non-NHS bridges improved slightly and achieves the statewide target. Over the next ten years, bridge condition on the NHS will improve while the non-NHS systems is projected to decline slightly but both will meet targets by 2027.

Figure 2-4: District 2 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2011	2012	2013	2014	2015	2016
Safety	Fatalities	0	32	31	30	28	25	
Bridge	Condition: NHS - % Poor	<2%	5.3%	1.3%	0.8%	6.7%	0.0%	11.4%
Bridge	Condition: Non-NHS - % Poor	<8%	3.2%	3.7%	4.1%	3.3%	0.0%	2.0%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	None	None	None	None	None	None
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	0.6%	0.7%	0.6%	0.6%	0.4%	0.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	1.0%	0.4%	0.6%	0.5%	0.3%	1.0%

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

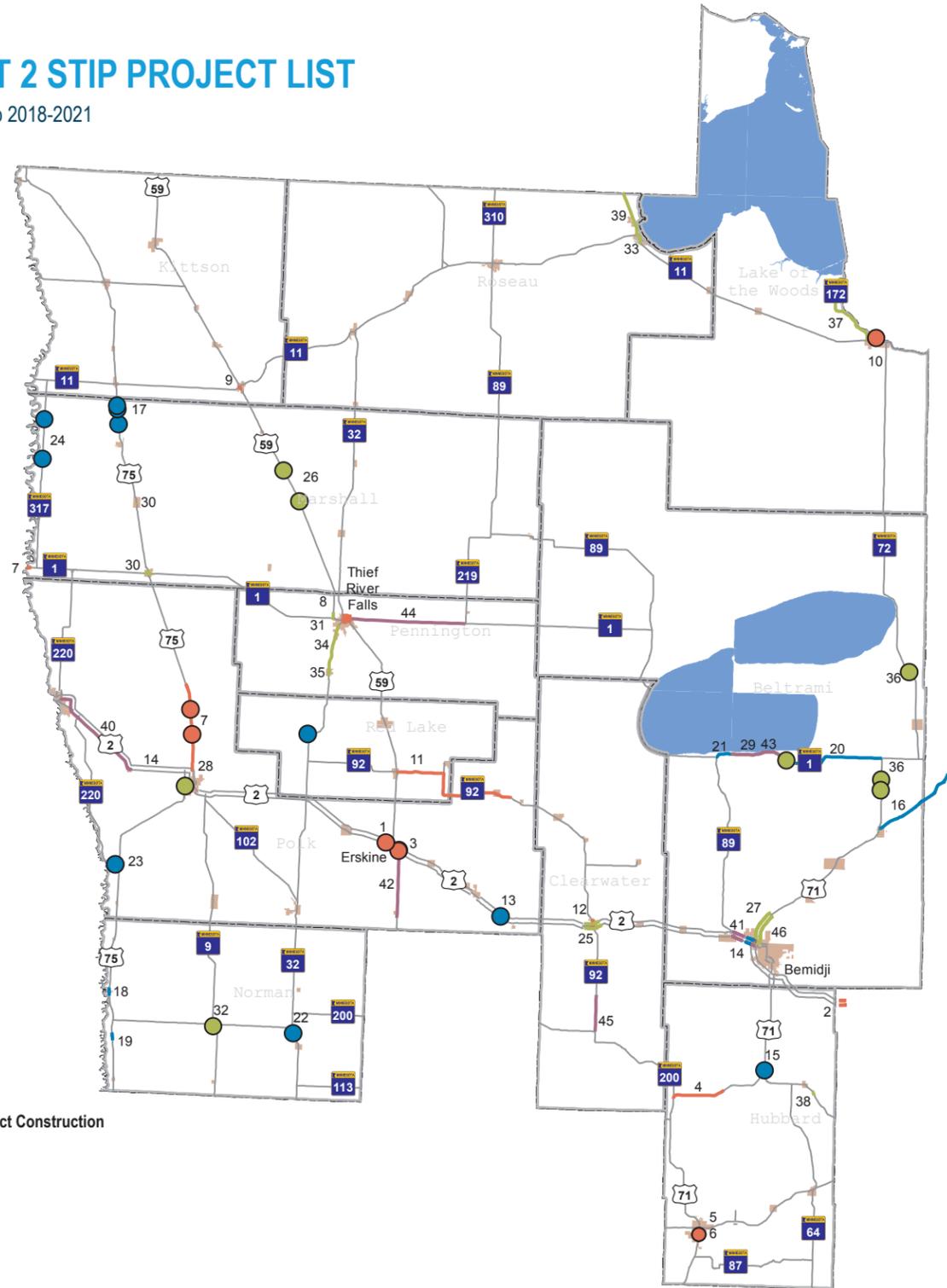
Figure 2-5: District 2 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2016 ACTUAL	2021 PROJECTED	2027 PROJECTED	ANALYSIS
Safety	Fatalities	0	-	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	11.4%	0.0%	4.5%	The bridge conditions on the NHS is expected to improve through 2027.
Bridge	Condition: Non-NHS - % Poor	<8%	2.0%	0.0%	3.4%	The non-NHS bridges will decline slightly but still meet the target.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	None	None	None	None
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	0.8%	4.1%	8.8%	The remaining NHS pavements are expected to decline significantly by the end of the ten years.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	1.0%	4.8%	12.7%	The projections show the non-NHS will decline significantly and not meet the target.

