



District 8 Freight Plan

Working Paper 4: Freight System Needs, Issues and Opportunities

Prepared by:



In association with:

Short Elliott Hendrickson Inc.

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Acronyms and Abbreviations

Abbreviation	Definition
BNSF	Burlington Northern Santa Fe Railway
CHIP	Capital Highway Improvement Plan
ICWS	Intersection Conflict Warning System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
HCAADT	High Capacity Annual Average Daily Traffic
MnDOT	Minnesota Department of Transportation
MPH	Miles Per Hour
MRSI	Minnesota Rail Service Improvement Program
NHFP	National Highway Freight Program
OFCVO	Office of Freight and Commercial Vehicle Operations
OSOW	Oversize-Overweight
RQI	Ride Quality Index
STEEP	Social, Technological, Environmental, Economic, and Political
STIP	State Transportation Improvement Program
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TC&W	Twin Cities and Western Railroad

Executive Summary

The Minnesota Department of Transportation (MnDOT) District 8 is made up of 12 counties: Chippewa, Kandiyohi, Lac qui Parle, Lincoln, Lyon, McLeod, Meeker, Murray, Pipestone, Redwood, Renville, and Yellow Medicine. Together, these 12 counties account for about 10 percent of Minnesota's land area and hold about 3.2 percent of its population. The District 8 Freight Plan is being created to provide MnDOT with a clear understanding of District 8's multimodal freight system, how this system is connected to the District's economy, and what the transportation needs and issues of the District's industries are. This understanding will assist MnDOT in making well-informed policy and programming decisions in District 8.

The District 8 Freight Plan will provide MnDOT with information and guidance so MnDOT's policy and programming decisions can be better informed.

This Working Paper is the fourth of six Working Papers for this project and provides information on preliminary findings of freight transportation needs and issues in District 8. This discussion of needs and issues also includes a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, with preliminary recommendations on potential programs, projects, policies, and partnerships that MnDOT could undertake to improve freight movement in District 8.

Freight Needs and Issues

District 8's freight network consists primarily of highways and railroads, and both of these networks have their own needs and issues. However, MnDOT can primarily influence the investment and operation of the highway network, so most of the analysis conducted for this project focused on highway-related needs and issues.

In broad terms, District 8's trunk highway system needs and issues are limited, while needs may be more acute on the local road network. Safety and mobility were key topics for the trunk highway network: intersection safety concerns focused on the intersection of trunk highways and smaller roads, while stakeholders also noted that trunk highways needed improved passing and turning lanes to support safe operations. Other road infrastructure needs and issues included low-clearance railroad bridges (a barrier to truck movements), and some pavement and bridge condition concerns on local roads.

In regards to highway operations, many stakeholders identified statewide oversize-overweight (OSOW) truck regulations that they felt were not relevant to District 8's operational context, and which prevented efficient movement of OSOW loads like manufactured homes. Stakeholders consulted during previous studies as well as this current project generally felt that snow removal was adequate on trunk highways, but could be improved on local roads. Traffic congestion is generally not an issue for District 8.

One important consideration mentioned by stakeholders as well as MnDOT staff is the fact that many of District 8's businesses ship goods through the Twin Cities and St. Cloud, and congestion in these areas can have major implications for the overall efficiency of freight movements in District 8. Therefore, findings and recommendations from future Metro and District 3 freight plans could have significant impacts on freight operations in District 8.

In regards to the rail network, stakeholders did not identify any grade crossing needs or issues in the District, but there are some actively- and passively- protected crossings with relatively high levels of assessed risk. Rail mobility needs and issues primarily related to access to rail services, and affordable provision of rail services.

Rail infrastructure condition was primarily a concern for local Class III railroad operators, but condition has been improving with continued investment in rail and infrastructure upgrades.

Freight Strengths, Weaknesses, Opportunities, and Threats

An inventory of District 8's freight-relevant Strengths, Weaknesses, Opportunities, and Threats (SWOT) was created based on a combination of identified needs and issues, feedback from stakeholders and the Advisory Committee, and assessment of external factors. This SWOT analysis informed the development of preliminary recommendations for District 8. A key strength for District 8 is a historically strong base of agricultural and manufacturing industry, but a key weakness is the need to continually adequately maintain road and rail assets in the face of increasing funding shortfalls.

Leveraging District 8's Freight Opportunities

While District 8's freight transportation system has many needs and issues, the system also has its own advantages and opportunities for future improvement. A key opportunity for MnDOT is to use their role to make changes to District 8's physical infrastructure and advance projects that ease goods movement. To understand project opportunities, needs and issues were mapped, along with programmed projects from the State Highway Investment Program, Capital Highway Investment Plan, and county investment plans. Based on the overlap between needs and issues and programmed projects, a list of "gaps" – needs and issues not covered by upcoming projects – was identified. The gap analysis identified 167 needs and issues not covered by upcoming projects, and these gaps are shown in Figure ES-1. Notable themes for gaps included:

- **Safety** gaps were the most common gap, making up almost two-thirds of the identified gaps. These were distributed across almost all areas of the District but were particularly focused on higher-traffic areas.
- **Performance**-related gaps included issues related to mobility, and only made up about one-quarter of identified gaps. While these gaps only made up a smaller portion of gaps compared to safety, they include some of the most pressing needs for the District. These included a lack of mobility/maneuverability at low-clearance railroad bridges over highways and areas where additional passing lanes, turn lanes, or four-lane expansion were requested.
- **Condition** gaps made up the remaining 14 percent of identified gaps and included 21 bridges identified as potentially deficient, as well as two issues identified by stakeholders or previous plans. Interestingly, few pavement condition gaps were found, which supports feedback from MnDOT staff who noted that Districts are proactive in programming improvements to address pavement needs.

Finally, a major need and issue for the District, as well as Minnesota as a whole, is a shortfall between expected MnDOT revenue and expected maintenance costs. This shortfall has been growing due to rising maintenance costs, and slowing revenue growth, and could pose a major threat to the good maintenance of District 8's transportation system in the future.

Next Steps for the District 8 Freight Plan

Freight improvements can also benefit general traffic, and general-purpose funding programs can be leveraged to provide freight benefits, particularly as part of routine maintenance of upgrade work. This Working Paper provides information on major MnDOT funding programs that could be useful for addressing the freight needs and issues identified here. The next step of work will focus on scoring and ranking identified system gaps, with the intention of selecting a number of gaps for advancement to pre-engineering feasibility studies. The goal of this pre-engineering work will be to provide potential solutions to top unaddressed freight needs and issues in the District and create project concepts that can compete for funding in future freight-related solicitations.

D8 Project Gaps

MnDOT District 8 Freight Plan



1 Future Outlook

Key Findings

While much of District 8's freight system is publicly-owned, most freight stakeholders are private businesses. The operations of these private firms (and thus their freight movements) are constantly changing and responding to a variety of factors outside of MnDOT's control. Understanding some of these external factors provides a framework to anticipate potential changes to freight in the future, and sets the stage for further discussion of District 8's freight transportation needs and issues.

The freight transportation system is made up of a variety of actors such as shippers, brokers, and carriers. These actors make choices in response to a variety of external factors, including economic or political changes. Therefore, the operation of freight itself is fundamentally reactive to a variety of factors that lie well outside of the control of MnDOT and other agencies that build and maintain the transportation system. Additionally, the freight system is continually changing. It can be difficult to determine exactly how the freight system will change in the future because the specific factors that influence demand are numerous and difficult to forecast. However, there are a number of "lenses" through which MnDOT can interpret or anticipate future freight changes.

Freight supply chains and industry operations reflect market conditions that are determined by a myriad of potential factors. Understanding major freight factors can help planners anticipate potential freight changes in the future.

External factors are often categorized using the "STEEP" terminology which tracks potential changes based on Social, Technological, Environmental, Economic, and Political considerations. Each of these factors has a role in influencing freight system operations and provides insight into future freight system needs, issues, and opportunities. The following subsections provide some examples of how historic STEEP trends and current developments may impact the District 8 freight system in the future. Note that these examples are provided for context and are not intended to be exhaustive. Instead, these examples show how the STEEP framework can be applied to understand a variety of potential changes to the freight system.

Social Factors and Trends

Social factors include demographics, income, consumption patterns, and population location and density. An example of a social trend for District 8 is **Declining and Aging Population**. The population of most counties in District 8 is shrinking, and the population as a whole is growing older as well. Minimal in-migration and aging of the labor force could create labor shortages, which affect labor-intensive industries like agriculture and manufacturing.

Technological Factors and Trends

Technological factors include those advancements that may generate new (alternative) products or services, increase the availability or lower the cost of current products or services, or change the nature of production processes, transportation and distribution activities, and information flows. A good example of technological

trends that could affect District 8's freight network is the **development of larger and more efficient wind turbines**. The development of higher-capacity wind turbines has opened up new areas of District 8 to wind development, while simultaneously generating new truck and rail movements of larger components like turbine blades, which can exceed 200'. Accommodating larger wind turbine components could be a future challenge for the District 8 freight network. Other examples of potentially-relevant technological factors and trends could include the adoption of new vehicle technologies like automated trucks, as well as alternative power sources for trucks.

Environmental Factors and Trends

Environmental factors may influence the demand for or the production of goods and services, either positively or negatively, and may also impact how and when goods are shipped. A good example of an environmental factor that will affect District 8's freight network is **climate change**. A warmer climate in southwestern Minnesota may create additional opportunities for agricultural production by extending the growing season, but may also make it more difficult to plan optimal planting times. Additionally, severe rainfall and flooding events associated with a warmer climate can also damage crops as well as damage infrastructure.¹ A warmer climate, with more freeze-thaw events in fall and spring may also create more stress on pavement and bridges, requiring more frequent maintenance or replacement.

Economic Factors and Trends

Economic factors may influence overall economic growth (global, regional) or the distribution of that growth and the ability of individuals or businesses' to invest or purchase goods or services. An emerging economic trend in District 8 has been the **consolidation of agricultural facilities**, including large-scale grain elevators meant to serve unit trains, and the creation of "mega-dairies" in Minnesota and South Dakota. These facilities can operate very profitably thanks to economies of scale, but the very high concentration of freight activity created by these consolidated facilities can place new stress on specific elements of the road and rail network, which may not have been designed to accommodate high volumes of heavy trucks or railcars. Other potential examples of economic factors include re-shoring of manufacturing from overseas.

Political Factors and Trends

Political factors may influence the production, sourcing, flow or trade of goods, or investments in public infrastructure, such as highways. An example of a political factor relevant to District 8 is the United States' **trade conflict with other nations**. For example, continued conflict with China has reduced overseas demand for US soybeans, resulting in reduced demand for some of District 8's agricultural products.² Other examples of potentially-relevant political factors include funding levels for transportation maintenance and state-level mandates for renewable or zero-carbon energy portfolios.

As shown in Figure 1, external STEEP factors like the ones described above can influence the freight system in several ways, including:³

- **Sourcing patterns.** Factors may impact what raw materials and other inputs are sourced and where they are sourced from (i.e. origination).
- **Flow destination.** Factors may impact where materials and other goods are destined for manufacturing, consumption or other uses (i.e. termination).

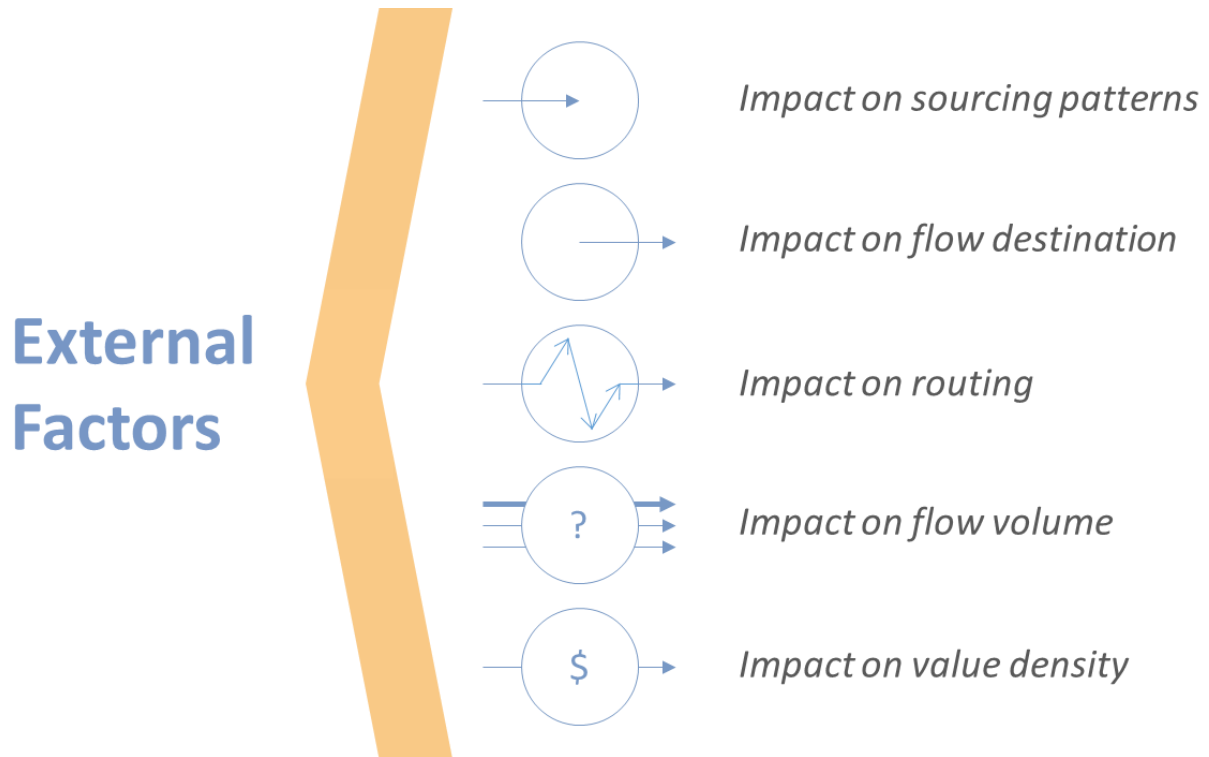
¹ Minnesota Department of Natural Resources State Climatology Office

² Ferguson, Dana. Ag leaders talk 'casualties of the trade war' at first day of Farmfest. West Central Tribune. August 6, 2019.

³ Chris Caplice, Massachusetts Institute of Technology

- **Routing.** Factors may impact how goods are moved within a region, and if the routing is direct, via a single mode and if there are intermediate transfer points on the route.
- **Flow volume.** Factors may impact the total volume of freight shipped within and through a region.
- **Value density.** Factors may impact product characteristics and the value of goods shipped.

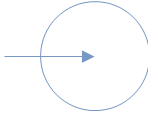
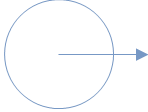
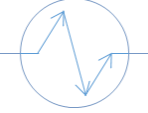


Figure 1: External Factors and Potential Impact to the Freight System



Source: Adapted from Chris Caplice, Massachusetts Institute of Technology

Figure 2 provides a brief overview of how STEEP factors may impact District 8's freight system in the future. This description is not intended to be exhaustive, but instead illustrates how STEEP factors intersect with freight transportation operations.

Figure 2: Potential Impacts of STEEP Factors

Potential Impacts	Social Factors	Technological Factors	Environmental Factors	Economic Factors	Political Factors
<div>Source</div> 	Social factors are not expected to have an impact on sourcing patterns.	Additive manufacturing (3D printing) may require different materials than current manufacturing processes, resulting in a shift in sourcing patterns.	If poor planting seasons or flooding disrupt crop productivity, food and biofuel manufacturers may have to source inputs from outside of the District.	As manufacturing on-shores to the US so too will the inputs to District 8’s manufacturing and the origination of products destined to consumers in District 8.	Sourcing patterns for District 8’s manufacturers (like users of steel) may change depending on tariffs relevant to raw materials.
<div>Destination</div> 	<p>The aging population and increasing income in the District may be linked to changes in consumer purchasing patterns.</p> <p>Goods may be purchased at brick-and-mortar stores, but more and more goods will be ordered online and delivered directly to residential doorsteps.</p>	Continued development of biofuel production technology could divert agricultural products from export to domestic use.	Fueling/charging infrastructure will need to evolve if electricity or alternate fuels are adopted for passenger vehicles and trucks.	Consolidation of agricultural facilities across the US could result in a changing destination for District 8 agricultural outputs.	Continued trade conflict could reduce overseas demand for District 8’s agricultural products like soybeans.
<div>Route</div> 	Many consumer goods will be shipped internationally via container and unloaded at distribution centers near intermodal hubs such as those in the Twin Cities.	Smart technology including in-vehicle electronics may help trucks find efficient routes through St. Cloud or the Twin Cities, improving trucking productivity in District 8.	Local severe flooding events may require more frequent closure of District highways, disrupting truck routing.	Decreased or altered demand for agricultural or manufactured products, or altered patterns of manufacturing could result in change of commodity flows or routes.	Disruptions in trade with China may reduce volumes of agricultural products routed out of the District via the BNSF and Canadian Pacific.
<div>Volume</div> 	District 8’s household income and level of educational achievement has increased but this factor is not expected to affect flow volume substantially in a time of flat population growth.	<p>The development of new wind farms in previously un-utilized areas could create new OSOW freight challenges.</p> <p>Additive manufacturing may reduce the need for shipment of finished manufactured goods, but may result in an increase in the movement of “raw” materials.</p>	A lengthened growing season may increase demand for agricultural inputs like fertilizer or pesticides, or create “peaks” in demand due to uncertain changes in planting times.	Consolidation of agricultural facilities could result in a higher volume of agri-food products originating at select facilities in District 8.	Reduced foreign demand for agricultural products could result in lower production, and lower shipment volume.
<div>Value</div> 	Value impacts from social changes are uncertain.	Additive manufacturing technology may reduce the value-per-ton of shipments, as movement of finished manufactured goods is replaced with movement of raw material inputs for additive manufacturing.	The value of goods traveling along the system may increase in the future with changing transportation costs due to new energy sources.	The value of goods transported may increase over time, as District 8 (and the US, generally) works to add value to US products so they may more effectively compete internationally.	The value of goods transported may increase as domestic goods replace foreign goods for US consumption.

2 Freight System Needs and Issues

Key Findings

District 8's freight needs and issues are widespread throughout the region, and are mostly focused on the road system. Generally speaking, the trunk highway network has fewer needs and issues than county or local roads. Reflecting MnDOT's own emphasis on safety, the majority of needs and issues identified had some element of safety consideration, which was often related to the fact that trucks move slower, and are slower to accelerate, decelerate, or turn compared to general traffic.

Mobility issues had a great deal of overlap with safety issues, and most frequently related to needs for additional passing lanes and turning lanes on major trunk highways, as well as a strong stakeholder desire for expansion of the four-lane highway system. By comparison, condition concerns for pavement or bridges were relatively less frequent, although local and county road and bridge condition is poorer than the trunk highway network.

2.1 Introduction

District 8's freight needs and issues are complex, and many needs and issues have shared causes or solutions. This complexity and "overlap" can make categorization of needs and issues difficult. For example, the need for additional passing lanes on the District's two-lane freight corridors is related to both the issues of mobility and safety: slower-moving trucks can reduce the free-flowing speed of traffic, and passenger vehicle drivers may attempt to pass on two-lane roads, increasing the potential for collisions.

For simplicity, the needs and issues discussed in this Chapter are described on a mode-by-mode basis. Within each mode, needs and issues are placed in three categories that correspond to the performance analysis completed in Working Paper 3. These categories were adapted from the Minnesota State Freight Investment Plan criteria:

- **Safety**, which is primarily related to crash rates for roads as well as railroad grade crossings, and MnDOT's previous safety risk factor analyses.
- **Mobility**, which is related to the performance of the system and the speed and ease with which freight can move in the region. This includes topics like congestion, weight limits and bridge clearances.
- **Condition**, which relates to the level of adequate maintenance of roads and bridges.

The information for this summary of needs and issues came from five main sources:



Advisory Committee and Technical Team Meetings: The Advisory Committee is made up of public and private system stakeholders, and was created to provide "big picture" guidance in the development of the District 8 Freight Plan. The Technical Team is smaller, made up of agency staff, and provides guidance on how the plan will be used to inform investment decisions. Meetings with both groups were conducted in June and September 2018, with two more meetings planned for 2019 and 2020.



Stakeholder Consultations: The project team conducted 27 phone and in-person consultations with private and public freight stakeholders between May and November 2018. The results of these consultations were synthesized with other findings on needs and issues.



Online Survey: The project team created and distributed two online surveys to supplement meetings and consultations. One survey was tailored for Advisory Committee members who were unable to attend meetings, and a second was created to solicit feedback from the freight community at large.



Analysis of Data: Evaluations of safety, mobility, and condition were completed using data provided by MnDOT. Working Paper 3 provides further detail on the analytical approach and findings relevant to each data source.



Previous Studies and Plans: The project team completed an in-depth review and synthesis of needs and issues identified in previous plans and studies. A particularly important study was the 2014 *Manufacturers' Perspectives Study*, for which MnDOT staff conducted their own in-depth stakeholder consultations.

It is important to note that this chapter is a summary of major needs and issues, and is not a comprehensive inventory of each identified need or issue for District 8's system. Instead, **Appendix A** – Stakeholder Identified Needs and Issues, and **Appendix B** – Data Identified Needs and Issues provide tables listing the geographic location and description of each need or issue that was related to a specific asset of District 8's freight system.

2.2 Roadway Needs and Issues

Road and trucking-related needs and issues make up the majority of District 8's freight transportation needs and issues. This majority share reflects the fact that trucking is the most commonly used mode for freight transportation, carrying about 63 percent of Minnesota's freight tonnage. At the same time, road-related needs and issues are also more easily addressed: MnDOT and its local partners have the most control over road investments and most of their funding is available for road investments. By comparison, MnDOT and its local partners have relatively limited funds for or influence over rail improvements.

Road improvements are the area where MnDOT can exert the greatest effort to address freight needs and issues.

Road and trucking-related needs and issues are organized by the general categories of safety, mobility, and condition. These categories reflect some of the investment categories from the Minnesota State Highway Investment Program (MnSHIP), as well as additional categories created by the project team to reflect other funding streams.

Road Safety

Between 2009 and 2013, District 8 was ranked as the fourth-highest region in terms of the highest number of severe crashes, and third highest in number of severe crashes at intersections. 14 percent of severe intersection crashes, 21 percent of severe high-crash location crashes, and 22 percent of severe high-crash intersection crashes of the State have occurred in District 8.⁴ Despite District 8's relatively high rate of crashes compared to other Districts in Greater Minnesota, stakeholders did not identify many safety concerns on the District's freight network, instead, most insights on specific system safety needs and issues came from District 8's safety plan, and records of truck-involved crashes. Discussion of road safety is broken down into multiple elements: intersection safety and corridor safety.

Intersection Safety

Much of the stakeholder feedback on intersection safety related to the fact that trucks are slower and less maneuverable than passenger vehicle traffic. Therefore, feedback focused on intersections of county or local roads and trunk highways, where slow-moving trucks would be crossing, entering, or exiting faster-moving trunk highway traffic. While stakeholder-identified intersection safety needs and issues were spread across the District, a large cluster was noted around Marshall, and many related to busy intersections in the area. This clustering reflects the fact that the Marshall area is a local hub for truck traffic, thanks to its large manufacturing and agricultural industrial base. These points included:

- US-59 and Erie Road, where many trucks had difficulty crossing lanes with high-speed traffic.
- CH-33 and MN-68, where an acceleration lane was recommended to allow trucks to reach highway speeds.
- Vehicles passing through traffic lights on MN-23 at unsafe speeds.

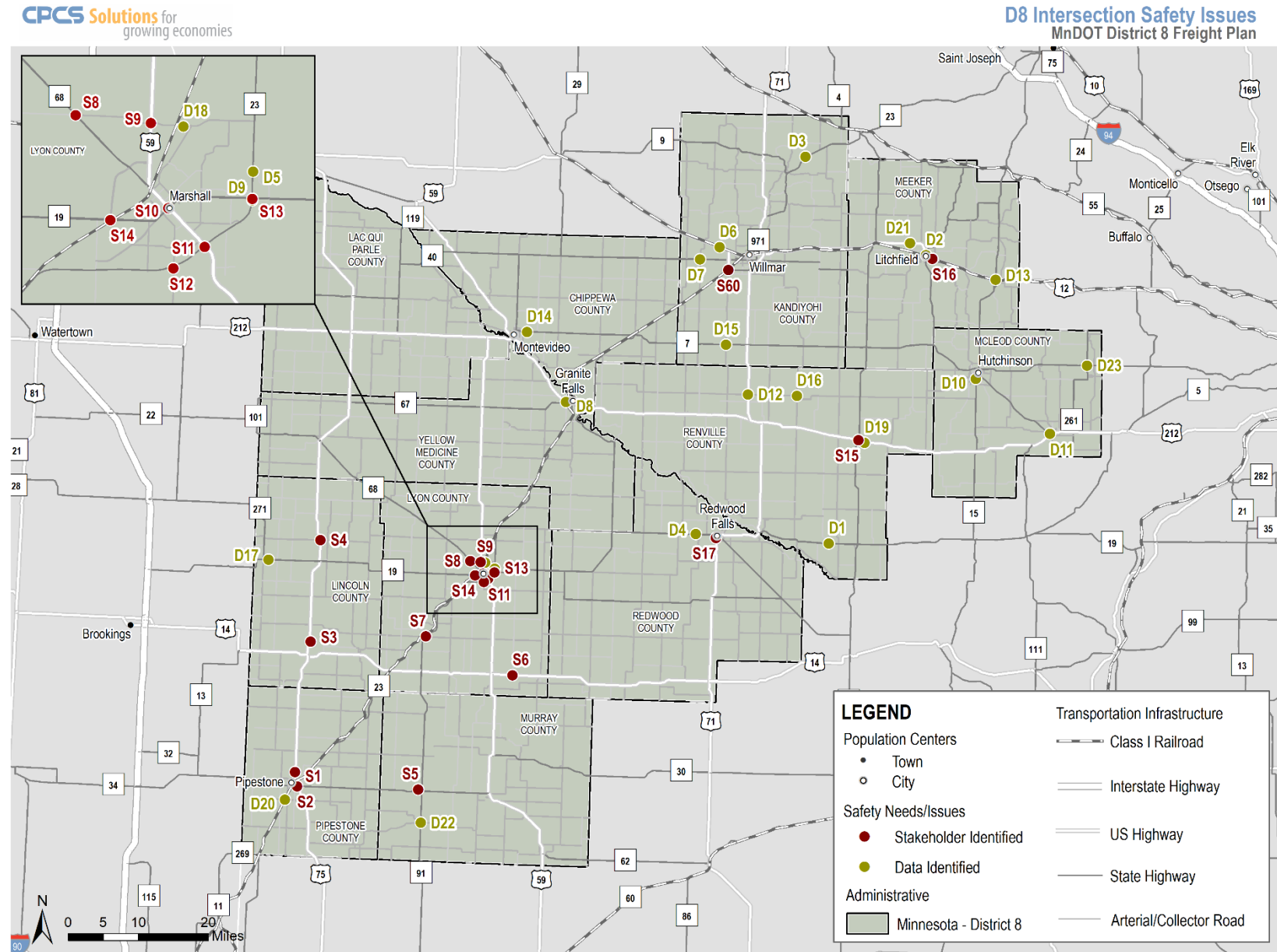
Outside of Marshall, there were no other intersections that multiple stakeholders identified as problematic. A similar pattern of wide distribution can be seen in data-identified intersections. Analysis of historic truck-involved crash data identified 23 intersections that had more than two truck-involved accidents in the past two years (2017-2018). These intersections were distributed across the district but were focused on the trunk highway network. Figure 3 shows the location of both stakeholder- and data-identified intersection safety needs and issues.

Intersection safety concerns were centered on the intersection of trunk highways and smaller county or local roads.

In addition to identifying specific safety locations of concern, many stakeholders voiced support for additional investment in warning devices at high-risk rural intersections, such as warning lights, flashing stop signs, and intersection conflict warning systems (ICWS). These systems were seen as lower-cost options to improve safety through increased driver awareness of intersections, particularly at night.

⁴ MnDOT "District Safety Plans Update" (2016).

Figure 3: District 8 Intersection Safety Needs and Issues



Corridors

There are two major types of needs and issues related to roadway corridors: improved roadway shoulders, and added passing lanes. The comments and concerns about these two infrastructure elements fell into both of the categories of safety and mobility, but safety was a more-commonly mentioned concern overall. Corridor-related safety needs and issues are illustrated in Figure 4.

Shoulders provide truck drivers with additional room to maneuver, helping them to accommodate other road users or avoid collisions. At the same time, wider shoulders can also make over-sized freight movements easier by providing additional room for wide loads. By contrast, unpaved, narrow, or non-existent shoulders were considered a safety issue because they eliminated room for maneuvering, and created a tipping hazard for trucks or trailers that drift off of the roadway. Stakeholders generally noted a need for wider or harder shoulders on less-traveled trunk highways and county highways, including multiple mentions of shoulders needed on MN-40 west of Willmar, and MN-68. However, details provided by stakeholders were often vague: respondents often noted that all or most of a route needed improved shoulders or passing lanes.

New or lengthened passing lanes were a second key safety and mobility consideration. Adequate passing lanes were seen as important safety improvements because they gave general traffic sufficient space to overtake slower trucks, or for trucks to overtake slower vehicles such as farm equipment. At the same time, added or longer passing lanes were also considered mobility improvements because they reduce the amount of time drivers must spend traveling at slower speeds “stuck” behind slower vehicles. The main needs and issues related to passing lanes were (1) a lack of any passing lanes on certain trunk highways, and (2) passing lanes that were too short for trucks to overtake other traffic. Commonly-mentioned areas for potentially improved passing lanes included US-12 from Willmar to the Twin Cities, MN-23 from Marshall to Pipestone, and TH-59 from Marshall to Worthington. A related topic to passing lanes was the expansion of highways from 2 to 4 lanes, a topic that is discussed further in the mobility section of this chapter.

District 8 Freight Showcase: MN-23 Four-Lane Expansion

MN-23 is a key route for the District, especially for trucks traveling north to I-94 and St. Cloud. A four-lane expansion to close two-lane gaps between New London and Richmond will be constructed in 2022 and 2023

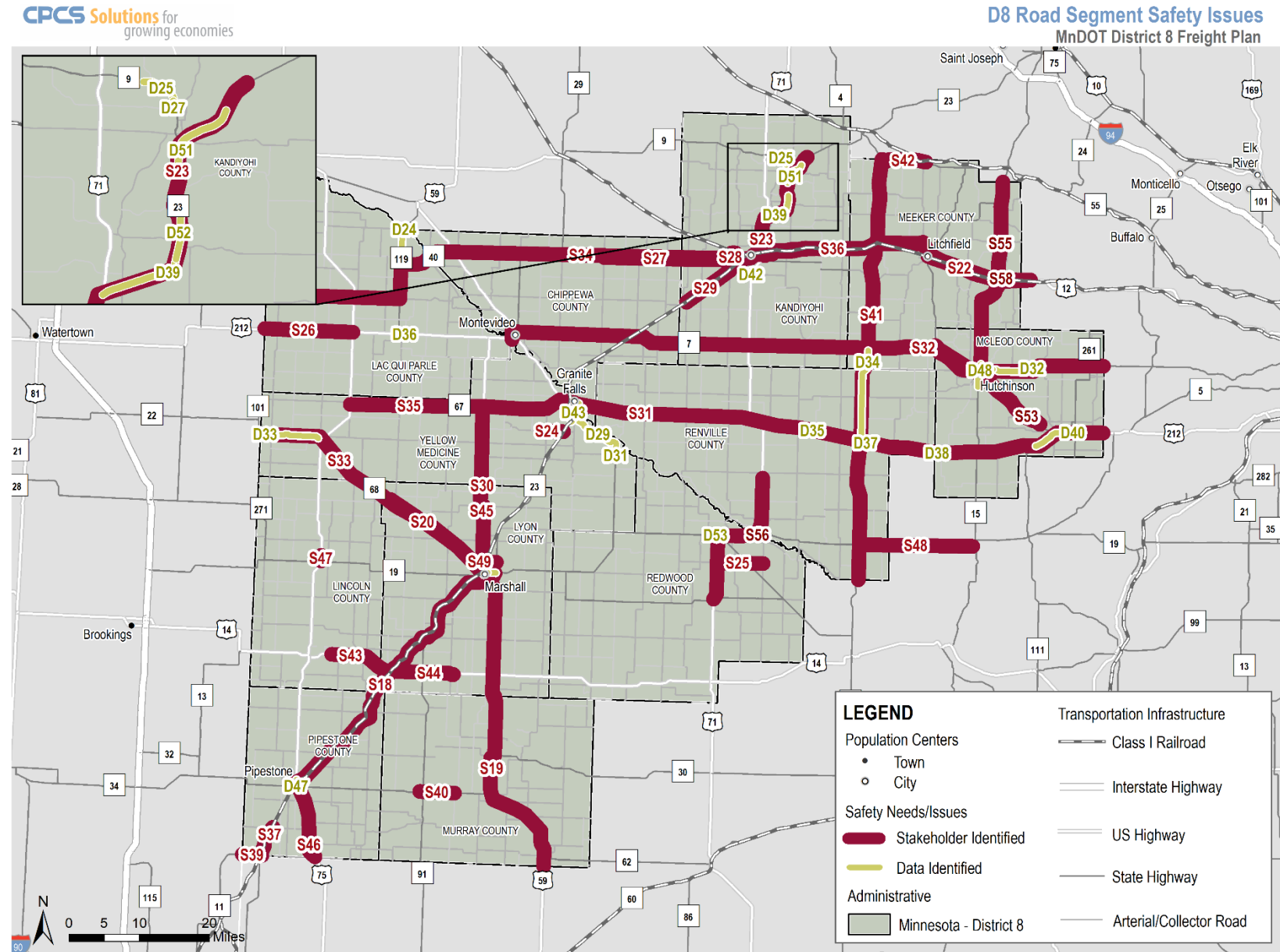
Corridor safety needs are primarily focused on areas where shoulders and passing lanes could be improved.

