

DRAFT District 2 10- Year Capital Highway Investment Plan (2021-2030)



JULY 2020

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 2020.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (2-3)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (2-4)
- A summary of planned investments over the next 10 years. (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.
- State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

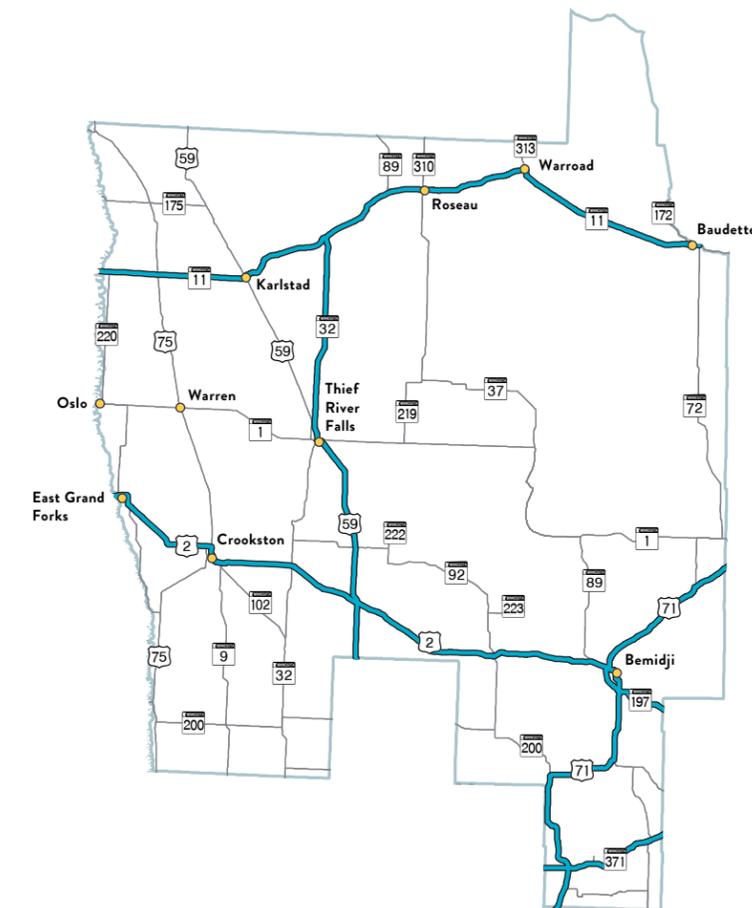
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway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

To obtain more information or become more involved, contact District 2 Transportation Planning Director, Jon Mason, at Jon.Mason@state.mn.us or 218-407-1917.

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 254 full-time employees. Major industries in the District include automotive vehicles, forestry, agriculture, and food processing. There are 17 truck stations located in District 2, three of which are at regional offices. The district has 357 bridges and 636 miles of rail.

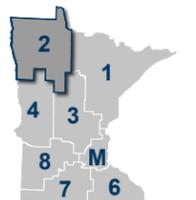
Figure 2-1: State Highways within District 2



- National Highway System – Interstate (0 Miles)
- National Highway System – Non-Interstate (469 Miles)
- Non-National Highway System (1,031 Miles)
- District Boundaries

DISTRICT INFORMATION	DISTRICT TOTALS
Counties*	11 (Beltrami, Clearwater, Hubbard, Kittson, Lake of the Woods, Marshall, Norman, Pennington, Polk, Red Lake, Roseau)
Centerline Miles	1,572
Lane Miles	3,291
State-Owned Bridges	357
High Mast Lights	0
Highway Culverts	3,675
Noise Walls	0
Overhead Signs	15
Population 2018	166,159
Annual VMT**	1,055,489,741
VMT/Capita	6,352

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



District 2 CHIP Investment

Over the next ten years, District 2 is projected to invest \$604 million in state highway projects (Figure 2-2). The majority of projects will address pavement condition. While the primary purpose of these projects will be to address pavement conditions, MnDOT will also address other needs such as the condition of bridges, roadside infrastructure (signage, culverts, and lighting), safety improvements, pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure. District 2 investment peaks in 2022 at \$74 million. Investment fluctuates annually between roughly \$40 and \$74 million.

HIGHWAY INVESTMENT STRATEGIES

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

System Stewardship

- Lower cost preventative maintenance strategies such as crack sealing, chip seals, and micro surfacing will be utilized to prolong pavement life.
- Districtwide storm sewer and culvert lining projects are being utilized to upgrade underground drainage infrastructure without costly impacts to the road surface.
- Utilizing pavement condition assessment tools to prioritize highest needs and coordinating roadside infrastructure improvements such as culverts, guardrail, signing replacements when needed.

Transportation Safety

- Continue to place an emphasis on low cost highway safety improvements such as rumble strips and safety edges to reduce the amount of run-off-the-road crashes.
- Programming top priorities identified in the District Safety Plan, including improvements to the U.S. Hwy 2 corridor west of Bemidji, U.S. Hwy 71 north of Bemidji and installing new lighting at multiple locations throughout the District.

Critical Connections

- Continue addressing ADA needs with improvements that are planned in approximately 25 communities throughout the District.
- Partner with local communities to strategically make downtown corridor improvements that incorporate safety needs for non-motorized users and at intersections.

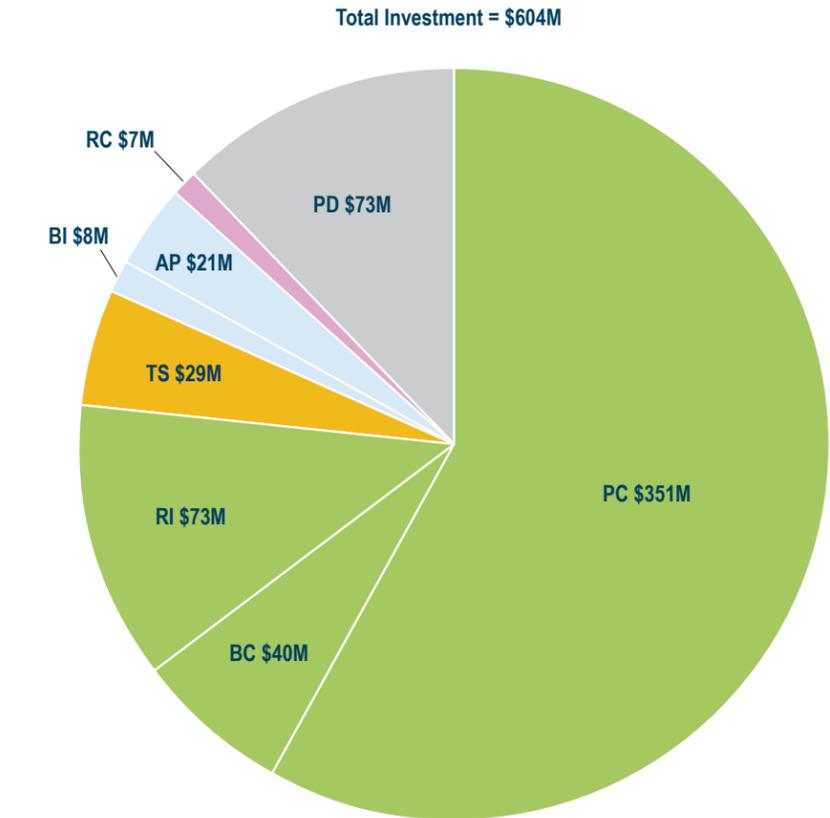
Healthy Communities

- The District is partnering with communities such as Bemidji and Fosston to conduct corridor planning in advance of upcoming projects. These plans will help MnDOT and stakeholders move forward with a plan that improves safety and mobility for all users.
- Utilizing the Local Partnership Program (LPP) to partner with local communities to implement various eligible trunk highway improvements.

Project Delivery

- Continue to forecast and plan funding for supplemental agreements, cost overruns, incentives, right-of-way, and consultants to support and deliver the District's construction program.