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

DISTRICT 2 STIP PROJECT LIST

STIP Project Map 2018-2021

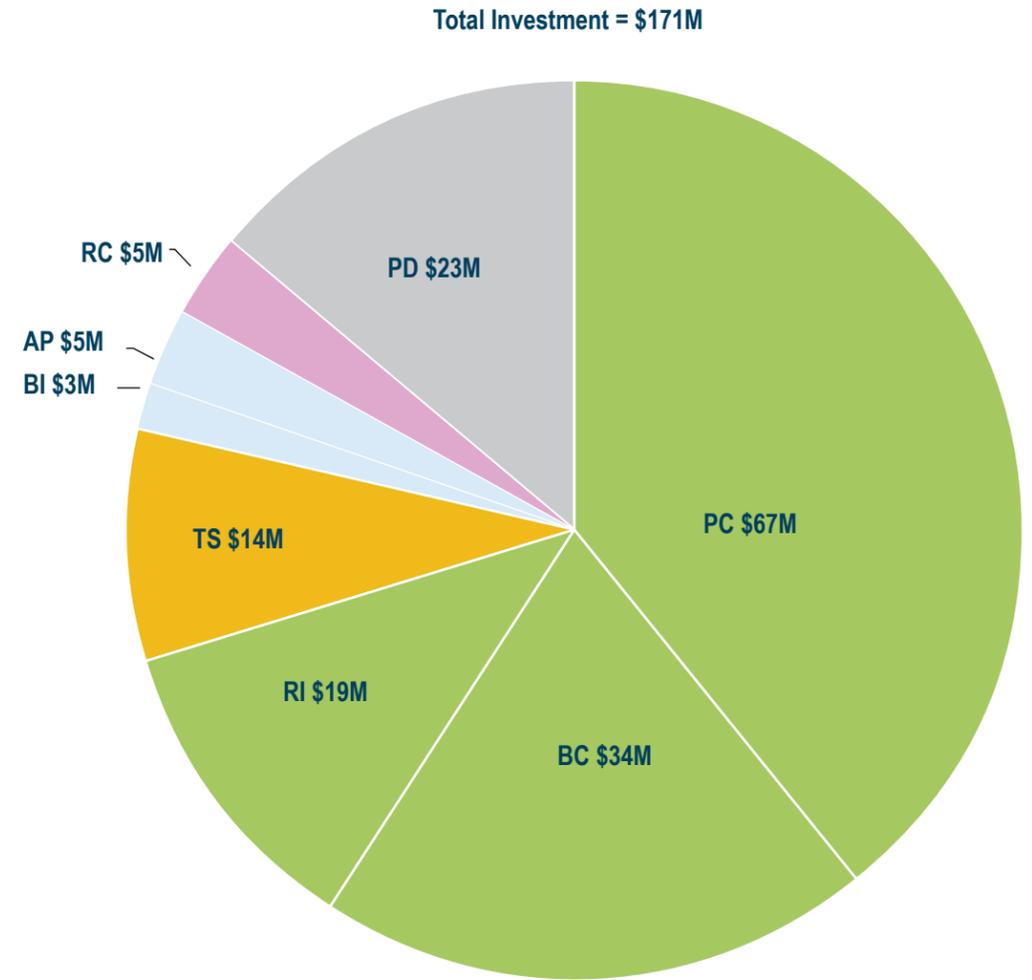


Fiscal Year of Project Construction

- 2018
- 2019
- 2020
- 2021

Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown include district wide projects, set-asides, landscaping, and other minor construction activities. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

District 2 Investment for Years 2018-2021 of the 10-Year CHIP



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

Key

- PC - Pavement Condition
- BC - Bridge Condition
- RI - Roadside Infrastructure
- JT - Jurisdictional Transfer
- FA - Facilities
- TS - Traveler Safety
- GM - Greater Minnesota Mobility
- TC - Twin Cities Mobility
- FR - Freight
- BI - Bicycle Infrastructure
- AP - Accessible Pedestrian Infrastructure
- RC - Regional and Community Improvement Priorities
- SP - Small Programs
- PD - Project Delivery

District 2 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2018						
1	US 2	POLK	Concrete resurface, replace culverts and improve drainage between Erskine and Hwy 59 and on US 59 repair two bridges over US 2	5.5	\$6.6 M	PAVEMENT
2	US 2	CASS	Intersection revision at CR 75/Bingo Palace Rd W of Cass Lake	1.0	\$0.8 M	SAFETY
3	US 2	POLK	Replace lighting at Erskine Weigh Station	0.7	\$0.3 M	OTHER
4	US 71	HUBBARD	Resurface between Itasca State Park and Lake George	7.5	\$2.6 M	PAVEMENT
5	US 71	HUBBARD	Construct roundabout at intersection with CR 15 in Park Rapids	0.7	\$1.6 M	OTHER
6	US 71	HUBBARD	Construct roundabout at intersection with CR 15 in Park Rapids	0.0	\$0.4 M	SAFETY
7	US 75	POLK, MARSHALL	Resurface, replace three culverts, construct turn lanes and pedestrian ramps from Crookston to Euclid	13.0	\$5.2 M	PAVEMENT
8	MN 1	PENNINGTON	Reconstruct Hwy 1 and resurface Hwy 59, improve pedestrian accessibility in Thief River Falls	2.1	\$3.0 M	PAVEMENT
9	MN 11	KITTSOON	Resurface and improve pedestrian accessibility in Karlstad	0.9	\$1.1 M	PAVEMENT
10	MN 72	LAKE OF THE WOODS	Replace International Bridge over Rainy River in Baudette	0.0	\$15.5 M	BRIDGE
11	MN 92	RED LAKE, POLK	Resurface from Brooks to Trail and resurface Hwy 222 to Oklee	19.2	\$3.9 M	PAVEMENT
12	MN 92	CLEARWATER	Reconstruct, improve pedestrian accessibility and construct bike/pedestrian trail in Bagley	1.1	\$3.3 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2018													
76%	-	16%	-	-	5%	-	-	-	-	-	3%	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
96%	-	-	-	-	4%	-	-	-	-	-	-	-	-
-	-	-	-	-	40%	-	-	-	-	-	60%	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
56%	10%	32%	-	-	2%	-	-	-	-	1%	-	-	-
52%	-	31%	-	-	3%	-	-	-	4%	10%	-	-	-
46%	-	28%	-	-	1%	-	-	-	-	25%	-	-	-
-	92%	-	-	-	-	-	-	-	4%	4%	-	-	-
73%	-	22%	-	-	4%	-	-	-	-	-	1%	-	-
53%	-	11%	-	-	6%	-	-	-	4%	14%	12%	-	-

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2017 and does not include the new revenue provided by the legislature in the 2017 legislative session. Projects will be selected for the new revenue and included in next year's CHIP document published in 2018.

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
13	US 2	POLK	Realign curve on westbound lanes (Gilberston curve) from 4 miles east of Fosston to 1 mile west of CR 4 and replace bridge 60002	1.1	\$2.1 M	PAVEMENT
14	US 2	BELTRAMI	Hlghway access improvements between Bemidji and Wilton	1.5	\$0.5 M	SAFETY
15	US 71	HUBBARD	Replace bridge over Kabekona River in Kabekona	0.0	\$0.7 M	BRIDGE
16	US 71	BELTRAMI/ ITASCA	Resurface from Blackduck to Hwy 1	12.8	\$5.9 M	PAVEMENT
17	US 75	MARSHALL	Replace three culverts S of Donaldson	2.9	\$1.4 M	BRIDGE
18	US 75	NORMAN	Concrete reconstruct, raise hwy grade at levee's, install lighting, improve drainage and pedestrian accessibility in Halstad	1.2	\$3.0 M	PAVEMENT
19	US 75	NORMAN	Concrete reconstruct, raise hwy grade at levee's, install lighting, improve drainage and pedestrian accessibility in Hendrum	1.1	\$3.0 M	PAVEMENT
20	MN 1	BELTRAMI	Resurface between Hwy 72 and Red Lake Indian Reservation	12.4	\$2.4 M	PAVEMENT
21	MN 1	BELTRAMI	Resurface from Hwy 89 to 2 miles east of Hwy 89 and reconstruct roadway in Red Lake	2.2	\$4.9 M	PAVEMENT
22	MN 32	NORMAN	Replace bridge over Mashaug Creek near Twin Valley	0.0	\$0.8 M	BRIDGE
23	MN 220	POLK/ ROSEAU	Repaint bridges in Red Lake Falls and Climax	0.0	\$0.8 M	BRIDGE
24	MN 220	MARSHALL	Replace bridges over the Snake and Tamarac River's between Hwy 317 and Hwy 11	0.0	\$3.0 M	BRIDGE