Weigh Stations and Commercial Vehicle Enforcement

MnDOT administers a Weigh Station and Commercial Vehicle Safety/Enforcement Program and allocates \$2 million per year towards maintaining/improving commercial vehicle enforcement and safety. As part of the program’s *Weight Enforcement Investment Plan*, two needs for improved enforcement in District 8 were identified:

- US-71/MN-23 in Kandiyohi County north of Willmar needs increased enforcement due to the shipping of heavy sugar beets and generally heavy truck traffic.
- Additional review is needed to upgrade a Weigh In Motion site on US-212 in Renville County, east of Olivia.

Figure 4: District 8 Road Segment Safety Needs and Issues



Grade Crossings

The topic of grade crossing safety is discussed in the railroad section later in this chapter.

Road Mobility

Mobility considerations include topics that affect the ease or efficiency with which trucks can move through District 8. These topics include things like traffic congestion, truck routing, bridge clearances, and weight limits. As noted in the safety section, many of the mobility considerations also have strong relevance to safety. Based on evaluations of truck speeds and travel time reliability (available in Working Paper 3: Freight System Profile), congestion is not an issue for District 8. Therefore, this section focuses on other impediments to mobility, such as geometric constraints for trucks, low bridges, and weight limits.

Traffic congestion is generally not a mobility need or issue for District 8, but truck operations are affected by congestion in the Metro District.

Intersections

Intersection mobility needs and issues related to trucks' ability to navigate through roundabouts and j-turns. Stakeholders were divided on the topic of roundabouts: some were firmly opposed to the creation of roundabouts, while others commended MnDOT for engagement with oversize-overweight (OSOW) truck operators on the design new roundabouts. Commonly-mentioned mobility problems with roundabouts included:

- Shifting or tipping loads when trailers mount curbs on the inside of tight roundabouts.
- A lack of clearance on inside curbs for lowboy trailers.
- "Tight" turning clearances.
- General passenger traffic does not understand how to "share" two-lane roundabouts with long trucks.
- Wayfinding signage is not posted far enough in advance of a roundabout, making navigation more difficult.

In response to these concerns, stakeholders noted that MnDOT should consult with trucking operators when creating roundabouts on major freight routes. In particular, roundabout designs should include soft curbs and shoulders, and be large enough to accommodate trucks. Stakeholders cited roundabouts on MN-22 and MN-60 in Worthington as examples.

District 8 Freight Showcase: Improved Roundabout Design

In response to stakeholder concern about roundabouts noted in the original Manufacturer's Perspectives' study, District 8 staff constructed a roundabout on MN-7 using feedback from OSOW trucking companies.

Intersection mobility concerns are primarily focused on areas where trucks may not be able to turn easily, such as roundabouts and j-turns.

An additional area of concern for intersection mobility was J-turns, particularly on MN-23 in Marshall. Stakeholders had concerns that the truck movements associated with j-turns could be “awkward” due to the need to make sharp turns. There were also concerns about trucks blocking traffic when navigating j-turns.

Regional Connectivity

Many stakeholders consulted for this project and the previous Manufacturer’s Perspectives study noted that District 8 can be heavily affected by traffic operations outside of the region, particularly in the Twin Cities, and to a lesser extent, I-94 near St. Cloud, and I-90. This strong regional interdependency created some mobility needs and issues that are not always within the control of the District.

- Congestion in the Twin Cities affects the efficiency of trucking operations in the District. For example, one stakeholder noted that their trucks were capable of making two trips per day to terminals in the cities, but traffic congestion could reduce this to one trip per day, as drivers would spend much of their time in slow-moving traffic. This problem has been exacerbated by the implementation of Electronic Logging Devices (ELDs), which eliminate a driver’s “wiggle room” to keep driving for 15-30 minutes after they have driven for their maximum number of hours.
- MN-23 in St. Cloud was noted as another area with congestion that was highly-relevant to District 8, as the many traffic lights in the area reduced the efficient flow of truck traffic.
- Truck parking was occasionally mentioned as a problem because there is very little truck parking west of the Metro district, and there are very limited places where OSOW loads can safely stop. Stakeholders suggested exploring ways to expand truck parking options on the southern and western sides of the Twin Cities.

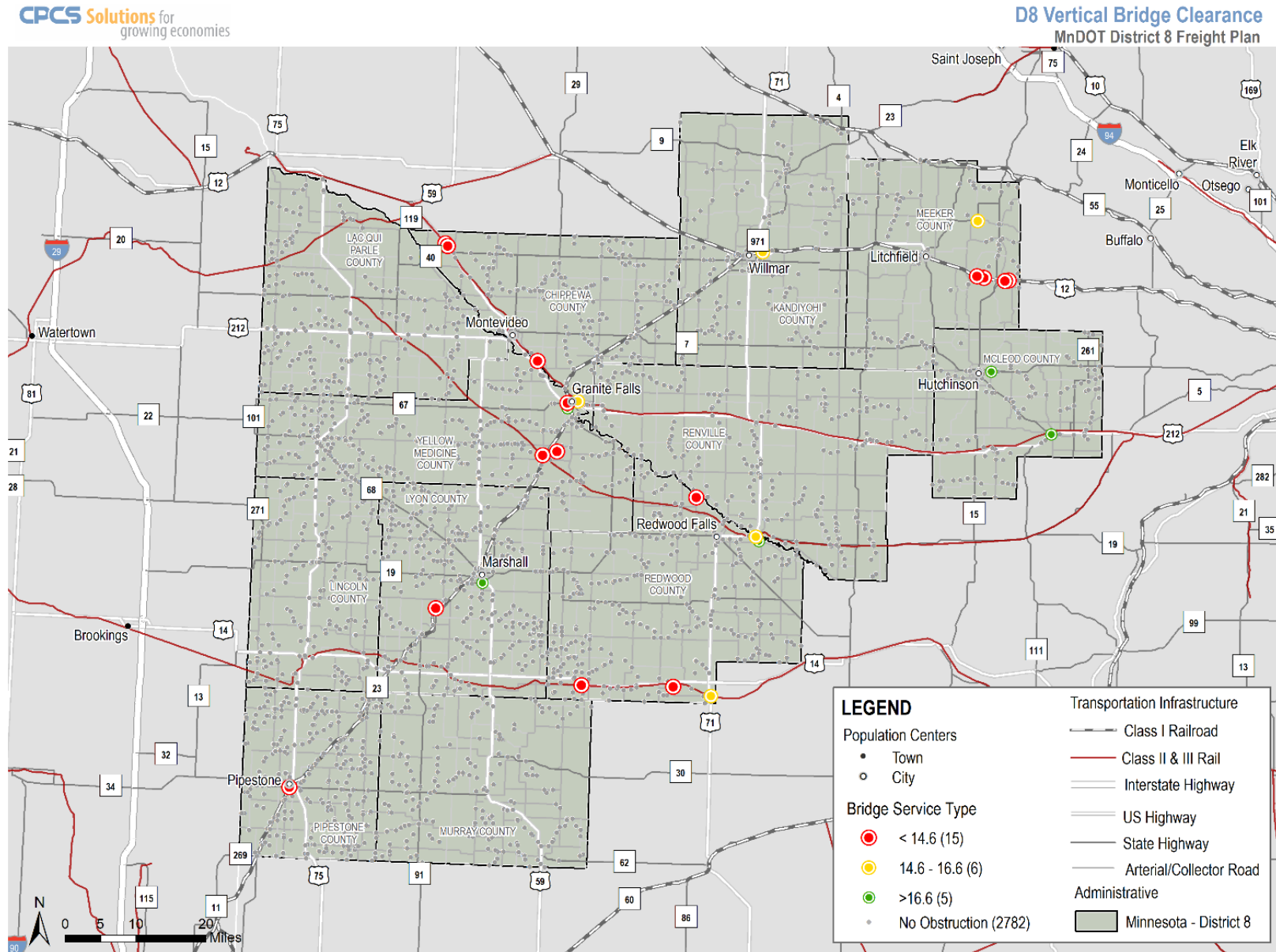
Due to the fact that many of District 8’s businesses trade goods with the Metro District, and points east, congestion and truck parking concerns in the Metro District are highly-relevant to efficient and safe trucking operations in District 8.

Route Restrictions

In addition to needs and issues that affect the ease or efficiency of truck movements, there are physical constraints that can make it impossible or illegal for trucks to travel through elements of District 8’s freight network. A key barrier is height limits imposed by railroad bridges over roadways, which were identified by both stakeholders and data. Figure 5 shows the location of low-height bridges in District 8. 14’6” is the minimum height recommended by the FHWA for truck clearances, so bridges under this threshold are flagged in red. During consultations, one stakeholder that shipped oversize freight noted that concerns about low bridges and a maximum height limit of 13’6” on select roadways meant they had to obtain specialized lowboy trailers in order to ship loads from Minnesota to South Dakota. In general, four bridges were commonly mentioned as problematic, due to their location on higher-volume routes:

- US-59/MN-7 north of Milan
- MN-30 west of MN-23 in Pipestone
- US-212/MN-67 on the west side of Granite Falls
- US-71 in Sanborn

Figure 5: District 8 Low Clearance Bridges



Source: CPCS Transcom Inc. analysis of MnDOT and National Bridge Inventory data.

Low-clearance railroad bridges over roads are one of the key truck mobility impediments in District 8, particularly for oversized truck loads.

OSOW Issues

Many stakeholders consulted as part of the development of this freight plan and the previous Manufacturers' Perspectives study noted that OSOW truck policies were a barrier to freight mobility in the District. In particular, many stakeholders felt that statewide policies did not reflect the operational context of the district, and were unnecessary impediments to OSOW operations in District 8. Common feedback included:

- **Need for Context-Sensitive Curfew Areas:** curfews on OSOW movements on Fridays and Sundays in the summertime, and on select additional weekends such as fishing openers were seen as not relevant to District 8 because the District does not see heavy weekend traffic like the Twin Cities, or more tourism-oriented areas. This curfew was seen as particularly confusing since OSOW movements were allowed to move in the Metro District during rush hour, and respondents asked that OSOW policies be modified by district, or changed to reflect the volume of traffic moving on specific routes. There was also interest in being able to move OSOW loads through construction zones after work hours, which could make trucking operations more efficient by eliminating potentially-lengthy details.
- **Movement of Manufactured Homes.** One of District 8's unique OSOW exports is finished manufactured homes, which are often exported to other regions including South Dakota and Iowa. Producers and carriers of these homes noted that OSOW truck drivers may choose to encroach the centerline when there is no contraflow or passing traffic, to avoid driving on rumble strips or soft shoulders. They suggested that enforcement of "encroachment of the centerline" regulations be done with this context in mind, especially since there are narrow bridges in the District that require OSOW loads to cross the centerline. Shippers also noted that the requirement for four or more pilot cars between loads is unnecessary when loads of three or more structures travel in close convoys. Respondents noted that it was common for convoys of manufactured structures to travel in close proximity, as drivers assist each other with issues such as tire changes and plastic repairs, making the addition of a fourth pilot car unnecessary.
- **Ease of Permitting Relative to Other States.** Multiple stakeholders noted that MnDOT's OSOW permit and routing software is inefficient and difficult to use relative to other states. Respondents suggested that MnDOT study permitting at other states in the US to identify potential usability improvements.

District context-sensitive OSOW regulations were a commonly-mentioned freight mobility need, as some statewide OSOW rules were not seen as relevant to District 8's operational context.

Snow Removal

Across Minnesota, winter snow and ice can be major impediments to freight mobility and safety. In general, stakeholders noted that plowing operations on trunk highways were adequate, but plowing of county and town

roads was often inadequate. No particular areas were identified as needs or issues for snow removal, but some common responses included:

- Stakeholders appreciated having operations contacts at MnDOT to get information on plowing operations or obtain plow assistance in emergencies.
- Snow removal is also important for staffing: businesses that operate 24/7 need reliable snow removal to provide access for their employees, and a lack of on-time staff can create major production problems.
- Some stakeholders suggested that road-maintenance should happen off-hours, with a focus on early morning and frequent snow removal. Another comment was that District 8's plowing operations shut down more "easily" or earlier than plowing operations in the Twin Cities.

Snow removal is generally adequate on trunk highways, but improvements are needed on local roads.

Construction Coordination

Construction operations can create seasonal barriers to truck mobility, particularly for oversize loads. Some stakeholders noted that MnDOT has been good at communicating with industry about upcoming projects or changes that could affect truck operations. Conversely, stakeholders also urged that MnDOT continue considerations about how construction schedules will affect trucking, especially when long detours are needed, or access to freight facilities may be reduced.

Other Mobility Needs and Issues

In addition to the needs and issues profiled above, some less-common but important mobility topics included:

- A lack of truck parking or truck stops in the District, particularly for overnight truck parking.
- Occasional flooding events create temporary barriers to truck operations, particularly on more local roads.
- The need to increase the speed limit from 55 to 60 MPH on rural roads, since most users are not observing the current 55 MPH speed limits.

Infrastructure Condition

Infrastructure condition is important for two reasons. First, poorly-maintained infrastructure can damage vehicles and cargo, or force trucks to travel at slower speeds, effectively increasing travel costs for District businesses. Second, structurally-deficient infrastructure may necessitate lower weight limits, which could result in longer routes for trucks. This discussion of infrastructure condition is broken down into two parts: pavement condition and bridge condition.

Pavement Condition

Pavement condition is important for freight movements because rough or uneven pavements can damage trucks and trailers, and cause loads to bump or shift. Unlike considerations of safety and mobility, stakeholders did not identify specific elements of District 8's road network where the condition was particularly poor. Instead, a common comment was that trunk highways were adequate, but last-mile connections on local roads were in relatively poor condition.

Generally, trunk highway pavement condition is adequate, while local roads may be in poorer condition.

Figure 6 shows the areas of rough pavement identified by trunk highway Ride Quality Indexes (RQI) from MnDOT pavement condition data. RQI is a measure of pavement roughness, and ranked on a scale of 0 to 5, 0 being “very poor”, and 4.1-5.0 being “very good.”

Based on this mapping work, most of District 8’s trunk highway network is identified as a quality of “good” or better. Notable exceptions include segments of “poor” pavement in Lac Qui Parle County, Murray and Marshall Counties, and around Granite Falls. Areas of poor condition on trunk highways were incorporated into needs and issues mapping, but are unlikely to emerge as projects for further study because MnDOT programs pavement maintenance investments based on condition, and anticipates addressing areas of poor quality in the near future.

District 8 Freight Showcase: Ongoing Pavement Improvements

In the original District 8 Manufacturers’ Perspectives study, stakeholders identified some trunk highways where pavement improvements were needed. Since the completion of the survey, two key areas have undergone condition improvements. MN-15 between Dassel and Hutchinson was re-surfaced in 2014, and MN-55 from Eden Valley to Paynesville was also re-surfaced.

Bridge Condition

Bridge condition is important because well-maintained bridges are needed to support heavy truck movements and bridges in poor condition may have low weight limits imposed. In turn, these low-limit, or “posted” bridges may force trucks to take long detours. While stakeholders and data analysis identified bridge *clearances* as potential needs and issues for freight movement, relatively little feedback was received on bridge *condition*. This lack of feedback likely reflects Working Paper 3’s finding that the majority of deficient bridges in the District are on county and township routes while the freight-critical trunk highways have relatively well-maintained bridge structures. Figure 7 illustrates the location of relatively-lower condition bridges in the District, which are predominantly located on local, rural roads.

As with pavement condition, bridge condition issues are relatively rare on the trunk highway network, but more problems exist for small local roads.

Figure 6: District 8 Ride Quality Index

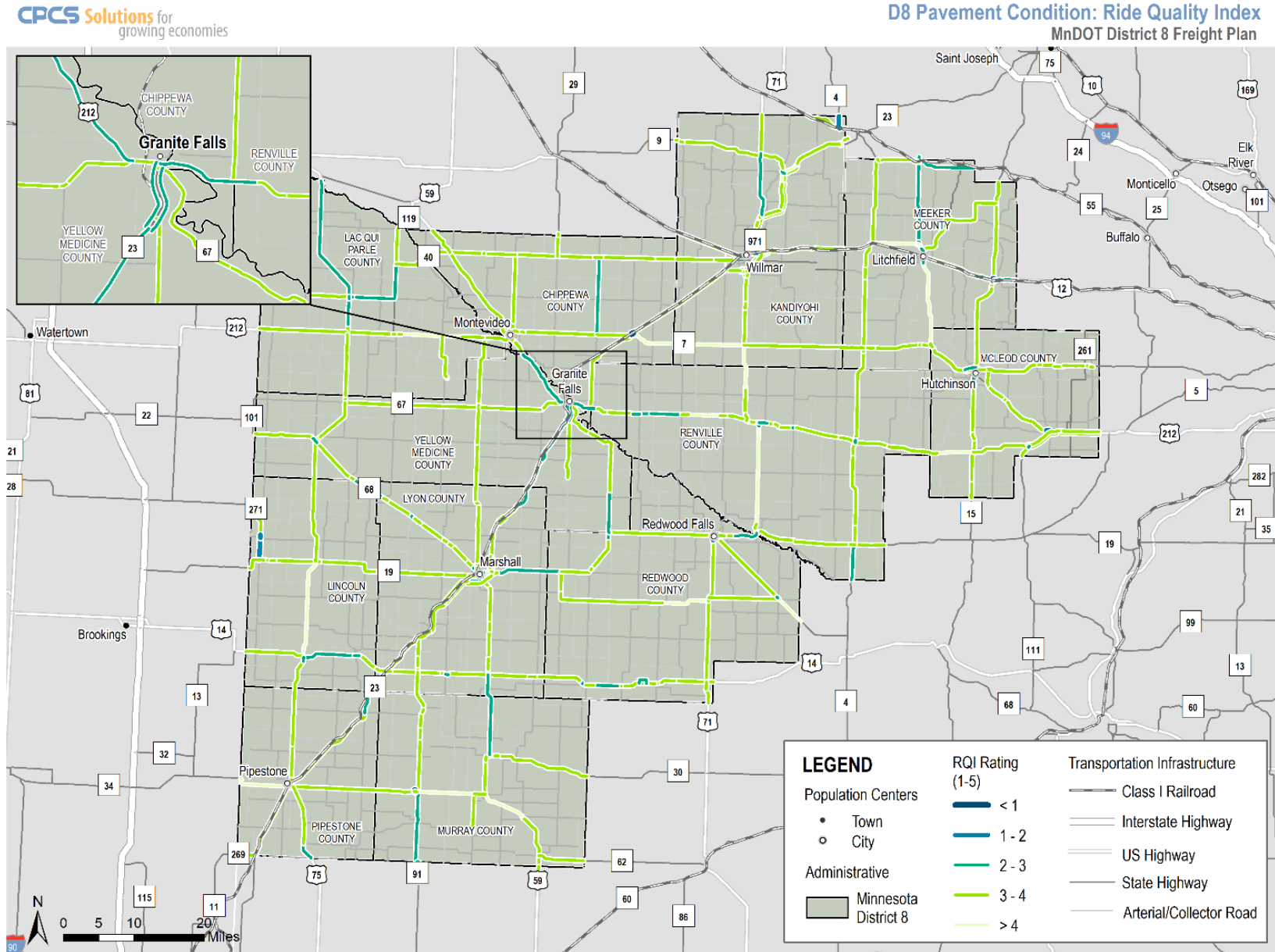
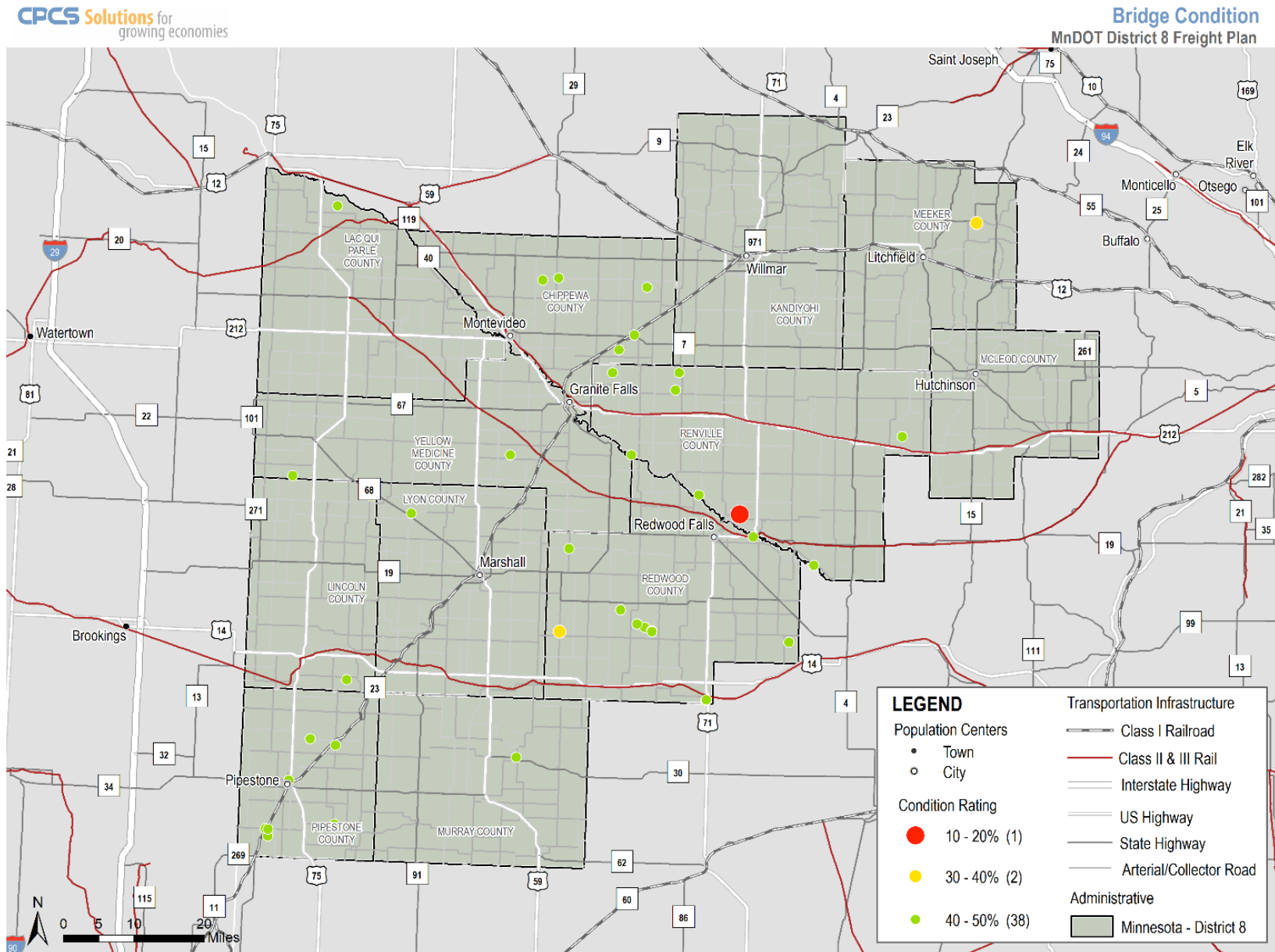


Figure 7: District 8 Bridge Condition Needs and Issues



2.3 Railroad Needs and Issues

Rail Safety

During the stakeholder outreach conducted for this project, stakeholders did not identify grade crossings as areas in need of improvement. This lack of feedback echoes findings from Working Paper 3's safety analysis, which determined that fatal rail grade crossings were relatively rare and somewhat "random" in their occurrence. Therefore, grade crossing risk ratings were also mapped, as a way of understanding areas where safety improvements may be needed. Figure 8 and Figure 9 illustrate high-risk passively- and actively-protected grade crossings respectively. From a strictly data-driven perspective:

- Historic grade crossing incidents were concentrated on the BNSF's Marshall Subdivision, as well as the TC&W's line to Redwood Falls.
- Most of District 8's actively-protected crossings have moderate levels of risk or lower.
- District 8's passively-protected grade crossings exhibit higher levels of risk, by virtue of their lack of active protection.

Grade crossings with "high" levels of risk (scores of 7 or 8) were incorporated into needs and issues analysis for further evaluation. The discrepancy in findings between stakeholder feedback (no problems identified) and data analysis (some problems identified) is likely due to the fact that actual grade crossing incidents are relatively rare, and a hazard that can easily be mitigated by attentive truck drivers. Therefore, grade crossings would be less of a concern compared to other topics such as intersections or passing lanes. By comparison, the risk analysis evaluates the risk for all types of vehicles including passenger traffic and seeks to identify areas of high risk, rather than simply looking at previous incident locations.

Stakeholders did not identify any grade crossing needs or issues in the District, but there are some actively- and passively- protected crossings with relatively high levels of assessed risk.

Rail Mobility

As with grade crossing safety, stakeholders had relatively less feedback on rail mobility relative to road mobility, since not all stakeholder utilized rail shipping. Key feedback was:

- **The need for competitive access and services:** stakeholders served by one rail line, particularly Class I rail lines thought that having additional railroads provide service would be valuable because it would introduce competition and reduce rail service rates. This feedback is not unique to District 8, or Minnesota as a whole.
- **A lack of sufficient transload connections** - some stakeholders noted that much rail freight needs to be brought into the cities before it is offloaded to a truck, creating additional truck congestion when it is shipped into District 8. However, some expanded facilities such as unit train facilities have been constructed in the District.
- **A lack of grain cars at harvest time** was noted in South Dakota counties bordering District 8 but was not specifically mentioned by District 8 stakeholders.

- **The importance of the Federal Short Line Tax Credit**, which allows rail service to avoid raising prices too high to fund improvements, and continue to remain competitive with trucks.

Rail mobility needs and issues primarily relate to access to rail services, and affordable provision of rail services.

District 8 Freight Showcase: The Willmar Wye

MnDOT and BNSF have partnered in the creation of a new wye in Willmar, with MnDOT altering road routes and BNSF constructing new track. The project will improve rail mobility by creating a direct connection for BNSF trains to move between the Morris and Marshall subdivisions.

Rail Condition

Comments and findings in regard to rail condition were limited, and focused on lines in the District not owned by Class I operators, and include:

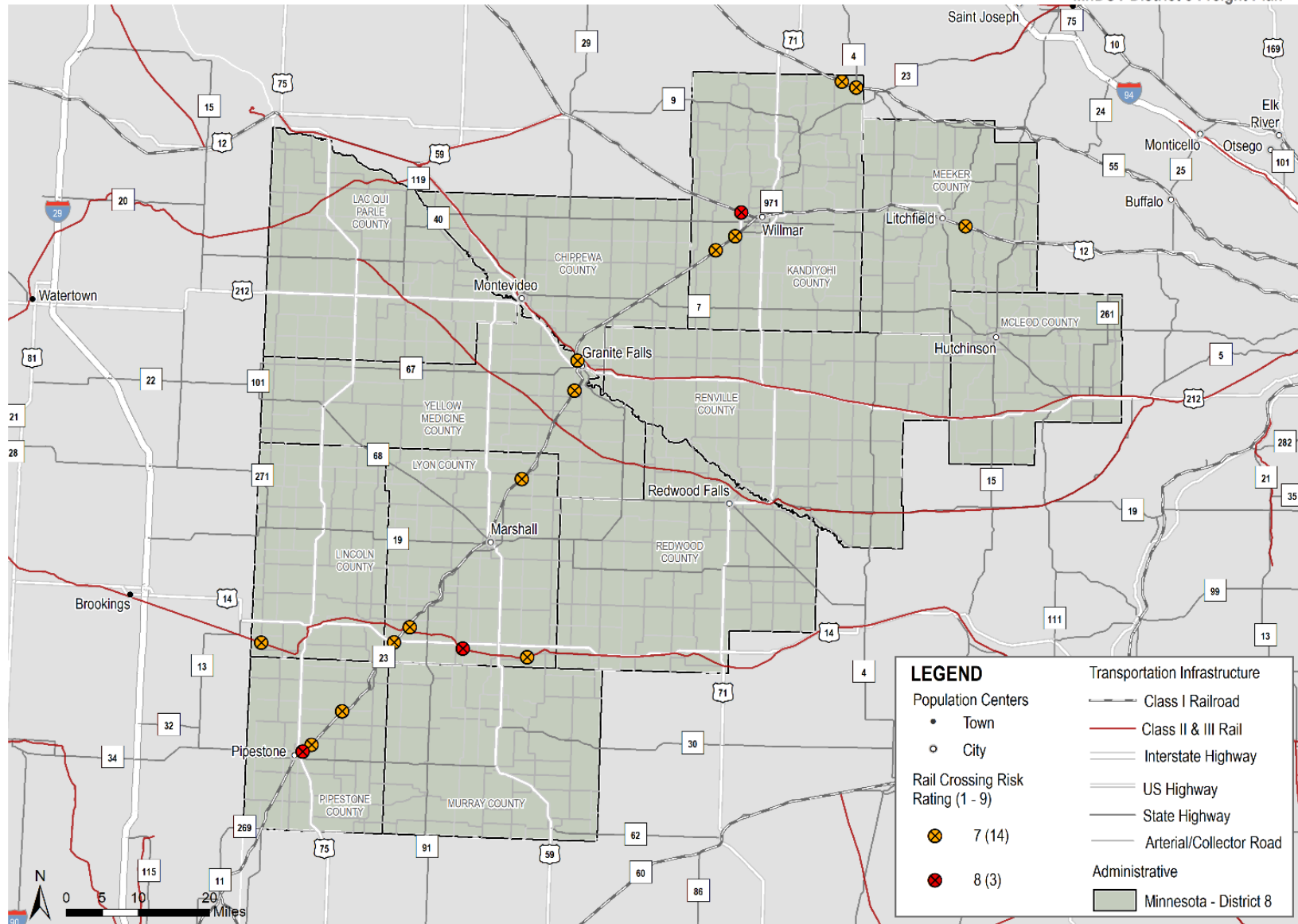
- Unit trains are hard on rail joints and have necessitated upgrades to welded rail on branch lines.
- The Minnesota Prairie Line has undergone significant replacement of its original rail laid in 1912, and the section of line between Norwood Young America and Winthrop is now rated for 286,000-pound railcars. However, the remainder of the system requires upgrades in order to support 286,000-pound cars. In particular, Bridge replacement of the Morton Trestle over the Minnesota River will be necessary to support expanded 286,000-pound railcar movements on the Minnesota Prairie Line.

Rail condition is primarily a concern on Class 2 and 3 operators, but condition has been improving with continued investment in rail and infrastructure upgrades.

Figure 8: District 8 Passively-Protected Crossings with High Risk Rating

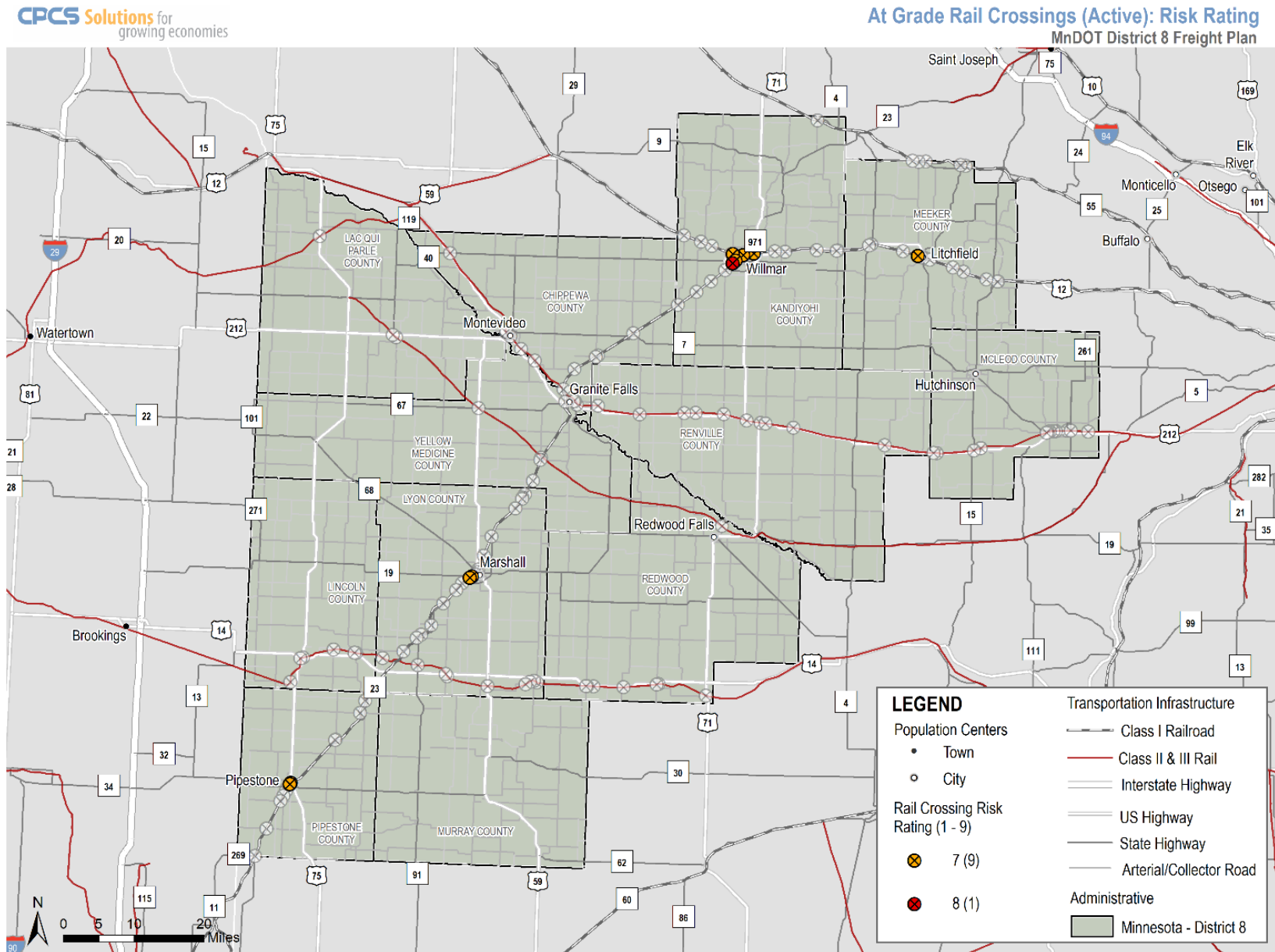
CPCS Solutions for growing economies

At Grade Rail Crossings (Passive): Risk Rating
MnDOT District 8 Freight Plan



Source: CPCS Transcom Inc. analysis of MnDOT Rail Grade Crossing Safety Project Selection.