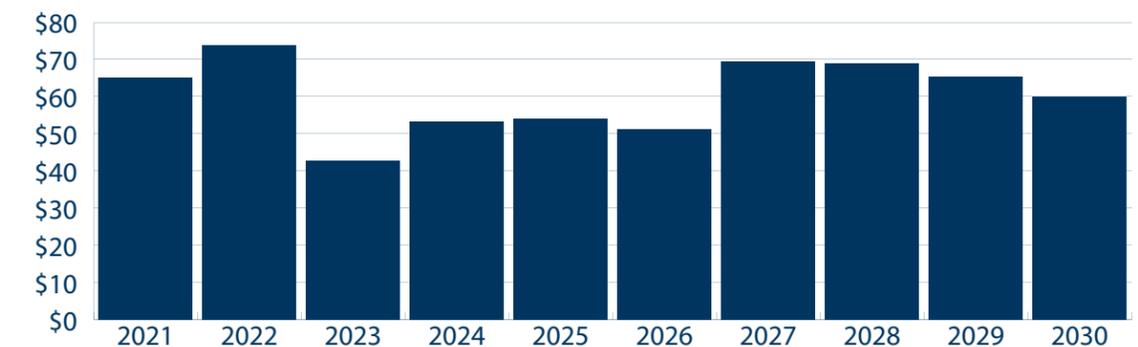
Figure 2-2: District 2 10-Year CHIP Investment by Investment Category (millions of dollars)



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

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

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



District 2 CHIP Highlights

Over 800 miles of the state highway system in District 2 will be resurfaced or rehabilitated over the next 10 years. Pavement projects are selected to ensure serviceable driving conditions to the traveling public. At the current funding levels, the state highway system is predicted to experience a significant decline in pavement quality. This decline is predicted on the National Highway System (NHS) and Non-NHS routes, but more prevalent on the Non-NHS. Twenty-seven bridges will be improved including the Oslo bridge over the Red River. Bridge investments are adequate to meet performance goals. Numerous urban highways within the District are approaching the end of their service lives, which results in potholes, drainage programs and pedestrian accessibility issues. Improvements are planned in many communities and an emphasis has been put on creating accessible multimodal opportunities for pedestrians and bicyclists.

NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

Over the course of the year, projects have shifted in the 10-year plan as more information about them became available and the District's need to budget its construction program based on anticipated funding. A series of projects on MN Hwy 87 between U.S. Hwy 71 and MN Hwy 64 were once planned in 2023 but have fluctuated in planned timing. These projects now include a bituminous reclamation from just east of Hubbard to the bridge at Third Crow Wing Lake/Second Crow Wing Lake in Fiscal Year 2024 (middle), a reconstruction from U.S. Hwy 71 into Hubbard (west) in 2025 and a mill and overlay from the Third Crow Wing Lake/Second Crow Wing Lake bridge to MN Hwy 64 in 2025 (east). A resurfacing project on U.S. Hwy 71 from Turtle River to Blackduck has been delayed from 2024 to 2026. The resurfacing project on MN Hwy 200 from U.S. Hwy 71 to the north entrance of Itasca State Park has been delayed from 2023 to 2026.



REMAINING RISKS

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

Risks

- The Oslo Bridge on MN Hwy 1 over the Red River has severe flooding issues and is planned for replacement. This bridge requires coordination with North Dakota and spans two FHWA regions. Coordinating the proper improvement with North Dakota, where the bridge is considered historical, and meeting stakeholder desires will be challenging.
- The desire for more 4-lane highways is a constant discussion with stakeholders. Passing lanes are a viable alternative that appease stakeholders, but have not received high scores in competitive solicitations.
- It is challenging to program complete projects that address sustained crash locations, roadside hazards, pedestrian/bicycle access, drainage/erosion issues, access management, intersection level of service, etc. Example being MN Hwy 197 in Bemidji.
- Funding uncertainties, including multi-District funding and construction overlap areas, results in challenges earning and maintaining customer trust.

DISTRICT 2 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

District 2 has experienced fluctuations in the number of fatalities—going from 22 in 2015, to a high of 29 in 2016, falling to a low of 16 in 2017, with a recent rise to 23 in 2019. District 2 will continue to make investments in new safety improvements throughout the district over the next ten years. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths program.

Pavement Condition

District 2 non-interstate NHS and non-NHS pavement conditions held constant over the past 5 years and remain well below the statewide target. Over the next ten years, pavement condition on the two systems will decline and will not meet targets by 2030.

Bridge Condition

District 2 reduced the percent of bridges in poor condition on the NHS and non-NHS bridges with both meeting statewide targets. Over the next ten years, bridge condition on both the NHS and non-NHS systems will remain steady. In 2030, NHS and non-NHS bridges will meet targets.

Figure 2-4: District 2 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2015	2016	2017	2018	2019
Safety	Fatalities	0	22	29	16	18	23
Bridge	Condition: NHS - % Poor	<2%	0.0%	11.4%	11.7%	0.0%	0.0%
Bridge	Condition: Non-NHS - % Poor	<8%	0.0%	2.0%	0.8%	0.0%	0.0%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	None	None	None	None	None
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	0.4%	0.8%	1.4%	1.7%	1.5%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	0.3%	1.0%	0.9%	0.9%	1.3%

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

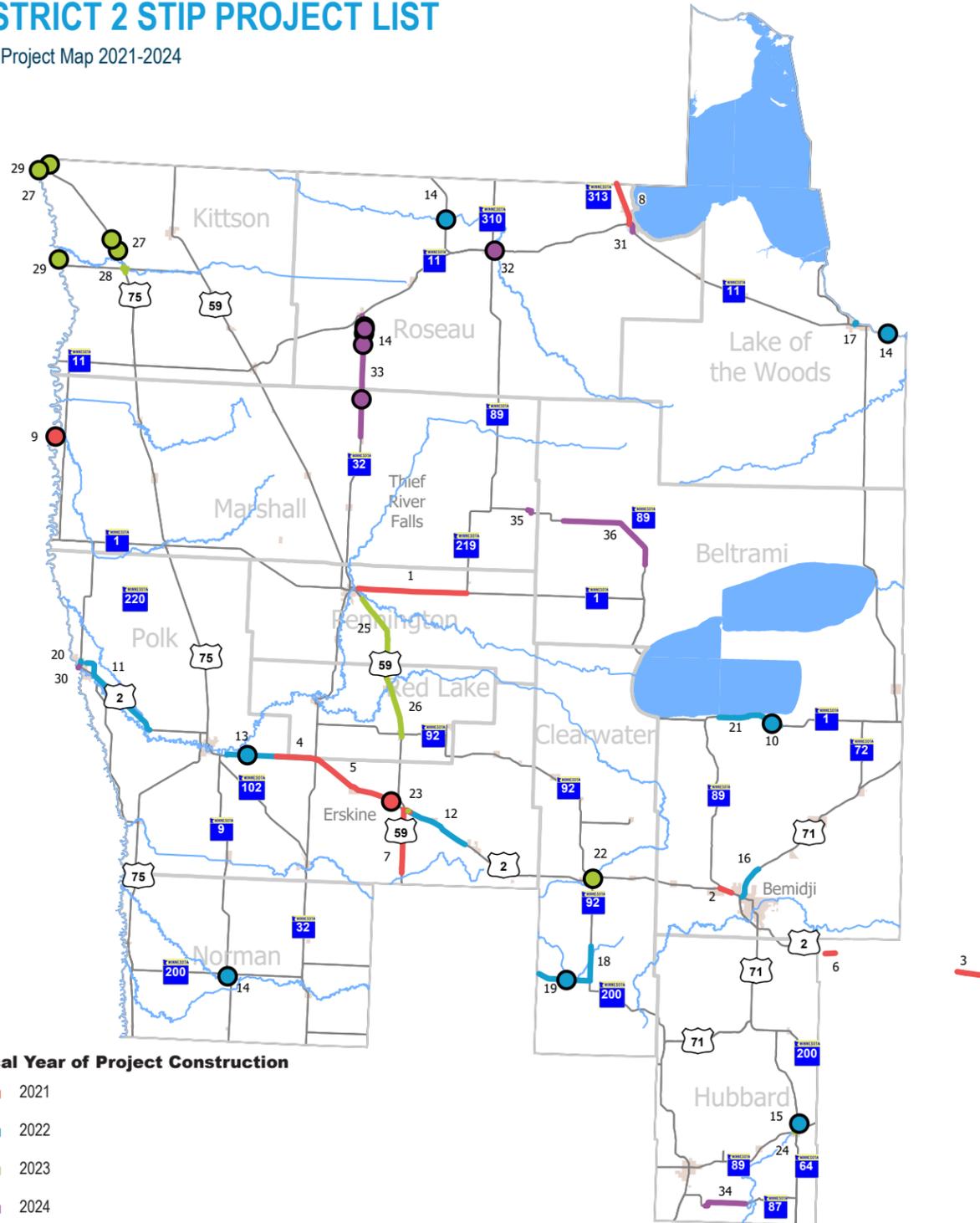
Figure 2-5: District 2 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2019 ACTUAL	2024 PROJECTED	2030 PROJECTED	ANALYSIS
Safety	Fatalities	0	23	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	0.0%	0.0%	0.0%	NHS bridge conditions are expected to remain good and meet the target by 2030.
Bridge	Condition: Non-NHS - % Poor	<8%	0.0%	0.0%	1.7%	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%	1.5%	4.1%	8.2%	NHS pavements are expected to decline by the end of the ten years and miss the target significantly.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	1.3%	5.4%	11.6%	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 2021-2024