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2019													
-	36%	-	-	-	64%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	97%	3%	-	-	-	-	-	-	-	-	-	-	-
83%	-	2%	-	-	8%	-	-	-	7%	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
67%	-	7%	-	-	3%	-	-	-	-	2%	21%	-	-
61%	-	10%	-	-	-	-	-	-	-	3%	26%	-	-
85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-
42%	-	39%	-	-	1%	-	-	-	2%	6%	10%	-	-
-	96%	4%	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	96%	4%	-	-	-	-	-	-	-	-	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2020						
25	US 2	CLEARWATER	Resurface and improve pedestrian accessibility in Bagley	3.7	\$1.6 M	PAVEMENT
26	US 59	MARSHALL	Replace two culverts near Newfolden	0.0	\$1.2 M	BRIDGE
27	US 71	BELTRAMI	Resurface from Hwy 197 to CR 15/Irvine Ave near Bemidji	9.8	\$4.6 M	PAVEMENT
28	US 75	POLK	Repair bridge over the Red Lake River	0.4	\$1.1 M	BRIDGE
29	MN 1	BELTRAMI	Replace Bridge 424 and approaches, replace culvert, and add turn lanes to Hwy 1	9.8	\$1.7 M	BRIDGE
30	US 75	MARSHALL	Resurface Hwy's 1 and 75 in Warren; improve pedestrian accessibility in Warren and Argyle	0.0	\$1.3 M	PAVEMENT
31	US 59	PENNINGTON	Reconstruct intersections and resurface between Hwy 59/CR 16 to Kinney Ave in Thief River Falls	0.0	\$3.0 M	PAVEMENT
32	MN 9	NORMAN	Repair Bridge 6694 over Marsh River and approaches	0.1	\$0.3 M	BRIDGE
33	MN 11	ROSEAU	Improve pedestrian accessibility and signals in Warroad	1.5	\$1.9 M	OTHER
34	MN 32	PENNINGTON	Resurface between St. Hillaire and Thief River Falls	6.4	\$1.3 M	PAVEMENT
35	MN 32	PENNINGTON	Resurface and improve pedestrian accessibility in St. Hillaire	0.9	\$0.6 M	PAVEMENT
36	MN 72	BELTRAMI	Replace three culverts between Blackduck and Kelliher	0.0	\$2.0 M	BRIDGE
37	MN 172	LAKE OF THE WOODS	Resurface from Baudette to Wheeler's Point	11.5	\$3.0 M	PAVEMENT
38	MN 200	HUBBARD	Raise grade, replace culvert, improve drainage E of Laporte	0.6	\$1.2 M	PAVEMENT
39	MN 313	ROSEAU	Resurface from Warroad to US Border	6.3	\$1.2 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2020													
66%	-	-	-	-	-	-	-	-	16%	18%	-	-	-
-	73%	27%	-	-	-	-	-	-	-	-	-	-	-
87%	-	7%	-	-	6%	-	-	-	-	-	-	-	-
-	96%	4%	-	-	-	-	-	-	-	-	-	-	-
-	26%	60%	-	-	14%	-	-	-	-	-	-	-	-
33%	-	11%	-	-	-	-	-	-	-	56%	-	-	-
23%	-	29%	-	-	42%	-	-	-	6%	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	55%	-	-	-	-	-	-	-	45%	-	-	-
81%	-	19%	-	-	-	-	-	-	-	-	-	-	-
40%	-	15%	-	-	-	-	-	-	-	45%	-	-	-
-	77%	1%	-	-	22%	-	-	-	-	-	-	-	-
61%	-	37%	-	-	2%	-	-	-	-	-	-	-	-
54%	-	6%	-	-	40%	-	-	-	-	-	-	-	-
81%	-	18%	-	-	1%	-	-	-	-	-	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2021						
40	US 2	POLK	US 2, WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	15.0	\$10.8 M	PAVEMENT
41	US 2	BELTRAMI	US 2, EB & WB, FROM MN 89 TO BELTRAMI CSAH 9, SERIES OF REDUCED CONFLICT INTERSECTIONS (TIED WITH #46)	1.8	\$1.4 M	SAFETY
42	US 59	POLK	US 59, FROM 0.8 MI N OF SAND HILL RIVER BRIDGE TO S RAMP OF RR BRIDGE, MILL & OVERLAY	9.5	\$2.9 M	PAVEMENT
43	MN 1	BELTRAMI	MN 1, FROM 2.2 MI E OF MN 89 TO E RED LAKE RESERVATION BOUNDARY, MILL & OVERLAY	9.8	\$1.7 M	PAVEMENT
44	MN 1	PENNINGTON	MN 1, FROM PENNINGTON CSAH 18 (THIEF RIVER FALLS) TO MN 219, BITUMINOUS RECLAIM	15.9	\$6.3 M	PAVEMENT
45	MN 92	CLEARWATER	MN 92, FROM CSAH 35 TO MN 200 (ZERKEL), BITUMINOUS RECLAIM	5.1	\$4.2 M	PAVEMENT
46	MN 197	BELTRAMI	MN 197, EB & WB, FROM US 71 TO W JCT US 2, CORRIDOR SAFETY IMPROVEMENTS (TIED WITH #41)	1.7	\$1.7 M	SAFETY

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2021													
68%	-	12%	-	-	19%	-	-	-	-	1%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
79%	-	15%	-	-	3%	-	-	-	-	3%	-	-	-
100%	-	-	-	-	-	-	-	-	-	-	-	-	-
80%	-	14%	-	-	4%	-	-	-	1%	1%	-	-	-
51%	-	20%	-	-	9%	-	-	-	5%	5%	10%	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2017 and does not include the new revenue provided by the legislature in the 2017 legislative session. Projects will be selected for the new revenue and included in next year's CHIP document published in 2018.