Figure 9: District 8 Actively-Protected Crossings with High Risk Ratings



2.4 Freight Funding

The needs and issues identified above can be addressed, but many solutions to these needs and issues require funding. A lack of adequate funding may be the greatest need or issue the District 8 freight system faces, and this problem is not limited to freight, District 8, or even Minnesota. However, it is also important to consider how freight-related improvements can be made using “non-freight funds, and how freight improvements can benefit all system users. This section provides an overview of funding programs that may be relevant to the freight needs and issues for District 8.

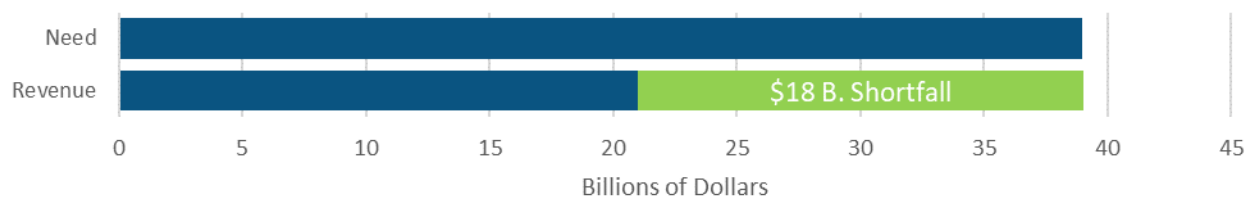
Minnesota State Highway Investment Plan

MnDOT’s fiscally-constrained capital investment program, the 2018-2037 Minnesota State Highway Investment Plan (MnSHIP), estimates that over the next 20 years, \$39 billion of investments are needed to support the state highway system, but only \$21 billion will be available. As a result, there is an estimated \$18 billion funding gap. This lack of funding has two major causes:

- Construction costs are growing more quickly than revenue is growing.
- Revenue growth is slowing.

The revenue gap is relevant to District 8, which has an extensive transportation system but lacks the population (and thus tax base) to support the level of investment needed to maintain the system.

Figure 10: Minnesota Highway Investment Need and Forecasted Revenue, 2017-2037



Source: Adapted from Minnesota State Highway Investment Plan, 2017

The condition of the District’s freight system will be more difficult to maintain in the future, as revenue will grow more slowly than maintenance cost increases.

The Minnesota State Highway Investment Plan outlines the strategic direction for the state and aims to balance competing investment priorities that include enhancing the condition of the existing system and building new infrastructure. Figure 11 and Figure 12 illustrate this investment direction and highlight that the System Stewardship objective, which is focused on strategically building, managing, maintaining, and operating all transportation assets, receives nearly 70 percent (\$14.46 billion) of available funds. The Critical Connections objective (\$1.55 billion, 7.4 percent) is focused on maintaining and improving multimodal transportation connections, as well as strategically considering new connections. This objective includes a freight-specific investment category (\$610 million, 2.9 percent) that is directly linked to the FAST Act-established National Highway Freight Program (NHFP). MnDOT established the Minnesota Highway Freight Program (MHFP) with these funds.

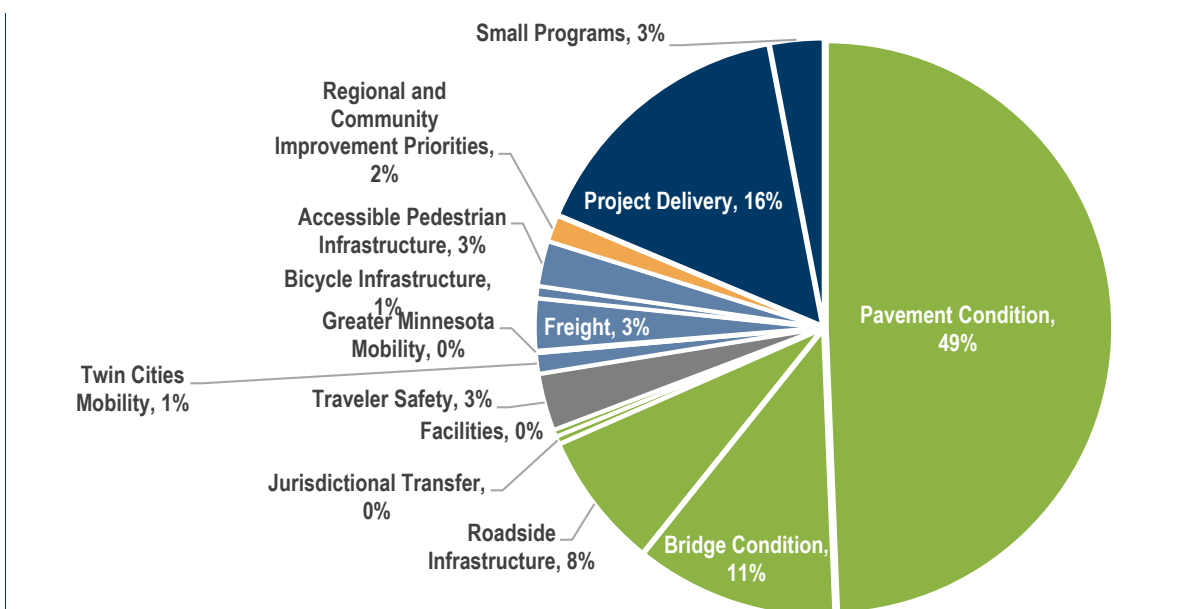
The 2018-2037 MnSHIP marked the first time MnDOT had identified dedicated freight funding for projects.

Figure 11: Minnesota's 20-Year Capital Highway Investment Direction

Investment Objective	Investment Category	2018-2037 \$ (B)	Percent Share
System Stewardship	Pavement Condition	\$10.31	69.2%
	Bridge Condition	\$2.38	
	Roadside Infrastructure	\$1.60	
	Jurisdictional Transfer	\$0.09	
	Facilities	\$0.08	
Transportation Safety	Traveler Safety	\$0.67	3.2%
Critical Connections	Twin Cities Mobility	\$0.24	7.4%
	Greater Minnesota Mobility	\$0.03	
	Freight	\$0.61	
	Bicycle Infrastructure	\$0.14	
	Accessible Pedestrian Infrastructure	\$0.53	
Healthy Communities	Regional and Community Improvement Priorities	\$0.31	1.5%
Other	Project Delivery	\$3.27	18.7%
	Small Programs	\$0.63	
Total		\$20.89	100%

Source: Adapted from Minnesota State Highway Investment Plan, 2017

Figure 12: MnSHIP Expenditures by Investment Category (\$Billions)



Source: Adapted from Minnesota State Highway Investment Plan, 2017

Freight-Specific Funding

MnDOT has a history of providing grant and loan funding for freight-related projects as shown in Figure 13. These freight-related funding programs have helped the state address critical freight system needs, however a challenge with these programs is that the level of funding is low compared to the need, and not all funding programs are available on regular basis (e.g., yearly), nor guaranteed they will be available in the future. The remainder of this section provides an overview of funding relevant to freight needs and issues in District 8.

Figure 13: Overview of MnDOT Freight-Related funding Programs Relevant to District 8

Source	Funding Available	Eligible Uses
Minnesota Highway Freight Program (MHFP)	\$98 million total programmed through 2022	Program funds are broad and include improvements such as climbing lanes, traffic signal optimization, and railway-highway grade separation, among others.
Railroad At-Grade Crossing Safety Program (Section 130)	~\$6 million per year, federal and state match	Closures/consolidations of railroad crossings and railroad crossing safety projects at high-risk locations.
Minnesota Railroad Service Improvement Program (MRSI)	~\$900,000 per year, not regular	Projects that improve “fixed assets” such as railroad roadbed, tracks, turnouts, bridges, buildings, and fixed loading/unloading equipment.
Weigh Station and Commercial Vehicle Safety/Enforcement Program	\$2 million per year, state funds	Projects that maintain or improve commercial vehicle enforcement and safety.

Source: Adapted from MnDOT Office of Freight and Commercial Vehicle Operations.

MnDOT’s freight and rail funding programs have helped address freight system needs where traditional highway system funds could not.

Minnesota Highway Freight Program

The Minnesota Highway Freight Program (MHFP) is directly linked to the FAST Act-established National Highway Freight Program (NHFP). As part of this Federal program, MnDOT is apportioned approximately \$20 million a year and may determine its own process for selecting projects to receive this funding, as long as it is used for freight-related investments. MnDOT elected to select projects through a competitive process and evaluated applicants on criteria that included truck volume, safety, mobility, facility access, and other factors.

In total, 36 applications were received requesting \$248 million. Using available funds, \$98 million of those requests were programmed through 2022, again indicating that freight transportation system needs far outweighs available resources. During the last MHFP solicitation, no projects from District 8 were submitted. Additionally, this MHFP solicitation program was a one-time opportunity and may not continue in the future, as these funds may not again be authorized at the Federal-level, or MnDOT’s Office of Freight and Commercial Vehicle Operations may elect to use a different process to select projects (e.g., through statewide and District freight system planning efforts).

The MHFP was a one-time opportunity for freight funding, and may not continue in the future.

Railroad At-Grade Crossing Safety Program

MnDOT administers the FHWA's Section 130 grade crossing safety program funds for Minnesota, which, as of 2019 provides about \$6 million per year. Given the current cost of grade crossing equipment and design, this allows the funding of about 25 major projects each year. While the cost of new installations has been steadily inflating, the Federal funding has remained relatively static over the last several years, resulting in fewer projects being possible each year.⁵

In 2016 MnDOT conducted a study⁶ to examine its processes for evaluating at-grade rail crossings and prioritizing grade crossing improvement projects. The research found that the density of fatal plus injury crashes is very low and that nearly 91 percent of crossings had no crashes of any kind during the study period. This data, combined with the historic use of crash prediction models to prioritize crossing improvements, indicated to MnDOT that too much emphasis has been placed on crash history as a factor in making future investments. MnDOT is now using a risk-based approach for statewide crossing evaluation and using the results to work collaboratively with local jurisdictions to advance projects.

MnDOT's approach to rail crossing investment relies on partnership with local jurisdictions to advance projects.

MnDOT's Office of Freight and Commercial Vehicle Operations (OFCVO), Railroad Safety and Coordination Unit solicits projects annually to advance closures/consolidations of railroad crossings and railroad crossing safety projects at high-risk locations, as identified by the statewide crossing evaluation.

Minnesota Railroad Service Improvement Program

The Minnesota Rail Service Improvement Program (MRSI), established in 1976, helps prevent the loss of rail service on lines potentially subject to abandonment by railroads. Today this program provides both loans and grants to railroads, rail users and political subdivisions of Minnesota and the federal government.

The MRSI **loan program** continually accepts applications. In 2005, the Minnesota Legislature appropriated \$1.5 million in bond funds to the MRSI Program, and again appropriated \$2.0 million in 2006. With these initial appropriations, the MRSI loan program now is self-funding with quarterly receipts from previous loans used at the discretion of MnDOT. Each loan is capped at \$200,000 per project. Loans must be repaid to the State over a period of 10 years. Loans can be used for the following activities:

- to pay a portion of the costs of rail capital improvement projects such as side track, connections between existing lines, construction of loading, unloading, storage and transfer facilities,
- to acquire, maintain, manage and dispose of railroad right-of-way,

⁵ Draft Minnesota State Rail Plan, March 2015

⁶ Rail Grade Crossing Safety Project Selection, June 2016

- to pay a portion of the costs of acquiring a rail line by a regional railroad authority,
- to pay the state matching portion of federal grants for rail-highway grade crossing improvement projects, as well as for other purposes.⁷

MnDOT is also currently soliciting for the MRSI **grant program** which does not have a dedicated funding source. The program does not have minimum or maximum funding requirements, other than what is obligated on a semi-regular basis by the Minnesota Legislature. Grant funds can only be used for direct railroad-related “fixed assets” on railroad right of way or at railroad facilities, and cannot be used for regular or recurring maintenance activities. Authorized expenditures include:

- Railroad tracks and turnouts (track rehabilitation, new track construction, etc.)
- Railroad bridge construction or rehabilitation (286k upgrades or replacement of bridges that have reached the end of their useful life)
- Fixed railroad loading and unloading facilities which are used primarily for the shipment of goods by rail
- Railroad components of intermodal facilities (i.e. railroad tracks, turnouts and any fixed assets that facilitate the direct loading and unloading of railcars)

Weigh Station and Commercial Vehicle Safety/Enforcement Program

The Weigh Station and Commercial Vehicle Safety/Enforcement Program has approximately \$2 million of state funds available each year. This program is focused on making investments that maintain or improve commercial vehicle enforcement and safety. There is currently an estimated \$96 million funding gap for weight and safety enforcement needs, of which approximately \$48 million are capital needs. The MnSHIP indicates that for facilities (inclusive of weigh stations and general rest areas) there is a \$390 million 20-year need, with only \$80 million planned investment.

The current MnSHIP indicates that weigh scale and weigh station replacement will not keep up with need, resulting in outdated or inoperable sites in the future.

In District 8, the *Weight Enforcement Investment Plan* identified two needs: additional weight enforcement on US-71 and MN-23 near Willmar, and updated Weigh-In-Motion equipment on US-212 near Olivia.

⁷ Minnesota Rail Service Improvement Program Loan Application

3 Freight System Strengths, Weaknesses, Threats, and Opportunities

Key Findings

This chapter provides an overview of the District 8 freight system's relevant Strengths, Weaknesses, Opportunities, and Threats (SWOT). This assessment is structured based on goals from the Minnesota Statewide Freight Plan. A key strength for District 8 is a historically strong base of agricultural and manufacturing industry, but a key weakness is the need to continually adequately maintain road and rail assets in the face of increasing funding shortfalls.

3.1 Strengths, Weaknesses, Opportunities, and Threats

A strengths, weaknesses, threats, and opportunities assessment – referred to as a SWOT assessment and shown Figure 14 – provides a structured means of exploring an issue. To better organize the varied information collected during freight plan development, District 8's freight system SWOT's were assessed based on the information presented in this Working Paper (Needs, Issues, and Opportunities), Working Paper 3 (Freight System Profile), Working Paper 2 (Existing Document Synthesis) and feedback from the Advisory Committee and Technical Team.

Figure 14: Strengths, Weaknesses, Opportunities, and Threats Table

	Helpful (to achieving goals)	Harmful (to achieving goals)
Internal (attributes of system)	Strengths	Weaknesses
External (attributes of environment)	Opportunities	Threats

Specifically, for the District 8 SWOT Assessment, the factors reviewed include:

- **Strengths** – Internal factors that give the District and its communities and businesses an advantage over others. These were broadly presented in Working Paper 3 as part of the District's economic and freight system profile.
- **Weaknesses** – Internal factors that place the District and its communities and businesses at a disadvantage relative to others. These were broadly described in Chapter 2 of this working paper. District 8's weakness can be described as its needs and issues.

- **Opportunities** – External factors that the District and its communities and businesses could capitalize on to its advantage. These were broadly described in Chapter 1 (Future Outlook) of this working paper.
- **Threats** – External factors that could create challenges for the District and its communities and businesses. These were broadly described in Chapter 1 (Future Outlook) of this working paper.

This SWOT Assessment is organized in line with the Minnesota Statewide Freight System Plan’s five goals, which reflect those aspects of the multimodal freight system that are most important to the public and private sector freight stakeholders in the state. These goal areas are to:

- Support Minnesota’s Economy
- Improve Minnesota’s Mobility
- Preserve Minnesota’s Infrastructure
- Safeguard Minnesotans
- Protect Minnesota’s Environment and Communities

A separate SWOT Assessment was conducted for each of these five goal areas, which are also the primary goals of the District 8 Freight Plan.

Economy

Broadly defined, the Minnesota Statewide Freight System Plan’s economic goal is to **Support Minnesota’s Economy**. Specifically, the economic goals for the freight system are to provide a system that:

- Operates efficiently.
- Connects to the rest of the world.
- Responds and adjusts to changing economic conditions.

These elements informed the economic-related SWOT Assessment shown in Figure 15. During the assessment common topics emerged, several of which are applicable to multiple SWOT (freight plan goal) areas:

- **Strong Agricultural and Manufacturing Industries**, which have been long-term elements of District 8’s economy. However, some of these industries, particularly agricultural are also subject to changes in commodity prices and other global trade trends outside of the District’s control.
- **Difficulty Finding or Retaining Employees**. The District has experienced relatively low population growth, which could jeopardize future economic growth if insufficient workers are unavailable to support workforce needs. Some consultees have noted that a lack of employees is becoming a problem in the District.
- **Industry Consolidation**. The consolidation of some industries or facilities such as the creation of large grain shuttle terminals and “mega-dairies” can put stress on select elements of the District’s transportation network.
- **Opportunities to Improve Backhaul**. Some consultees and previous studies noted that District 8’s businesses ship more goods out than they receive. As a result, there may be opportunities to utilize empty trucks traveling to the District to obtain favorable inbound trucking rates.
- **Continued Improvement of and Investment in Renewable Energy Systems**. The development of more efficient wind- and solar-electric (PV) systems may create additional renewable energy investment in the District, which already has a strong history of renewable energy development.
- **High Taxes Relative to Neighboring States**. Some stakeholders noted that Minnesota has higher taxes relative to South Dakota and Iowa, putting some District 8 businesses (particularly trucking firms) at a disadvantage relative to firms based in other states.

- **System Maintenance.** While District 8 has an extensive road and rail network, maintenance of this system must be done continuously, and poor condition or performance could have a negative impact on economic competitiveness. This topic of maintenance is discussed in greater detail in the “Infrastructure” SWOT Assessment.
- **Ample Room to Grow.** District 8’s communities generally have ample room to grow while avoiding future freight and residential land use conflicts.
- **Different Decision-making “Speeds.”** Public decision-making takes longer than private sector decision-making, which means that decisions to invest in infrastructure can lag behind business investment decisions. However, MnDOT also has the opportunity to be proactive in working with the private sector, such as with the Manufacturers’ Perspectives Study.

Figure 15: District 8 Economy SWOT

Strengths	Weaknesses
<ul style="list-style-type: none"> • A long-standing agricultural and manufacturing sector • Ample room for future growth 	<ul style="list-style-type: none"> • Industries vulnerable to economic forces outside of District, Minnesota • Aging population, with low population growth
Opportunities	Threats
<ul style="list-style-type: none"> • Continued development of renewable energy resources • Room to grow without major conflicts between land uses • MnDOT can be proactive in working with the private sector to identify improvements and mitigate the impacts of construction projects 	<ul style="list-style-type: none"> • Difficulty finding and retaining workforce, including truck drivers • Maintenance and upgrades to freight transportation assets to adequately serve industry needs • Market forces, commodity prices, and tariffs • Public and private sectors move at different paces – private makes decisions more quickly

Mobility

The Minnesota Statewide Freight System Plan seeks to **Improve Minnesota’s Mobility** because a freight system with impaired mobility (such as congestion), is unattractive for industries, and may place them at a competitive disadvantage. Therefore, the freight plan established two general objectives:

- Access for all freight users.
- Reliable service with minimal chokepoints.

These elements informed the mobility-related SWOT Assessment shown in Figure 16. During the assessment common topics emerged:

- **A Lack of Interstates, and Challenges with Two-Lane Roads.** Most of District 8’s major trunk highways are two-lane roads. These two-lane highways such as US-12 and US-212 may be in need of improved turning or passing lanes. Improvements like these also present MnDOT and local partners with an opportunity to make smaller-scale improvements such as hardening shoulders or adding passing lanes during reconstruction work.
- **Low Congestion.** There is very little truck congestion in District 8, and the District’s companies can generally expect goods and employees to arrive on time when roads are clear.
- **A Need for Local Transloading Facilities.** Some stakeholders and previous studies have noted that a lack of truck-rail transload facilities in District 8 means that the District’s businesses must send trucks to or from the Twin Cities to move their goods by rail.

- **Impacts of Twin Cities Congestion.** Many of the businesses in District 8 ship or receive goods through the Twin Cities, or St. Cloud. Congestion in these areas is a threat because it can negatively impact the efficiency of trucking operations in the District.
- **“Single Use” Planning Focuses.** Public agency stakeholders noted that plans for walkable and bike-able downtowns could conflict with freight operations and that holistic planning for all modes of transportation (rather than just trucks, or just bikes) may be needed.
- **Snow and Ice Removal.** Snow and ice can be a threat to reliable movement of freight and employees for freight-related businesses, but stakeholders also note that MnDOT has managed to adequately maintain trunk highways. This topic also relates to safety.
- **OSOW Regulations.** Many stakeholders noted that statewide OSOW regulations were not well-suited to District 8 and that context-sensitive application or alteration of OSOW regulations such as curfews could provide benefits for the mobility of OSOW in District 8.
- **Bridge Clearances.** As noted in Working Paper 3, the District has a variety of low-clearance bridges which are a mobility weakness because they can be an impediment to the movement of oversized freight.
- **Truck Driver Shortage.** Some stakeholders noted that the growing national truck shortage is a threat to the District’s firms that rely on truck shipments, as firms must pay more to retain drivers, and a lack of drivers could affect the reliability of service. However, connected or autonomous vehicles provide an opportunity to overcome the limits of this shortage.

Figure 16: District 8 Mobility SWOT

Strengths	Weaknesses
<ul style="list-style-type: none"> • Very little traffic congestion • Good snow and ice removal on trunk highways 	<ul style="list-style-type: none"> • Potential lack of truck-rail transloading facilities • Many freight corridors are two-lane roads • Poorly-optimized OSOW regulations • Low clearance bridges can impede truck movement • Localized flooding during severe rainfall events
Opportunities	Threats
<ul style="list-style-type: none"> • Spot mobility improvements during programmed maintenance (addition of turning lanes, passing lanes, traffic signals) • Improve or create district-specific OSOW regulations • Improve 1st/last-mile connections to the Trunk Highway system 	<ul style="list-style-type: none"> • “Single Use” plans for infrastructure, such as bike-friendly city plans • Congestion in the Twin Cities affects trucking operations in the District • Current and worsening truck driver shortage

Infrastructure

The Minnesota Statewide Freight System Plan seeks to **Preserve Minnesota’s Infrastructure** in the face of increasing traffic volumes through two areas for strategic improvements:

- Ensure critical segments and connections are available
- Ensure these segments and connections are in a good state of repair

These elements informed the infrastructure-related SWOT Assessment shown in Figure 17. During the assessment, the following common topics emerged:

- **Road Condition.** A general strength of the District is the fact that major freight corridor condition is generally favorable. However, many county and local bridges are structurally deficient.

- **Railcar Weight Capacity** was a noted weakness on some Class III railroads but is also an area that is an opportunity for continued improvement.
- **Funding Availability.** With this freight plan, the District has the opportunity to identify freight improvements that could be addressed through existing maintenance and safety improvement programs, rather than dedicated freight funding programs. This ability to potentially address freight needs through other funding mechanisms is important because a lack of reliable freight funding is a threat to the maintenance of the District’s system.

Figure 17: District 8 Infrastructure SWOT

Strengths	Weaknesses
<ul style="list-style-type: none"> • Relatively well-maintained trunk highways and bridges 	<ul style="list-style-type: none"> • Poor condition of county and local roads bridges
Opportunities	Threats
<ul style="list-style-type: none"> • Opportunity to identify freight projects that can help improve other aspects of the system (e.g., safety) and leverage non-freight funds (e.g., safety) to make improvements 	<ul style="list-style-type: none"> • Lack of reliable, flexible freight funding • Trunk highway condition is expected to decline in the absence of additional funding

Safety

The Minnesota Statewide Freight System Plan seeks to **Safeguard Minnesotans** in two key ways:

- Enhance freight system safety
- Ensure plans are in place to protect areas where freight activity and the public interface

These elements informed the safety-related SWOT Assessment shown in Figure 18. District 8’s Safety SWOT is mixed, the District ranked high for the number of severe crashes relative to other Districts, but stakeholders identified relatively few areas of safety needs and issues. At the same time, District 8’s active grade crossing crash rate compares favorably to other Districts but has a relatively high number of crashes at passively-protected crossings. A safety-related opportunity is the potential to address freight issues when making safety-related improvements such as rebuilding intersections or adding shoulders.

Figure 18: District 8 Safety SWOT

Strengths	Weaknesses
<ul style="list-style-type: none"> • Relatively low at-grade crossing incident rate compared to other districts 	<ul style="list-style-type: none"> • Relatively high road crash rate compared to other districts
Opportunities	Threats
<ul style="list-style-type: none"> • Safety improvements (passing lanes, turn lanes, redesigned intersections, etc.) can provide freight benefits 	<ul style="list-style-type: none"> • Limited funding available for safety improvements

Environment and Community

Finally, the Minnesota Statewide Freight System Plan seeks to **Protect Minnesota’s Environment and Communities**. The Freight Plan’s goal for environment and communities is:

“Plan, design, develop, and preserve the freight system in a way that respects and complements the natural, cultural, and social context and is consistent with the principles of context-sensitive solutions.”

This goal informed the environmental and community-related SWOT Assessment shown in Figure 19. During the assessment common topics emerged:

- **Water Quality.** A potential weakness of snow and ice removal efforts in the District is their impact on ground and surface water, as the use of salt and other deicing solutions can contaminate water and could be subject to greater regulation in the future. Water quality is particularly important for food manufacturing firms in the District.
- **Flooding Events.** Flooding events are increasingly likely to disrupt road connections, particularly on local roads.
- **Room to Expand.** District 8's communities generally have plenty of room to expand, which means that new freight-related businesses can be constructed away from residential and commercial areas.
- **Truck Routes through Towns.** District 8's freight network has many two-lane roads that are routed directly through the downtown of local communities. This truck routing through urban areas can be a threat and a weakness, as trucks may move more slowly, be subject to localized congestion, and potentially at greater risk for a collision

Figure 19: District 8 Environment SWOT

Strengths	Weaknesses
<ul style="list-style-type: none"> • Relatively little conflict between land uses 	<ul style="list-style-type: none"> • Snow and ice control methods have a negative impact on water quality (not freight-specific) • Truck routing through downtowns
Opportunities	Threats
<ul style="list-style-type: none"> • Room to expand without conflict between land uses (residential and commercial vs. industrial) 	<ul style="list-style-type: none"> • Flooding events may disrupt road connections • Truck routing through downtowns

4 Freight System Opportunities

Key Findings

District 8's freight system has many needs and issues, but it also has many potential advantages and opportunities. This chapter provides a deeper dive on four types of potential opportunities: projects, programs, policies, and partnerships. Particular attention is paid to project opportunities, which were identified by comparing the location of needs and issues against planned investments on the road network.

4.1 Summary of Freight System Opportunities

MnDOT and its stakeholders have four types of tools to improve the freight system:

- Projects including infrastructure maintenance, improvement, and expansion.
- Programs designed to improve information about freight operations in the District.
- Policies to govern the development and operation of the freight system.
- Partnerships with local stakeholders to better understand needs and issues, and implement or advance strategies to improve the system.

Each of these “4 P’s” has a different role in improving the system. While projects may appear to be the most important because they produce tangible results, proper selection and funding of specific projects would not be possible with partnerships to gather feedback, policies to guide investment, and established programs to allocate funding.

This chapter presents a series of strategic opportunities within each “P” category. Information for each of the categories comes from the analysis of this Working Paper and Working Paper 3, as well as stakeholder feedback, and recommendations from previous studies, including the Manufacturers’ Perspectives study.

This slate of preliminary opportunities is conceptual and will be further explored with the Advisory Committee and Technical Team to understand the completeness of opportunities identified. Opportunities may be added to/deleted from this list prior to formalizing freight plan recommendations.

4.2 Initial Slate of Project Opportunities

State- and County- programmed road projects may overlap with needs and issues identified as part of this Working Paper’s analysis. Where needs and issues, and programmed projects overlap, there may be the opportunity to improve the District’s freight network with non-freight dollars. This section provides an overview of the overlap and gaps between programmed MnDOT and County investments and identified needs and issues. This information on overlaps and gaps will help District 8 and its county partners understand how their currently-programmed investments could affect freight transportation. Furthermore, this examination of gaps will aid in the prioritization and selection of projects for advancement to a pre-engineering feasibility assessment. This prioritization process will be described in Working Paper 5. Information on District 8’s programmed projects came from the following sources:

- The **State Transportation Improvement Plan (STIP)** identifies a schedule and funding amount for transportation projects over the next four years. The detailed project list in the STIP includes all state and local projects with federal highway or transit funding, as well as state-funded highway projects. The STIP

also contains freight and rail investments, for reference. Figure 20 provides an illustration of District 8's STIP projects.

- MnDOT's **Capital Highway Investment Plan** (CHIP), which lists 10 years of highway investments for the trunk highway network. The CHIP includes STIP projects, as well as planned investments for additional years after the scope of the 4-year STIP. These longer-term plans for projects are not guaranteed to be constructed but are listed in the CHIP to aid in coordination and planning. Figure 21 provides an illustration of District 8's CHIP projects.
- **County Improvement Plans** list four to five years of upcoming road and bridge projects on county-managed road networks. Figure 22 illustrates the location of all of these county projects.

Figure 23 shows the locations of STIP, CHIP, and county projects combined, and Figure 25 highlights where there are gaps between listed projects and identified needs and issues. The points on these maps are listed in Appendices C and D, respectively. As shown in Figure 25 notable gaps between programmed projects and needs and issues include:

- Safety gaps were the most common gap, making up about two-thirds of the identified gaps. These were distributed across almost all areas of the District but were particularly focused on higher-traffic areas.
- Performance-related gaps included issues related to mobility, and only made up about one-quarter of identified gaps. While these were only $\frac{1}{4}$ of the total count of gaps, they constitute some of the most pressing needs for the District, including lack of mobility/maneuverability at low-clearance bridges, and areas where additional passing lanes, turn lanes, or four-lane expansion was requested.
- Condition gaps made up the remaining share of identified gaps and included 25 bridges identified as potentially deficient, as well as four issues identified by stakeholders or previous plans. Interestingly, few pavement condition gaps were found, which supports feedback from MnDOT staff who noted that Districts are proactive in programming improvements to address pavement needs.

Many types of highway transportation projects are in fact freight-benefitting projects.