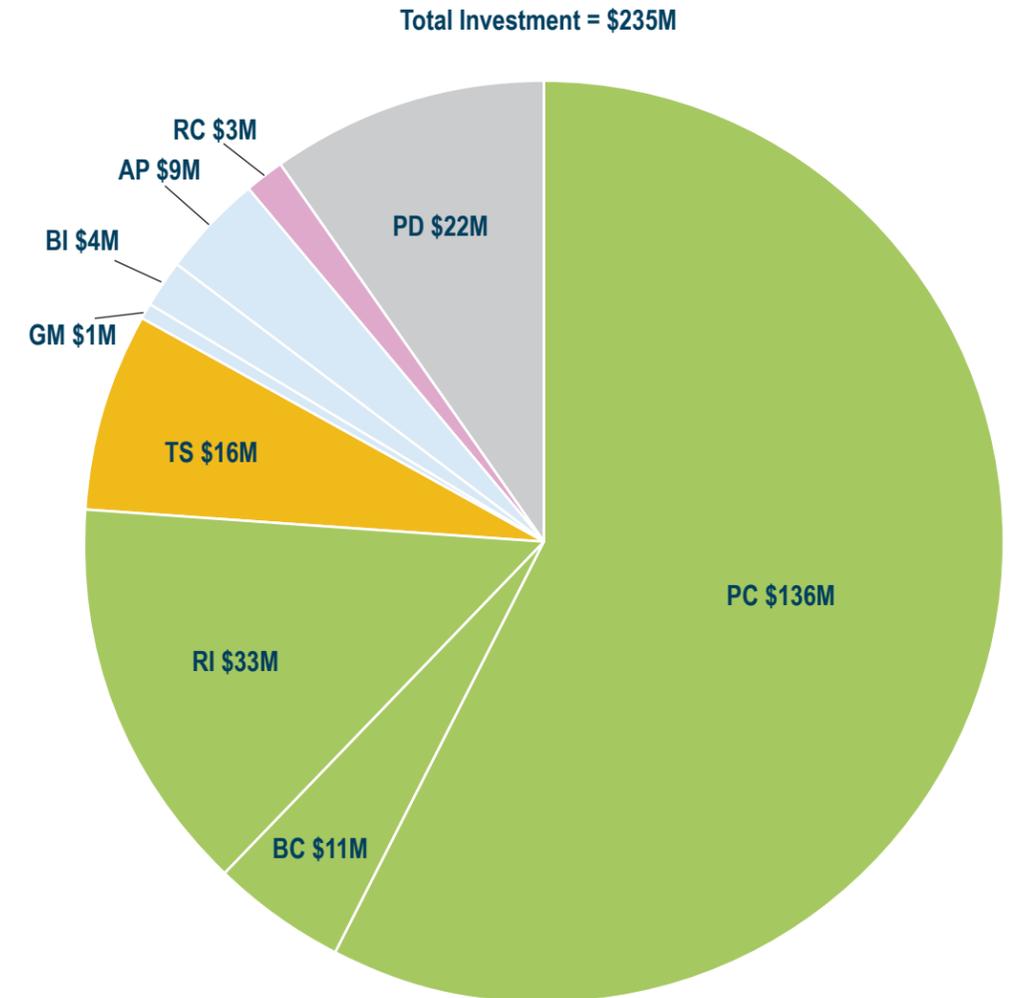


Fiscal Year of Project Construction

- 2021
- 2022
- 2023
- 2024

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 2021-2024 of the 10-Year CHIP



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

Key

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

District 2 Projects for Years 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2021							
1	MN 1	PENNINGTON	Resurface Hwy 1 between Pennington CR 18 and Hwy 219 in Thief River Falls	15.9	\$6.5M	EXEMPT (IN 2019-2022 STIP)	N/A
2	US 2	BELTRAMI	Access and intersection improvements on Hwy 2 between Hwy 89 and Beltrami CR 9 west of Bemidji	1.9	\$4.1M	EXEMPT (IN 2019-2022 STIP)	N/A
3	US 2	CASS, ITASCA	Resurface Hwy 2 between Bena and Ball Club	15.9	\$3.7M	EXEMPT (IN 2019-2022 STIP)	N/A
4	US 2	POLK	Resurface Hwy 2 westbound lanes between Hwy 32 and Polk CR 44 near Marcoux Corner	6.9	\$2.4M	TO BE DETERMINED	N/A
5	US 2	POLK	Resurface eastbound lanes on Hwy 2 between Erskine and Hwy 32 near Marcoux Corner	14.8	\$29.9M	EXEMPT (IN 2019-2022 STIP)	N/A
6	US 2	CASS	Construct multi-use trail near Cass Lake	1.5	\$0.7M	EXEMPT (IN 2019-2022 STIP)	N/A
7	US 59	POLK	Resurface Hwy 59 from Winger to Erskine and improve pedestrian crossings in Winger	9.3	\$2.9M	EXEMPT (IN 2019-2022 STIP)	N/A
8	MN 313	ROSEAU	Resurface Hwy 313 between Warroad and the Canadian Border	6.3	\$2.4M	EXEMPT (IN 2019-2022 STIP)	N/A
9	MN 317	MARSHALL	Paint Hwy 317 bridge over the Red River of the North located west Hwy 220	0.0	\$1.3M	TO BE DETERMINED	N/A