Key

PC - Pavement Condition

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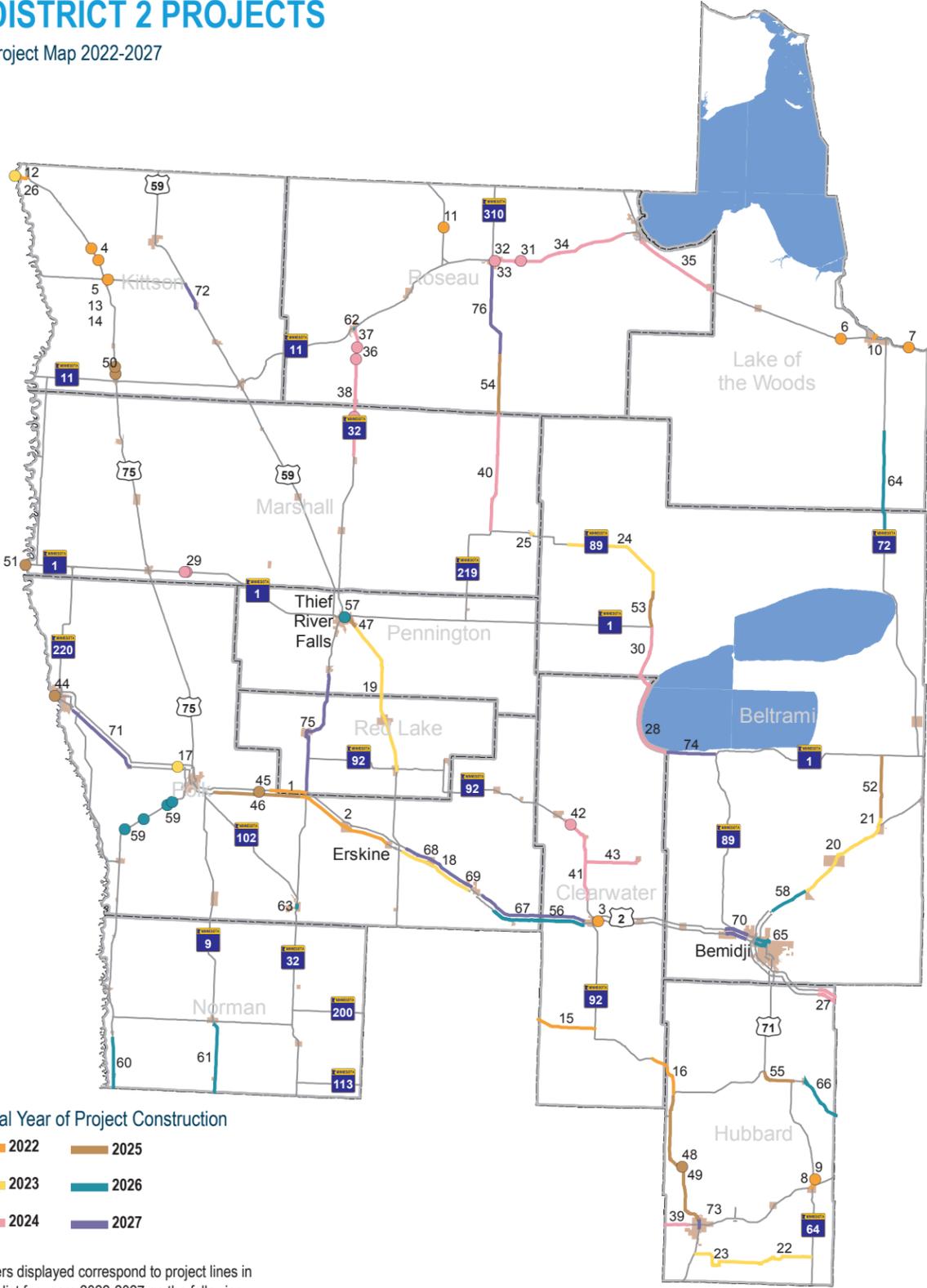
RC - Regional and Community Improvement Priorities

SP - Small Programs

PD - Project Delivery

DISTRICT 2 PROJECTS

Project Map 2022-2027



Fiscal Year of Project Construction

2022	2025
2023	2026
2024	2027

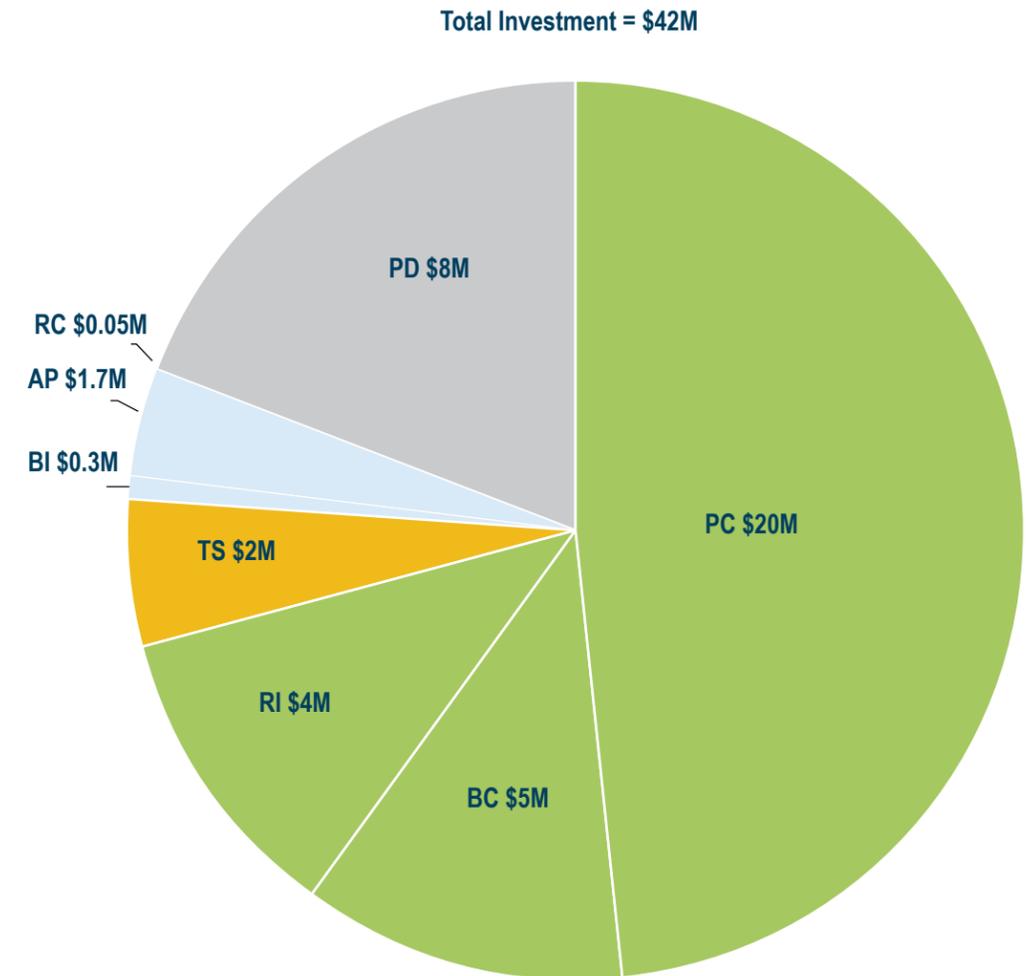
Numbers displayed correspond to project lines in project list for years 2022-2027 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