Figure 20: District 8 STIP Projects

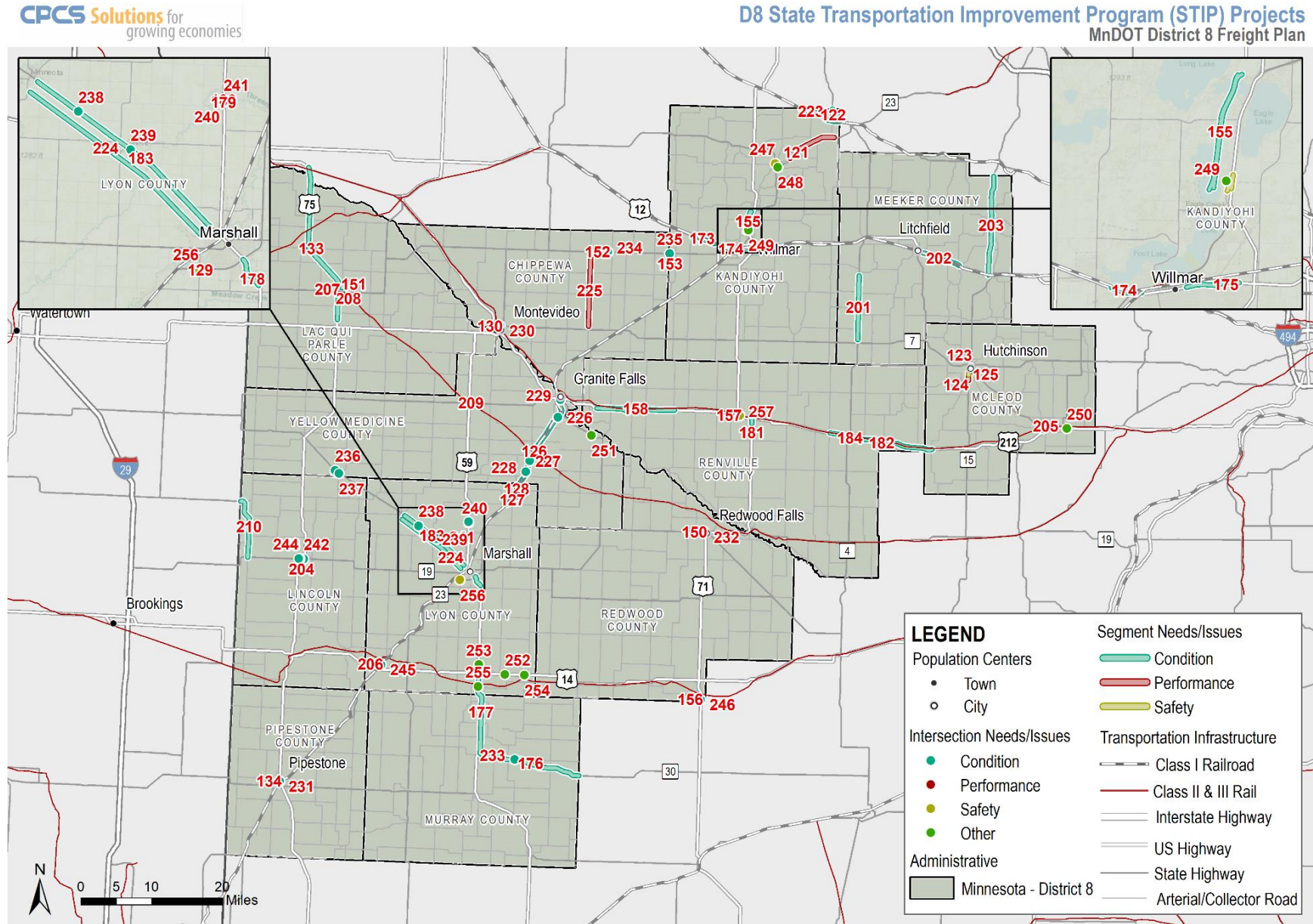


Figure 21: District 8 CHIP Projects

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D8 Capital Highway Investment Plan (CHIP) Projects
MnDOT District 8 Freight Plan

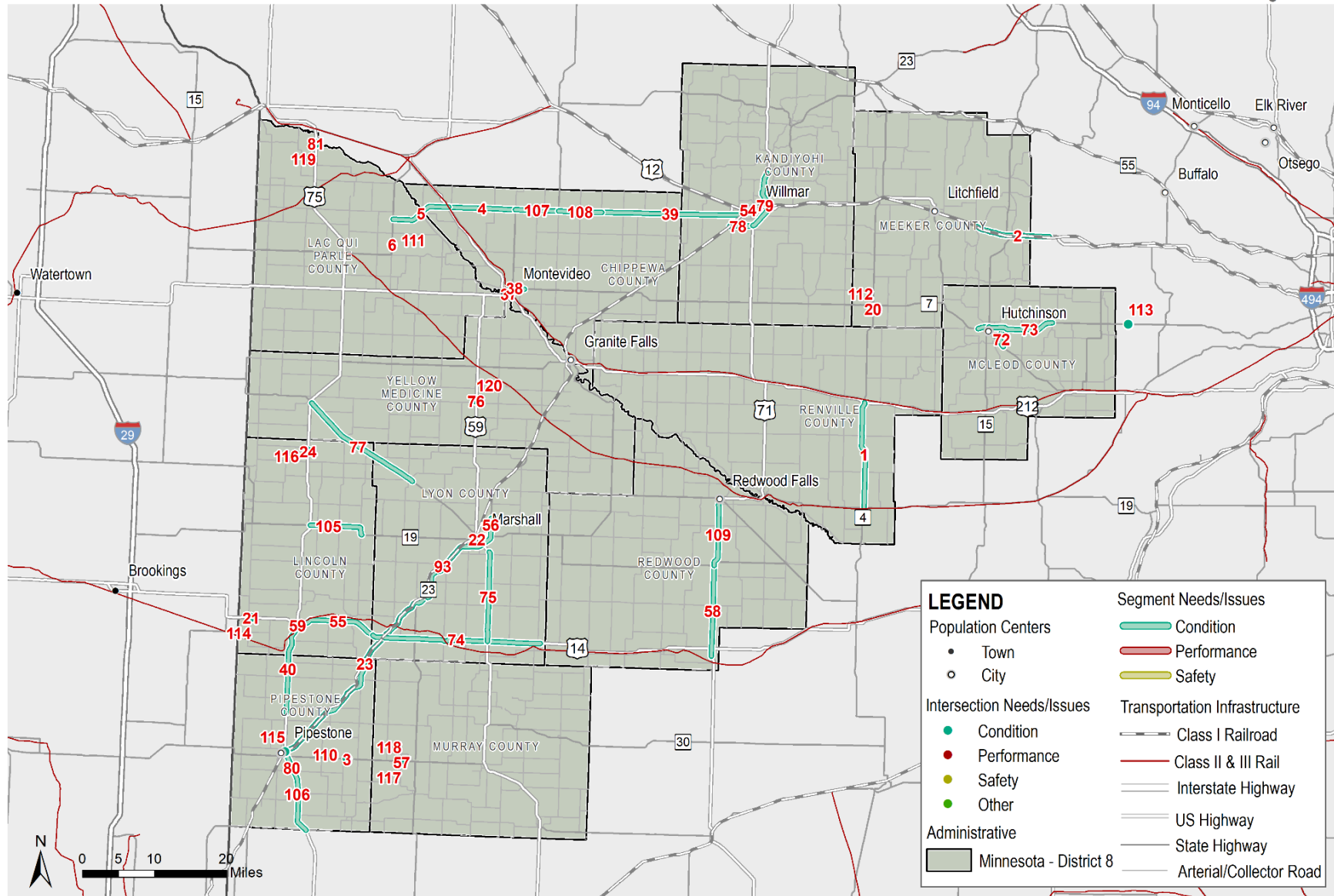


Figure 22: District 8 County Projects

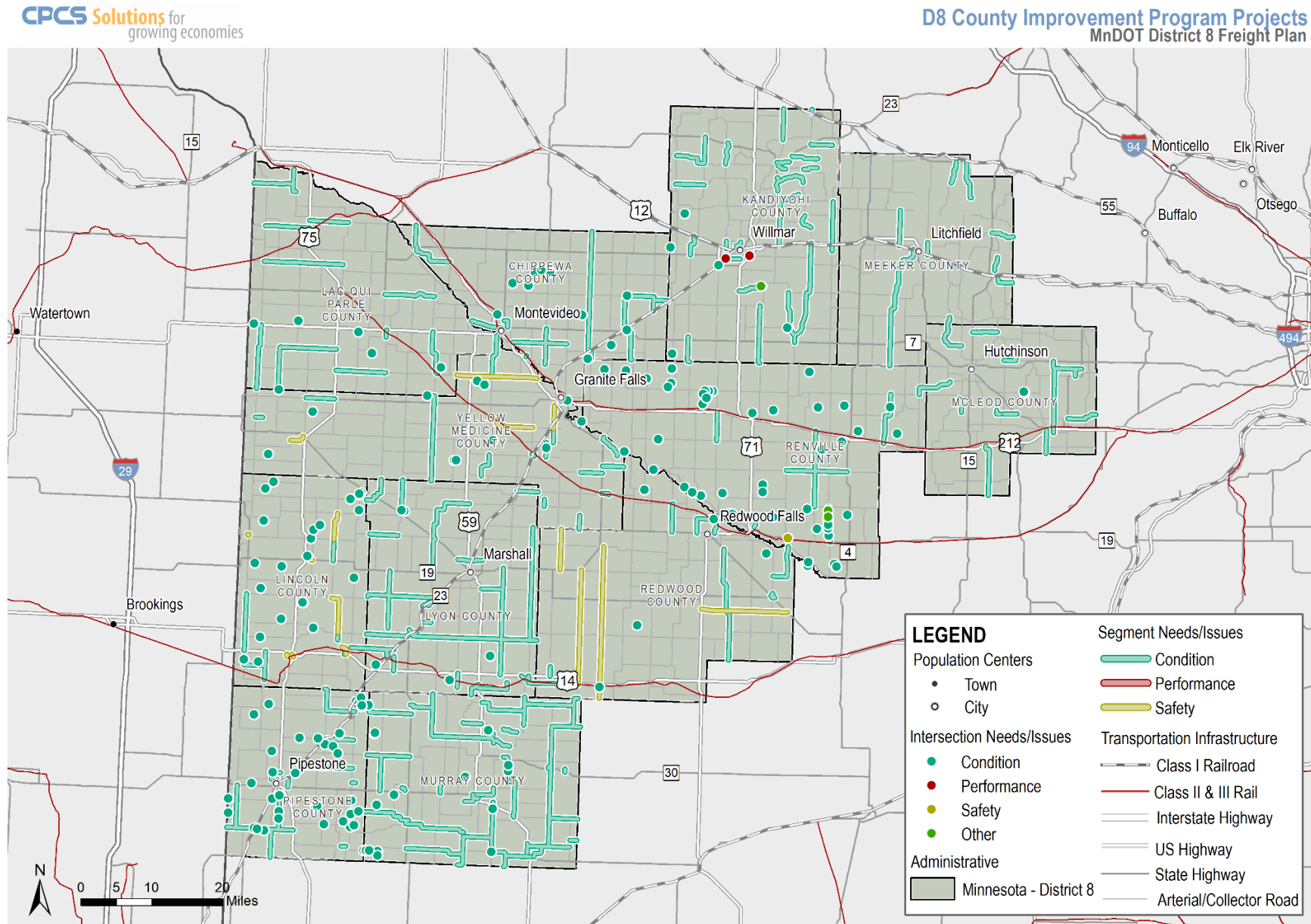
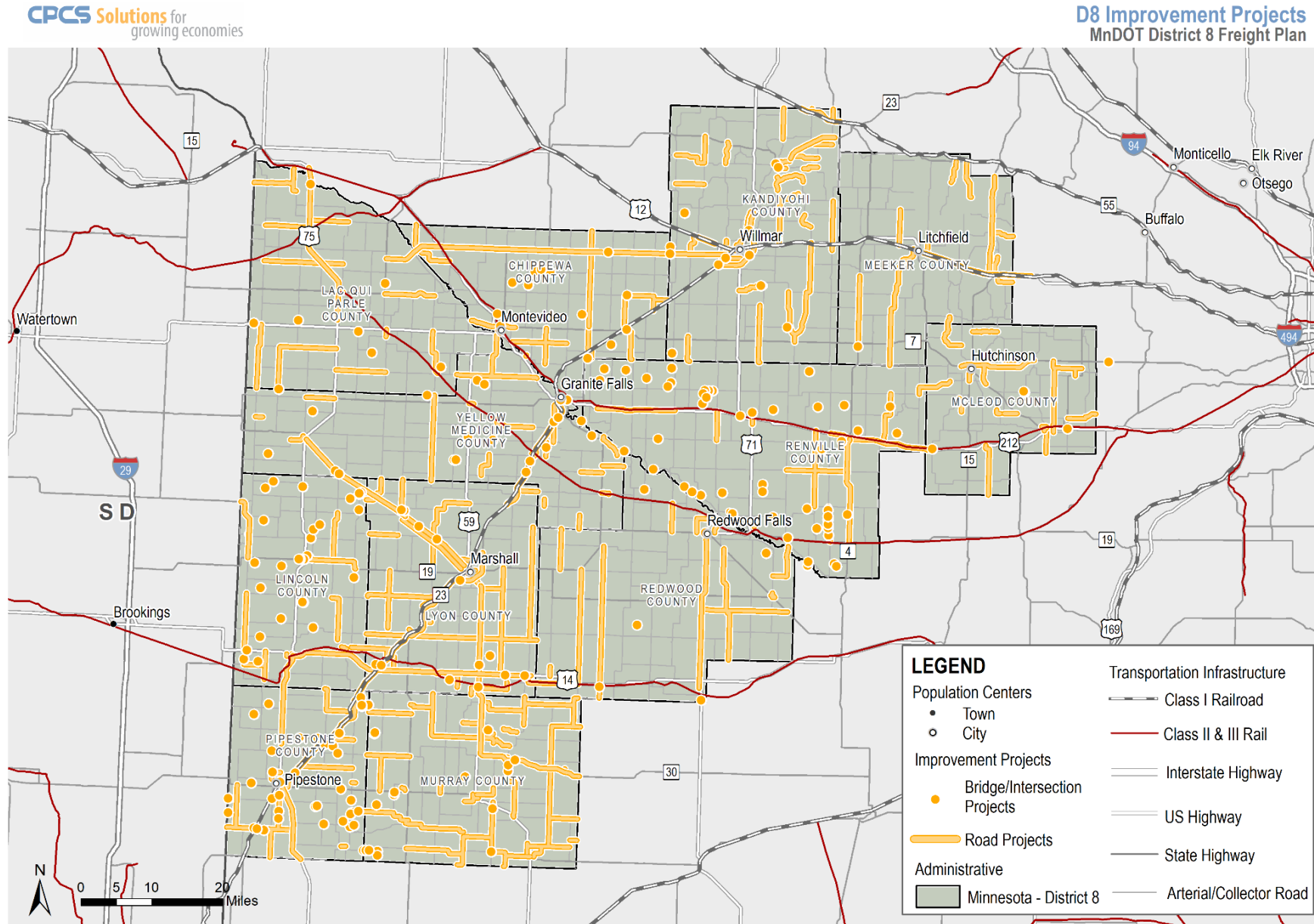


Figure 23: District 8 Projects Combined



Appendix D (Potential Gaps to Address) provides a detailed listing of these gaps shown in Figure 25. This list will be used as a starting point to begin to conceptualize project recommendations, and have been aligned with potential non-freight-specific funding options in Figure 24. It is assumed that these will be the primary funds for roadway related freight projects going forward. Many projects fall into multiple categories, and some projects were assigned to multiple categories in Figure 24. Therefore, the number of projects listed below is higher than the number of gaps.

Figure 24: 2018-2037 MnSHIP Investment Objectives and Categories Aligned with District 8 Freight Needs

Investment Objective	Investment Category	Applicable D8 Freight System Need	Number of Project Types Identified in Gap Analysis
System Stewardship	Pavement Condition	Pavement Condition	4
	Bridge Condition	Bridge Condition	25
	Roadside Infrastructure	<ul style="list-style-type: none"> • Signage • Traffic Signals/Controls • Other Technology and Information Management Systems 	8
	Jurisdictional Transfer	N/A	N/A
	Facilities	Weigh Station and Commercial Vehicle Enforcement	2*
Transportation Safety	Traveler Safety	<ul style="list-style-type: none"> • Sustained Crash Locations • Rail-Highway Crossings 	102
Critical Connections	Twin Cities Mobility	N/A	N/A
	Greater Minnesota Mobility	<ul style="list-style-type: none"> • Intersections • Passing or Turning Lanes • Corridors • Roundabouts 	54
	Freight	N/A	N/A
	Bicycle Infrastructure	N/A	N/A
	Accessible Pedestrian Infrastructure	N/A	N/A
Healthy Communities	Regional and Community Improvement Priorities	First and Last-Mile Connections	1
Other	Project Delivery	N/A	N/A
	Small Programs	N/A	N/A

Note: This evaluation assumes that a dedicated freight investment category will not be available in the future.

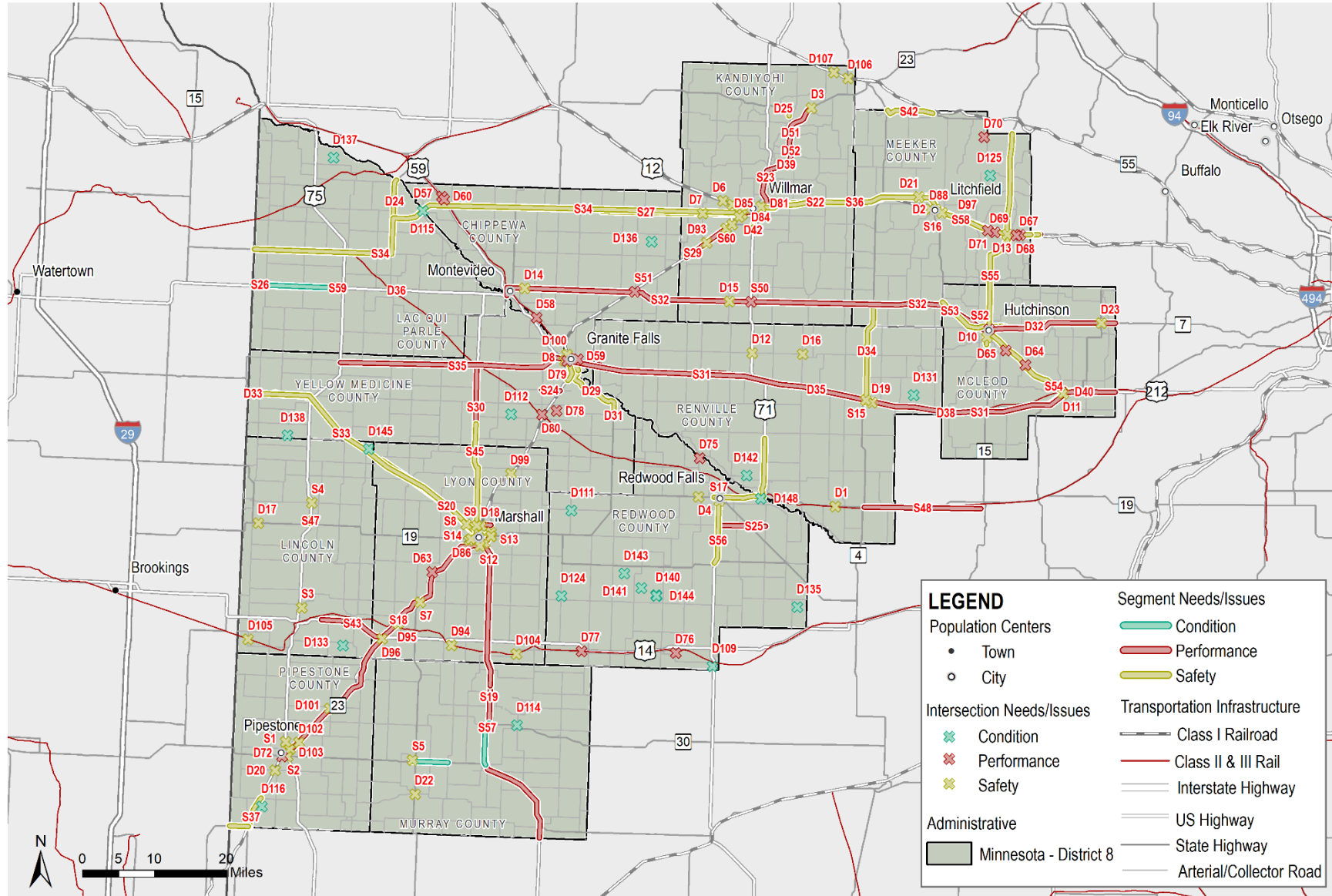
*The two weigh stations identified in previous Commercial Vehicle Enforcement/Safety Studies were classified as facilities investments.

It is acknowledged that while freight projects could potentially align with MnSHIP funding categories, this does not mean there will be funding available to advance all projects due to the overall state transportation funding shortfall. However, the information in this Working Paper is intended to be an opening to a broader conversation on freight project funding; specifically that many different types of transportation projects provide freight benefits, and that coordination with freight stakeholders, including MnDOT's Office of Freight and Commercial Vehicle Operations, should be part of statewide investment planning.

Figure 25: District 8 Project Gaps

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D8 Project Gaps
MnDOT District 8 Freight Plan



4.3 Project Concept Prioritization Methodology

The gaps identified above will be analyzed further to determine whether or not that need or issue should undergo pre-engineering analysis. The purpose of this exercise is to identify a select number of needs and issues that will receive additional attention to develop proposed solutions. Gaps will be scored and ranked according to 10 criteria, and relative scores will be used to determine which projects advance for pre-engineering analysis. Additional in-depth information on this scoring and ranking process will be provided in Working Paper 5.

Figure 26: Freight Categories and Measures

Category	Ranking Score Measure
Truck Activity	HCAADT
	Truck percent (%) of total vehicles
Safety	Addresses a sustained crash location (Y/N)
	A safety issue identified in a district or county safety plan (provide risk rating)
	Addresses at-grade crossing safety risk
Freight Mobility	Truck Travel Time Reliability
	Addresses a vertical clearance restriction
	Addresses a weight limited bridge
Condition	Bridge condition rating (one element less than 5)
Stakeholder Need	Y/N if this issue overlaps with a stakeholder identified need

4.4 Policies, Programs, and Partnerships

To support the advancement of projects, policies, programs, and partnerships were identified. Generally, policies established to inform project and program investments, and partnerships are required for effective implementation.

Policies

Potential policy opportunities for MnDOT's Office of Freight and Commercial Vehicle Operations and District 8 include:

- Examine potential opportunities to tailor OSOW truck regulations to reflect local operational context, such as allowing OSOW loads at times when loads would be prohibited elsewhere in Minnesota.
- Incorporating freight considerations into existing funding programs, or determining the potential freight benefits or impacts of specific CHIP, STIP, and county projects. Including these considerations may help the District address freight needs and issues without the assistance of a dedicated freight funding program.
- Management of the road network should focus on maintaining a good condition of existing assets, rather than expanding capacity of the system. The policy reflects the fact that funding shortfalls are expected in the future, and limiting additional maintenance costs for additional infrastructure is in the states' best interest.
- Conduct research to understand how the future implementation of autonomous trucks may be relevant to freight transportation needs in the area, and what engineering facilities may be needed to support autonomous vehicle operations.

Programs

Potential programs that MnDOT and local stakeholders could implement include:

- Update or “refresh” the Manufacturers’ Perspectives study on a 5- or 10-year basis, to gather relevant feedback and evaluate how freight needs and issues are changing over time.

Partnerships

Since MnDOT only has control over a limited portion of the freight network and has limited resources to support maintenance and improvement, partnership with other public agencies and private stakeholders will be an important element of future work on the freight system. Potential partnership opportunities include:

- Encourage state and federal lawmakers to develop stable funding policies and sources for freight, and the transportation system in general.
- Offer assistance to county and local governments with long-range planning. As noted above, many freight issues occur off of MnDOT’s trunk highway network, so collaboration with local governments may be necessary to solve first- and last-mile freight movement needs and issues.
- Engage with South Dakota DOT to ensure that highways critical to freight in District 8 (US-12, US-212, US-14, etc.) are adequately maintained. Other topics for collaboration include weight limit harmonization and the creation or preservation of oversize-overweight truck corridors.
- Partner with local educational institutions to support truck driver training programs, with goal to ensure local businesses have enough drivers.
- Public education with local law enforcement and media to help public understand how to drive around trucks.

5 Conclusions and Next Steps

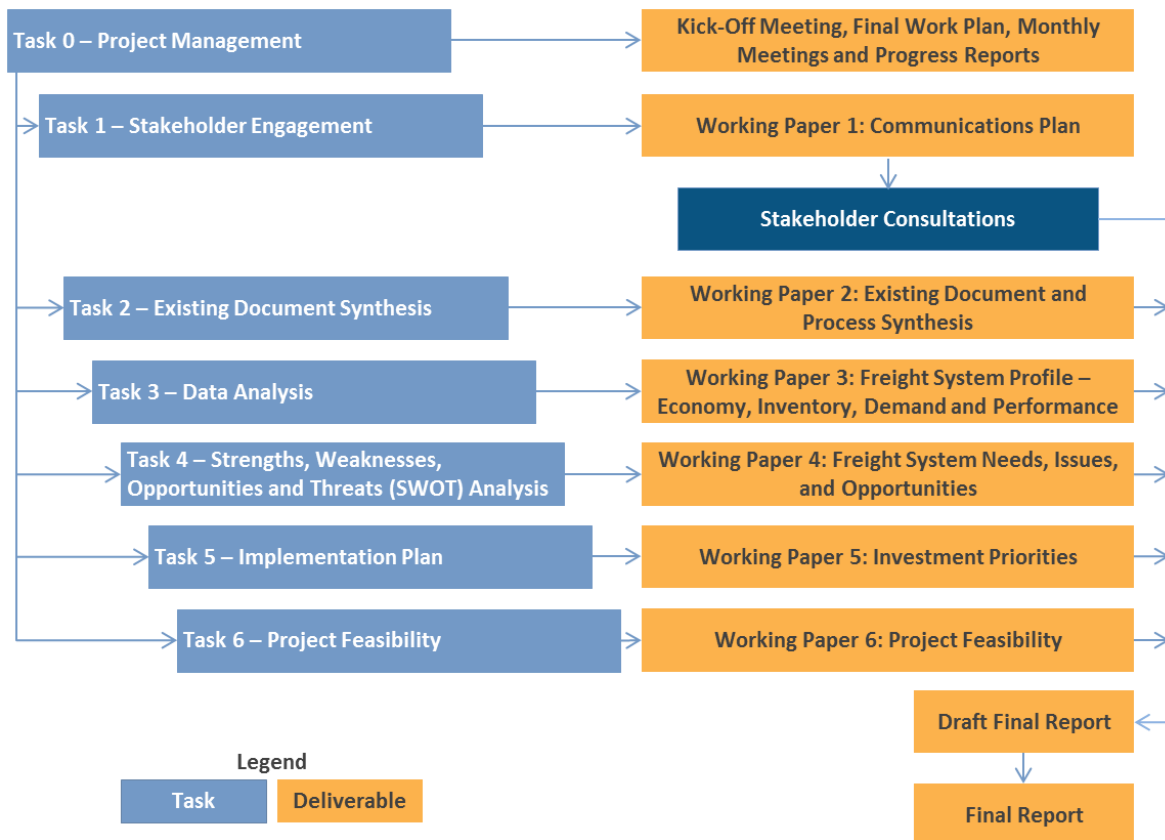
5.1 Conclusions

District 8's freight system consists primarily of road and rail assets, which provide an extensive range of freight services and support the continued economic well-being of the district, particularly in agriculture and manufacturing. These assets face needs and issues related to mobility, condition, and performance, and some of the biggest issues for the District include low railroad bridges, a need for more passing and turning lanes on trunk highways, and improved maintenance of county and local roads.

5.2 Next Steps

As shown in the following figure, this Working Paper represents the results of Task 4 and provides input for Task 5. The next step of work will focus on scoring and ranking identified system gaps, with the intention of selecting a number of gaps for advancement to pre-engineering feasibility studies. The goal of this pre-engineering work will be to provide potential solutions to top unaddressed freight needs and issues in the District and create project concepts that can compete for funding in future freight-related solicitations.

Figure 27: Project Approach



Appendix A: Stakeholder-Identified Needs and Issues

This appendix contains a list of the location-specific stakeholder needs and issues identified through consultations, Advisory Committee and Technical Team feedback, and previous work such as the Manufacturers' Perspectives Study. The fields in the table below are:

- **ID:** This code refers to the need/issue ID printed on maps in this Working Paper. IDs beginning with "S" denote needs or issues identified by stakeholders, while IDs beginning with "D" denote needs or issues identified by analysis of data.
- **Source:** The source of the comment, such as stakeholder feedback, or analysis of a specific dataset.
- **Type:** intersection, or highway corridor
- **Highway Name or Number**
- **Need/Issue Type:** This field corresponds to the primary need or issue associated with the location. Needs and issues were coded in four ways: safety, condition, performance, or mobility.
- **Additional Information:** where available, additional details from stakeholder comments were noted here.

ID	Source	Type	Hwy	Location	Type	Additional Information
S1	Impl. Tracker	Intersection	MN-23	S. Hiawatha & Hwy 23	Safety	Stop bars missing
S2	Impl. Tracker	Intersection	US-75		Safety	Add turn lane at the intersection of 101st St and 75
S3	Impl. Tracker	Intersection	US-75	1648 Hwy 75	Safety	This curve is really hard to see traffic, esp. with a corn crop in fields
S4	Impl. Tracker	Intersection	US-75	State Hwy 75 and County Hwy 17 (Ivanhoe)	Safety	Grove of trees blocks view if you go East at this intersections. Maybe some flashing lights along with stop signs will help. Have seen people miss that stop sign and cross Hwy 75 Fed Ex
S5	Impl. Tracker	Intersection	MN 91	Lake Wilson	Safety	Bad curve on Hwy 91 by bank in Lake Wilson
S6	Impl. Tracker	Intersection	US 14	US-71 and US-14	Safety	Prestop warning sign on 14 and 71 is not timed right--does not give enough time to stop
S7	Impl. Tracker	Intersection	MN-23	Hwy 23 South & Jct 15	Safety	Stop bars missing
S8	2019 Consultations	Intersection	CR-33	CR-33 intersection MN-68 by Marshall	Safety	CH33 toward MN-68- add acceleration lane
S9	2019 Consultations	Intersection	MN-59	MN-59 and CR-33 by Marshall	Safety	MN-59 and CH-33, Challenge to get across lower the speed limit. Light up sign to announce cars approaching. Trucks need to cross 59 to get to ADM plant. North side of Marshall. 75-100 trucks over intersection.
S10	Impl. Tracker	Intersection	US-59	US-59 and MN-19	Safety	90 degree angle on 19 E is hard in difficult weather; 59 and 19 intersection?
S11	2019 Consultations	Intersection	MN-23	US-59 by Marshall	Safety	19/MN-23 and 59/MN-23. Busy intersections. Used to be 4 way stops, was safer. vehicles passing through lights at speed. Bypass around Marshall?
S12	2019 Consultations	Intersection	MN-23	Marshall	Safety	Marshall J-turns are awkward. See Saratoga and TH-23. Spacing and speed issues make them difficult for trucks to navigate.

ID	Source	Type	Hwy	Location	Type	Additional Information
S13	2019 Consultations	Intersection	MN-23	CR-19 by Marshall	Safety	19/MN-23 and 59/MN-23. Busy intersections. Used to be 4 way stops, was safer vehicles passing through lights at speed. Bypass around Marshall?
S14	Impl. Tracker	Intersection	MN 19	HWY 19 and Channel Parkway on west of Marshall	Safety	Have previously reviewed for a left turn lane but limited space between the bridge and RR tracks. Would need to be done at time of bridge replacement.
S15	Impl. Tracker	Intersection	MN-4	Hector	Safety	Want 30 mph expanded on 4 to go further out because forklifts cross road
S16	Impl. Tracker	Intersection	US 12		Safety	Not enough clear time to get through - MN Rubber
S17	2019 Consultations	Intersection	Mills Street	Downtown Redwood Falls	Safety	Weird intersection downtown with crossover on Mills St.
S18	2019 Consultations	Segment	MN-23	Marshall to Pipestone	Mobility	Extend passing lanes
S19	2019 Consultations	Segment	MN-29	Marshall to Worthington	Mobility	Add passing lanes from Marshall down to Worthington - high volume corridor, and currently lacks passing lanes.
S20	2019 Consultations	Segment	MN-68	West of Marshall	Safety	Narrow shoulders create hazard for trucks tipping over.
S21	2019 Consultations	Segment	Kandiyohi CR-9	East of Willmar	Mobility	Bypass completed and it comes around town, county road 9 is horrible (safety, condition, and performance); there are no lights so things slow down, especially for truckers.
S22	2019 Consultations	Segment	US-12	Willmar to Twin Cities	Mobility	Passing lanes on 12 to cities drivers don't know how to pass or maintain speed.
S23	2019 Consultations	Segment	MN-23	Willmar to I-94	Mobility	Make 23 full 4-lane to St. Cloud
S24	2019 Consultations	Segment	CR-17	Prairies Edge	Mobility	Paving request: County Road 17, 2 mile stretch between County 43 and Highway 23 by Prairies Edge
S25	2019 Consultations	Segment	CR-12	Redwood Falls	Mobility	Paving request: County Road 12- Between Highway 71 and County Road 13 near Redwood Falls

ID	Source	Type	Hwy	Location	Type	Additional Information
S26	2019 Consultations	Segment	US-212	SD border to TH-75	Safety	Highway 212 was recently redone from the junction of highway 75 to the South Dakota border. The shoulder was left unpaved and is covered in loose gravel. When meeting contraflow they sometimes move to the shoulder and kick up gravel which can
S27	2019 Consultations	Segment	MN-40	West of Willmar	Safety	Highway 40 needs hard shoulder for 20 miles west of Willmar to support milk truck movements, other truck movements.
S28	2019 Consultations	Segment	Kandiyohi CR-55	West side of Willmar	Mobility	Make CH-55 4-lane on west side of Willmar.
S29	2019 Consultations	Segment	US-23	SW side of Willmar	Mobility	Make US-23 4-lane south of Willmar, where ROW already exists
S30	2019 Consultations	Segment	US-59	North and South of Marshall	Mobility	It would be nice if this was four lane, it is four lane in every other direction, especially down to the south
S31	2019 Consultations	Segment	US-212	Marshall to Twin Cities	Mobility	Make 212 4-lane
S32	2019 Consultations	Segment	MN-7	MN-7	Mobility	Highway 7 should be double-lane.
S33	2019 Consultations	Segment	MN-68	Highway 68 from Marshall to SD	Safety	Widen it and add turn lanes for safety, congestion, add shoulders
S34	2019 Consultations	Segment	MN-40	West of Willmar	Safety	Highway 40 needs shoulders for safety.
S35	2019 Consultations	Corridor	MN-67	Granite Falls to US-75	Mobility	Granite Falls to Highway 75 speed limits are only 55 mph, but no activity out there. Up it to 60 MPH.
S36	2019 Consultations	Corridor	US-12	Willmar to Twin Cities	Safety	Highway 12 needs better or more consistent turn lanes safety consideration not all have left turn by-passes, and drivers take risks. More passing lanes might be better too.
S37	Impl. Tracker	Segment	MN-23	Ihlen to Jasper -- Deer Crossing	Safety	There are a lot of deer crossings between Ihlen and Jasper but there are not a lot of signs -- they need signs.