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Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2020.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2021													
88%	-	8%	-	-	2%	-	-	-	1%	1%	-	-	-
-	-	24%	-	-	76%	-	-	-	-	-	-	-	-
95%	-	4%	-	-	1%	-	-	-	-	-	-	-	-
86%	-	8%	-	-	6%	-	-	-	-	-	-	-	-
84%	1%	4%	-	-	11%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	100%	-	-	-	-
78%	-	15%	-	-	3%	-	-	-	-	4%	-	-	-
81%	-	18%	-	-	1%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2022							
10	MN 1	BELTRAMI	Replace culverts, construct turn lanes and replace bridge on Hwy 1 between Red Lake Indian Reservation boundary and Hwy 89	9.6	\$1.8M	EXEMPT (IN 2019-2022 STIP)	N/A
11	US 2	POLK	Resurface Hwy 2 westbound lanes between East Grand Forks and Fisher	14.3	\$10.2M	TO BE DETERMINED	TO BE DETERMINED
12	US 2	POLK	Replace concrete roadway on Hwy 2 east bound lane from east of Hwy 59 to west limits of Fosston	10.0	\$21M	EXEMPT (IN 2019-2022 STIP)	N/A
13	US 2	POLK	Resurface Hwy 2 between Hwy 9 and Hwy 32	12.2	\$2.1M	NHS PAVEMENT	TO BE DETERMINED
14	MN 11, MN 32, MN 89, MN 9	LAKE OF THE WOODS, NORMAN, ROSEAU	Repair 4 bridges: Hwy 9 bridge over Marsh River south of Ada, Hwy 11 bridge over Silver Creek east of Baudette, Hwy 32 bridge south of Greenbush, Hwy 89 bridge over Roseau River northwest of Roseau	0.0	\$1.5M	TO BE DETERMINED	TO BE DETERMINED
15	MN 64	HUBBARD	Replace channel bridge at Eleventh Crow Wing Lake on Hwy 64 north of Akeley	0.0	\$1.4M	TO BE DETERMINED	TO BE DETERMINED
16	US 71	BELTRAMI	Resurface Hwy 71 and intersection improvements between Hwy 197 Beltrami CR 59	5.0	\$13.3M	EXEMPT (IN 2019-2022 STIP)	N/A
17	MN 72	LAKE OF THE WOODS	Resurface Hwy 72 between Baudette and the Canadian border	0.4	\$2.5M	EXEMPT (IN 2019-2022 STIP)	N/A
18	MN 92	CLEARWATER	Resurface and widen shoulders on Hwy 92 between Clearwater CR 35 and Hwy 200 in Zerkel	5.1	\$8M	EXEMPT (IN 2019-2022 STIP)	N/A
19	MN 200	CLEARWATER	Resurface Hwy 200 between Roy Lake and Zerkel	7.7	\$3.7M	EXEMPT (IN 2019-2022 STIP)	N/A
20	MN 220	POLK	Intersection improvements on Hwy 220 at 14th St, 17th St, and Hwy 2 in East Grand Forks	0.4	\$0.4M	CATEGORICALLY EXEMPT	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2022													
-	25%	75%	-	-	-	-	-	-	-	-	-	-	-
76%	-	14%	-	-	10%	-	-	-	-	-	-	-	-
64%	-	34%	-	-	1%	-	-	-	-	1%	-	-	-
90%	-	-	-	-	10%	-	-	-	-	-	-	-	-
28%	49%	23%	-	-	-	-	-	-	-	-	-	-	-
-	90%	10%	-	-	-	-	-	-	-	-	-	-	-
61%	-	3%	-	-	25%	10%	-	-	-	1%	-	-	-
42%	-	37%	-	-	4%	-	-	-	7%	10%	-	-	-
63%	-	5%	-	-	8%	-	-	-	12%	12%	-	-	-
81%	3%	12%	-	-	4%	-	-	-	-	-	-	-	-
-	-	70%	-	-	-	-	-	-	-	30%	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2023							
21	MN 1	BELTRAMI	Resurface Hwy 1 between Red Lake Indian Reservation boundary and Hwy 89	9.6	\$2.2M	EXEMPT (IN 2019-2022 STIP)	N/A
22	US 2	CLEARWATER	Repair bridge over the Clearwater River on the westbound lanes of Hwy 2 east of Bagley	0.0	\$0.9M	EXEMPT (IN 2019-2022 STIP)	N/A
23	US 2	POLK	Improve pedestrian accessibility at the Oak Lake Rest Area in Erskine	0.0	\$0.1M	TO BE DETERMINED	TO BE DETERMINED
24	MN 34	HUBBARD	Reconstruct Hwy 34 in Akeley	0.5	\$4.7M	EXEMPT (IN 2019-2022 STIP)	N/A
25	US 59	PENNINGTON	Resurface Hwy 59 between Pennington CR 3 and Thief River Falls and construct a roundabout at the intersection of Hwy 59 with Pennington CR 3	7.3	\$6.7M	TO BE DETERMINED	TO BE DETERMINED
26	US 59	PENNINGTON, RED LAKE	Resurface Hwy 59 between Brooks and Pennington CR 3	14.5	\$4.3M	TO BE DETERMINED	TO BE DETERMINED
27	US 75, MN 171	KITTSOON	Resurface Hwy 75 between Hallock and the Canadian border; resurface Hwy 171 and replace 3 bridges between Hwy 75 and North Dakota border	21.8	\$9.2M	EXEMPT (IN 2019-2022 STIP)	N/A
28	MN 175, US 75	KITTSOON	Resurface and pedestrian improvements on Hwy 75 and Hwy 175 in Hallock	1.6	\$4.7M	TO BE DETERMINED	TO BE DETERMINED
29	MN 175, MN 171	KITTSOON	Paint bridges on Hwy 171 in St. Vincent and on Hwy 175 at the North Dakota border	0.0	\$1.9M	TO BE DETERMINED	TO BE DETERMINED

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2023													
94%	-	-	-	-	3%	-	-	-	-	-	3%	-	-
-	85%	15%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	100%	-	-	-
28%	-	32%	-	-	19%	-	-	-	1%	20%	-	-	-
70%	-	12%	-	-	6%	-	-	-	6%	6%	-	-	-
87%	-	13%	-	-	-	-	-	-	-	-	-	-	-
66%	14%	17%	-	-	1%	-	-	-	-	2%	-	-	-
33%	-	35%	-	-	-	-	-	-	-	32%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-

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2024							
30	US 2B	POLK	Replace traffic signals on Hwy 2B in East Grand Forks	0.2	\$1.2M	TO BE DETERMINED	TO BE DETERMINED
31	MN 11	ROSEAU	Resurface Hwy 11 and improve pedestrian accessibility and signals in Warroad	1.5	\$5.5M	TO BE DETERMINED	TO BE DETERMINED
32	MN 11	ROSEAU	Resurface one mile of Hwy 11 in Roseau	1.2	\$4.8M	TO BE DETERMINED	TO BE DETERMINED
33	MN 32	MARSHALL, ROSEAU	Resurface Hwy 32 between Middle River and Greenbush; replace four box culverts near Strathcona	17.8	\$13.7M	TO BE DETERMINED	TO BE DETERMINED
34	MN 87	HUBBARD	Reconstruct Hwy 87 between Hubbard CR 6 and CR 13 in Hubbard	6.3	\$10M	TO BE DETERMINED	TO BE DETERMINED
35	MN 89	MARSHALL	Resurface Hwy 89 and pedestrian improvements between Marshall CR 54 and Grygla	0.8	\$0.3M	TO BE DETERMINED	TO BE DETERMINED
36	MN 89	BELTRAMI	Resurface Hwy 89 between Beltrami CR 705 and 6 miles west of Hwy 1	16.0	\$4.7M	TO BE DETERMINED	TO BE DETERMINED

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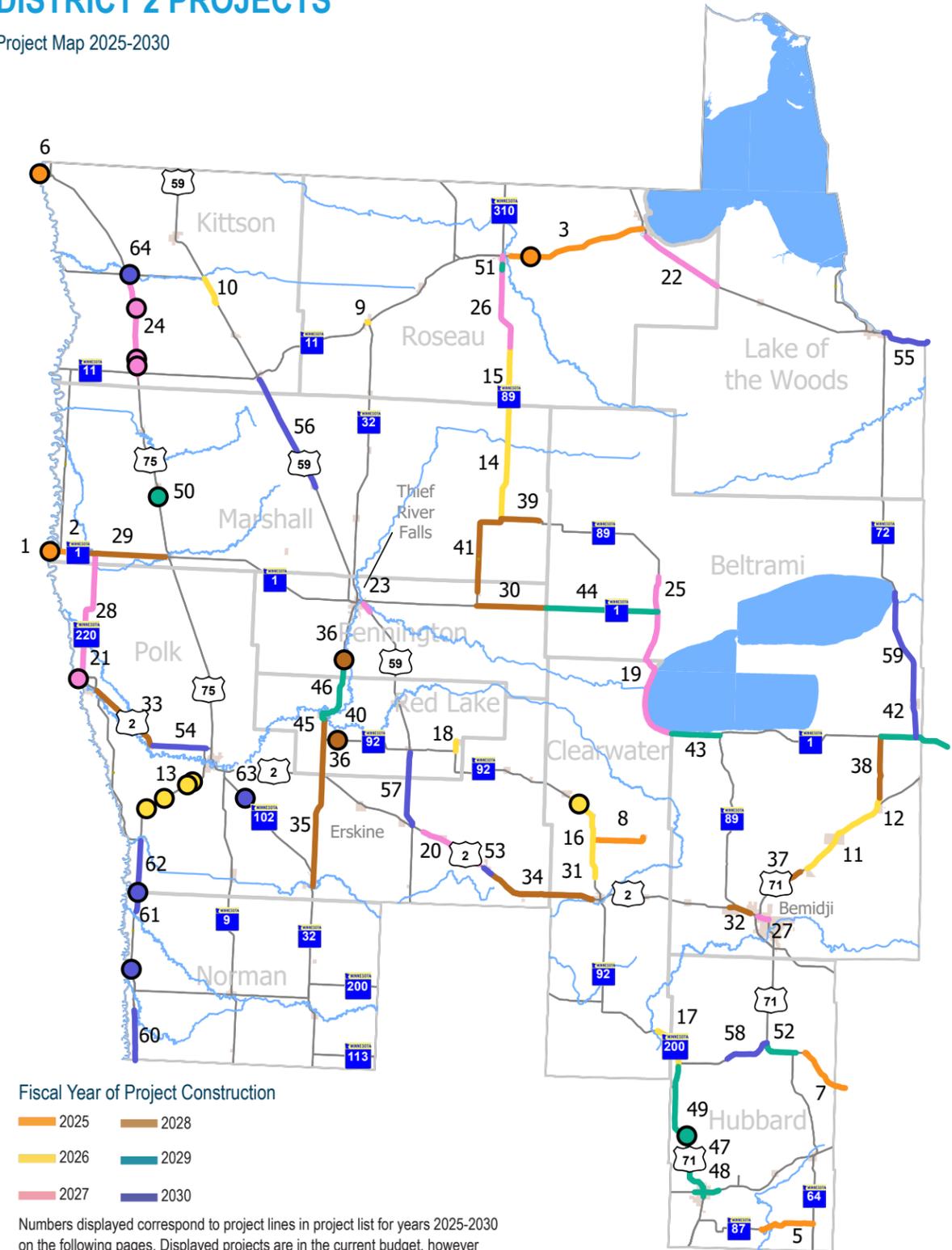
PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2024													
-	-	100%	-	-	-	-	-	-	-	-	-	-	-
20%	-	45%	-	-	-	-	-	-	-	35%	-	-	-
65%	-	10%	-	-	10%	-	-	-	5%	10%	-	-	-
73%	10%	10%	-	-	3%	-	-	-	2%	2%	-	-	-
61%	-	14%	-	-	10%	-	-	-	7%	8%	-	-	-
60%	-	10%	-	-	-	-	-	-	10%	20%	-	-	-
63%	-	30%	-	-	7%	-	-	-	-	-	-	-	-