District 2 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2022						
1	US 2	POLK	US 2 WB FROM 0.8 MI E OF CSAH 44 TO MN 32, BITUMINOUS MILL & OVERLAY	5.3	PAVEMENT	\$1.3 - 1.7 M
2	US 2	POLK	US 2 EB FROM 0.8 MI W. OF TH 32 TO W. ERSKINE LIMITS BITUMINOUS MILL & OVERLAY	14.2	PAVEMENT	\$4.3 - 5.9 M
3	US 2	CLEARWATER	US 2, 0.8 MI E. OF BAGLEY, REHAB BR 15001	0.0	BRIDGE	\$0.4 - 0.6 M
4	US 75	KITTSON	US 75 FROM N. LIMITS OF HALLOCK TO CANADIAN BORDER, BITUMINOUS MILL & OVERLAY, REPLACE BRIDGES 1208 AND 1707	20.1	PAVEMENT	\$6 - 8.2 M
5	US 75	KITTSON	US 75 FROM 10TH ST S TO 4TH ST N, IN HALLOCK, PARTIAL URBAN RECONSTRUCTION	0.9	PAVEMENT	\$0.9 - 1.3 M
6	MN 11	LAKE OF THE WOODS	MN 11, 4.6 MI W. OF BAUDETTE, REHAB BRIDGE 39006	0.0	BRIDGE	\$0.2 - 0.3 M
7	MN 11	LAKE OF THE WOODS	MN 11, 3.7 MILES EAST OF MN 72, REHAB BRIDGE 39011	0.0	BRIDGE	\$0.2 - 0.3 M
8	MN 34	HUBBARD	MN 34 FROM HILLSIDE AVE TO FRANKLIN AVE IN AKELEY, URBAN RECONSTRUCT	0.5	PAVEMENT	\$2 - 2.6 M
9	MN 64	HUBBARD	MN 64, 1.5 MI N. OF AKELEY, REPLACE BRIDGE 90800, BOX CULVERT	0.0	BRIDGE	\$0.6 - 0.8 M
10	MN 72	LAKE OF THE WOODS	MN 72, FROM MN 11 TO CANADIAN BORDER, IN BAUDETTE, RECONSTRUCTION	0.4	PAVEMENT	\$0.9 - 1.2 M
11	MN 89	ROSEAU	MN 89, 5.3 MI N. OF MN 11, REHAB BRIDGE 68005	0.0	BRIDGE	\$0.2 - 0.2 M
12	MN 171	KITTSON	MN 171 FROM ND BORDER TO TH 75, BITUMINOUS MILL & OVERLAY	1.9	PAVEMENT	\$0.4 - 0.6 M
13	MN 175	KITTSON	MN 175, 0.5 MI E OF TH 75, IN HALLOCK, REHAB BRIDGE 35006	0.0	BRIDGE	\$1.6 - 2.2 M
14	MN 175	KITTSON	MN 175 FROM EMERSON AVENUE TO BRIDGE 35006, PARTIAL URBAN RECONSTRUCTION	0.7	PAVEMENT	\$0.8 - 1 M
15	MN 200	CLEARWATER	MN 200 FROM MAHNOMEN/CLEARWATER CO. LINE TO MN 92, BITUMINOUS RECLAIM	8.2	PAVEMENT	\$3.7 - 5.1 M
16	MN 200	CLEARWATER/HUBBARD	MN 200 FROM CSAH 2 TO W JCT US 71, BITUMINOUS MILL & OVERLAY	6.4	PAVEMENT	\$1.5 - 2.1 M

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2022



Note: No investment for Facilities, Jurisdictional Transfer, Freight, or Greater MN Mobility

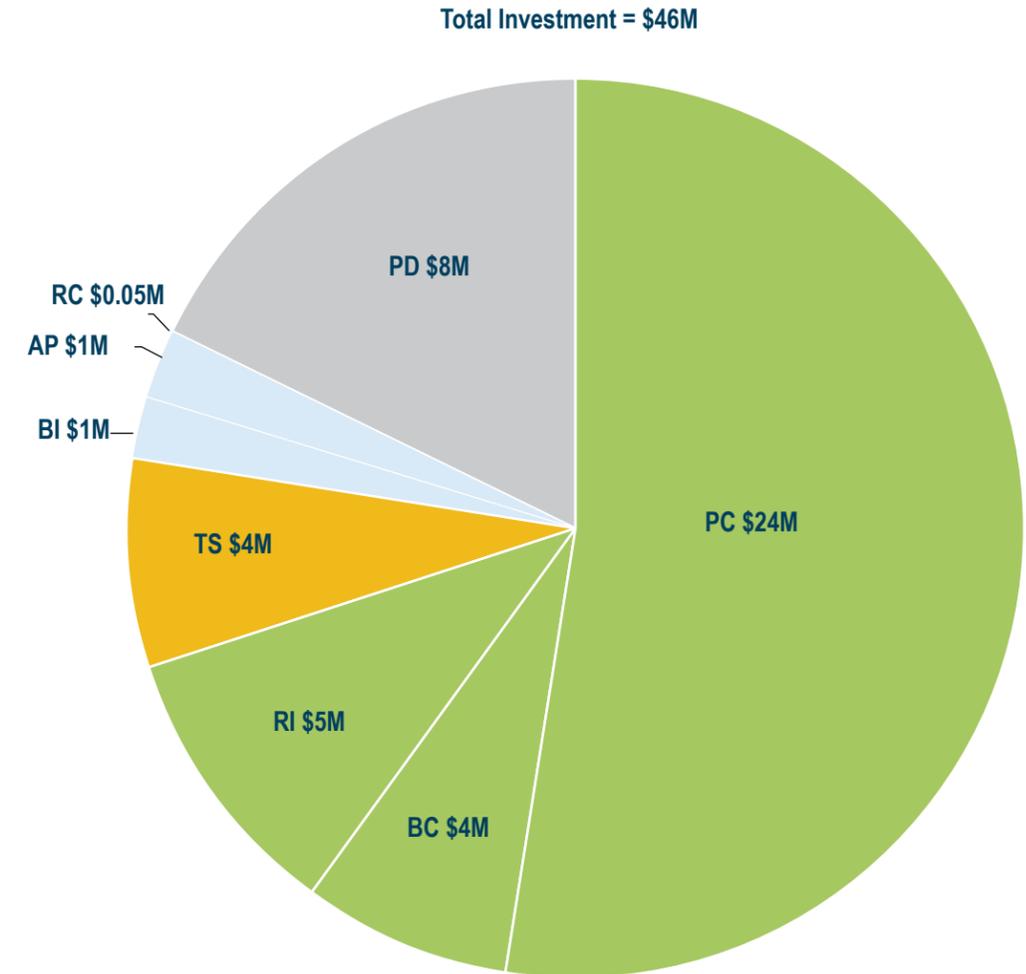
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District 2 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2023						
17	US 2	POLK	US 2, 4 MI W. OF CROOKSTON, REPLACE BRIDGE 8023	0.0	BRIDGE	\$0.7 - 0.9 M
18	US 2	POLK	US 2EB FROM 0.5 MI E US 59 TO W FOSSTON LIMITS, BITUMINOUS MILL & OVERLAY	11.0	PAVEMENT	\$2.7 - 3.7 M
19	US 59	PENNINGTON	US 59 FROM MN 92 (BROOKS) TO 0.4 MI S. CR 62 (THIEF RIVER FALLS), BITUMINOUS MILL & OVERLAY	21.8	PAVEMENT	\$5.4 - 7.4 M
20	US 71	BELTRAMI	US 71 FROM CSAH 22 TO MN 72 (BLACKDUCK), BITUMINOUS MILL & OVERLAY	14.2	PAVEMENT	\$3.7 - 5.1 M
21	MN 72	BELTRAMI	MN 72 FROM US 71 TO 1 MI NORTH OF US 71, BITUMINOUS MILL & OVERLAY	1.1	PAVEMENT	\$0.3 - 0.3 M
22	MN 87	HUBBARD	MN 87 FROM 0.2 MI W OF BR 29001 TO MN 64, MILL & OVERLAY	8.0	PAVEMENT	\$2.4 - 3.2 M
23	MN 87	HUBBARD	MN 87 FROM TH 71 TO 0.2 MI W OF BR 29001, RECONSTRUCTION/ REHABILITATE	10.7	PAVEMENT	\$8.2 - 11 M
24	MN 89	BELTRAMI	MN 89 FROM N RESERVATION LINE TO CSAH 44, BITUMINOUS MILL & OVERLAY	16.0	PAVEMENT	\$4.1 - 5.5 M
25	MN 89	MARSHALL	MN 89 FROM CSAH 54 TO W. LIMITS OF GRYGLA, BITUMINOUS MILL & OVERLAY	0.5	PAVEMENT	\$0.2 - 0.2 M
26	MN 171	KITTSOON	MN 171, AT ND STATE LINE, IN ST. VINCENT, REHAB BRIDGE 35007, \$2.6M ND RESPONSIBILITY	0.0	BRIDGE	\$2.2 - 3 M