ID	Source	Type	Hwy	Location	Type	Additional Information
S38	Impl. Tracker	Segment	MN 269	Jasper to SD	Safety	Wider shoulders on 269 west of Jasper would be useful (road widens in South Dakota) Perhaps narrow shoulders are deterrent to I-90 weigh station run around?
S39	Impl. Tracker	Segment	MN 269	269 from Jasper to SD Hwy 11	Condition	Potholes, cracks, chunks of side road missing. Needs gravel on both sides of Road.
S40	Impl. Tracker	Segment	MN 30	Hwy 30 between Lake Wilson and Hadley	Condition	Flooding Issues because of snow melt, potentially a plugged culvert. "Heard that MN ditches are shallower than they are in Iowa, and therefore they fill up with snow faster, which leads to increased drifting over the floods" Particularly bad on Hwy 30
S41	Impl. Tracker	Segment	MN 4		Condition	Snow removal on HWY 4 is slow
S42	Impl. Tracker	Segment	MN 55	Eden Valley to Paynesville	Safety	HWY 55 Eden Valley to Paynesville needs shoulder
S43	Impl. Tracker	Segment	US 14	E. and W. of Tyler	Mobility	This section of Hwy 14 is prone to flooding in locations east and west of Tyler
S44	Impl. Tracker	Segment	US 14	Tyler to Balaton	Condition	Rough Road on HWY 14 from Tyler to Balaton. Would also like wider shoulders, at least 6 feet on each side.
S45	Impl. Tracker	Segment	US-59	US-59 N. of Marshall	Safety	HWY 59 has little or no shoulder, needs to support weight of truck
S46	Impl. Tracker	Segment	US-75	US-75 Pipestone to Luverne	Condition	Very rough road.
S47	Impl. Tracker	Segment	US-75	Hwy 75 and Co. 25	Safety	No Yellow pass line painted
S48	2019 Consultations	Segment	MN-19	MN-5 to US-169	Mobility	Highway 19 (5 to 169) closed.
S49	2019 Consultations	Segment	MN-33 and US-59	Marshall	Mobility	Congestion is very minimal; 33 onto 59 for one hour in the morning is bad leading into Marshall and that is it.
S50	2019 Consultations	Intersection	MN-7	MN-7 at US-71	Mobility	Highway 7 roundabouts are very tight.

ID	Source	Type	Hwy	Location	Type	Additional Information
S51	Impl. Tracker	Intersection	MN 7	Clara City	Mobility	HWY 7 in Clara City -- make too narrow of a driveway. Would like to work with MnDOT.
S52	Impl. Tracker	Intersection	MN 7	Hutchinson	Mobility	Gate or flashing light for road closure on 7 west of Hutch
S53	AC Online Survey	Segment	MN-22	Glencoe	Safety	Trunk Highway 7 & 22 - pave all shoulders
S54	AC Online Survey	Segment	MN-22	Glencoe	Mobility	TH 22 connectivity to US 212 - Glencoe corridor
S55	AC Online Survey	Segment	MN-15	Hutchinson	Safety	Need passing lanes from Hutchinson to I-94
S56	Gen Online Survey	Segment	US Highway 71 and MN Highway 19/67	Redwood Falls	Safety	US Highway 71 and MN Highway 19/67 Safety improvements and traffic flow through the City of Redwood Falls. Traffic speeds vary along this wide open section of corridor and with the ADT make it difficult for staff to safely turn onto and off of US Highway 71 within the City.
S57	Gen Online Survey	Segment	US 59	Slayton	Condition	Hwy 59 from Slayton to Hwy 30 at 'Pete's Corner'.
S58	Gen Online Survey	Segment	US-152	Willmar to MPLS	Safety	US-12 between Willmar & Metro--request 4 lane rather than passing lanes. Non-commercial traffic will travel significantly slower than posted speeds in the 2 lane area and speed up not allowing other vehicles to pass in the passing lanes.
S59	2019 Consultations	Segment	US-212	TH-75 to South Dakota	Condition	Highway 212 was recently redone from the junction of Highway 75 to the South Dakota border. The shoulder was left unpaved and is covered in loose gravel. When meeting contraflow they sometimes move to the shoulder and kick up gravel which can cause damage to windshields, truck and cargo. Is it possible to oil the shoulders to lessen the impact of loose sediment?
S60	Gen Online Survey	Intersection	MN-23	Wilmar	Safety	Would like ramps constructed on the Kandiyohi county 5 & MN highway 23 intersection

Appendix B: Data-Identified Needs and Issues

This appendix contains a list of location-specific needs and issues identified through analysis of data provided by MnDOT. The fields in the table below are:

- **ID:** This code refers to the need/issue ID printed on maps in this Working Paper. IDs beginning with a “D” indicate needs and issues identified from data analysis.
- **Source:** the data source used to identify the need or issue.
- **Type:** Intersection, or Highway Corridor
- **Need/Issue Type:** This field corresponds to the primary need or issue associated with the location. Needs and issues were coded in four ways: safety, condition, performance, or mobility.
- **Additional Information:** where available, additional details on why the corridor or intersection was identified as having a need or issue.

ID	Source	Type	Hwy	Type	Additional Information
D1	MnDOT Highway Safety Data	Intersection	MNTH 19	Safety	More than 2 crashes at this location between 2017 - 2018
D2	MnDOT Highway Safety Data	Intersection	SIBLEY AVE	Safety	More than 2 crashes at this location between 2017 - 2018
D3	MnDOT Highway Safety Data	Intersection	MNTH 23	Safety	More than 2 crashes at this location between 2017 - 2018
D4	MnDOT Highway Safety Data	Intersection	MNTH 19	Safety	More than 2 crashes at this location between 2017 - 2018
D5	MnDOT Highway Safety Data	Intersection	MNTH 23	Safety	More than 2 crashes at this location between 2017 - 2018
D6	MnDOT Highway Safety Data	Intersection	USTH 12	Safety	More than 2 crashes at this location between 2017 - 2018
D7	MnDOT Highway Safety Data	Intersection	15TH AVE SW	Safety	More than 2 crashes at this location between 2017 - 2018
D8	MnDOT Highway Safety Data	Intersection	USTH 212	Safety	More than 2 crashes at this location between 2017 - 2018
D9	MnDOT Highway Safety Data	Intersection	E COLLEGE DR	Safety	More than 2 crashes at this location between 2017 - 2018
D10	MnDOT Highway Safety Data	Intersection	MNTH 15	Safety	More than 2 crashes at this location between 2017 - 2018
D11	MnDOT Highway Safety Data	Intersection	USTH 212	Safety	More than 2 crashes at this location between 2017 - 2018
D12	MnDOT Highway Safety Data	Intersection	USTH 71	Safety	More than 2 crashes at this location between 2017 - 2018
D13	MnDOT Highway Safety Data	Intersection	USTH 12	Safety	More than 2 crashes at this location between 2017 - 2018
D14	MnDOT Highway Safety Data	Intersection	50TH ST SE	Safety	More than 2 crashes at this location between 2017 - 2018
D15	MnDOT Highway Safety Data	Intersection	45TH ST SW	Safety	More than 2 crashes at this location between 2017 - 2018
D16	MnDOT Highway Safety Data	Intersection	CSAH 5	Safety	More than 2 crashes at this location between 2017 - 2018
D17	MnDOT Highway Safety Data	Intersection	MNTH 19	Safety	More than 2 crashes at this location between 2017 - 2018
D18	MnDOT Highway Safety Data	Intersection	ERIE RD	Safety	More than 2 crashes at this location between 2017 - 2018
D19	MnDOT Highway Safety Data	Intersection	HWY 212	Safety	More than 2 crashes at this location between 2017 - 2018
D20	MnDOT Highway Safety Data	Intersection	MNTH 23	Safety	More than 2 crashes at this location between 2017 - 2018
D21	MnDOT Highway Safety Data	Intersection	USTH 12	Safety	More than 2 crashes at this location between 2017 - 2018

ID	Source	Type	Hwy	Type	Additional Information
D22	MnDOT Highway Safety Data	Intersection	MNTH 91	Safety	More than 2 crashes at this location between 2017 - 2018
D23	MnDOT Highway Safety Data	Intersection	MNTH 7	Safety	More than 2 crashes at this location between 2017 - 2018
D24	MnDOT Highway Safety Data	Segment	MNTH 119	Safety	Segment with high density crash rates
D25	MnDOT Highway Safety Data	Segment	MNTH 9	Safety	Segment with high density crash rates
D26	MnDOT Highway Safety Data	Segment	MNTH 9	Safety	Segment with high density crash rates
D27	MnDOT Highway Safety Data	Segment	MNTH 9	Safety	Segment with high density crash rates
D28	MnDOT Highway Safety Data	Segment	MNTH 9	Safety	Segment with high density crash rates
D29	MnDOT Highway Safety Data	Segment	Front	Safety	Segment with high density crash rates
D30	MnDOT Highway Safety Data	Segment	Front	Safety	Segment with high density crash rates
D31	MnDOT Highway Safety Data	Segment	Front	Safety	Segment with high density crash rates
D32	MnDOT Highway Safety Data	Segment	MNTH 7	Safety	Segment with high density crash rates
D33	MnDOT Highway Safety Data	Segment	MNTH 68	Safety	Segment with high density crash rates
D34	MnDOT Highway Safety Data	Segment	Broadway	Safety	Segment with high density crash rates
D35	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D36	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D37	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D38	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D39	MnDOT Highway Safety Data	Segment	MNTH 23	Safety	Segment with high density crash rates
D40	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D41	MnDOT Highway Safety Data	Segment	13th	Safety	Segment with high density crash rates
D42	MnDOT Highway Safety Data	Segment	13th	Safety	Segment with high density crash rates

ID	Source	Type	Hwy	Type	Additional Information
D43	MnDOT Highway Safety Data	Segment	MNTH 23	Safety	Segment with high density crash rates
D44	MnDOT Highway Safety Data	Segment	MNTH 22	Safety	Segment with high density crash rates
D45	MnDOT Highway Safety Data	Segment	MNTH 22	Safety	Segment with high density crash rates
D46	MnDOT Highway Safety Data	Segment	280th	Safety	Segment with high density crash rates
D47	MnDOT Highway Safety Data	Segment	USTH 75	Safety	Segment with high density crash rates
D48	MnDOT Highway Safety Data	Segment	MNTH 15	Safety	Segment with high density crash rates
D49	MnDOT Highway Safety Data	Segment	MNTH 15	Safety	Segment with high density crash rates
D50	MnDOT Highway Safety Data	Segment	280th	Safety	Segment with high density crash rates
D51	MnDOT Highway Safety Data	Segment	MNTH 23	Safety	Segment with high density crash rates
D52	MnDOT Highway Safety Data	Segment	MNTH 23	Safety	Segment with high density crash rates
D53	MnDOT Highway Safety Data	Segment	280th	Safety	Segment with high density crash rates
D54	MnDOT Highway Safety Data	Segment	Maple	Safety	Segment with high density crash rates
D55	MnDOT Highway Safety Data	Segment	MNTH 22	Safety	Segment with high density crash rates
D56	D8 Bridge Clearance/Condition Data	Intersection	MN-40	Performance	Vertical Bridge Clearance is <14.6'
D57	D8 Bridge Clearance/Condition Data	Intersection	US-59	Performance	Vertical Bridge Clearance is <14.6'
D58	D8 Bridge Clearance/Condition Data	Intersection	US-212	Performance	Vertical Bridge Clearance is <14.6'
D59	D8 Bridge Clearance/Condition Data	Intersection	US-212	Performance	Vertical Bridge Clearance is <14.6'
D60	D8 Bridge Clearance/Condition Data	Intersection	US-59	Performance	Vertical Bridge Clearance is <14.6'

ID	Source	Type	Hwy	Type	Additional Information
D61	D8 Bridge Clearance/Condition Data	Intersection	US-71	Performance	Vertical Bridge Clearance is <14.6'
D62	D8 Bridge Clearance/Condition Data	Intersection	US-71	Performance	Vertical Bridge Clearance is <14.6'
D63	D8 Bridge Clearance/Condition Data	Intersection	MN-23	Performance	Vertical Bridge Clearance is <14.6'
D64	D8 Bridge Clearance/Condition Data	Intersection	MN-22	Performance	Vertical Bridge Clearance is <14.6'
D65	D8 Bridge Clearance/Condition Data	Intersection	MN-22	Performance	Vertical Bridge Clearance is <14.6'
D66	D8 Bridge Clearance/Condition Data	Intersection	MN-15	Performance	Vertical Bridge Clearance is <14.6'
D67	D8 Bridge Clearance/Condition Data	Intersection	US-12	Performance	Vertical Bridge Clearance is <14.6'
D68	D8 Bridge Clearance/Condition Data	Intersection	US-12	Performance	Vertical Bridge Clearance is <14.6'
D69	D8 Bridge Clearance/Condition Data	Intersection	US-12	Performance	Vertical Bridge Clearance is <14.6'
D70	D8 Bridge Clearance/Condition Data	Intersection	MN-55	Performance	Vertical Bridge Clearance is <14.6'
D71	D8 Bridge Clearance/Condition Data	Intersection	US-12	Performance	Vertical Bridge Clearance is <14.6'
D72	D8 Bridge Clearance/Condition Data	Intersection	MN-30	Performance	Vertical Bridge Clearance is <14.6'
D73	D8 Bridge Clearance/Condition Data	Intersection	US-71	Performance	Vertical Bridge Clearance is <14.6'

ID	Source	Type	Hwy	Type	Additional Information
D74	D8 Bridge Clearance/Condition Data	Intersection	US-71	Performance	Vertical Bridge Clearance is <14.6'
D75	D8 Bridge Clearance/Condition Data	Intersection	MN-19	Performance	Vertical Bridge Clearance is <14.6'
D76	D8 Bridge Clearance/Condition Data	Intersection	US-14	Performance	Vertical Bridge Clearance is <14.6'
D77	D8 Bridge Clearance/Condition Data	Intersection	US-14	Performance	Vertical Bridge Clearance is <14.6'
D78	D8 Bridge Clearance/Condition Data	Intersection	MN-23	Performance	Vertical Bridge Clearance is <14.6'
D79	D8 Bridge Clearance/Condition Data	Intersection	US-212	Performance	Vertical Bridge Clearance is <14.6'
D80	D8 Bridge Clearance/Condition Data	Intersection	CR-43	Performance	Vertical Bridge Clearance is <14.6'
D81	MnDOT At Grade Rail Crossings	Intersection	LAKELAND DR SE	Safety	Rail Risk Rating is >7
D82	MnDOT At Grade Rail Crossings	Intersection	7TH ST SW	Safety	Rail Risk Rating is >7
D83	MnDOT At Grade Rail Crossings	Intersection	30TH ST NW	Safety	Rail Risk Rating is >7
D84	MnDOT At Grade Rail Crossings	Intersection	WILLMAR AVE SW	Safety	Rail Risk Rating is >7
D85	MnDOT At Grade Rail Crossings	Intersection	30TH ST SW	Safety	Rail Risk Rating is >7
D86	MnDOT At Grade Rail Crossings	Intersection	W COLLEGE DR	Safety	Rail Risk Rating is >7
D87	MnDOT At Grade Rail Crossings	Intersection	240TH AVE	Safety	Rail Risk Rating is >7
D88	MnDOT At Grade Rail Crossings	Intersection	CSAH 1	Safety	Rail Risk Rating is >7

ID	Source	Type	Hwy	Type	Additional Information
D89	MnDOT At Grade Rail Crossings	Intersection	8TH AVE NE	Safety	Rail Risk Rating is >7
D90	MnDOT At Grade Rail Crossings	Intersection	E MAIN ST	Safety	Rail Risk Rating is >7
D91	MnDOT At Grade Rail Crossings	Intersection	45TH ST NW	Safety	Rail Risk Rating is >7
D92	MnDOT At Grade Rail Crossings	Intersection	45TH AVE SW	Safety	Rail Risk Rating is >7
D93	MnDOT At Grade Rail Crossings	Intersection	75TH AVE SW	Safety	Rail Risk Rating is >7
D94	MnDOT At Grade Rail Crossings	Intersection	220TH AVE	Safety	Rail Risk Rating is >7
D95	MnDOT At Grade Rail Crossings	Intersection	150TH ST	Safety	Rail Risk Rating is >7
D96	MnDOT At Grade Rail Crossings	Intersection	BLAINE ST	Safety	Rail Risk Rating is >7
D97	MnDOT At Grade Rail Crossings	Intersection	650TH AVE	Safety	Rail Risk Rating is >7
D98	MnDOT At Grade Rail Crossings	Intersection	540TH ST	Safety	Rail Risk Rating is >7
D99	MnDOT At Grade Rail Crossings	Intersection	290TH AVE	Safety	Rail Risk Rating is >7
D100	MnDOT At Grade Rail Crossings	Intersection	DIKE RD	Safety	Rail Risk Rating is >7
D101	MnDOT At Grade Rail Crossings	Intersection	WASHINGTON AVE	Safety	Rail Risk Rating is >7
D102	MnDOT At Grade Rail Crossings	Intersection	121ST ST	Safety	Rail Risk Rating is >7
D103	MnDOT At Grade Rail Crossings	Intersection	9TH ST NE	Safety	Rail Risk Rating is >7
D104	MnDOT At Grade Rail Crossings	Intersection	310TH AVE	Safety	Rail Risk Rating is >7
D105	MnDOT At Grade Rail Crossings	Intersection	CSAH 1	Safety	Rail Risk Rating is >7
D106	MnDOT At Grade Rail Crossings	Intersection	190TH ST NE	Safety	Rail Risk Rating is >7
D107	MnDOT At Grade Rail Crossings	Intersection	160TH ST NE	Safety	Rail Risk Rating is >7

ID	Source	Type	Hwy	Type	Additional Information
D108	D8 Bridge Clearance/Condition Data	Intersection	MAIN ST (MUN 22)	Condition	Bridge Condition Rating is <50%
D109	D8 Bridge Clearance/Condition Data	Intersection	MAIN ST (MUN 22)	Condition	Bridge Condition Rating is <50%
D110	D8 Bridge Clearance/Condition Data	Intersection	CSAH 2	Condition	Bridge Condition Rating is <50%
D111	D8 Bridge Clearance/Condition Data	Intersection	CSAH 8	Condition	Bridge Condition Rating is <50%
D112	D8 Bridge Clearance/Condition Data	Intersection	TWP 87	Condition	Bridge Condition Rating is <50%
D113	D8 Bridge Clearance/Condition Data	Intersection	CSAH 2	Condition	Bridge Condition Rating is <50%
D114	D8 Bridge Clearance/Condition Data	Intersection	CSAH 38	Condition	Bridge Condition Rating is <50%
D115	D8 Bridge Clearance/Condition Data	Intersection	TH 40	Condition	Bridge Condition Rating is <50%
D116	D8 Bridge Clearance/Condition Data	Intersection	50TH AVE	Condition	Bridge Condition Rating is <50%
D117	D8 Bridge Clearance/Condition Data	Intersection	CSAH 16	Condition	Bridge Condition Rating is <50%
D118	D8 Bridge Clearance/Condition Data	Intersection	CSAH 2	Condition	Bridge Condition Rating is <50%
D119	D8 Bridge Clearance/Condition Data	Intersection	CSAH 22	Condition	Bridge Condition Rating is <50%
D120	D8 Bridge Clearance/Condition Data	Intersection	CSAH 8	Condition	Bridge Condition Rating is <50%

ID	Source	Type	Hwy	Type	Additional Information
D121	D8 Bridge Clearance/Condition Data	Intersection	CSAH 20	Condition	Bridge Condition Rating is <50%
D122	D8 Bridge Clearance/Condition Data	Intersection	220TH ST	Condition	Bridge Condition Rating is <50%
D123	D8 Bridge Clearance/Condition Data	Intersection	CR 60	Condition	Bridge Condition Rating is <50%
D124	D8 Bridge Clearance/Condition Data	Intersection	CSAH 8	Condition	Bridge Condition Rating is <50%
D125	D8 Bridge Clearance/Condition Data	Intersection	TWP 362	Condition	Bridge Condition Rating is <50%
D126	D8 Bridge Clearance/Condition Data	Intersection	CSAH 12	Condition	Bridge Condition Rating is <50%
D127	D8 Bridge Clearance/Condition Data	Intersection	CR 64	Condition	Bridge Condition Rating is <50%
D128	D8 Bridge Clearance/Condition Data	Intersection	CR 81	Condition	Bridge Condition Rating is <50%
D129	D8 Bridge Clearance/Condition Data	Intersection	CSAH 3	Condition	Bridge Condition Rating is <50%
D130	D8 Bridge Clearance/Condition Data	Intersection	CSAH 15	Condition	Bridge Condition Rating is <50%
D131	D8 Bridge Clearance/Condition Data	Intersection	CR 56	Condition	Bridge Condition Rating is <50%
D132	D8 Bridge Clearance/Condition Data	Intersection	CSAH 3	Condition	Bridge Condition Rating is <50%
D133	D8 Bridge Clearance/Condition Data	Intersection	250 AVE (TWP 90)	Condition	Bridge Condition Rating is <50%

ID	Source	Type	Hwy	Type	Additional Information
D134	D8 Bridge Clearance/Condition Data	Intersection	380 ST (TWP 72)	Condition	Bridge Condition Rating is <50%
D135	D8 Bridge Clearance/Condition Data	Intersection	190TH ST - TWNS 118	Condition	Bridge Condition Rating is <50%
D136	D8 Bridge Clearance/Condition Data	Intersection	TWP 26	Condition	Bridge Condition Rating is <50%
D137	D8 Bridge Clearance/Condition Data	Intersection	370 ST	Condition	Bridge Condition Rating is <50%
D138	D8 Bridge Clearance/Condition Data	Intersection	TWP 59	Condition	Bridge Condition Rating is <50%
D139	D8 Bridge Clearance/Condition Data	Intersection	HARVEST (TWNS 73)	Condition	Bridge Condition Rating is <50%
D140	D8 Bridge Clearance/Condition Data	Intersection	HUNTER (TWNS 196)	Condition	Bridge Condition Rating is <50%
D141	D8 Bridge Clearance/Condition Data	Intersection	GRANDVIEW - TWNS 96	Condition	Bridge Condition Rating is <50%
D142	D8 Bridge Clearance/Condition Data	Intersection	TWP 189	Condition	Bridge Condition Rating is <50%
D143	D8 Bridge Clearance/Condition Data	Intersection	230TH ST (TWNS 17)	Condition	Bridge Condition Rating is <50%
D144	D8 Bridge Clearance/Condition Data	Intersection	200TH ST (TWNS 36)	Condition	Bridge Condition Rating is <50%
D145	D8 Bridge Clearance/Condition Data	Intersection	390 St. (TWP 75)	Condition	Bridge Condition Rating is <50%
D146	D8 Bridge Clearance/Condition Data	Intersection	TWP 95	Condition	Bridge Condition Rating is <50%

ID	Source	Type	Hwy	Type	Additional Information
D147	D8 Bridge Clearance/Condition Data	Intersection	TWP 52	Condition	Bridge Condition Rating is <50%
D148	D8 Bridge Clearance/Condition Data	Intersection	TH 19 ACCESS RD	Condition	Bridge Condition Rating is <50%

Appendix C: Identified Projects

This appendix contains a list of the specific projects identified from MnDOT and County planning documents. The fields in the table below are:

- **ID:** This code refers to the need/issue ID printed on maps in this Working Paper.
- **Program:** the funding program which listed the project
- **Project Number:** identifier assigned by planning agency
- **Route or Location:** the highway name or number corresponding to the project
- **Year:** first year of programmed work
- **Description:** when available, a description of the work to be performed.

Note: there are some differences in the attributes available for each project or investment plan, and not all fields are populated for each project. Items without a specific route or location listed have still been mapped based on maps and data included with the investment plans.

ID	Program	Project Number	Route or location	Year	Description
P1	CHIP	5904-26	MN30	2020	3.5 MILES W. OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGES 4566 * 4468 (STREAM X-ING)
P2	CHIP	3701-91	MN40	2020	3.5 MILES S. OF MN 119, REPLACE BRIDGE 6706
P3	CHIP	4701-33	MN4	2020	2.6 MILES N. OF RENVILLE/MEEKER COUNTY LINE, REPLACE BRIDGE 6801
P4	CHIP	1003-38	MN7	2020	1.8 MILES E. OF MCLEOD/CARVER COUNTY LINE, REPLACE BRIDGE 8518 (STREAM X-ING) (METRO ATP)
P5	CHIP	4101-90	US14	2020	1.8 MILES E. OF SOUTH DAKOTA/MINNESOTA STATE LINE, REPLACE BRIDGE 1686 (STREAM X-ING)
P6	CHIP	5902-25	MN23	2020	**AC** US 75 (PIPESTONE) TO 1.8 MILES N. OF MN 91, MEDIUM MILL * OVERLAY * RE-DECK BRIDGE 59002 (INFLATED COST IS \$11.1M)
P7	CHIP	4109-30	US75	2020	1.6 MILES S. OF LINCOLN/YELLOW MEDICINE COUNTY LINE, REPLACE BRIDGE 8373 (STREAM X-ING)
P8	CHIP	5101-	MN30	2020	4.1 MILES E. OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGES 8172 * 8716
P9	CHIP	5101-	MN30	2020	4.1 MILES E. OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGES 8172 * 8716
P10	CHIP	3703-	US75	2020	3 MILES S OF MN 7, REPLACE BRIDGE 9017
P11	CHIP	8703-	US59	2020	5 MILES S OF MN 67, REPLACE BRIDGE 6751
P12	STIP	4203-50	MN23	2020	Replace Bridge
P13	STIP	4203-50	MN23	2020	Replace Bridge
P14	STIP	4203-50	MN23	2020	Replace Bridge
P15	STIP	4203-50	MN23	2020	Replace Bridge
P16	STIP	1206-91	MN29	2020	Replace Bridge
P17	STIP	5906-42	US75	2020	Replace Bridge
P18	STIP	6403-37	MN19	2021	Replace Bridge

ID	Program	Project Number	Route or location	Year	Description
P19	STIP	5103-91	MN30	2022	Replace Bridge
P20	STIP	3409-19	MN40	2021	Replace Bridge
P21	STIP	3409-19	MN40	2021	Replace Bridge
P22	STIP	4210-49	MN68	2021	Replace Bridge
P23	STIP	4210-49	MN68	2021	Replace Bridge
P24	STIP	4210-49	MN68	2021	Replace Bridge
P25	STIP	4210-49	MN68	2021	Replace Bridge
P26	STIP	4209-27	US59	2022	Replace Bridge
P27	STIP	4209-27	US59	2022	Replace Bridge
P28	STIP	4103-11	MN19	2023	Replace Bridge
P29	STIP	4103-11	MN19	2023	Replace Bridge
P30	STIP	4103-11	MN19	2023	Replace Bridge
P31	STIP	4206-23	MN23	2023	Replace Bridge
P32	STIP	6405-68	US71	2021	Replace Bridge
P33	STIP	4208-61	US14	2020	Slope Stabilization
P34	STIP	4208-61	US59	2020	Slope Stabilization

ID	Program	Project Number	Route or location	Year	Description
P35	STIP	4208-61	US14	2020	Slope Stabilization
P36	STIP	4208-61	US59	2020	Slope Stabilization
P37	STIP	4207-59	N/A	2020	Snow Fence
P38	STIP	3407-94	N/A	2021	Mid-block Crossing
P39	STIP	3408-90	N/A	2022	RCI
P40	STIP	6509-30	N/A	2021	Upgrade Railroad Signal
P41	STIP	3412-73	N/A	2021	RCI
P42	STIP	4310-93	N/A	2022	RCI
P43	STIP	8707-95	N/A	2020	Slope Repair
P44	Chippewa	N/A	CSAH 39, BNSF RR Crossing Gates	2020	CSAH 39, BNSF RR Crossing Gates
P45	Chippewa	N/A	CSAH 7 in Stewart, Install new RR Gates/Signals	2018	CSAH 7 in Stewart, Install new RR Gates/Signals
P46	Chippewa	N/A	0.1 MI E OF W JCT TH 23	2019	Bridge 90170, Granite Falls
P47	Chippewa	N/A	N/A	2019	Bridge 8x8 Box, CR 40
P48	Chippewa	N/A	IN CLARA CITY	2019	Bridge 12519, CSAH 2

ID	Program	Project Number	Route or location	Year	Description
P49	Chippewa	N/A	0.3 MI E OF JCT CSAH 2	2019	Bridge 12517, CSAH 13
P50	Chippewa	N/A	1.8 MI N OF JCT CSAH 15	2020	Bridge L9140, Sparta
P51	Chippewa	N/A	0.3 MI E OF JCT CSAH 6	2021	Bridge 92552, CSAH 12
P52	Chippewa	N/A	1.1 MI E OF JCT CSAH 7	2021	Bridge 90159, CSAH 12
P53	Chippewa	N/A	0.8 MI S OF JCT CSAH 12	2021	Bridge L7711, MANDT
P54	Chippewa	N/A	N/A	2023	Bridge L9493, Crate
P55	Chippewa	N/A	N/A	2023	NEW Bridge. Stoneham
P56	Chippewa	N/A	1.3 MI N OF JCT CSAH 13	2023	Bridge L9155, Rosewood
P57	Kandiyohi	N/A	0.3 MI E OF JCT CSAH 7	2023	Bridge L9151, Rosewood
P58	Kandiyohi	N/A	1.4 MI E OF JCT CSAH 3	2023	Bridge 12506, Stoneham
P59	Kandiyohi	N/A	0.2 MI W OF JCT CSAH 7	2021	CR 14 Bridge Replacement
P60	Kandiyohi	N/A	N/A	2021	CR 16 Bridge Replacement
P61	Kandiyohi	N/A	3.0 MI W OF JCT TH 71	2022	CR 55 Bridge Overpass Construction
P62	Kandiyohi	N/A	N/A	2019	CR5/15 Roundabout Construction
P63	Kandiyohi	N/A	2.0 MI NE OF S JCT TH 23	2019	CR 23 Bypass Lane Construction
P64	Kandiyohi	N/A	0.5 MI W OF JCT CSAH 3	2019	Lake Wakanda Water Control Structures
P65	Lac qui Parle	N/A	N/A	2019	1 Ave W. Bridge Replacement
P66	Lac qui Parle	N/A	N/A	2019	120 St NW. Bridge Replacement
P67	Lac qui Parle	N/A	0.5 MI S OF JCT TH 212	2019	Bridge 37504, CSAH 21 (Rehabilitation)

ID	Program	Project Number	Route or location	Year	Description
P68	Lac qui Parle	N/A	0.9 MI E OF JCT TH 275	2019	Bridge L7812, 140 Street (Replace, New Bridge 37J85)
P69	Lac qui Parle	N/A	1.4 MI SE OF JCT CSAH 10	2020	Bridge L9168, 275 Ave. (Replace)
P70	Lincoln	N/A	0.1 MI N OF JCT TH 212	2020	Bridge L9600, 111 Ave. (Replace)
P71	Lincoln	N/A	0.9 MI N OF JCT TH 212	2020	Bridge 4986, CSAH 13 (Replace)
P72	Lincoln	N/A	0.3 MI W OF JCT CSAH 5	2021	Bridge 7245, CSAH 17
P73	Lincoln	N/A	N/A	2021	Bridge L2094, 170th Ave Diamond/Drammen
P74	Lincoln	N/A	N/A	2021	Bridge L2040, 220th St Diamond Lake
P75	Lincoln	N/A	N/A	2021	Bridge L2041, 220th St Diamond Lake
P76	Lincoln	N/A	N/A	2021	Bridge L2051, 140th Ave Verdi Twp
P77	Lincoln	N/A	N/A	2020	Bridge L2055, 130th Ave Shaokatan Twp
P78	Lincoln	N/A	N/A	2021	Bridge L2111, 380th St Alta Vista
P79	Lincoln	N/A	0.8 MI E OF JCT CR 101	2023	Bridge 41503, CSAH 20
P80	Lincoln	N/A	0.7 MI S OF JCT CSAH 18	2023	Bridge L1993, CR 101
P81	Lincoln	N/A	N/A	2022	Bridge 92703, CSAH 25
P82	Lincoln	N/A	N/A	2022	Bridge 92466, CSAH 13
P83	Lincoln	N/A	0.9 MI N OF JCT CSAH 15	2022	Bridge 41507, CR 101
P84	Lincoln	N/A	0.2 MI E OF JCT CR 101	2020	Bridge 93064, CSAH 12
P85	Lincoln	N/A	0.2 MI S OF JCT CR 126	2020	Bridge L1965, CSAH 8
P86	Lincoln	N/A	0.2 MI S OF JCT CR 126	2020	Bridge L1966, CSAH 8
P87	Lincoln	N/A	0.6 MI N OF JCT CSAH 10	2020	Bridge L1956, CSAH 1