Key

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DISTRICT 2 PROJECTS

Project Map 2025-2030



Fiscal Year of Project Construction

- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

Numbers displayed correspond to project lines in project list for years 2025-2030 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.

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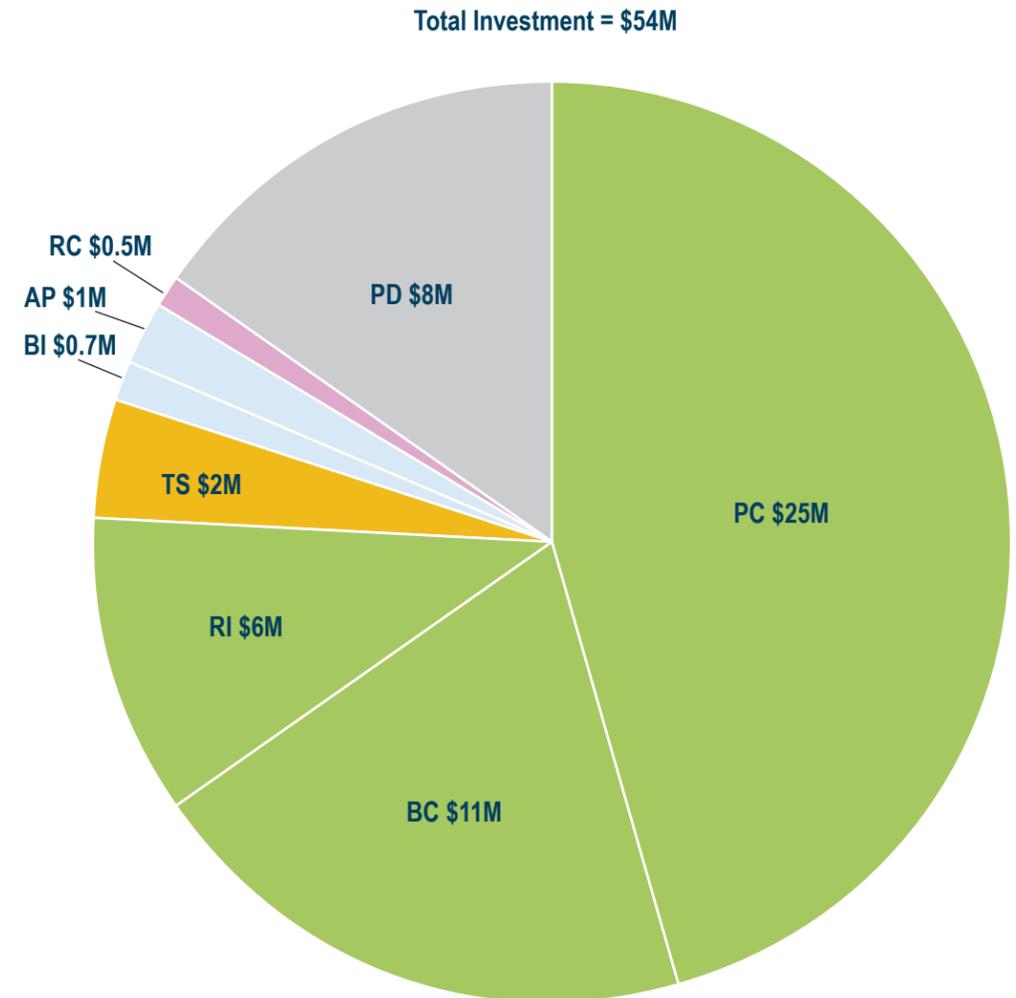
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2025							
1	MN 1	MARSHALL	Replace Hwy 1 bridge over the Red River in Oslo	0.0	\$6.4 M-\$8.6 M	Non-NHS Bridge	55
2	MN 1	MARSHALL	Resurface Hwy 1 from North Dakota border to 3.3 mi E of Oslo	3.2	\$1.0 M-\$1.4 M	Non-NHS Pavement	55
3	MN 11	ROSEAU	Reconstruct Hwy 11 between Roseau and Warroad and replace culvert 4-miles east of Roseau	39.6	\$8.7 M-\$11.7 M	NHS Pavement	49
4	MN 87	HUBBARD	Reconstruct Hwy 87 between Hwy 71 and Hubbard County Rd 6/Lake St in Hubbard	4.4	\$5.1 M-\$6.9 M	Non-NHS Pavement	74
5	MN 87	HUBBARD	Resurface Hwy 87 between County Rd 13 and Hwy 64	8.1	\$2.3 M-\$3.1 M	Non-NHS Pavement	35
6	MN 171	KITTSOON	Refurbish Hwy 171 bridge over Red River of the North in St. Vincent	0.2	\$2.3 M-\$3.1 M	Non-NHS Bridge	90
7	MN 200	HUBBARD	Resurface Hwy 200 between Hwy 371 and Laporte	8.2	\$7.3 M-\$9.9 M	Non-NHS Pavement	51
8	MN 223	CLEARWATER	Resurface Hwy 223	7.6	\$1.7 M-\$2.3 M	Non-NHS Pavement	29