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2023



Note: No investment for Facilities, Jurisdictional Transfer, Freight, or Greater MN Mobility

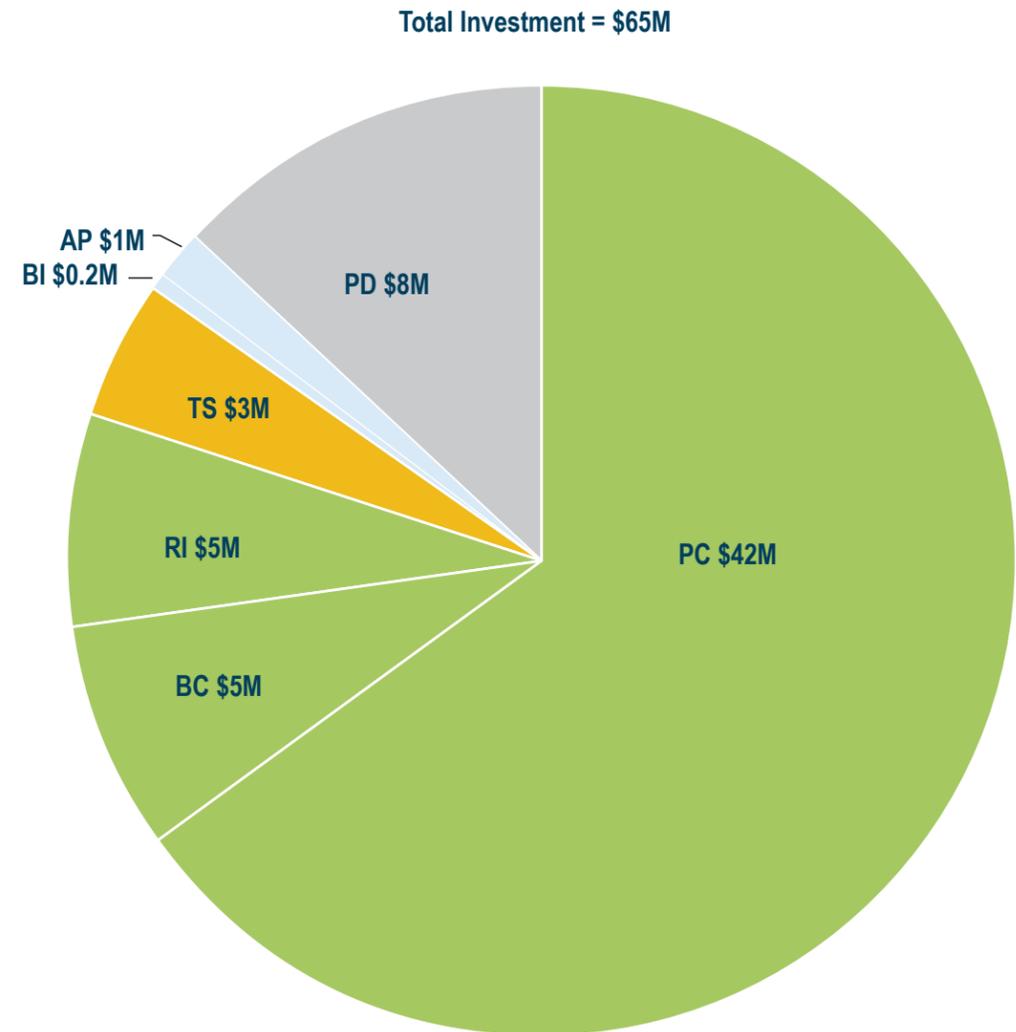
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District 2 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2024						
27	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)	2.7	PAVEMENT	\$1.1 - 1.5 M
28	MN 1	CLEARWATER	MN 1 FROM S CLEARWATER CO LINE TO N CLEARWATER CO LINE, BITUMINOUS MILL & OVERLAY	13.4	PAVEMENT	\$3.3 - 4.5 M
29	MN 1	MARSHALL	MN 1, 5.3 MI E OF JCT US 75, REPLACE BRIDGES 6007 AND 6008	0.0	BRIDGE	\$1.2 - 1.6 M
30	MN 1	BELTRAMI	MN 1 FROM N JCT OF MN 89 TO CLEARWATER/BELTRAMI CO LINE, BITUMINOUS MILL & OVERLAY	7.4	PAVEMENT	\$1.8 - 2.4 M
31	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	BRIDGE	\$0.3 - 0.5 M
32	MN 11	ROSEAU	MN 11, IN ROSEAU, REHAB BRIDGE 5814	0.0	BRIDGE	\$0.4 - 0.6 M
33	MN 11	ROSEAU	MN 11, FROM MN 89 TO EAST CITY LIMITS OF ROSEAU, MILL & OVERLAY/ ADA	1.2	PAVEMENT	\$0.8 - 1 M
34	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)	18.2	PAVEMENT	\$8.2 - 11 M
35	MN 11	ROSEAU	MN 11 FROM CSAH 5 TO ROSEAU/LAKE OF THE WOODS CO LINE, BITUMINOUS MILL & OVERLAY/WIDENING	12.4	PAVEMENT	\$3.7 - 5.1 M
36	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	BRIDGE	\$0.6 - 0.8 M
37	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	BRIDGE	\$0.2 - 0.3 M
38	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)	17.8	PAVEMENT	\$7 - 9.4 M
39	MN 34	HUBBARD/BECKER	MN 34 FROM BECKER/HUBBARD CO LINE TO 0.3 MI W OF PARK RAPIDS, BITUMINOUS RECLAIM	3.7	PAVEMENT	\$2.4 - 3.2 M
40	MN 89	MARSHALL	MN 89 FROM MN 219 TO MARSHALL/ROSEAU CO, BITUMINOUS MILL & OVERLAY	16.5	PAVEMENT	\$3.5 - 4.7 M
41	MN 92	CLEARWATER	MN 92 FROM E LIMITS OF GONVICK TO 0.4 MI S CSAH 22, BITUMINOUS MILL & OVERLAY (TIE WITH BRIDGE 1057)	12.8	PAVEMENT	\$6.4 - 8.6 M
42	MN 92	CLEARWATER	MN 92, E OF GONVICK, REPLACE BRIDGE 1057 (TIE WITH MILL & OVERLAY)	0.0	BRIDGE	\$0.6 - 0.8 M
43	MN 223	CLEARWATER	MN 223 FROM TH 92 TO CSAH 14, IN LEONARD, BITUMINOUS MILL AND OVERLAY	7.6	PAVEMENT	\$1.7 - 2.3 M