ID	Program	Project Number	Route or location	Year	Description
P88	Lincoln	N/A	1.3 MI N OF JCT CSAH 17	2020	Bridge 93062, CSAH 5
P89	Lincoln	N/A	N/A	2020	Bridge L2013, CSAH 8
P90	Lincoln	N/A	N/A	2020	Bridge L2011, CSAH 8
P91	Lincoln	N/A	N/A	2020	Bridge L2010, CSAH 8
P92	Lincoln	N/A	N/A	2019	Bridge L2098, 270th St Shaokatan Twp
P93	Lincoln	N/A	N/A	2019	Bridge 191, 380th St Hansonville Twp
P94	Lyon	N/A	0.9 MI E OF JCT CSAH 5	2019	Bridge L2105, 330th St Royal Twp
P95	Lyon	N/A	1.2 MI W OF JCT CSAH 8	2019	Bridge L1988, CSAH 19
P96	Lyon	N/A	0.2 MI N OF JCT CSAH 3	2023	Bridge L4650, Replace Bridge
P97	Lyon	N/A	0.9 MI E OF JCT CR 63	2020	Bridge L5810, Replace Bridge with Box Culverts
P98	Lyon	N/A	2.0 MI SE OF JCT TH 59	2021	Bridge L1775, Replace Bridge
P99	Lyon	N/A	0.7 MI N OF JCT TH 14	2019	Bridge L5743, Replace Bridge with Box Culverts
P100	Lyon	N/A	0.5 MI N OF JCT TH 68	2018	Bridge L1687, Replace Bridge
P101	McLeod	N/A	0.2 MI W OF JCT CSAH 24	2018	Bridge 43504, CSAH 11 (Bridge Replacement)
P102	McLeod	N/A	N/A	2018	Bridge 92470, CSAH 24 (Bridge Replacement)
P103	Murray	N/A	0.1 MI S OF JCT CSAH 2	2017	Bridge 4742, CSAH 34 S of CSAH 2
P104	Murray	N/A	0.5 MI S OF JCT TH 59	2017	Bridge 4743, CSAH 34 S of TH 59
P105	Murray	N/A	N/A	2017	Bridge 51J52, 81st St Chanarambie, West of CR 84
P106	Murray	N/A	N/A	2017	Bridge 5J151, 181st St Ellsborough, West of CSAH 25
P107	Murray	N/A	N/A	2017	Bridge 5J150, 10th Ave Ellsborough, West of CSAH 25
P108	Murray	N/A	N/A	2017	Bridge L1542, CSAH 24 (Timber Extensions)

ID	Program	Project Number	Route or location	Year	Description
P109	Murray	N/A	N/A	2017	Bridge L1541, CSAH 24 (Timber Extensions)
P110	Murray	N/A	N/A	2017	<10, CSAH 1 (Timber Extensions)
P111	Murray	N/A	N/A	2017	<10, CSAH 1 (Timber Extensions)
P112	Murray	N/A	N/A	2017	<10, CSAH 1 (Timber Extensions)
P113	Murray	N/A	N/A	2018	Bridge L1574, CSAH 50 (Timber Extensions)
P114	Murray	N/A	N/A	2018	<10, CSAH 38 (Timber Extensions)
P115	Murray	N/A	N/A	2018	<10, CSAH 38 (Timber Extensions)
P116	Murray	N/A	N/A	2018	<10, CSAH 26, S of TH 30 (Timber Extensions)
P117	Murray	N/A	2.4 MI N OF JCT TH 30	2018	Bridge L5933, 140th Ave N of TH 30
P118	Pipestone	N/A	0.2 MI S OF JCT CSAH 2	2023	Bridge L3606, CSAH 18 (180th Ave)
P119	Pipestone	N/A	N/A	2023	Bridge 513, CSAH 18 (180th Ave)
P120	Pipestone	N/A	N/A	2023	Bridge L3591, CSAH 15 (70th Ave)
P121	Pipestone	N/A	N/A	2023	Bridge 92719, CSAH 7 (151st Street)
P122	Pipestone	N/A	1.9 MI E OF JCT TH 23	2022	Bridge L3680, TWP 289 (221st Street)
P123	Pipestone	N/A	N/A	2022	Bridge L3678, TWP 288 (231st Street)
P124	Pipestone	N/A	N/A	2022	Bridge L3636, TWP 264 (51st Street)
P125	Pipestone	N/A	N/A	2022	Bridge 59J33, TWP 270 (121st Street)
P126	Pipestone	N/A	N/A	2022	Bridge LT 10', LT 10' Culvert on 60th Ave
P127	Pipestone	N/A	N/A	2021	Bridge LT 10', TWP Culvert on 170th Ave
P128	Pipestone	N/A	N/A	2021	Bridge L3660, TWP 276 (60th Ave)
P129	Pipestone	N/A	N/A	2021	Bridge L3629, TWP 261 (130th Ave)
P130	Pipestone	N/A	0.2 MI W OF JCT TH 23	2021	Bridge 59507, CSAH 2 (41st Street)
P131	Pipestone	N/A	0.1 MI S OF JCT CSAH 2	2021	Bridge 59515, CSAH 20 (50th Ave)
P132	Pipestone	N/A	N/A	2021	Bridge 96557, TWP 284 (160th Ave)
P133	Pipestone	N/A	0.2 MI E OF JCT CSAH 16	2019	Bidge 5130, CSAH 2 (51st Street)

ID	Program	Project Number	Route or location	Year	Description
P134	Pipestone	N/A	0.3 MI S OF JCT TH 23	2019	Bridge 59502, CSAH 16 (140th Ave)
P135	Pipestone	N/A	2.3 MI E OF JCT TH 75	2019	Bridge 59514, CSAH 8 (171st Street)
P136	Pipestone	N/A	0.2 MI E OF JCT TWP 261	2019	Bridge 7929, CSAH 16 (75th Street)
P137	Pipestone	N/A	1.1 MI E OF JCT CSAH 18	2019	Bridge L3553, CSAH 3 (71st Street)
P138	Pipestone	N/A	0.5 MI N OF JCT TWP 265	2019	Bridge L3607, CSAH 18 (180th Ave)
P139	Pipestone	N/A	1.0 MI W OF JCT CSAH 13	2019	Bridge L3613/920996, TWP 16 (61st Street)
P140	Pipestone	N/A	0.3 MI N OF JCT TH 30	2020	Bridge L3617, TWP 253 (40th Ave)
P141	Pipestone	N/A	1.0 MI W OF JCT CSAH 15	2020	Bridge L3654, TWP 274 (201st Street)
P142	Pipestone	N/A	0.9 MI W OF JCT TWP 284	2020	Bridge L3676, TWP 283 (161st Street)
P143	Pipestone	N/A	N/A	2020	Bridge L3622, CSAH 56 (80th Ave)
P144	Pipestone	N/A	N/A	2020	Bridge L3623, CSAH 56 (80th Ave)
P145	Pipestone	N/A	N/A	2020	Bridge L3624, CSAH 56 (80th Ave)
P146	Pipestone	N/A	N/A	2019	Bridge LT 10', TWP 23 (81st Street)
P147	Pipestone	N/A	N/A	2019	Bridge L3570, CSAH 8 (171st Street)
P148	Pipestone	N/A	N/A	2019	Bridge LT 10', Cnty Hwy 107 (151st Street)
P149	Pipestone	N/A	N/A	2019	Bridge L3644, Hwy 67 (121st Street)
P150	Pipestone	N/A	N/A	2019	Bridge L3645, Hwy 67 (121st Street)
P151	Pipestone	N/A	N/A	2019	Bridge 59J32, TWP 74 (190th Ave)
P152	Pipestone	N/A	N/A	2019	Bridge 97461, TWP 74 (190th Ave)
P153	Redwood	N/A	0.5 MI S OF JCT CR 66	2017	Bridge L8551, TWP Rd 73 0.5 Mi S. of JCT CR 66 (Bridge Replacement)
P154	Redwood	N/A	1.3 MI S OF JCT CSAH 2	2017	Bridge L9383, TWP Rd 245 1.3 Mi S. of JCT CSAH 2 (Bridge Replacement)

ID	Program	Project Number	Route or location	Year	Description
P155	Redwood	N/A	N/A	2017	Bridge L6932, TWP Rd 197 0.1 Mi S. of JCT CSAH 29 (Bridge Replacement)
P156	Redwood	N/A	0.3 MI S OF JCT TH 14	2020	Bridge 89828, CSAH 10 0.3 Mi S. of JCT MN 14 (Bridge Replacement)
P157	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)
P158	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)
P159	Yellow Medicine	N/A	0.8 MI S OF JCT CSAH3	2018	Bridge 4205, CR A9 (Bridge Project)
P160	Yellow Medicine	N/A	0.5 MI E OF JCT CSAH8	2021	Bridge 7102, CSAH 3 (Bridge Project)
P161	Yellow Medicine	N/A	0.9 MI N OF JCT CSAH 36	2022	Bridge 90322, CR E4 (Bridge Project)
P162	Yellow Medicine	N/A	0.1 MI N OF JCT CSAH 33	2021	Bridge L9006, Hammer Twp (Bridge Project)
P163	Yellow Medicine	N/A	0.1 MI E OF JCT CSAH 14	2022	Bridge L9009, Florida Twp (Bridge Project)
P164	Yellow Medicine	N/A	N/A	2019	Bridge L9007, 360th St Tyro Twp (Bridge Project)
P165	Yellow Medicine	N/A	N/A	2019	Bridge L9005, 430th St Lisbon Twp (Bridge Project)
P166	Yellow Medicine	N/A	N/A	2019	Bridge L9010, 440th St Lisbon Twp (Bridge Project)
P167	Yellow Medicine	N/A	N/A	2020	Bridge L7897, 190th Ave Normania Twp (Bridge Project)
P168	Yellow Medicine	N/A	N/A	2020	Bridge L7898, 190th Ave Normania Twp (Bridge Project)
P169	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)
P170	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)
P171	Renville	N/A	N/A	2020	NOTE: Shown in County Map but not mentioned in County Funding Plan
P172	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)
P173	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 â€” CSAH 2) (6) (box culvert)

ID	Program	Project Number	Route or location	Year	Description
P174	Renville	N/A	N/A	2020	CSAH 16: Replace Bridge 94130 94131 94132 94133 (TH 19 & CSAH 2) (6) (box culvert)
P175	Renville	N/A	N/A	2020	NOTE: Shown in County Map but not mentioned in County Funding Plan
P176	Renville	N/A	N/A	2019	Bandon Township: Replace Bridge L8643 on 670th Ave over Fort Rigely Creek (box culvert)
P177	Renville	N/A	N/A	2020	Crooks Township: Replace Bridge 65508 on 870th Ave over Chetamba Creek (beam span)
P178	Renville	N/A	N/A	2019	CSAH 15: Replace Bridge 94061 over Timms Creek & 94063 over unnamed stream (box culvert)
P179	Renville	N/A	N/A	2019	CSAH 15: Replace Bridge 94061 over Timms Creek & 94063 over unnamed stream (box culvert)
P180	Renville	N/A	N/A	2020	CSAH 39: Replace Bridge L8633 over Fort Creek (beam span)
P181	Redwood	N/A	N/A	2021	CSAH 1: Replace MN River Bridge with RWD County (Begin in 2019) (beam span)
P182	Renville	N/A	N/A	2019	Melville Township: Replace Bridge L8683 on 440th St over JD 15 (box culvert)
P183	Renville	N/A	N/A	2019	Hector Township: Replace Bridge L9379 on 490th St over JD 15 (box culvert)
P184	Renville	N/A	N/A	2019	CR 64: Replace Bridge 94011 over Chetamba Creek (precast beam)
P185	Chippewa	N/A	N/A	2019	CR 52: Replace Bridge 92569 over unnamed stream (box culvert)
P186	Renville	N/A	N/A	2019	CR 65: Replace Bridge 94076 CD 63 (box culvert)
P187	Renville	N/A	N/A	2019	CR 69: Replace Bridge 94002 CD 63 (box culvert)
P188	Renville	N/A	N/A	2019	CR 63: Replace Bridge 94002 over JD 27 (box culvert)
P189	Renville	N/A	N/A	2019	CSAH 11: Replace Bridges 94008, 94012 & 94013 (CSAH 21 & CSAH 1) over CD 31 (box culvert)
P190	Renville	N/A	N/A	2019	CSAH 11: Replace Bridges 94008, 94012 & 94013 (CSAH 21 & CSAH 1) over CD 31 (box culvert)
P191	Renville	N/A	N/A	2019	CSAH 11: Replace Bridges 94008, 94012 & 94013 (CSAH 21 & CSAH 1) over CD 31 (box culvert)
P192	Renville	N/A	N/A	2020	Camp/Cairo Township Bridge 92385 over Fort Creek & Tie to CSAH 39 (Road in Leiu)
P193	Renville	N/A	N/A	2019	CSAH 2: Replace Bridge 94123 over unnamed stream (box culvert)
P194	Renville	N/A	N/A	2021	CSAH 5: Align Intersection at TH19
P195	Renville	N/A	N/A	2021	CSAH 8: Replace Bridge 6433 over Buffalo Creek (box culvert)

ID	Program	Project Number	Route or location	Year	Description
P196	Renville	N/A	N/A	2023	CSAH 15 Replace Bridge 94059 (Steel Arch by Ponderosa Pit)â€¢â€¢â€¢Move up if possible (box culvert)
P197	Renville	N/A	N/A	2023	CSAH 15: Replace Bridge 94062 over Middle Creekâ€¢â€¢â€¢Move up if possible (box culvert)
P198	Renville	N/A	N/A	2021	CR 50: Replace Bridge 94042 over CD 124â€¢â€¢â€¢Steel Arch (box culvert)
P199	Renville	N/A	N/A	2021	CR 59: Replace Steel Arch just south of CSAH 11
P200	Renville	N/A	N/A	2021	CR 59: Replace Bridge 94010 over CD 17Aâ€¢â€¢â€¢Timber Bridge (beam span)
P201	Renville	N/A	N/A	2021	CR 60: Replace Bridge 65518 over Chetamba Creekâ€¢â€¢â€¢Timber Bridge (beam span)
P202	Renville	N/A	N/A	2021	Crooks Township: Replace Bridge L8614 over CD 17Aâ€¢â€¢â€¢Steel Arch (box culvert)
P203	Renville	N/A	N/A	2021	Norfolk Township: Replace Bridge L8651 on 720th Ave over CD 124â€¢â€¢â€¢Steel Arch (box culvert)
P204	Renville	N/A	N/A	2021	Crooks / Erickson Township: Replace Bridge 65507 on 220th St over Chetamba Creek (beam span)
P205	Renville	N/A	N/A	2023	CSAH 2: Replace Bridge 65517 over Beaver Falls Creek (beam span)
P206	Renville	N/A	N/A	2022	CSAH 3: Replace MN River Bridge with Brown County (beam span)
P207	Renville	N/A	N/A	2023	CSAH 3: Replace Bridge 94034 over MN River Overflow (box culvert)
P208	Renville	N/A	N/A	2023	CSAH 12: Replace Bridge 65504 over Chetamba Creek (beam span)
P209	Renville	N/A	N/A	2023	CR 81: Replace Bridge 94023 over unnamed stream (box culvert)
P210	Renville	N/A	N/A	2023	Hector Township: Bridge L8686 on 465th St over JD 15
P211	Renville	N/A	N/A	2023	Wellington Township: Replace Bridge L8630 on 690th Ave over CD 34A
P212	Renville	N/A	N/A	2024	CSAH 11: Replace Bridge 65501 over Hawk Creek (beam span)
P213	Renville	N/A	N/A	2024	CSAH 17: Replace Bridge 92570 over Sacred Heart Creekâ€¢â€¢â€¢Steel Arch (box culvert)
P214	Renville	N/A	N/A	2022	CR 56: Replace Bridge 94074 over JD 15â€¢â€¢â€¢Timber Bridge (beam span)
P215	Renville	N/A	N/A	2022	CR 70: Replace Bridge 94007 over JD 27â€¢â€¢â€¢Steel Arch (box culvert)
P216	Renville	N/A	N/A	2022	CR 72: Replace Bridge 94068 over CD 125Aâ€¢â€¢â€¢Steel Arch (box culvert)
P217	Renville	N/A	N/A	2022	CR 78: Replace Bridge 65516 over JD 2â€¢â€¢â€¢Timber Bridge (box culvert)
P218	Renville	N/A	N/A	2022	Wang/Ericson Township: Replace Bridge 65503 on 160th St over Chetamba Creekâ€¢â€¢â€¢Timber Bridge
P219	Renville	N/A	N/A	2022	Bandon Township: Replace Bridge L8645 on 420th St over CD 106A
P220	CHIP	6502-17	MN4	2024	**AC** MN 19 (FAIRFAX) TO US 212 (HECTOR), RECLAIM * OVERLAY (INFLATED COST = \$11.2M)

ID	Program	Project Number	Route or location	Year	Description
P221	CHIP	4705-49	US12	2024	0.1 MI. E. OF CSAH 14 (DARWIN) TO 0.1 MI. E. OF PIRRMAN AVE. (COKATO), MAJOR CPR * DIAMOND GRINDING * ADA
P223	CHIP	5904-26	MN30	2024	3.5 MILES W. OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGES 4566 * 4468 (STREAM X-ING)
P224	CHIP	1209-90	MN40	2024	US 59 (MILAN) TO W. JCT. MN 29, MEDIUM MILL * OVERLAY
P225	CHIP	3701-90	MN40	2025	MN 119 TO US 59/MN 7 (MILAN), MEDIUM M*O
P226	CHIP	3701-91	MN40	2025	3.5 MILES S. OF MN 119, REPLACE BRIDGE 6706
P227	CHIP	8828-226	N/A	2024	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P228	CHIP	8828-227	N/A	2024	DISTRICTWIDE HIRE CONTRACTOR TO INSTALL SIGNS
P229	CHIP	8828-228	N/A	2024	DISTRICTWIDE PURCHASE SIGNS
P230	CHIP	8808-AM-24	N/A	2024	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P231	CHIP	8808-CA-24	N/A	2024	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P232	CHIP	8808-MA-24	N/A	2024	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P233	CHIP	8808-PM-24	N/A	2024	DISTRICTWIDE PREVENTIVE MAINTENANCE
P234	CHIP	8808-RB-24	N/A	2024	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P235	CHIP	8808-RW-24	N/A	2024	DISTRICTWIDE R/W COSTS
P236	CHIP	8808-RX-24	N/A	2024	DISTRICTWIDE BARC (ROAD REPAIR)
P237	CHIP	8808-SA-24	N/A	2024	DISTRICTWIDE OVERRUNS AND S.A.

ID	Program	Project Number	Route or location	Year	Description
P238	CHIP	8808-SC-24	N/A	2024	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P239	CHIP	8808-SH-24	N/A	2024	DISTRICTWIDE HSIP
P240	CHIP	4701-33	MN4	2025	2.6 MILES N. OF RENVILLE/MEEKER COUNTY LINE, REPLACE BRIDGE 6801
P242	CHIP	4101-90	US14	2025	1.8 MILES E. OF SOUTH DAKOTA/MINNESOTA STATE LINE, REPLACE BRIDGE 1686 (STREAM X-ING)
P243	CHIP	4204-40	MN19	2025	**AC** MARSHALL, RECONSTRUCT (INFLATED \$10.1M)
P244	CHIP	5902-25	MN23	2024	**AC** US 75 (PIPESTONE) TO 1.8 MILES N. OF MN 91, MEDIUM MILL * OVERLAY * RE-DECK BRIDGE 59002 (INFLATED COST IS \$11.1M)
P245	CHIP	4109-30	US75	2025	1.6 MILES S. OF LINCOLN/YELLOW MEDICINE COUNTY LINE, REPLACE BRIDGE 8373 (STREAM X-ING)
P246	CHIP	8828-201	N/A	2025	DISTRICTWIDE CULVERT REPAIRS
P247	CHIP	8828-236	N/A	2025	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P248	CHIP	8808-AM-25	N/A	2025	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P249	CHIP	8808-CA-25	N/A	2025	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P250	CHIP	8808-MA-25	N/A	2025	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P251	CHIP	8808-PM-25	N/A	2025	DISTRICTWIDE PREVENTIVE MAINTENANCE
P252	CHIP	8808-RB-25	N/A	2025	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P253	CHIP	8808-RW-25	N/A	2025	DISTRICTWIDE R/W COSTS
P254	CHIP	8808-RX-25	N/A	2025	DISTRICTWIDE BARC (ROAD REPAIR)

ID	Program	Project Number	Route or location	Year	Description
P255	CHIP	8808-SA-25	N/A	2025	DISTRICTWIDE OVERRUNS AND S.A.
P256	CHIP	8808-SC-25	N/A	2025	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P257	CHIP	8808-SH-25	N/A	2025	DISTRICTWIDE HSIP
P258	CHIP	1202-	MN29	2026	MN 7 - 0.3 MILES W. OF S. JCT MN 29 TO 0.3 MILES E. OF 28TH STREET MN 29 - US 212 TO N. JCT MN 7 (MONTEVIDEO), THIN M*O
P259	CHIP	1202-	MN7	2026	MN 7 - 0.3 MILES W. OF S. JCT MN 29 TO 0.3 MILES E. OF 28TH STREET MN 29 - US 212 TO N. JCT MN 7 (MONTEVIDEO), THIN M*O
P260	CHIP	1210-	MN40	2026	**AC** MN 277 TO WILLMAR, RECLAIM * OVERLAY (INFLATED COST IS \$12.6M)
P261	CHIP	5906-	US75	2026	PIPESTONE CREEK (BR. 59001) TO S. VALLEY STREET (BEG. OF C*G IN LAKE BENTON), CIR * OVERLAY
P262	CHIP	8828-	N/A	2026	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P263	CHIP	8828-	N/A	2026	DISTRICTWIDE HIRE CONTRACTOR TO INSTALL SIGNS
P264	CHIP	8828-	N/A	2026	DISTRICTWIDE PURCHASE SIGNS
P265	CHIP	8808-AM-26	N/A	2026	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P266	CHIP	8808-CA-26	N/A	2026	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P267	CHIP	8808-MA-26	N/A	2026	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P268	CHIP	8808-PM-26	N/A	2026	DISTRICTWIDE PREVENTIVE MAINTENANCE
P269	CHIP	8808-RB-26	N/A	2026	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P270	CHIP	8808-RW-26	N/A	2026	DISTRICTWIDE R/W COSTS
P271	CHIP	8808-RX-26	N/A	2026	DISTRICTWIDE BARC (ROAD REPAIR)

ID	Program	Project Number	Route or location	Year	Description
P272	CHIP	8808-SA-26	N/A	2026	DISTRICTWIDE OVERRUNS AND S.A.
P273	CHIP	8808-SC-26	N/A	2026	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P274	CHIP	8808-SH-26	N/A	2026	DISTRICTWIDE HSIP
P275	CHIP	3403-78	US12	2027	0.1 MILES W. OF 11TH STREET WEST (WILLMAR) TO 6TH STREET EAST, CPR * MEDIUM MILL * OVERLAY PLUS ADA
P276	CHIP	4102-	US14	2027	JESSE STREET (LAKE BENTON) TO 0.2 MILES E. OF LICOLN/LYON COUNTY LINE, CIR PLUS ADA IN TYLER
P277	CHIP	4203-	MN23	2027	TIGER DRIVE (MARSHALL) TO 1 MILE N. OF CSAH 33 (END OF 4-LANE), THIN MILL * OVERLAY (BOTH DIRECTIONS)
P278	CHIP	5101-	MN30	2027	4.1 MILES E. OF PIPESTONE/MURRAY COUNTY LINE, REPLACE BRIDGES 8172 * 8716
P279	CHIP	6405-	US71	2026	0.1 MILES N OF CSAH 115 (SANBORN) TO S. JCT. MN 68, RECLAIM * OVERLAY
P281	CHIP	4107-19	US75	2027	US 75 - NEAR S. VALLEY STREET (BEG. OF C*G IN LAKE BENTON) TO S. JCT US 14, RECONSTRUCT
P282	CHIP	8828-	N/A	2027	US 14 - 0.05 MILES W. OF S. JCT US 75 (BR 41003) TO JESSE STREET (LAKE BENTON), MEDIUM MILL * OVERLAY PLUS ADA
P283	CHIP	8828-	N/A	2027	DISTRICTWIDE CULVERT REPAIRS
P284	CHIP	8808-AM-27	N/A	2027	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P285	CHIP	8808-CA-27	N/A	2027	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P286	CHIP	8808-MA-27	N/A	2027	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P287	CHIP	8808-PM-27	N/A	2027	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P288	CHIP	8808-RB-27	N/A	2027	DISTRICTWIDE PREVENTIVE MAINTENANCE
P289	CHIP	8808-RW-27	N/A	2027	DISTRICTWIDE LANDSCAPE PARTNERSHIP
					DISTRICTWIDE R/W COSTS

ID	Program	Project Number	Route or location	Year	Description
P290	CHIP	8808-RX-27	N/A	2027	DISTRICTWIDE BARC (ROAD REPAIR)
P291	CHIP	8808-SA-27	N/A	2027	DISTRICTWIDE OVERRUNS AND S.A.
P292	CHIP	8808-SC-27	N/A	2027	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P293	CHIP	8808-SH-27	N/A	2027	DISTRICTWIDE HSIP
P294	CHIP	4302-	MN22	2028	MN 7 - JCT. MN 22 TO 0.15 MILES E. OF GROVE AVE. (SILVER LAKE) * MN 22 - 0.6 MILES S. OF CR 115 TO SHADY RIDGE RD., CPR * DIAMOND GRIND
P295	CHIP	4302-	MN7	2028	MN 7 - JCT. MN 22 TO 0.15 MILES E. OF GROVE AVE. (SILVER LAKE) * MN 22 - 0.6 MILES S. OF CR 115 TO SHADY RIDGE RD., CPR * DIAMOND GRIND
P296	CHIP	4201-	US14	2027	0.2 MILES E OF LINCOLN/LYON COUNTY LINE TO 4TH ST. E. (TRACY), CIR * MEDIUM OVERLAY PLUS ADA IN TRACY
P297	CHIP	4208-	US59	2028	JCT. US 14 TO 0.4 MI. N. OF CSAH 6 (MARSHALL), CIR * MEDIUM OVERLAY
P298	CHIP	8703-	US59	2028	5 MILES S OF MN 67, REPLACE BRIDGE 6751
P299	CHIP	8709-	MN68	2028	400' SE. OF CUSTER AVE. N. (CANBY) TO N. GRANT ST. (MINNEOTA), RECLAIM * OVERLAY, ADA IN PORTER, TAUNTON, * MINNEOTA, * ALL THE W BOX CULVERT/BRIDGES FROM RP 6+00.091 TO 16+00.587
P300	CHIP	3412-	MN23	2028	**AC** US 71 SOUTHBOUND - S. JCT MN 23 TO MN 294 (R.P. 120+00.962 - R.P. 126+00.361), US 71 NORTHBOUND - MN 294 TO N. JCT MN 23 (R.P. 126+00.078 - R.P. 128+00.971) * MN 23 - 0.25 MILES W. OF CSAH 5 TO W. JCT US 71, UNBONDED CONCRETE OVERLA
P301	CHIP	3412-	US71	2028	**AC** US 71 SOUTHBOUND - S. JCT MN 23 TO MN 294 (R.P. 120+00.962 - R.P. 126+00.361), US 71 NORTHBOUND - MN 294 TO N. JCT MN 23 (R.P. 126+00.078 - R.P. 128+00.971) * MN 23 - 0.25 MILES W. OF CSAH 5 TO W. JCT US 71, UNBONDED CONCRETE OVERLA
P302	CHIP	5905-	US75	2028	COUNTY LINETO MN 30 (PIPESTONE), CIR * OVERLAY
P303	CHIP	3703-	US75	2028	3 MILES S OF MN 7, REPLACE BRIDGE 9017
P304	CHIP	8828-	N/A	2028	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE

ID	Program	Project Number	Route or location	Year	Description
P305	CHIP	8808-AM-28	N/A	2028	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P306	CHIP	8808-CA-28	N/A	2028	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P307	CHIP	8808-MA-28	N/A	2028	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P308	CHIP	8808-PM-28	N/A	2028	DISTRICTWIDE PREVENTIVE MAINTENANCE
P309	CHIP	8808-RB-28	N/A	2028	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P310	CHIP	8808-RW-28	N/A	2028	DISTRICTWIDE R/W COSTS
P311	CHIP	8808-RX-28	N/A	2028	DISTRICTWIDE BARC (ROAD REPAIR)
P312	CHIP	8808-SA-28	N/A	2028	DISTRICTWIDE OVERRUNS AND S.A.
P313	CHIP	8808-SC-28	N/A	2028	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P314	CHIP	8808-SH-28	N/A	2028	DISTRICTWIDE HSIP
P316	CHIP	4207-58	MN23	2029	1.8 MILES N. OF MN 91 TO 0.1 MILES N. OF TIGER DRIVE (MARSHALL), MINOR CPR * DIAMOND GRIND (BOTH DIRECTIONS OF 4 LANE SEGMENT)
P318	CHIP	8828-	N/A	2029	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P319	CHIP	8808-AM-29	N/A	2029	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P320	CHIP	8808-CA-29	N/A	2029	DISTRICTWIDE INTERNAL PROJECT DELIVERY/CONSULTANT AGREEMENTS
P321	CHIP	8808-MA-29	N/A	2029	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P322	CHIP	8808-PM-29	N/A	2029	DISTRICTWIDE PREVENTIVE MAINTENANCE
P323	CHIP	8808-RB-29	N/A	2029	DISTRICTWIDE LANDSCAPE PARTNERSHIP

ID	Program	Project Number	Route or location	Year	Description
P324	CHIP	8808-RW-29	N/A	2029	DISTRICTWIDE R/W COSTS
P325	CHIP	8808-RX-29	N/A	2029	DISTRICTWIDE BARC (ROAD REPAIR)
P326	CHIP	8808-SA-29	N/A	2029	DISTRICTWIDE OVERRUNS AND S.A.
P327	CHIP	8808-SC-29	N/A	2029	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION
P328	CHIP	8808-SH-29	N/A	2029	DISTRICTWIDE HSIP
P329	CHIP	4204-	N/A	2029	**COC** MN 23, NEW LONDON TO PAYNESVILLE, CONSTRUCT 4 LANE ROADWAY (SOUTH GAP)
P330	CHIP	5905-	N/A	2028	**MN234 * MN112**ELLA** MN 4, MN 55 TO KANDIYOHI/STEARNS COUNTY LINE, RECLAMATION (DISTRICT 3 IS THE LEAD, DISTRICT 8'S SHARE IS \$1,048,412) (ASSOCIATED TO SP 7301-38)
P331	CHIP	1210-91	N/A	2024	**AC** 5TH AVE. SW TO 2ND AVE. NE IN HUTCHINSON (TIED TO SP 4304-96), URBAN RECONSTRUCT (INFLATED = \$6.3M)
P332	CHIP	1210-91	N/A	2024	CSAH 115 (ROUNDAABOUT) TO 5TH AVE. SE (HUTCHINSON) (TIED TO SP 4304-53), UTBWC * ADA
P333	CHIP	6405-	N/A	2029	JCT. OF MN 15 * S GRADE ROAD (HUTCHINSON), SIGNAL LIGHT REPLACEMENT (LPP PROJECT)
P334	STIP	3408-18	MN23	2023	**AC** CSAH 24 (COTTONWOOD) TO JCT. US 212 (GRANITE FALLS), MILL 3" * 7" CONCRETE OVERLAY PLUS REPLACE BRIDGES 91419 (NEW BRIDGE 87X03), 91420 (NEW BRIDGE 87X04), * 91459 (NEW BRIDGE 87X05), ADA, * TURN LANES (INFLATED COST @ \$27.8M MINUS \$
P335	STIP	3418-12M	MN4	2020	MN 23 * LYON CSAH 9, MN 23 * LYON CSAH 10, LEFT TURN LANES
P337	STIP	4304-53	MN15	2020	MN 23 * LYON CSAH 9, MN 23 * LYON CSAH 10, LEFT TURN LANES
P338	STIP	4304-96	MN15	2020	MN 23 * CSAH 7, SNOW FENCE
P339	STIP	4304-97	MN15	2020	0.9 MILES N. OF US 212, REPLACE BRIDGE #9287 WITH BRIDGE 12016 (CITY STREET X-ING)

ID	Program	Project Number	Route or location	Year	Description
P340	STIP	4203-50	MN23	2020	MULTIPLE AREAS/HIGHWAYS, SLIDE AREAS THAT DO REQUIRE RW (ER FUNDED)
P341	STIP	4203-50S	MN23	2020	MULTIPLE AREAS, SLIDE AREAS THAT DO NOT REQUIRE RW (ER FUNDED)
P342	STIP	4203-50S	MN23	2020	**17 NEW** TWP 127 TO MN 7 (EXEMPT IN MADISON), CIR * OVERLAY PLUS ADA, CULVERT LINERS, RR X-ING, AND GUARDRAIL
P343	STIP	4207-59	MN23	2020	0.1 MILES N. OF N JCT MN 23 (PIPESTONE), REPLACE BRIDGE #6572 WITH NEW BRIDGE #59011
P344	STIP	1206-91	MN29	2020	DISTRICTWIDE STRIPING
P345	STIP	6401-39	US14	2020	DISTRICTWIDE PURCHASE SIGNS
P346	STIP	4208-61	US59	2020	DISTRICTWIDE HIRE CONTRACTOR TO INSTALL SIGNS
P347	STIP	3703-25	US75	2020	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P348	STIP	5906-42	US75	2020	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P349	STIP	8828-195	N/A	2020	DISTRICTWIDE CONSULTANT AGREEMENTS
P350	STIP	8828-196	N/A	2020	DISTRICTWIDE CONSULTANT AGREEMENTS (\$1.8M OF 17 NEW FUNDING)
P351	STIP	8828-197	N/A	2020	DISTRICTWIDE INTERNAL PROJECT DELIVERY
P352	STIP	8828-203	N/A	2020	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P353	STIP	8808-AM-20	N/A	2020	DISTRICTWIDE PREVENTIVE MAINTENANCE
P354	STIP	8808-CA-20	N/A	2020	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P355	STIP	8808-CA-20A	N/A	2020	DISTRICTWIDE R/W COSTS