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2025



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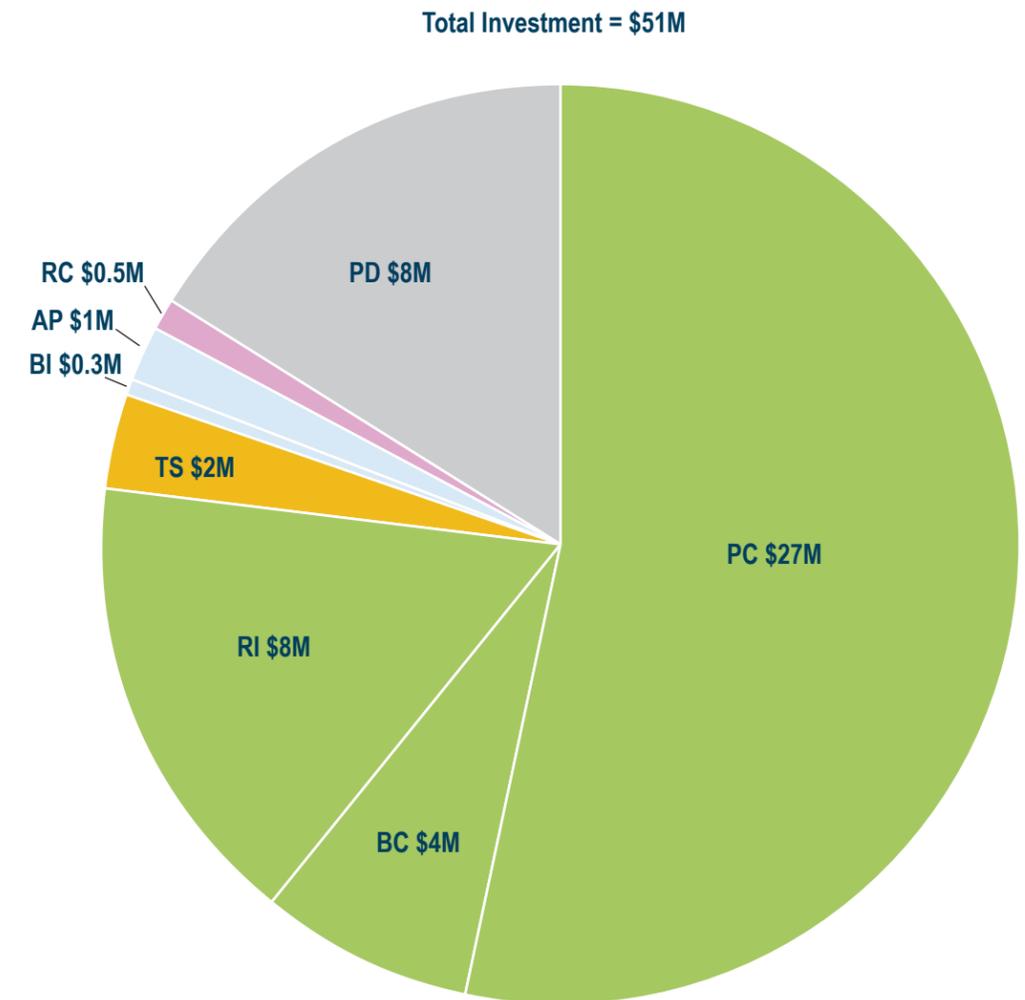
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2026							
9	MN 11	ROSEAU	Reconstruct Hwy 11 in Greenbush	0.4	\$2.2 M-\$3.0 M	Urban Pavement	53
10	US 59	KITTSOON	Resurface Hwy 59 between Lake Bronson and Hwy 175	4.0	\$2.1 M-\$2.9 M	Non-NHS Pavement	55
11	US 71	BELTRAMI	Resurface Hwy 71 between Beltrami County Rd 22 and Blackduck	14.2	\$6.4 M-\$8.6 M	NHS Pavement	70
12	MN 72	BELTRAMI	Resurface 1-mile of Hwy 72 in Blackduck	1.1	\$0.3 M-\$0.3 M	Non-NHS Pavement	68
13	US 75	POLK	Replace 4 culverts between Eldred and Girard	0.0	\$2.6 M-\$3.5 M	Non-NHS Culvert	46
14	MN 89	MARSHALL	Resurface Hwy 89 between Hwy 219 and Roseau County line	16.5	\$4.0 M-\$5.4 M	Non-NHS Pavement	60
15	MN 89	ROSEAU	Resurface Hwy 89 between Wannaska and Marshall County line	8.3	\$2.2 M-\$3.0 M	Non-NHS Pavement	60
16	MN 92	CLEARWATER	Resurface Hwy 92 between Bagley and Gonvick	12.4	\$8.8 M-\$12.0 M	Non-NHS Pavement	40
17	MN 200	CLEARWATER	Resurface Hwy 200 from Clearwater County road 2, north entrance to Itasca State Park to Hwy 71	6.4	\$3.7 M-\$4.9 M	Non-NHS Pavement	71
18	MN 222	RED LAKE	Resurface Hwy 222 in Oklee	1.5	\$0.6 M-\$0.7 M	Non-NHS Pavement	80

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2026



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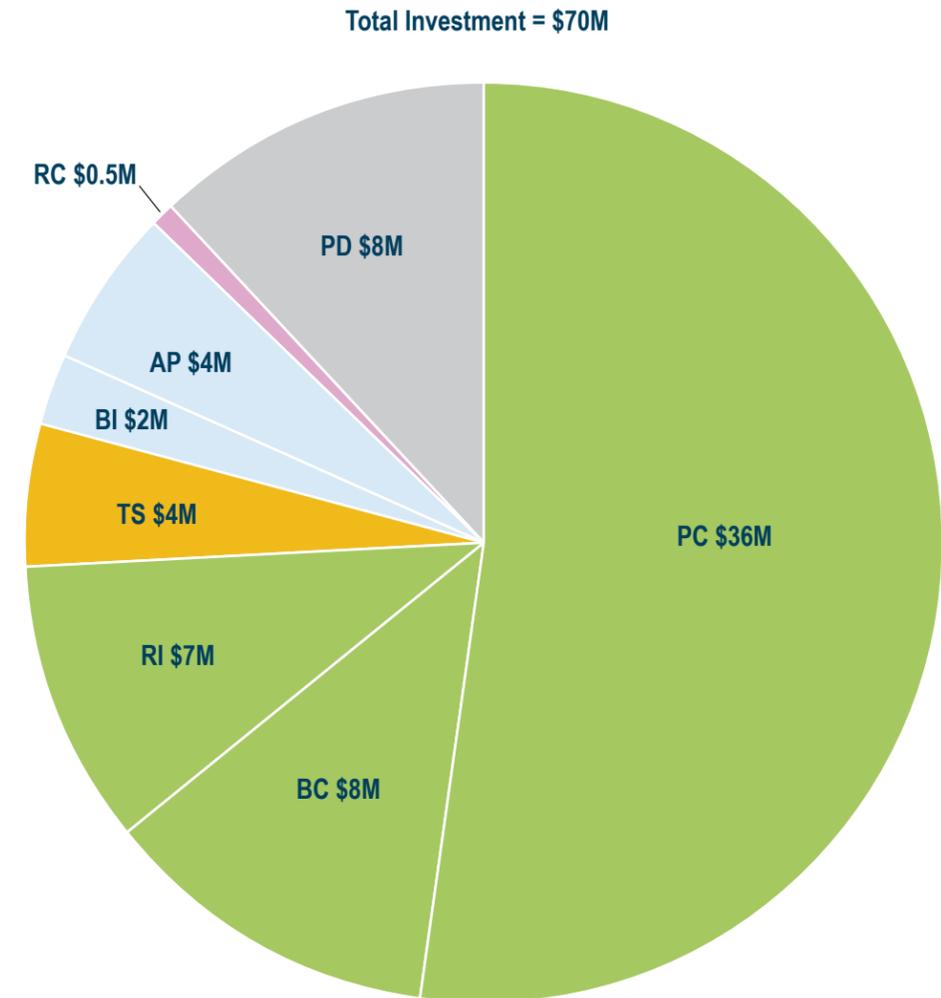
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2027							
19	MN 1	BELTRAMI, CLEARWATER	Resurface Hwy1/Hwy 89 between the north junction of Hwy 89 and eastern Clearwater County line	20.7	\$4.1 M-\$5.5 M	Non-NHS Pavement	70
20	US 2	POLK	Resurface westbound lanes of Hwy 2 between Fosston and Hwy 59	10.8	\$3.6 M-\$4.8 M	NHS Pavement	75
21	US 2	POLK	Replace Hwy 2 bridge over River Rd NW in East Grand Forks	0.0	\$5.1 M-\$6.9 M	NHS Bridge	65
22	MN 11	ROSEAU	Resurface Hwy 11 between Warroad and Roosevelt	12.4	\$5.0 M-\$6.8 M	NHS Pavement	69
23	US 59	PENNINGTON	Resurface 2 miles of Hwy 59 in Thief River Falls	1.5	\$3.5 M-\$4.7 M	Urban Pavement	81
24	US 75	KITSON	Resurface Hwy 75 and replace 3 culverts between Donaldson and Hallock	28.2	\$10.2 M-\$13.8 M	Non-NHS Pavement	68
25	MN 89	BELTRAMI	Resurface Hwy 89 between the north jct of Hwy 1 and the northern border of the Red Lake Nation	5.1	\$1.4 M-\$1.8 M	Non-NHS Pavement	68
26	MN 89	ROSEAU	Resurface Hwy 89 between Roseau and Wannaska	13.7	\$5.9 M-\$7.9 M	Non-NHS Pavement	74
27	MN 197	BELTRAMI	Resurface Hwy 197 between Bemidji Ave and Hwy 71 in Bemidji	1.7	\$4.3 M-\$5.9 M	Urban Pavement	80
28	MN 220	MARSHALL, POLK	Resurface Hwy 220 between East Grand Forks and Alvarado	17.8	\$5.4 M-\$7.4 M	Non-NHS Pavement	65