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2024



Note: No investment for Facilities, Jurisdictional Transfer, Freight, Greater MN Mobility, Or Regional and Community Improvement Priorities

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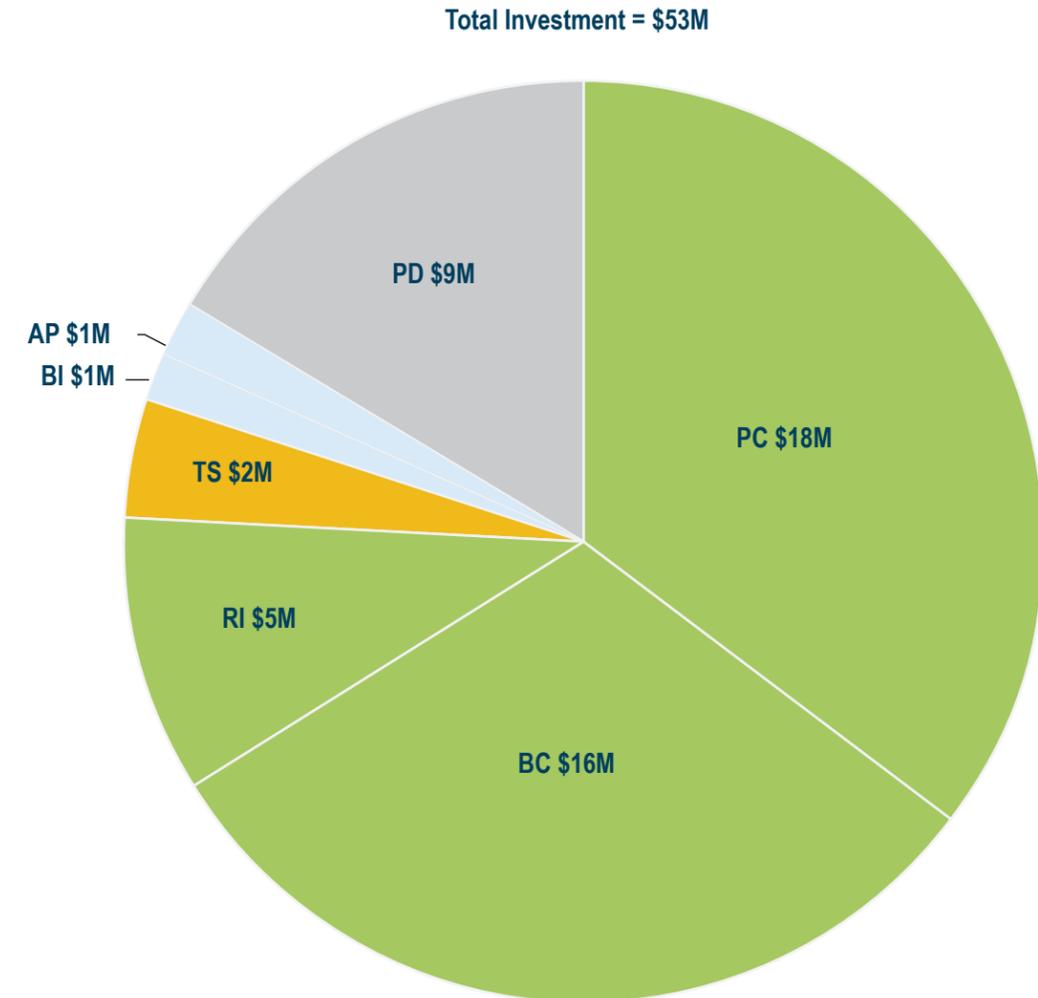
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District 2 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						
44	US 2	POLK	US 2, IN EAST GRAND FORKS, REPLACE BRIDGE 60001	0.0	BRIDGE	\$4.9 - 6.7 M
45	US 2	POLK	US 2, 11.0 MI E OF CROOKSTON, REPLACE BRIDGE 3932	0.0	BRIDGE	\$1.1 - 1.5 M
46	US 2	POLK	US 2EB FROM 1.0 MI E MN 9 TO 0.8 MI W MN 32, BITUMINOUS MILL & OVERLAY	12.2	PAVEMENT	\$3.1 - 4.3 M
47	US 59	PENNINGTON	US 59 FROM 0.4 MI S. CR62 TO 1ST ST E., IN TRF, PAVEMENT REPLACEMENT	1.5	PAVEMENT	\$3.1 - 4.1 M
48	US 71	HUBBARD	US 71, 9.6 MI N OF PARK RAPIDS, REPLACE BRIDGE 8515 (TIE WITH MILL & OVERLAY)	0.0	BRIDGE	\$0.6 - 0.8 M
49	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)	19.5	PAVEMENT	\$5.6 - 7.6 M
50	US 75	KITTSOON	US 75 FROM S. LIMITS OF DONALDSON TO S. LIMITS OF HALLOCK, RECONSTRUCTION/BITUMINOUS MILL & OVERLAY, REPLACE BRIDGES 4102 AND 4103	14.3	PAVEMENT	\$5.8 - 7.8 M
51	MN 1	MARSHALL	MN 1 IN OSLO, REPLACE BRIDGE 9100	0.0	BRIDGE	\$7.7 - 10.4 M
52	MN 72	BELTRAMI	MN 72 FROM 1 MI NORTH OF US 71 TO MN 1, BITUMINOUS MILL & OVERLAY	8.8	PAVEMENT	\$2.2 - 3 M
53	MN 89	BELTRAMI	MN 89 FROM N JCT MN 1 TO THE N RESERVATION LINE	5.1	PAVEMENT	\$1.2 - 1.6 M
54	MN 89	ROSEAU	MN 89 FROM MARSHALL/ROSEAU COUNTY LINE TO WANNASKA	8.3	PAVEMENT	\$2 - 2.6 M
55	MN 200	HUBBARD	MN 200 FROM US 71 TO 0.5 MI E MN 64, BITUMINOUS MILL & OVERLAY	5.1	PAVEMENT	\$1.4 - 1.8 M