ID	Program	Project Number	Route or location	Year	Description
P356	STIP	8808-PD-20	N/A	2020	DISTRICTWIDE BARC (ROAD REPAIR)
P357	STIP	8808-MA-20	N/A	2020	DISTRICTWIDE OVERRUNS AND S.A.
P358	STIP	8808-PM-20	N/A	2020	DISTRICTWIDE HSIP
P359	STIP	8808-RB-20	N/A	2020	0.2 MILES W. OF W. JCT US 71, SCARIFY * LOW SLUMP OVERLAY ON BRIDGE 5133 (REDWOOD RIVER X-ING)
P360	STIP	8808-RW-20	N/A	2020	0.12 MILES E. OF CHIPPEWA/KANDIYOHI COUNTY LINE, REPLACE BRIDGE #91681 WITH BRIDGE 34X08 (DITCH X-ING) * 2.4 MILES E. OF MN 277, REPLACE BRIDGE #6864 WITH BRIDGE 12X03 (COUNTY DITCH X-ING) (INCLUDES WORK ON MN 29 @ RP 12.13, REPLACE CULVERT
P361	STIP	8808-RX-20	N/A	2020	0.12 MILES E. OF CHIPPEWA/KANDIYOHI COUNTY LINE, REPLACE BRIDGE #91681 WITH BRIDGE 34X08 (DITCH X-ING) * 2.4 MILES E. OF MN 277, REPLACE BRIDGE #6864 WITH BRIDGE 12X03 (COUNTY DITCH X-ING) (INCLUDES WORK ON MN 29 @ RP 12.13, REPLACE CULVERT
P362	STIP	8808-SA-20	N/A	2020	0.12 MILES E. OF CHIPPEWA/KANDIYOHI COUNTY LINE, REPLACE BRIDGE #91681 WITH BRIDGE 34X08 (DITCH X-ING) * 2.4 MILES E. OF MN 277, REPLACE BRIDGE #6864 WITH BRIDGE 12X03 (COUNTY DITCH X-ING) (INCLUDES WORK ON MN 29 @ RP 12.13, REPLACE CULVERT
P363	STIP	8808-SH-20	N/A	2020	US 71 * CR 90 (WILLMAR), J-TURN (ALSO INCLUDES WORK ON MN 294 BY THE INTERSECTION OF CSAH 24, SIDEWALK AND LEFT TURN LANE)
P364	STIP	6403-37	MN19	2021	ON US 71, MN 294 TO N. JCT MN 23 * ON MN 294, CSAH 24 TO US 71 - CPR AND DIAMOND GRIND (SBL ONLY)
P365	STIP	3409-19	MN40	2021	2.8 MILES S. OF US 14, REPLACE BRIDGE #5543 WITH BRIDGE #64011 (COTTONWOOD RIVER X-ING)
P366	STIP	3409-19	MN40	2021	US 71, TCWR RR, UPGRADE EXSITING SIGNAL SYSTEM, USTH 71, OLIVIA, RENVILLE COUNTY
P367	STIP	3409-19	MN40	2021	**17 NEW** 2.3 MILES E. OF MN 23 TO CSAH 6 (RENVILLE), UNBONDED CONCRETE OVERLAY PLUS RECONSTRUCT IN SACRED HEART
P368	STIP	3412-73	US71	2021	DISTRICTWIDE PURCHASE SIGNS

ID	Program	Project Number	Route or location	Year	Description
P370	STIP	3412-74	US71	2021	DISTRICTWIDE STRIPING
P371	STIP	6405-68	US71	2021	DISTRICTWIDE ADA
P372	STIP	6509-30	US71	2021	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P373	STIP	6510-67	US212	2021	DISTRICTWIDE CONSULTANT AGREEMENTS
P374	STIP	8828-204	N/A	2021	DISTRICTWIDE CONSULTANT AGREEMENTS (\$2.3M FROM 17 NEW FUNDING)
P375	STIP	8828-205	N/A	2021	DISTRICTWIDE INTERNAL PROJECT DELIVERY
P376	STIP	8828-222	N/A	2021	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P378	STIP	8808-AM-21	N/A	2021	DISTRICTWIDE PREVENTIVE MAINTENANCE
P379	STIP	8808-CA-21	N/A	2021	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P380	STIP	8808-CA-21A	N/A	2021	DISTRICTWIDE R/W COSTS
P381	STIP	8808-PD-21	N/A	2021	DISTRICTWIDE BARC (ROAD REPAIR)
P382	STIP	8808-MA-21	N/A	2021	DISTRICTWIDE OVERRUNS AND S.A.
P383	STIP	8808-PM-21	N/A	2021	DISTRICTWIDE HSIP
P384	STIP	8808-RB-21	N/A	2021	0.5 MI E OF CSAH 1 (PENNOCK) TO 1.1 MILES E. OF CSAH 5 (W. END BR #5526), 3" MILL * 3" OVERLAY
P385	STIP	8808-RW-21	N/A	2021	0.5 MI E OF CSAH 1 (PENNOCK) TO 1.1 MILES E. OF CSAH 5 (W. END BR #5526), 3" MILL * 3" OVERLAY
P386	STIP	8808-RX-21	N/A	2021	6TH STREET EAST TO 24TH STREET (WILLMAR), MEDIUM MILL * OVERLAY

ID	Program	Project Number	Route or location	Year	Description
P387	STIP	8808-SA-21	N/A	2021	**AC** 0.1 MILES E. OF US 59 TO MURRAY/COTTONWOOD COUNTY LINE, 2.5" MILL * 2.5" OVERLAY PLUS SCARIFY * LOW SLUMP OVERLAY OF BRIDGE #6782 (DES MOINES RIVER X-ING) (INFLATED \$4.3M)
P388	STIP	8808-SH-21	N/A	2021	0.3 MILES N. OF N. JCT MN 30 TO US 14 * 0.3 MILES N. OF CSAH 6 TO MN 23, MAJOR CPR * DIAMOND GRINDING
P389	STIP	3403-70	US12	2022	0.3 MILES N. OF N. JCT MN 30 TO US 14 * 0.3 MILES N. OF CSAH 6 TO MN 23, MAJOR CPR * DIAMOND GRINDING
P390	STIP	3403-70	US12	2022	5.6 MILES N. OF MARSHALL, REPLACE BRIDGES 8886 (STREAM X-ING) * 8887 (DITCH X-ING)
P391	STIP	3403-81	US12	2022	5.6 MILES N. OF MARSHALL, REPLACE BRIDGES 8886 (STREAM X-ING) * 8887 (DITCH X-ING)
P393	STIP	5103-91	MN30	2022	VIKING DRIVE IN OLIVIA TO E. JCT. US 212, MEDIUM MILL * OVERLAY PLUS ADA
P394	STIP	4208-60	US59	2022	0.1 MILES E. OF CSAH 16 TO CSAH 7, UTBWC (THIS PROJECT HAS TO BE AFTER 6512-15. 6512-15 * 4309-33 HAVE TO BE IN THE SAME SEASON)
P395	STIP	4208-60	US59	2022	US 212 - 0.1 MILES E. OF CSAH 16 TO CSAH 7 * MN 68 - N. GRANT ST. IN MINNEOTA TO MARSHALL (EXEMPT IN GHENT), HOT INPLACE RECYCLE (THIS PROJECT HAS TO BE AFTER 4210-49 BUT BEFORE 4210-56 * 4309-33. 6512-15, 4309-33, * 4210-56 HAVE TO BE IN
P396	STIP	4209-27	US59	2022	US 212 - 0.1 MILES E. OF CSAH 16 TO CSAH 7 * MN 68 - N. GRANT ST. IN MINNEOTA TO MARSHALL (EXEMPT IN GHENT), HOT INPLACE RECYCLE (THIS PROJECT HAS TO BE AFTER 4210-49 BUT BEFORE 4210-56 * 4309-33. 6512-15, 4309-33, * 4210-56 HAVE TO BE IN
P397	STIP	4209-27	US59	2022	DISTRICTWIDE CULVERT REPAIRS
P398	STIP	6508-69	US71	2022	DISTRICTWIDE HIRE CONTRACTOR TO INSTALL SIGNS
P399	STIP	4309-33	US212	2022	DISTRICTWIDE PURCHASE SIGNS
P400	STIP	6512-15	MN68	2022	DISTRICTWIDE STRIPING
P401	STIP	6512-15	US212	2022	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE

ID	Program	Project Number	Route or location	Year	Description
P402	STIP	8828-139	N/A	2022	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P403	STIP	8828-213	N/A	2022	DISTRICTWIDE CONSULTANT AGREEMENTS
P404	STIP	8828-214	N/A	2022	DISTRICTWIDE CONSULTANT AGREEMENTS (\$0.9M FROM 17 NEW FUNDING)
P405	STIP	8828-	N/A	2022	DISTRICTWIDE INTERNAL PROJECT DELIVERY
P406	STIP	8828-224	N/A	2022	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P407	STIP	8808-AM-22	N/A	2022	DISTRICTWIDE PREVENTIVE MAINTENANCE
P408	STIP	8808-CA-22	N/A	2022	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P409	STIP	8808-CA-22A	N/A	2022	DISTRICTWIDE R/W COSTS
P410	STIP	8808-PD-22	N/A	2022	DISTRICTWIDE BARC (ROAD REPAIR)
P411	STIP	8808-MA-22	N/A	2022	DISTRICTWIDE OVERRUNS AND S.A.
P412	STIP	8808-PM-22	N/A	2022	DISTRICTWIDE HSIP
P413	STIP	8808-RB-22	N/A	2022	**17 NEW**FLEX**AC** N. CITY LIMITS OF COSMOS TO 0.5 MILES S. OF CSAH 23, RECLAIM * OVERLAY (INFLATED COST IS \$5.3M)
P414	STIP	8808-RW-22	N/A	2022	**ELLA** HOLCOMBE AVE. (LITCHFIELD) TO 0.2 MILES E. OF CSAH 14 (DARWIIN), MEDIUM MILL * OVERLAY, MICRO MILL * UTBWC (R.P. 102+00.360 TO R.P. 106+00.996)
P415	STIP	8808-RX-22	N/A	2022	**AC** JCT. US 12 (DASSEL) TO MEEKER/STEARNS COUNTY LINE, RECLAIM * OVERLAY (INFLATED COST IS \$9.4M)
P416	STIP	8808-SA-22	N/A	2022	0.1 TO 0.8 MILES W. OF US 75, REPLACE BRIDGE'S 826, 8736, * 8737 (YELLOW MEDICINE RIVER X-ING)
P417	STIP	8808-SH-22	N/A	2022	**ELLA** US 212 TO CEDAR AVENUE (GLENCOE), MEDIUM MILL * OVERLAY PLUS ADA

ID	Program	Project Number	Route or location	Year	Description
P418	STIP	4701-32	MN4	2023	1.1 MILES E. OF FLORENCE, REPLACE BRIDGE 5746 (REDWOOD RIVER X-ING)
P419	STIP	4705-46	US12	2023	MN 40 - E. JCT US 75 TO WESTERN AVENUE * US 75 - N. JCT MN 40 TO 8TH STREET (MADISON), MEDIUM MILL * OVERLAY PLUS ADA
P420	STIP	4707-26	MN15	2023	MN 40 - E. JCT US 75 TO WESTERN AVENUE * US 75 - N. JCT MN 40 TO 8TH STREET (MADISON), MEDIUM MILL * OVERLAY PLUS ADA
P421	STIP	4103-11	MN19	2023	**AC** CLARKFIELD RECONSTRUCT (LIMITS NOT DEFINED) (INFLATED COST IS \$4.5M)
P422	STIP	4307-47	MN22	2023	**FLEX** MN 19 TO RAILROAD STREET (HENDRICKS), RECLAIM * OVERLAY MAPLE STREET (HENDRICKS) TO STATE LINE, THIN M*O
P423	STIP	4206-23	MN23	2023	DISTRICTWIDE BRIDGE PREVENTIVE MAINTENANCE
P424	STIP	3701-92	US75	2023	DISTRICTWIDE LOCAL PARTNERSHIP PROGRAM
P425	STIP	3701-92	MN40	2023	DISTRICTWIDE CONSULTANT AGREEMENTS
P426	STIP	8706-89	MN67	2023	DISTRICTWIDE INTERNAL PROJECT DELIVERY
P427	STIP	4110-14	MN271	2023	DISTRICTWIDE MISCELLANEOUS AGREEMENTS
P428	STIP	8828-225	N/A	2023	DISTRICTWIDE PREVENTIVE MAINTENANCE
P429	STIP	8808-AM-23	N/A	2023	DISTRICTWIDE LANDSCAPE PARTNERSHIP
P430	STIP	8808-CA-23	N/A	2023	DISTRICTWIDE R/W COSTS
P431	STIP	8808-PD-23	N/A	2023	DISTRICTWIDE BARC (ROAD REPAIR)
P432	STIP	8808-MA-23	N/A	2023	DISTRICTWIDE OVERRUNS AND S.A.
P433	STIP	8808-PM-23	N/A	2023	DISTRICTWIDE MISCELLANEOUS CONSTRUCTION

ID	Program	Project Number	Route or location	Year	Description
P434	STIP	8808-RB-23	N/A	2023	DISTRICTWIDE HSIP
P435	STIP	8808-RW-23	N/A	2023	**ELLA** STEARNS/KANDIYOHI COUNTY LINE TO KANDIYOHI/STEARNS COUNTY LINE, RECLAMATION (DISTRICT 3 IS THE LEAD, DISTRICT 8'S SHARE IS \$1.727M) (ASSOCIATED TO SP 7314-39)
P436	STIP	8808-RX-23	N/A	2023	N. GRANT ST. IN MINNEOTA TO JCT. US 59 (MARSHALL), UTBWC & ADA (THIS PROJECT HAS TO BE AFTER 4210-49 AND AFTER 6512-15. 6512-15 & 4210-56 HAVE TO BE IN THE SAME SEASON)
P437	STIP	8808-SA-23	N/A	2023	N/A
P438	STIP	8808-SC-23	N/A	2023	N/A
P439	STIP	8808-SH-23	N/A	2023	N/A
P440	STIP	3410-18M	MN55	2020	N/A
P441	STIP	4210-56	MN68	2021	N/A
P442	STIP	1213-90		2020	N/A
P443	Chippewa	N/A	CSAH 4	2022	CSAH 4, South County Line to TH 23 (Mill/Overlay)
P444	Chippewa	N/A	CSAH 4	2022	CSAH 4, South County Line to TH 23 (Mill/Overlay)
P445	Chippewa	N/A	CSAH 4	2022	CSAH 4, TH 23 to North City Limits (Mill/Overlay)
P446	Chippewa	N/A	CSAH 4	2022	CSAH 4, TH 23 to North City Limits (Mill/Overlay)
P447	Chippewa	N/A	CSAH 4	2022	CSAH 4, TH 23 to North City Limits (Mill/Overlay)
P448	Chippewa	N/A	CSAH 4	2022	CSAH 4, TH 23 to North City Limits (Mill/Overlay)
P449	Chippewa	N/A	CSAH 4	2022	CSAH 4, North City Limits to TH 7 (Mill/Overlay)
P450	Chippewa	N/A	CSAH 1	2020	CSAH1, TH 23 to CR 13 (Mill/Overlay)
P451	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)
P452	Chippewa	N/A	CSAH 2	2020	CSAH 2, South County Line to TH 7 (Mill/Overlay)
P453	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)
P454	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)

ID	Program	Project Number	Route or location	Year	Description
P455	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)
P456	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)
P457	Chippewa	N/A	CSAH 2	2020	CSAH 2, TH 7 to CR 13 (Mill/Overlay)
P458	Chippewa	N/A	CSAH 13	2020	CSAH 13, CR 2 to East County Line (Mill/Overlay)
P459	Chippewa	N/A	CSAH 13	2020	CSAH 13, CR 2 to East County Line (Mill/Overlay)
P460	Chippewa	N/A	CSAH 6	2020	CSAH 6, CR 15 to TH 7(Mill/Overlay)
P461	Chippewa	N/A	CSAH 20	2020	CSAH 20, CR 15 to West County Line (Mill/Overlay)
P462	Chippewa	N/A	CSAH 31	2020	CSAH 31, TH 7/59 to 0.9mi N. of TH 40 (Mill/Overlay)
P463	Chippewa	N/A	CSAH 30	2020	CSAH 30, TH 7/59 to 0.9mi N. of TH 40 (Mill/Overlay)
P464	Chippewa	N/A	CSAH 30	2021	CSAH 30, 0.9mi N. of TH 40 to North County Line (Grade)
P465	Chippewa	N/A	CSAH 30	2022	CSAH 30, 0.9mi N. of TH 40 to North County Line (Pave)
P466	Chippewa	N/A	CSAH 15	2021	CSAH 15, West County Line to 0.9mi W. of US 59 (Grade)
P467	Chippewa	N/A	CSAH 15	2022	CSAH 15, West County Line to 0.9mi W. of US 59 (Pave)
P468	Chippewa	N/A	TH 277	2021	CSAH 4, Old 277 (Grade)
P469	Chippewa	N/A	TH 277	2021	CSAH 4, Old 277 (Grade)
P470	Chippewa	N/A	TH 277	2022	CSAH 4, Old 277 (Pave)
P471	Chippewa	N/A	TH 277	2022	CSAH 4, Old 277 (Pave)
P472	Chippewa	N/A	CSAH 4	2022	CSAH 4, TH 40 to North County Line (Mill/Overlay)
P473	Chippewa	N/A	CSAH 15	2022	CSAH 15, TH 7 to 1st Street
P474	Chippewa	N/A	CSAH 15	2022	CSAH 15, TH 7 to 1st Street
P475	Chippewa	N/A	CSAH 15	2022	CSAH 15, TH 7 to 1st Street
P476	Chippewa	N/A	CSAH 16	2022	CSAH 16, CR 15 to CR 5
P477	Chippewa	N/A	CSAH 16	2022	CSAH 16, CR 15 to CR 5
P478	Chippewa	N/A	CR 41	2022	CSAH 41, TH 7 to TH 29
P479	Chippewa	N/A	CR 41	2022	CSAH 41, TH 7 to TH 29
P480	Chippewa	N/A	CSAH 17	2022	CSAH 17, West City Limits to CR 4
P481	Kandiyohi	N/A	CSAH 5	2019	CR 5 - Bituminous Overlay
P482	Kandiyohi	N/A	CSAH 4	2019	CR 4 - Bituminous Trail Construction
P483	Kandiyohi	N/A	CSAH 8	2019	CR 8 - Full Depth Reclamation, Culverts & Bridge
P484	Kandiyohi	N/A	CSAH 15	2019	CR 15 - Bituminous Overlay

ID	Program	Project Number	Route or location	Year	Description
P485	Kandiyohi	N/A	CSAH 29	2019	CR 29 - 4" New Bituminous Surface with Shoulders
P486	Kandiyohi	N/A	CSAH 40	2019	CR 40 - Grading & Aggregate Base
P487	Kandiyohi	N/A	CSAH 5	2019	CR 5 - Bituminous Overlay
P488	Kandiyohi	N/A	CSAH 2	2020	CR 2 - Bituminous Overlay
P489	Kandiyohi	N/A	CSAH 10	2020	CR 10 - Bituminous Overlay
P490	Kandiyohi	N/A	CSAH 8	2020	CR 8 - Grading & Aggregate Base
P491	Kandiyohi	N/A	CSAH 30	2020	CR 30 - Bituminous Overlay
P492	Kandiyohi	N/A	CSAH 40	2020	CR 40 - Grading & Aggregate Base
P493	Kandiyohi	N/A	CR 95	2020	CR 95 - Bituminous Overlay
P494	Kandiyohi	N/A	CR 131	2020	CR 131 - Bituminous Overlay
P495	Kandiyohi	N/A	CR 144	2020	CR 144 - Bituminous Overlay
P496	Kandiyohi	N/A	CSAH 5	2020	CR 5 - Grading & Aggregate Base
P497	Kandiyohi	N/A	CSAH 1	2021	CR 1 - Grading & Aggregate Base
P498	Kandiyohi	N/A	CSAH 5	2021	CR 5 - Bituminous Overlay
P499	Kandiyohi	N/A	CSAH 4	2021	CR 4 - Grading & Aggregate Base
P500	Kandiyohi	N/A	CSAH 8	2021	CR 8 - Bituminous Overlay
P501	Kandiyohi	N/A	CSAH 44	2021	CR 44 - Grading & Aggregate Base
P502	Kandiyohi	N/A	CSAH 44	2023	CR 44 - Grading & Aggregate Base
P503	Kandiyohi	N/A	CSAH 44	2022	CR 44 - Bituminous Overlay
P504	Kandiyohi	N/A	CSAH 40	2021	CR 40 - Grading & Aggregate Base
P505	Kandiyohi	N/A	CSAH 1	2021	CR 1 - Grading, Surfacing & Storm Sewer
P506	Kandiyohi	N/A	CSAH 2	2022	CR 2 - Bituminous Overlay
P507	Kandiyohi	N/A	CSAH 2	2022	CR 2 - Bituminous Overlay
P508	Kandiyohi	N/A	CSAH 41	2022	CR 41 - Bituminous Overlay
P509	Kandiyohi	N/A	CR 119	2022	CR 119 - Grading & Aggregate Base
P510	Kandiyohi	N/A	CR 106	2022	CR 2/106 - Grading & Aggregate Base
P511	Kandiyohi	N/A	CSAH 1	2023	CR 1 - Bituminous Overlay
P512	Kandiyohi	N/A	CSAH 1	2023	CR 1 - Bituminous Overlay
P513	Kandiyohi	N/A	CSAH 4	2023	CR 4 - Grading & Aggregate Base
P514	Kandiyohi	N/A	CSAH 9	2023	CR 9 - Bituminous Overlay

ID	Program	Project Number	Route or location	Year	Description
P515	Kandiyohi	N/A	CSAH 31	2023	CR 31 - Bituminous Overlay
P516	Kandiyohi	N/A	CSAH 31	2023	CR 31 - Bituminous Overlay
P517	Kandiyohi	N/A	CSAH 30	2023	CR 30/4 - Bituminous Trail Rehab
P518	Kandiyohi	N/A	CSAH 15	2019	CSAH 15, 1.5mi S. of CSAH 40 to North County Line (Grading)
P519	Kandiyohi	N/A	CSAH 40	2019	CSAH 40, West County Line to CSAH 15 (Overlay)
P520	Lac qui Parle	N/A	CSAH 20	2020	CSAH 20, TH 40 to 0.3mi E. of CSAH 31 (Overlay)
P521	Lac qui Parle	N/A	CSAH 24	2021	CSAH 24, CSAH 7 to CSAH 19 (Overlay)
P522	Lac qui Parle	N/A	CSAH 24	2021	CSAH 24, CSAH 7 to CSAH 19 (Overlay)
P523	Lac qui Parle	N/A	CSAH 30	2021	CSAH 30, CSAH 7 to TH 75 (Overlay)
P524	Lac qui Parle	N/A	CSAH 30	2021	CSAH 30, CSAH 7 to TH 75 (Overlay)
P525	Lac qui Parle	N/A	CSAH 34	2021	CSAH 34, TH 75 to West Jct CSAH 19 (Overlay)
P526	Lac qui Parle	N/A	CSAH 2	2021	CSAH 2, TH 75 to CSAH 23 (Overlay)
P527	Lac qui Parle	N/A	CSAH 2	2021	CSAH 2, TH 75 to CSAH 23 (Overlay)
P528	Lac qui Parle	N/A	CSAH 7	2022	CSAH 7, South County Line to TH 212 (Overlay)
P529	Lac qui Parle	N/A	CSAH 9	2022	CSAH 9, South County Line to CSAH 12 (Overlay)
P530	Lac qui Parle	N/A	CSAH 12	2022	CSAH 12, CSAH 9 to TH 75 (Overlay)
P531	Lac qui Parle	N/A	CSAH 12	2022	CSAH 12, CSAH 9 to TH 75 (Overlay)
P532	Lac qui Parle	N/A	CSAH 23	2022	CSAH 23, CSAH 10 to TH 212 (Overlay)
P533	Lac qui Parle	N/A	CSAH 23	2022	CSAH 23, CSAH 10 to TH 212 (Overlay)
P534	Lac qui Parle	N/A	CSAH 23	2022	CSAH 23, CSAH 10 to TH 212 (Overlay)
P535	Lac qui Parle	N/A	CSAH 23	2022	CSAH 23, CSAH 10 to TH 212 (Overlay)
P536	Lac qui Parle	N/A	CSAH 23	2022	CSAH 23, CSAH 10 to TH 212 (Overlay)
P537	Lac qui Parle	N/A	TH 275	2023	CSAH 29, CSAH 2 to TH 212 (Grading/Paving)
P538	Lincoln	N/A	CSAH 10	2018	CSAH 10, CSAH 1 to CSAH 2 (Aggregate Base)
P539	Lincoln	N/A	CSAH 7	2019	CSAH 7, TH 19 to CSAH 17 (Resurface/Widen Shoulder)
P540	Lincoln	N/A	CSAH 7	2023	CSAH 7, CSAH 17 to CSAH 18 (Widen Shoulder)
P541	Lincoln	N/A	CSAH 2	2020	CSAH 2, CSAH 9 to TH 14 (Mill/Overlay)
P542	Lincoln	N/A	CSAH 11	2020	CSAH 11, CSAH 8 to Lyon Co. (Overlay)
P543	Lincoln	N/A	CSAH 8	2020	CSAH 8, TH 14 to CSAH 7 (Overlay)
P544	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)

ID	Program	Project Number	Route or location	Year	Description
P545	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P546	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P547	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P548	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P549	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P550	Lincoln	N/A	CSAH 7	2020	CSAH 7 (26 ADA Ped. Ramps in Tyler)
P551	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P552	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P553	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P554	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P555	Lincoln	N/A	CSAH 7	2020	CSAH 7, CSAH 8 to NW Limits of Tyler (Mill/Overlay)
P556	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P557	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P558	Lincoln	N/A	CSAH 21	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P559	Lincoln	N/A	CSAH 22	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P560	Lincoln	N/A	CSAH 22	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P561	Lincoln	N/A	CSAH 21	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P562	Lincoln	N/A	CSAH 21	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P563	Lincoln	N/A	CSAH 21	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P564	Lincoln	N/A	CSAH 21	2021	CSAH 21, 22 in Lake Benton (ADA Ped. Ramps)
P565	Lincoln	N/A	CSAH 17	2021	CSAH 17, 24 in Hendricks (ADA Ped. Ramps)
P566	Lincoln	N/A	CSAH 24	2021	CSAH 17, 24 in Hendricks (ADA Ped. Ramps)
P567	Lincoln	N/A	CSAH 24	2021	CSAH 17, 24 in Hendricks (ADA Ped. Ramps)
P568	Lincoln	N/A	CSAH 23	2021	CSAH 23 in Ivanhoe (ADA Ped. Ramps)
P569	Lincoln	N/A	CSAH 5	2021	CSAH 5 in Ivanhoe (ADA Ped. Ramps)
P570	Lincoln	N/A	CSAH 7	2021	CSAH 7, Tyler to Arco (Resurface/Widen Shoulder)
P571	Lincoln	N/A	CSAH 25	2023	CSAH 25, Railroad St to TH 75 (Overlay)
P572	Lincoln	N/A	CSAH 25	2023	CSAH 25, Railroad St to TH 75 (Overlay)
P573	Lincoln	N/A	CSAH 23	2023	CSAH 23, TH 19 to Railroad St
P574	Lincoln	N/A	CSAH 24	2021	CSAH 17, 24 in Hendricks (ADA Ped. Ramps)

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P575	Lincoln	N/A	CSAH 24	2021	CSAH 17, 24 in Hendricks (ADA Ped. Ramps)
P576	Lincoln	N/A	CSAH 24	2022	CSAH 24, Railroad St to CSAH 17
P577	Lincoln	N/A	CSAH 24	2022	CSAH 24, Railroad St to CSAH 17
P578	Lincoln	N/A	CSAH 1	2023	CSAH 1, TH 14 to CSAH 15 (Grading/Overlay)
P579	Lincoln	N/A	CSAH 7	2022	CSAH 7, TH 14 to CSAH 8 (Mill/Overlay)
P580	Lincoln	N/A	CSAH 7	2022	CSAH 7, TH 14 to CSAH 8 (Mill/Overlay)
P581	Lincoln	N/A	CSAH 7	2022	CSAH 7, TH 14 to CSAH 8 (Mill/Overlay)
P582	Lincoln	N/A	CSAH 7	2022	CSAH 7, TH 14 to CSAH 8 (Mill/Overlay)
P583	Lyon	N/A	CSAH 5	2023	CSAH 5, MN 68 to CSAH 24 (1.5in Bit Overlay)
P584	Lyon	N/A	CSAH 5	2023	CSAH 5, MN 68 to CSAH 24 (1.5in Bit Overlay)
P585	Lyon	N/A	CSAH 13	2024	CSAH 13, CSAH 2 to MN 19 (1.5in Bit Overlay)
P586	Lyon	N/A	CSAH 13	2024	CSAH 13, CSAH 2 to MN 19 (1.5in Bit Overlay)
P587	Lyon	N/A	CSAH 9	2024	CSAH 9, US 14 to CSAH 2 (1.5in Bit Overlay)
P588	Lyon	N/A	CSAH 2	2024	CSAH 2, CSAH 9 to Redwood Co Line (1.5in Bit Overlay)
P589	Lyon	N/A	CR 64	2024	CSAH 2, CSAH 9 to Redwood Co Line (1.5in Bit Overlay)
P590	Lyon	N/A	CSAH 24	2023	CSAH 24, CSAH 5 to US 59 (1.5in Bit Overlay)
P591	Lyon	N/A	CSAH 24	2023	CSAH 24, CSAH 5 to US 59 (1.5in Bit Overlay)
P592	Lyon	N/A	CSAH 24	2023	CSAH 24, CSAH 5 to US 59 (1.5in Bit Overlay)
P593	Lyon	N/A	CSAH 5	2023	CSAH 5, MN 19 to MN 68 (4in Bit Overlay)
P594	Lyon	N/A	CSAH 8	2022	CSAH 8, Lincoln Co Line to CSAH 3 (1.5in Bit Overlay)
P595	Lyon	N/A	CSAH 4	2022	CSAH 4, Lincoln Co Line to CSAH 5 (1.5in Bit Overlay/Blade Levelling)
P596	Lyon	N/A	CSAH 30	2022	CSAH 30, Old Hwy 23 in Lynd (1.5in Bit Overlay)
P597	Lyon	N/A	CSAH 30	2022	CSAH 30, Old Hwy 23 in Lynd (1.5in Bit Overlay)
P598	Lyon	N/A	CSAH 5	2022	CSAH 5, MN 19 to MN 68 (Grading)
P599	Lyon	N/A	CSAH 33	2021	CSAH 33, MN 68 to MN 23 (Bit Overlay)
P600	Lyon	N/A	CSAH 33	2021	CSAH 33, MN 68 to MN 23 (Bit Overlay)
P601	Lyon	N/A	CSAH 33	2021	CSAH 33, MN 68 to MN 23 (Bit Overlay)
P602	Lyon	N/A	CSAH 33	2021	CSAH 33, MN 68 to MN 23 (Bit Overlay)
P603	Lyon	N/A	CSAH 6	2021	CSAH 6, US 56 to CSAH 9 (3in Bit Overlay)
P604	Lyon	N/A	CSAH 10	2021	CSAH 10, MN 23 to YMed Co Line (1.5in Bit Overlay)