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2027



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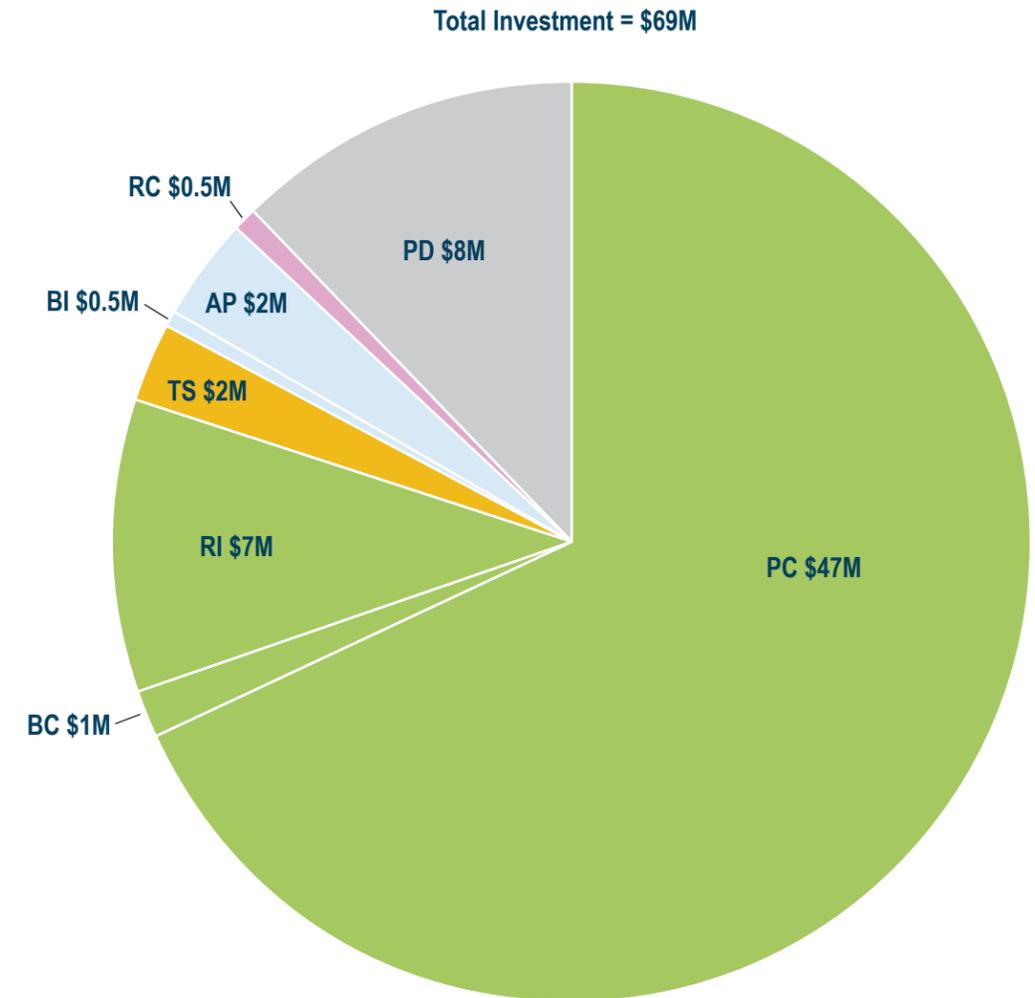
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2028							
29	MN 1	MARSHALL	Resurface Hwy 1 between Warren and Marshall County Rd 17	13.3	\$7.1 M-\$9.7 M	Non-NHS Pavement	54
30	MN 1	PENNINGTON	Resurface Hwy 1 between Goodridge and Beltrami County line	10.0	\$2.2 M-\$3.0 M	Non-NHS Pavement	55
31	US 2	CLEARWATER, POLK	Resurface eastbound lanes of Hwy 2 between Fosston and Bagley	12.9	\$4.3 M-\$5.8 M	NHS Pavement	70
32	US 2	BELTRAMI	Resurface Hwy 2 between Bemidji and Wilton	3.2	\$2.4 M-\$3.2 M	NHS Pavement	77
33	US 2	POLK	Resurface the eastbound lanes of Hwy 2 between East Grand Forks and Fisher	11.4	\$6.2 M-\$8.4 M	NHS Pavement	84
34	US 2	CLEARWATER, POLK	Resurface westbound lanes of Hwy 2 between Fosston and Bagley	15.6	\$5.2 M-\$7.1 M	NHS Pavement	80
35	MN 32	POLK	Resurface Hwy 32 between Fertile and Hwy 2	16.1	\$8.3 M-\$11.2 M	Non-NHS Pavement	66
36	MN 32	RED LAKE	Resurface Hwy 32 between Hwy 2 and Red Lake Falls, and replace culvert on Hwy 32 south of St. Hilaire	15.8	\$2.0 M-\$2.8 M	Non-NHS Pavement	58
37	US 71	BELTRAMI	Resurface five miles of Hwy 71 between Beltrami County Rd 15 and County Rd 22	4.5	\$3.1 M-\$4.1 M	NHS Pavement	74
38	MN 72	BELTRAMI	Resurface Hwy 72 between Blackduck and Hwy 1	8.9	\$2.4 M-\$3.2 M	Non-NHS Pavement	74
39	MN 89	MARSHALL	Resurface Hwy 89 between Grygla and Hwy 219	5.5	\$1.1 M-\$1.5 M	Non-NHS Pavement	65
40	MN 92	RED LAKE	Replace Culvert on Hwy 92 over Badger Creek	0.0	\$0.6 M-\$0.8 M	Non-NHS Culvert	60
41	MN 219	MARSHALL	Resurface Hwy 219 between Goodridge and Hwy 89	13.4	\$2.9 M-\$3.9 M	Non-NHS Pavement	38