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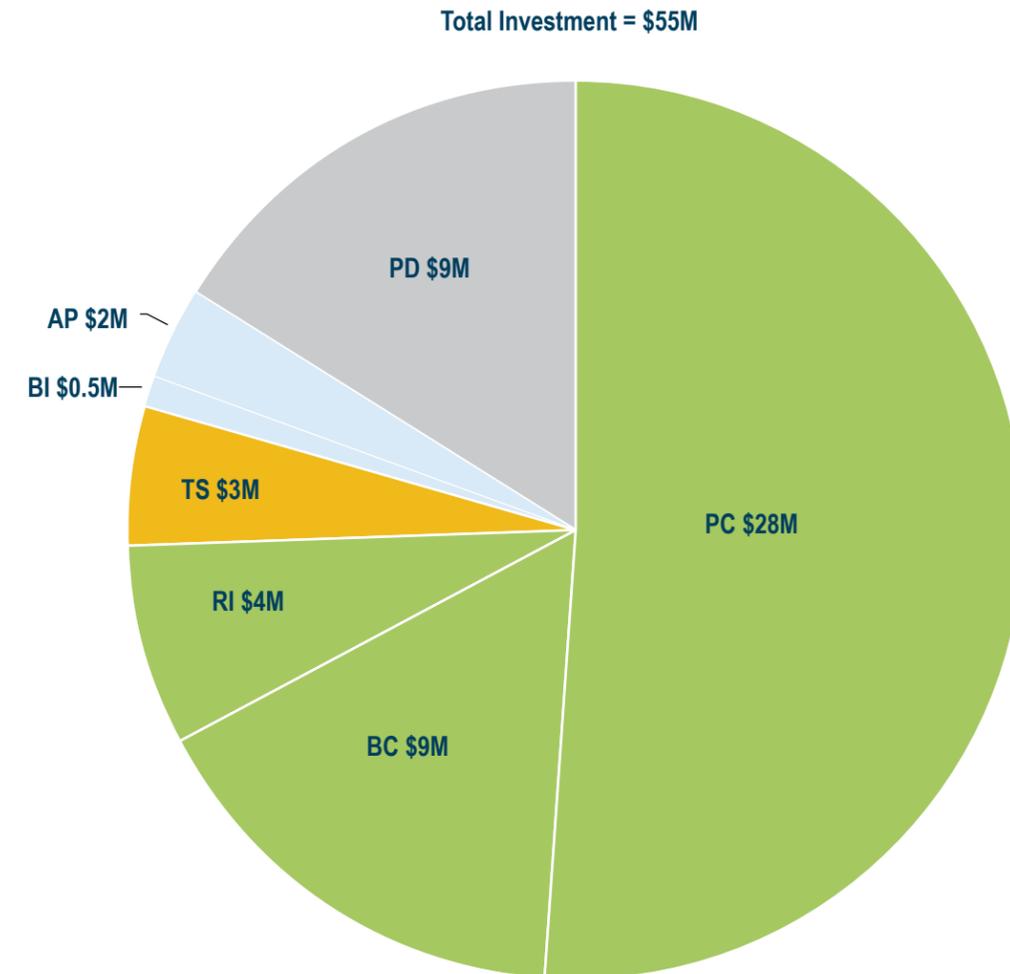
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2026						
56	US 2	CLEARWATER/ POLK	US 2EB FROM E FOSSTON LIMITS TO W BAGLEY LIMITS, BITUMINOUS MILL & OVERLAY	12.9	PAVEMENT	\$4.4 - 6 M
57	US 59	PENNINGTON	US 59, IN THIEF RIVER FALLS, REPLACE BRIDGE 5327	0.0	BRIDGE	\$6.4 - 8.6 M
58	US 71	BELTRAMI	US 71 FROM 1.4 MI N OF CSAH 15 TO CSAH 22, BITUMINOUS RECLAIM	5.5	PAVEMENT	\$2.9 - 3.9 M
59	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	BRIDGE	\$2.7 - 3.7 M
60	US 75	NORMAN	US 75 FROM CLAY/NORMAN CO LINE TO S. LIMITS OF ADA, BITUMINOUS MILL & OVERLAY WITH PASB	7.2	PAVEMENT	\$3.9 - 5.3 M
61	MN 9	NORMAN	MN 9 FROM CLAY/NORMAN CO LINE TO S LIMITS OF ADA, BITUMINOUS MILL & OVERLAY	9.9	PAVEMENT	\$2.6 - 3.5 M
62	MN 11	ROSEAU	MN 11 FROM W END OF GREENBUSH TO MN 32, IN GREENBUSH, URBAN RECONSTRUCT	0.3	PAVEMENT	\$1.4 - 1.8 M
63	MN 32	POLK	MN 32 IN FERTILE, URBAN RECONSTRUCTION	0.8	PAVEMENT	\$3.7 - 4.9 M
64	MN 72	BELTRAMI/ LAKE OF THE WOODS	MN72 FROM 2.9 MI SOUTH OF BELTRAMI/LOW CO LINE TO 2.1 MI NORTH OF CSAH 1, BITUMINOUS MILL & OVERLAY	14.0	PAVEMENT	\$3.7 - 4.9 M
65	MN 197	BELTRAMI	MN 197 FROM 23RD ST TO US 71, BITUMINOUS MILL & OVERLAY	1.7	PAVEMENT	\$2.6 - 3.5 M
66	MN 200	HUBBARD	MN 200 FROM CSAH 39 TO HUBBARD/CASS CO LINE, BITUMINOUS RECLAMATION	6.8	PAVEMENT	\$4.2 - 5.6 M

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2026



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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2027						
67	US 2		US 2WB FROM E FOSSTON LIMITS TO W BAGLEY LIMITS	15.6	PAVEMENT	\$4.1 - 5.5 M
68	US 2	POLK	US 2EB IN MCINTOSH, BITUMINOUS MILL & OVERLAY	1.4	PAVEMENT	\$0.6 - 0.8 M
69	US 2	POLK	US 2WB FROM 0.8 MI E OF US 59 TO W LIM OF FOSSTON, BITUMINOUS MILL & OVERLAY	10.8	PAVEMENT	\$4 - 5.4 M
70	US 2	BELTRAMI	US 2 EB & WB FROM 0.3 MI W OF CSAH 14 TO CSAH 11, BITUMINOUS MILL & OVERLAY	6.4	PAVEMENT	\$2.3 - 3.1 M
71	US 2	POLK	US 2 EB FROM 0.2 MI E OF US 2B TO 0.3 MI E OF CSAH 15, BITUMINOUS MILL & OVERLAY	11.4	PAVEMENT	\$4.2 - 5.6 M
72	US 59	KITTSOON	US 59 FROM E. LIM LAKE BRONSON TO MN 175, BITUMINOUS RECLAIM	4.0	PAVEMENT	\$2.2 - 3 M
73	US 71	HUBBARD	US 71 FROM 0.4 MI N OF CSAH 15 TO CSAH 72 IN PARK RAPIDS, URBAN RECONSTRUCT	1.4	PAVEMENT	\$6.8 - 9.2 M
74	MN 1	BELTRAMI	MN 1 FROM CLEARWATER/BELTRAMI CO LINE TO S JCT OF MN 89, BITUMINOUS MILL & OVERLAY & SHOULDER WIDENING	6.9	PAVEMENT	\$5.3 - 7.1 M
75	MN 32	RED LAKE	MN 32 FROM US 2 TO S. LIM OF ST. HILLAIRE, BITUMINOUS OVERLAY/ ADA IN RED LAKE FALLS	18.8	PAVEMENT	\$7.2 - 9.8 M
76	MN 89	ROSEAU	MN 89 FROM WANNASKA TO ROSEAU, BITUMINOUS MILL & OVERLAY	13.6	PAVEMENT	\$6.4 - 8.6 M



I will be out of the office through Friday. If you have any questions, please contact Shaker Rabban at shaker.rabban@state.mn.us or at 651-366-3537.

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