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2028



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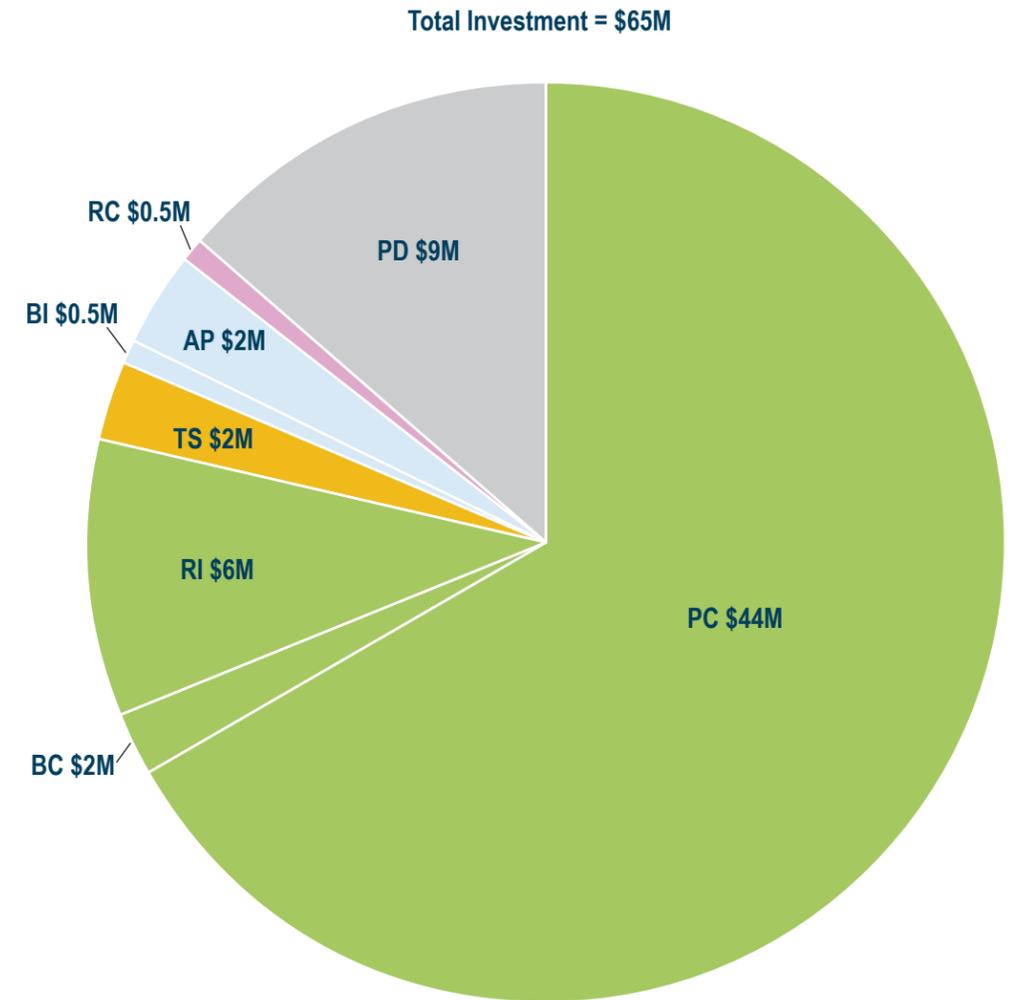
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2029							
42	MN 1	BELTRAMI, KOOCHICHING	Resurface Hwy 1 between Hwy 72 and Hwy 71 (\$1.6M funded by District 1)	9.8	\$4.4 M-\$5.9 M	Non-NHS Pavement	62
43	MN 1	BELTRAMI	Resurface Hwy 1 between Clearwater County line and Hwy 89	6.9	\$5.8 M-\$7.8 M	Non-NHS Pavement	69
44	MN 1	BELTRAMI	Resurface Hwy 1 between the west Beltrami County line and Hwy 89	16.0	\$3.4 M-\$4.6 M	Non-NHS Pavement	30
45	MN 32	RED LAKE	Resurface and sidewalk improvements on Hwy 32 in Red Lake Falls	1.5	\$4.9 M-\$6.7 M	Urban Pavement	62
46	MN 32	PENNINGTON, RED LAKE	Resurface Hwy 32 between Red Lake Falls and St. Hilaire	9.5	\$2.4 M-\$3.2 M	Non-NHS Pavement	78
47	MN 34	HUBBARD	Resurface Hwy 34 in Park Rapids	3.5	\$3.3 M-\$4.5 M	Urban Pavement	63
48	US 71	HUBBARD	Reconstruct 1-mile of Hwy 71 in Park Rapids	1.4	\$6.6 M-\$9.0 M	Urban Pavement	84
49	US 71	HUBBARD	Resurface Hwy 71 between Park Rapids and Hwy 200	19.5	\$7.7 M-\$10.4 M	NHS Pavement	75
50	US 75	MARSHALL	Replace culvert on Hwy 75 near Argyle	0.0	\$0.3 M-\$0.5 M	Non-NHS Culvert	56
51	MN 1	BELTRAMI	Reconstruct 1-mile of Hwy 1 in Redby	0.8	\$4.5 M-\$6.1 M	Urban Pavement	80
52	MN 200	HUBBARD	Resurface Hwy 200 between Hwy 71 and Hwy 64	5.1	\$2.1 M-\$2.9 M	Non-NHS Pavement	55

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2029



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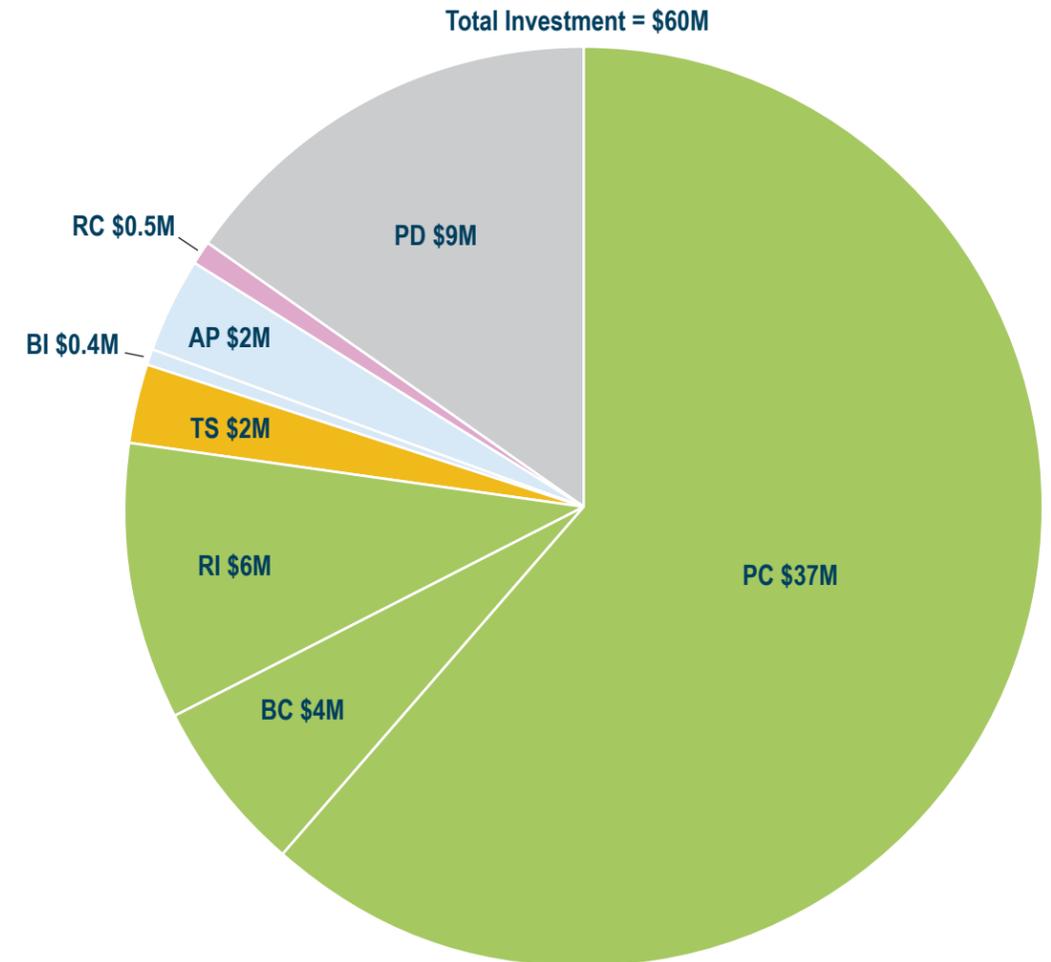
District 2 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2030							
53	US 2	POLK	Resurface and sidewalk improvements on Hwy 2 in Fosston	1.3	\$0.9 M-\$1.3 M	Urban Pavement	73
54	US 2	POLK	Resurface the eastbound lanes of Hwy 2 between Fisher and Crookston	7.6	\$5.1 M-\$6.9 M	NHS Pavement	18
55	MN 11	LAKE OF THE WOODS	Resurface Hwy 11 between Baudette and the east Lake of the Woods County line	6.7	\$2.1 M-\$2.9 M	Non-NHS Pavement	67
56	US 59	KITTSOON, MARSHALL	Resurface Hwy 59 between Newfolden and Karlstad	17.4	\$5.5 M-\$7.5 M	Non-NHS Pavement	74
57	US 59	POLK, RED LAKE	Resurface Hwy 59 between Hwy 2 and Brooks	10.4	\$4.7 M-\$6.3 M	NHS Pavement	77
58	US 71	HUBBARD	Resurface Hwy 71 between Lake George and Kabekona	6.8	\$2.5 M-\$3.3 M	NHS Pavement	28
59	MN 72	BELTRAMI	Resurface Hwy 72 between Hwy 1 and Tamarac River	21.7	\$4.4 M-\$6.0 M	Non-NHS Pavement	75
60	US 75	NORMAN	Resurface Hwy 75 between Hendrum and Perley	7.2	\$4.2 M-\$5.6 M	Non-NHS Pavement	65
61	US 75	NORMAN, POLK	Resurface Hwy 75 between Shelly and Climax	10.1	\$6.7 M-\$9.1 M	Non-NHS Pavement	75
62	US 75	NORMAN	Replace 2-culverts on Hwy 75 between Halstad and the Polk County Line	0.0	\$1.3 M-\$1.7 M	Non-NHS Culvert	46
63	MN 102	POLK	Replace culvert on Hwy 102 over Polk County Ditch near Crookston	0.0	\$0.2 M-\$0.2 M	Non-NHS Culvert	47
64	MN 175	KITTSOON	Replace bridge on Hwy 175 near Hallock	0.0	\$1.7 M-\$2.3 M	Non-NHS Bridge	80

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2030



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