ID	Program	Project Number	Route or location	Year	Description
P605	Lyon	N/A	CSAH 3	2019	CSAH 3, Minneota to YMed Co Line (4in Bit Surfacing)
P606	Lyon	N/A	CSAH 9	2020	CSAH 9, CSAH 2 to MN 19 (1.5in Bit Overlay)
P607	Lyon	N/A	CSAH 9	2020	CSAH 9, CSAH 2 to MN 19 (1.5in Bit Overlay)
P608	Lyon	N/A	CSAH 29	2020	CSAH 29, CSAH 28 to US 14 (2in Mill and Overlay)
P609	Lyon	N/A	CSAH 29	2020	CSAH 29, CSAH 28 to US 14 (2in Mill and Overlay)
P610	Lyon	N/A	CSAH 29	2020	CSAH 29, CSAH 28 to US 14 (2in Mill and Overlay)
P611	Lyon	N/A	CSAH 16	2020	CSAH 16, Lincoln Co Line to MN 23 (3in Bit Overlay)
P612	Lyon	N/A	CSAH 14	2020	CSAH 14, Murray Co Line to US 59 (3in Bit Overlay)
P613	Lyon	N/A	CSAH 14	2020	CSAH 14, Murray Co Line to US 59 (3in Bit Overlay)
P614	Lyon	N/A	CSAH 14	2020	CSAH 14, Murray Co Line to US 59 (3in Bit Overlay)
P615	Lyon	N/A	CSAH 7	2020	CSAH 7, CR 54 to US 14 (1.5in Bit Overlay)
P616	Lyon	N/A	CSAH 14	2020	CSAH 14, US 59 to Co Rd 54 (Reclaim/Stabilize with 3.5in Bit Surfacing)
P617	Lyon	N/A	CSAH 14	2020	CSAH 14, US 59 to Co Rd 54 (Reclaim/Stabilize with 3.5in Bit Surfacing)
P618	Lyon	N/A	CSAH 13	2020	CSAH 13, US 14 to CSAH 16 (Reclaim and Stabilize with Flex Steal)
P619	Lyon	N/A	CSAH 13	2020	CSAH 13, US 14 to CSAH 16 (Reclaim and Stabilize with Flex Steal)
P620	Lyon	N/A	CSAH 14	2020	CSAH 14, East of Tracy (Reclaim and Stabilize with 3.5in Bit Surfacing)
P621	Lyon	N/A	CSAH 2	2019	CSAH 2, Lincoln Co Line to US 59 (1.5in Bit Overlay)
P622	Lyon	N/A	CSAH 2	2019	CSAH 2, Lincoln Co Line to US 59 (1.5in Bit Overlay)
P623	Lyon	N/A	CSAH 2	2019	CSAH 2, Lincoln Co Line to US 59 (1.5in Bit Overlay)
P624	Lyon	N/A	CSAH 1	2019	CSAH 1, Taunton to YMed Co Line (1.5in Bit Overlay w/Blade Leveling)
P625	Lyon	N/A	CSAH 1	2019	CSAH 1, Taunton to YMed Co Line (1.5in Bit Overlay w/Blade Leveling)
P626	Lyon	N/A	CSAH 1	2019	Csah 1, In Taunton (2in Mill and Overlay)
P627	Lyon	N/A	CSAH 2	2019	CSAH 2, US 59 to CSAH 9 (1.5in Bit Overlay)
P628	Lyon	N/A	CSAH 1	2019	CSAH 1, West of Taunton (1.5in Bit Overlay)
P629	Lyon	N/A	CSAH 25	2018	CSAH 25, In Lynd (2in Mill and Overlay)
P630	Lyon	N/A	CSAH 25	2018	CSAH 25, In Lynd (2in Mill and Overlay)
P631	Lyon	N/A	CSAH 31	2018	CSAH 31, In Russell (1.5in Bit Overlay)
P632	Lyon	N/A	CSAH 28	2018	CSAH 28, In Tracy (2in Mill and Overlay [X-Wide])
P633	Lyon	N/A	CSAH 28	2018	CSAH 28, In Tracy (2in Mill and Overlay [X-Wide])
P634	Lyon	N/A	CSAH 28	2018	CSAH 28, In Tracy (2in Mill and Overlay [X-Wide])

ID	Program	Project Number	Route or location	Year	Description
P635	Lyon	N/A	CR 59	2018	Co Rd 59, MN 23 to 200th Ave (3in Bit Overlay)
P636	Lyon	N/A	CSAH 3	2018	CSAH 3, Minneota to YMed Co Line (Grading)
P637	Lyon	N/A	CSAH 15	2018	CSAH 15, In Russell (2in Mill and Overlay)
P638	Lyon	N/A	CSAH 15	2018	CSAH 15, In Russell (2in Mill and Overlay)
P639	Lyon	N/A	CSAH 15	2018	CSAH 15, In Russell (2in Mill and Overlay)
P640	Lyon	N/A	CSAH 15	2018	CSAH 15, In Russell (2in Mill and Overlay)
P641	Lyon	N/A	CSAH 15	2018	CSAH 15, In Russell (2in Mill and Overlay)
P642	Lyon	N/A	CSAH 11	2018	CSAH 11, MN 19 to CSAH 22 (3in Bit Overlay)
P643	Lyon	N/A	CSAH 11	2018	CSAH 11, CSAH 2 to MN 19 (1.5in Bit Overlay)
P644	Lyon	N/A	CSAH 11	2018	CSAH 11, CSAH 2 to MN 19 (1.5in Bit Overlay)
P645	McLeod	N/A	CSAH 2	2021	CSAH 2, US 212 Bridge to Sibley Co Line (Concrete Overlay)
P646	McLeod	N/A	CSAH 2	2021	CSAH 2, US 212 Bridge to Sibley Co Line (Concrete Overlay)
P647	McLeod	N/A	CSAH 2	2021	CSAH 2, US 212 Bridge to Sibley Co Line (Concrete Overlay)
P648	McLeod	N/A	CSAH 2	2021	CSAH 2, US 212 Bridge to Sibley Co Line (Concrete Overlay)
P649	McLeod	N/A	CSAH 13	2020	CSAH 13, US 212 to Sibley Co Line (Rehabilitataion)
P650	McLeod	N/A	CSAH 13	2020	CSAH 13, US 212 to Sibley Co Line (Rehabilitataion)
P651	McLeod	N/A	CR 60	2020	CR 60, MN 15 to CSAH 7 (Cement Stabilization & Sealcoat)
P652	McLeod	N/A	CR 63	2020	CR 63, CSAH 1 to CR 93 (Cement Stabilization & Sealcoat)
P653	McLeod	N/A	CR 79	2020	CR 79, CSAH 4 to Swan Lake Park (Cement Stabilization & Sealcoat)
P654	McLeod	N/A	CR 79	2020	CR 79, CSAH 4 to Swan Lake Park (Cement Stabilization & Sealcoat)
P655	McLeod	N/A	CR 93	2020	CR 93, CSAH 15 to CSAH 1 (Cement Stabilization and Sealcoat)
P656	McLeod	N/A	CSAH 8	2019	CSAH 8, CSAH 155 to Renville Co Line (Rehabilitataion)
P657	McLeod	N/A	CSAH 19	2019	CSAH 19, CSAH 12 to North Co Line (Rehabilitation, Possibly tied to Meeker)
P658	McLeod	N/A	CSAH 19	2019	CSAH 19, CSAH 12 to North Co Line (Rehabilitation, Possibly tied to Meeker)
P659	McLeod	N/A	CR 60	2019	CR 60, MN 15 to CSAH 7 (Centerline Drain Tile)
P660	McLeod	N/A	CR 63	2019	CR 63, CSAH 1 to CR 93 (Reclaim/Tile)
P661	McLeod	N/A	CR 79	2019	CR 79, CSAH 4 to Swan Lake Park (Centerline Drain Tile)
P662	McLeod	N/A	CR 79	2019	CR 79, CSAH 4 to Swan Lake Park (Centerline Drain Tile)
P663	McLeod	N/A	CR 93	2019	CR 93, CSAH 15 to CSAH 1 (Centerline Drain Tile)
P664	McLeod	N/A	CSAH 3	2018	CSAH 3, CSAH 1 to 9 (Reconstruction, Phase 2 - Paving)

ID	Program	Project Number	Route or location	Year	Description
P665	McLeod	N/A	CSAH 3	2018	CSAH 3, CSAH 1 to 9 (Reconstruction, Phase 2 - Paving)
P666	McLeod	N/A	CSAH 15	2018	CSAH 15, CSAH 22 to MN 7 (Reconstruction, Phase 2 - Paving)
P667	McLeod	N/A	CSAH 15	2018	CSAH 15, CSAH 3 to CSAH 22 (Concrete Overlay)
P668	McLeod	N/A	CSAH 15	2018	CSAH 15, CSAH 3 to CSAH 22 (Concrete Overlay)
P669	McLeod	N/A	CSAH 15	2018	CSAH 15, CSAH 3 to CSAH 22 (Concrete Overlay)
P670	McLeod	N/A	CSAH 15	2018	CSAH 15, CSAH 3 to CSAH 22 (Concrete Overlay)
P671	McLeod	N/A	CR 62	2018	CR 62, CR 70 to CSAH 4 (Cement Stabilization & Sealcoat)
P672	McLeod	N/A	CR 62	2018	CR 62, CSAH 4 to MN 22 (Cement Stabilization & Sealcoat)
P673	McLeod	N/A	CR 54	2018	CR 54, 1 mi N. of Sunset Cir to CSAH 7 (Cement Stabilization & Sealcoat)
P674	McLeod	N/A	CSAH 1	2020	CSAH 1, Renville Co Line to MN 7 (Reclaim/Pave)
P675	Meeker	N/A	CSAH 1	2021	CSAH 1, MN 7 to W5th St (Micromill & UTBWC)
P676	Meeker	N/A	CSAH 1	2021	CSAH 1, MN 7 to W5th St (Micromill & UTBWC)
P677	Meeker	N/A	CSAH 1	2021	CSAH 1, MN 7 to W5th St (Micromill & UTBWC)
P678	Meeker	N/A	CSAH 1	2021	CSAH 1, MN 7 to W5th St (Micromill & UTBWC)
P679	Meeker	N/A	CSAH 1	2021	CSAH 1, MN 7 to W5th St (Micromill & UTBWC)
P680	Meeker	N/A	CSAH 2	2019	CSAH 2, MN 55 to 360th St (Overlay)
P681	Meeker	N/A	CSAH 4	2021	CSAH 4, 240th St to 237th St Dassel (Re-Grade)
P682	Meeker	N/A	CSAH 4	2022	CSAH 4, 255th St to 240th St Dassel (Overlay)
P683	Meeker	N/A	CSAH 9	2020	CSAH 9, CSAH 18 to McLeod Co Line (Reclaim/Pave)
P684	Meeker	N/A	CSAH 17	2018	CSAH 17, MN 55 to MN 24 (Re-Grade)
P685	Meeker	N/A	CSAH 17	2018	CSAH 17, MN 55 to MN 24 (Re-Grade)
P686	Meeker	N/A	CSAH 21	2022	CSAH 21, Wright Co Line to MN 15 (Reclaim/Pave)
P687	Meeker	N/A	CSAH 31	2023	CSAH 31, CSAH 16 tp CSAH 11 (Reclaim/Pave)
P688	Meeker	N/A	CSAH 31	2023	CSAH 31, CSAH 16 tp CSAH 11 (Reclaim/Pave)
P689	Meeker	N/A	CSAH 34	2022	CSAH 34, MN 24 to US 12 (Reclaim/Pave)
P690	Meeker	N/A	CSAH 6	2020	CSAH 6 (Re-Grade)
P691	Meeker	N/A	CSAH 17	2019	CSAH 17, MN 55 to MN 24 (Pave)
P692	Meeker	N/A	CSAH 17	2019	CSAH 17, MN 55 to MN 24 (Pave)
P693	Meeker	N/A	CSAH 6	2021	CSAH 6 (Pave)
P694	Murray	N/A	CSAH 4	2017	CSAH 4 (Seal Coat)

ID	Program	Project Number	Route or location	Year	Description
P695	Murray	N/A	CSAH 4	2017	CSAH 4 (Seal Coat)
P696	Murray	N/A	CSAH 5	2017	CSAH 5 (Seal Coat)
P697	Murray	N/A	CSAH 20	2017	CSAH 20, MN 91 to CSAH 29 (2in Overlay)
P698	Murray	N/A	CSAH 18	2017	CSAH 18, Pipestone Co Line to MN 91 (2in Overlay)
P699	Murray	N/A	CSAH 29	2017	CSAH 29, 1 mi S. of CR 73 to Lyon Co Line (Mill & Overlay)
P700	Murray	N/A	CSAH 42	2017	CSAH 42, MN 30 to CSAH 17 (2in Overlay)
P701	Murray	N/A	CSAH 42	2017	CSAH 42, MN 30 to CSAH 17 (2in Overlay)
P702	Murray	N/A	CSAH 42	2017	CSAH 42, MN 30 to CSAH 17 (2in Overlay)
P703	Murray	N/A	CSAH 48	2017	CSAH 48, CSAH 29 to US 59 (2in Overlay)
P704	Murray	N/A	CR 80	2017	CR 80, 0.4 mi W to MN 91 (1.5in Overlay)
P705	Murray	N/A	CSAH 5	2017	CSAH 5 (Seal Coat)
P706	Murray	N/A	CSAH 29	2017	CSAH 29 (Seal Coat, GWR Stripping)
P707	Murray	N/A	CSAH 38	2017	CSAH 38 (GWR Stripping)
P708	Murray	N/A	CSAH 34	2017	CSAH 34 (GWR Stripping)
P709	Murray	N/A	CSAH 34	2017	CSAH 34 (GWR Stripping)
P710	Murray	N/A	CSAH 41	2017	CSAH 41, MN 30 to CSAH 42 (2in Overlay)
P711	Murray	N/A	CSAH 41	2017	CSAH 41, MN 30 to CSAH 42 (2in Overlay)
P712	Murray	N/A	CSAH 1	2018	CSAH 1, CSAH 29 to CSAH 31 (Base & Bit Surfacing)
P713	Murray	N/A	CSAH 2	2018	CSAH 2, US 59 to N College Ave Fulda (Seal Coat)
P714	Murray	N/A	CSAH 2	2018	CSAH 2, US 59 to N College Ave Fulda (Seal Coat)
P715	Murray	N/A	CSAH 7	2018	CSAH 7, MN 267 to CSAH 32 (Seal Coat)
P716	Murray	N/A	CSAH 13	2018	CSAH 13, US 59 to CR 102 (Mill & 1.5in Overlay)
P717	Murray	N/A	CSAH 15	2018	CSAH 15, CSAH 38 to End of Road (Seal Coat)
P718	Murray	N/A	CSAH 15	2018	CSAH 15, CSAH 38 to End of Road (Seal Coat)
P719	Murray	N/A	CSAH 21	2018	CSAH 21, CSAH 38 to US 59 (Seal Coat)
P720	Murray	N/A	CSAH 32	2018	CSAH 32, MN 30 to JCT CSAH 7 (Seal Coat)
P721	Murray	N/A	CSAH 32	2018	CSAH 32, MN 30 to JCT CSAH 7 (Seal Coat)
P722	Murray	N/A	CSAH 32	2018	CSAH 32, MN 30 to JCT CSAH 7 (Seal Coat)
P723	Murray	N/A	CSAH 39	2018	CSAH 39, JCT US 59 to 21st St Fulda (Seal Coat)
P724	Murray	N/A	CSAH 37	2018	CSAH 37, CSAH 38 to End of Road (Seal Coat)

ID	Program	Project Number	Route or location	Year	Description
P725	Murray	N/A	CSAH 51	2018	CSAH 51, MN 30 to CSAH 38 (Seal Coat)
P726	Murray	N/A	CR 104	2018	CR 104, CSAH 13 to End of Road (Mill & 1.5in Overlay)
P727	Murray	N/A	CSAH 38	2018	CSAH 38, Lyon Co Line to CSAH 17 (Seal Coat)
P728	Murray	N/A	CR 102	2018	CR 102, CSAH 13 to End of Road (Mill & 1.5in Overlay)
P729	Murray	N/A	CSAH 8	2019	CSAH 8, CSAH 32 to US 59 (2in Overlay & ADA)
P730	Murray	N/A	CSAH 8	2019	CSAH 8, CSAH 32 to US 59 (2in Overlay & ADA)
P731	Murray	N/A	CSAH 8	2019	CSAH 8, CSAH 32 to US 59 (2in Overlay & ADA)
P732	Murray	N/A	CSAH 8	2019	CSAH 8, CSAH 32 to US 59 (2in Overlay & ADA)
P733	Murray	N/A	CSAH 8	2019	CSAH 8, US 59 to CSAH 35 (2in Overlay)
P734	Murray	N/A	CSAH 8	2019	CSAH 8, US 59 to CSAH 35 (2in Overlay)
P735	Murray	N/A	CSAH 25	2019	CSAH 25, MN 30 to CSAH 10 (2in Overlay)
P736	Murray	N/A	CSAH 27	2019	CSAH 27, MN 91 to 50th Ave Lake Wilson (2in Overlay)
P737	Murray	N/A	CSAH 27	2019	CSAH 27, MN 91 to 50th Ave Lake Wilson (2in Overlay)
P738	Murray	N/A	CSAH 27	2019	CSAH 27, MN 91 to 50th Ave Lake Wilson (2in Overlay)
P739	Murray	N/A	CSAH 38	2019	CSAH 38, MN 30 o Bridge 51504 Currie (2in Overlay & ADA)
P740	Murray	N/A	CSAH 52	2019	CSAH 52, from CSAH 4 to CSAH 5 (2in Overlay)
P741	Murray	N/A	CSAH 52	2018	CSAH 52, from CSAH 4 to CSAH 5 (2in Overlay)
P742	Murray	N/A	CSAH 29	2022	CSAH 29, US 30 to N. Limits of Hadley (Reconstruction)
P743	Murray	N/A	CSAH 29	2022	CSAH 29, US 30 to N. Limits of Hadley (Reconstruction)
P744	Murray	N/A	CSAH 10	2020	CSAH 10, Pipestone Co Line to MN 91 (2in Overlay)
P745	Murray	N/A	CSAH 2	2020	CSAH 2, CSAH 34 to Fulda (2in Overlay)
P746	Murray	N/A	CSAH 2	2020	CSAH 2, CSAH 34 to Fulda (2in Overlay)
P747	Murray	N/A	CSAH 3	2020	CSAH 3, CSAH 42 to CSAH 44 (2in Overlay)
P748	Murray	N/A	CSAH 3	2020	CSAH 3, CSAH 39 to CSAH 42 (2in Overlay)
P749	Murray	N/A	CSAH 3	2020	CSAH 3, CSAH 39 to CSAH 42 (2in Overlay)
P750	Murray	N/A	CSAH 36	2020	CSAH 36, Nobles Co Line to CSAH 2 (2in Overlay)
P751	Murray	N/A	CSAH 40	2020	CSAH 40, MN 62 to CSAH 3 (2in Overlay)
P752	Murray	N/A	CSAH 40	2020	CSAH 40, MN 62 to CSAH 3 (2in Overlay)
P753	Murray	N/A	CSAH 6	2020	CSAH 6, CSAH 42 to Cottonwood Co Line (2in Overlay)
P754	Murray	N/A	CSAH 17	2021	CSAH 17, CSAH 42 to Cottonwood Co Line (2in Overlay)

ID	Program	Project Number	Route or location	Year	Description
P755	Murray	N/A	CSAH 22	2021	CSAH 22, CSAH 38 to CSAH 45 (2in Overlay)
P756	Murray	N/A	CSAH 22	2021	CSAH 22, CSAH 38 to CSAH 45 (2in Overlay)
P757	Murray	N/A	CSAH 45	2021	CSAH 45, CSAH 17 to Redwood Co Line (2in Overlay)
P758	Murray	N/A	CSAH 1	2023	CSAH 1, MN 91 to CSAH 29 (2in Overlay)
P759	Murray	N/A	CSAH 4	2023	CSAH 4, Iona to CSAH 34 (2in Overlay)
P760	Murray	N/A	CSAH 16	2023	CSAH 16, CSAH 30 to US 59 (2in Overlay)
P761	Murray	N/A	CSAH 31	2023	CSAH 31, Nobles Co Line to CSAH 4
P762	Murray	N/A	CSAH 42	2023	CSAH 42, CSAH 3 to MN 30 (2in Overlay)
P763	Murray	N/A	CSAH 42	2023	CSAH 42, CSAH 3 to MN 30 (2in Overlay)
P764	Murray	N/A	CSAH 42	2023	CSAH 42, CSAH 3 to MN 30 (2in Overlay)
P765	Murray	N/A	CSAH 47	2023	CSAH 47, CSAH 44 to Cottonwood Co Line (2in Overlay)
P766	Murray	N/A	CR 67	2023	CR 67, MN 30 to End of Bit Surf (1.5in Overlay)
P767	Murray	N/A	CSAH 4	2017	CSAH 4 (Seal Coat)
P768	Pipestone	N/A	CSAH 25	2023	CSAH 25, Hwy 30 to Hwy 23 (Widening/Paving)
P769	Pipestone	N/A	CSAH 10	2022	CSAH 20, CSAH 16 to NM 23 (Reconstruction)
P770	Pipestone	N/A	CSAH 23	2022	CSAH 23, Cleveland St to CSAH 18 (Mill & Overlay)
P771	Pipestone	N/A	CR 54	2022	Hwy 54, CSAH 2 to MN 23 (Overlay)
P772	Pipestone	N/A	CSAH 9	2022	CSAH 9, Edgerton to CSAH 18 (Overlay)
P773	Pipestone	N/A	CSAH 2	2022	CSAH 2, MN 23 to MN 75 (Overlay)
P774	Pipestone	N/A	CSAH 15	2022	CSAH 15, CSAH 2 to CSAH 1 (Overlay)
P775	Pipestone	N/A	CSAH 6	2022	CSAH 6, MN 23 to CSAH 18 (Overlay)
P776	Pipestone	N/A	CSAH 6	2022	CSAH 6, MN 23 to CSAH 18 (Overlay)
P777	Pipestone	N/A	CSAH 56	2021	CSAH 56, CSAH 2 to Pipestone (Overlay)
P778	Pipestone	N/A	CSAH 16	2021	CSAH 16, CSAH 10 to Lincoln Co. Line (Overlay)
P779	Pipestone	N/A	CSAH 5	2021	CSAH 5, CSAH 18 to Murray Co. Line (Overlay)
P780	Pipestone	N/A	CSAH 13	2020	CSAH 13, CSAH 2 to MN 30 (Widening/Blk Top)
P781	Pipestone	N/A	CSAH 30	2019	CSAH 30, Tech College to MN 75 (Mill & Overlay)
P782	Pipestone	N/A	CSAH 2	2019	CSAH 2, SD State Line to MN 23 (Overlay)
P783	Pipestone	N/A	CSAH 2	2019	CSAH 2, SD State Line to MN 23 (Overlay)
P784	Pipestone	N/A	CSAH 8	2019	CSAH 8, CSAH 16 to CSAH 18 (Overlay)

ID	Program	Project Number	Route or location	Year	Description
P785	Pipestone	N/A	CSAH 8	2019	CSAH 8, CSAH 16 to CSAH 18 (Overlay)
P786	Pipestone	N/A	CR 67	2019	Hwy 267, CSAH 18 to Palmer Street (Overlay)
P787	Pipestone	N/A	CR 67	2019	Hwy 267, CSAH 18 to Palmer Street (Overlay)
P788	Pipestone	N/A		2019	Hwy 67, Cemetery to CSAH 30 (Reconstruct)
P789	Redwood	N/A	CSAH 25	2017	CSAH 25, JCT CSAH 101 to JCT CSAH 17 (Mill/Resurface & Agg)
P790	Redwood	N/A	CSAH 25	2017	CSAH 25, JCT CSAH 101 to JCT CSAH 17 (Mill/Resurface & Agg)
P791	Redwood	N/A	CSAH 17	2017	CSAH 17, CSAH 25 to MN 19 (Mill/Resurface & Agg)
P792	Redwood	N/A	CSAH 102	2017	CSAH 102, JCT CSAH 2 to CSAH 3 (Reconstruct & Bit. Pavement)
P793	Redwood	N/A	CSAH 3	2017	CSAH 3, MN 67 to E. Morgan (Reconstruct & Bit. Pavement)
P794	Redwood	N/A	CSAH 2	2017	CSAH 2, MN 67 to N. & S. Morgan (Reconstruct & Bit. Pavement)
P795	Redwood	N/A	CSAH 2	2017	CSAH 2, MN 67 to N. & S. Morgan (Reconstruct & Bit. Pavement)
P796	Redwood	N/A	CSAH 2	2017	CSAH 2, MN 67 to N. & S. Morgan (Reconstruct & Bit. Pavement)
P797	Redwood	N/A	CSAH 8	2017	CSAH 8, 1.25 Mi N. of JCT MN 14 and CSAH 8 (Agg. Base, Bit. Surfacing, Agg)
P798	Redwood	N/A	CSAH 11	2018	CSAH 11, CSAH 2 to MN River (Mill & Resurface)
P799	Redwood	N/A	CSAH 11	2018	CSAH 11, CSAH 2 to MN River (Mill & Resurface)
P800	Redwood	N/A	CSAH 1	2018	CSAH 1, MN 67 to 1 Mi S. of MN 67 (Intersection Work, Grading)
P801	Redwood	N/A	CSAH 16	2018	CSAH 16, MN 71 to CSAH 1 (Mill, Resurface, Agg)
P802	Redwood	N/A	CSAH 101	2018	CSAH 101, MN 19 to Bridge 92194 (Pavement Rehab)
P803	Redwood	N/A	CSAH 20	2019	CSAH 20 (Pavement Rehab)
P804	Redwood	N/A	CSAH 20	2019	CSAH 20 (Pavement Rehab)
P805	Redwood	N/A	CSAH 5	2019	CSAH 5 (6in Wet Reflective Epoxy Edgeline in Grooves)
P806	Redwood	N/A	CSAH 5	2019	CSAH 5 (6in Wet Reflective Epoxy Edgeline in Grooves)
P807	Redwood	N/A	CSAH 5	2019	CSAH 5 (6in Wet Reflective Epoxy Edgeline in Grooves)
P808	Redwood	N/A	CSAH 5	2019	CSAH 5 (6in Wet Reflective Epoxy Edgeline in Grooves)
P809	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)
P810	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)
P811	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)
P812	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)
P813	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)
P814	Redwood	N/A	CSAH 10	2019	CSAH 10 (6in Wet Reflective Epoxy Edgeline in Grooves)

ID	Program	Project Number	Route or location	Year	Description
P815	Redwood	N/A	CSAH 8	2019	CSAH 8 (6in Wet Reflective Epoxy Edgeline in Grooves)
P816	Redwood	N/A	CSAH 8	2019	CSAH 8 (6in Wet Reflective Epoxy Edgeline in Grooves)
P817	Redwood	N/A	CSAH 16	2019	CSAH 16 (6in Wet Reflective Epoxy Edgeline in Grooves)
P818	Redwood	N/A	CSAH 16	2019	CSAH 16 (6in Wet Reflective Epoxy Edgeline in Grooves)
P819	Redwood	N/A	CSAH 16	2019	CSAH 16 (6in Wet Reflective Epoxy Edgeline in Grooves)
P820	Redwood	N/A	CSAH 16	2019	CSAH 16 (6in Wet Reflective Epoxy Edgeline in Grooves)
P821	Redwood	N/A	CR 72	2019	CSAH 16 (6in Wet Reflective Epoxy Edgeline in Grooves)
P822	Redwood	N/A	CSAH 1	2021	CSAH 1, Brown Co Line to MN 67 (Pavement Rehab, Bit. Surf, Agg)
P823	Redwood	N/A	CSAH 1	2021	CSAH 1, Brown Co Line to MN 67 (Pavement Rehab, Bit. Surf, Agg)
P824	Redwood	N/A	CSAH 1	2021	CSAH 1, Brown Co Line to MN 67 (Pavement Rehab, Bit. Surf, Agg)
P825	Redwood	N/A	CSAH 1	2021	CSAH 1, Brown Co Line to MN 67 (Pavement Rehab, Bit. Surf, Agg)
P826	Redwood	N/A	CSAH 1	2021	CSAH 1, Brown Co Line to MN 67 (Pavement Rehab, Bit. Surf, Agg)
P827	Redwood	N/A	CSAH 6	2021	CSAH 6, CSAH 9 to MN 19 (Mill, Resurface, Agg)
P828	Redwood	N/A	CSAH 6	2021	CSAH 6, CSAH 9 to MN 19 (Mill, Resurface, Agg)
P829	Redwood	N/A	CSAH 101	2021	CSAH 101, MN River to MN 19 (Mill, Bit. Resurface, Agg)
P830	Redwood	N/A	CSAH 101	2021	CSAH 101, MN River to MN 19 (Mill, Bit. Resurface, Agg)
P831	Redwood	N/A	CSAH 101	2021	CSAH 101, MN River to MN 19 (Mill, Bit. Resurface, Agg)
P832	Renville	N/A	N/A	2019	CSAH 8 Surfacing: US 212 to Bridge 65566
P833	Renville	N/A	N/A	2022	CSAH 3 Mill & 3in OL: CSAH 2 to US 212
P834	Renville	N/A	N/A	2022	CSAH 8 Mill & 3in OL: Buffalo Lake to CSAH 11
P835	Renville	N/A	N/A	2019	CSAH 20/36 Full Depth Reclaim & Pave: CSAH 11 to McLeod County
P836	Renville	N/A	N/A	2019	CSAH 8 Surfacing: US 212 to Bridge 65566
P837	Renville	N/A	N/A	2021	CSAH 16 Full Depth Reclaim & Pave: CSAH 19 to CSAH 2/CSAH 5: Align Intersection at TH 19
P838	Renville	N/A	N/A	2019	CSAH 4 Base & Surfacing: CSAH 5 to TH 4
P839	Renville	N/A	N/A	2019	CSAH 8 Surfacing: US 212 to Bridge 65566
P840	Renville	N/A	N/A	2019	CSAH 20/36 Full Depth Reclaim & Pave: CSAH 11 to McLeod County
P841	Renville	N/A	N/A	2022	CSAH 3 Mill & 3in OL: CSAH 2 to US 212
P842	Renville	N/A	N/A	2022	CSAH 18 Full Depth Reclaim & Pave with Drainage Improvements: Morton to 675th Ave
P843	Renville	N/A	N/A	2024	CSAH 1 Full Depth Reclaim & Pave: CSAH 17 to US 212

ID	Program	Project Number	Route or location	Year	Description
P844	Renville	N/A	N/A	2023	CSAH 2: Regrade through Beaver Falls
P845	Renville	N/A	N/A	2024	CSAH 2: Base & Surfacing through Beaver Falls
P846	Yellow Medicine	N/A	CR E3	2018	CR E3, CSAH 15 to 130th St Florida Twp (Grade)
P847	Yellow Medicine	N/A	CSAH 2	2018	CSAH 2, MN 67 to Redwood Co Line (Grade, Widen)
P848	Yellow Medicine	N/A	CSAH 4	2022	CSAH 4, CSAH 13 to US 75
P849	Yellow Medicine	N/A	CSAH 8	2022	CSAH 8, CSAH 2 to CSAH 18 (Grade)
P850	Yellow Medicine	N/A	CSAH 8	2019	CSAH 8/19, CSAH 5 to US 212 (Mill, Overlay)
P851	Yellow Medicine	N/A	CSAH 9	2021	CSAH 9, CSAH 3 to Lac Qui Parle Co Line (Pave)
P852	Yellow Medicine	N/A	CSAH 9	2020	CSAH 9, Lyon Co Line to CSAH 3 (Pave)
P853	Yellow Medicine	N/A	CSAH 20	2019	CSAH 20, Echo (Grade/Pave)
P854	Yellow Medicine	N/A	CSAH 20	2019	CSAH 20, Echo (Grade/Pave)
P855	Yellow Medicine	N/A	CSAH 19	2019	CSAH 8/19, CSAH 5 to US 212 (Mill, Overlay)
P856	Yellow Medicine	N/A	CSAH 17	2019	CSAH 17, CSAH 8 to CSAH 43 (HSIP Striping)
P857	Yellow Medicine	N/A	CSAH 21	2019	CSAH 21, MN 67 to MN River Bridge (Mill, Overlay)
P858	Yellow Medicine	N/A	CSAH 30	2019	CSAH 30, 170 St to MN 68 (HSIP Striping)
P859	Yellow Medicine	N/A	CSAH 30	2019	CSAH 30, 170 St to MN 68 (HSIP Striping)
P860	Yellow Medicine	N/A	CSAH 30	2019	CSAH 30, 170 St to MN 68 (HSIP Striping)
P861	Yellow Medicine	N/A	CSAH 30	2019	CSAH 30, 170 St to MN 68 (HSIP Striping)
P862	Yellow Medicine	N/A	CSAH 39	2019	CSAH 39, CSAH 17 to MN 67/23 (HSIP Striping)
P863	Yellow Medicine	N/A	CSAH 39	2019	CSAH 39, CSAH 17 to MN 67/23 (HSIP Striping)
P864	Yellow Medicine	N/A	CSAH 39	2019	CSAH 39, CSAH 17 to MN 67/23 (HSIP Striping)
P865	Yellow Medicine	N/A	CR A10	2019	CR A10, CSAH 46 to CR A4 (Grade)
P866	Yellow Medicine	N/A	CR B2	2022	CR B2, CSAH 3 to CSAH 17 (Grade)
P867	Yellow Medicine	N/A	CR A9	2020	CR A9, CSAH 18 to CSAH 3 (Grade)
P868	Yellow Medicine	N/A	CR A1	2021	CR A1, CSAH 21 to 1.5 mi N. of CSAH 2 (Grade)
P869	Yellow Medicine	N/A	CSAH 17	2019	CSAH 17, CSAH 8 to CSAH 43 (HSIP Striping)
P870	Yellow Medicine	N/A	CSAH 20	2019	CSAH 20, Echo (Grade/Pave)
P871	Yellow Medicine	N/A	CSAH 2	2018	CSAH 2, CR A5 to MN 67 (Grade, Widen)
P872	Yellow Medicine	N/A	CR A8	2018	CR A8, CR 26 to 140th Ave Posen Twp (Grade)
P873	Yellow Medicine	N/A	CSAH 2	2019	CSAH 2, MN 67 to Redwood Co Line (Mill, Overlay)

ID	Program	Project Number	Route or location	Year	Description
P874	Yellow Medicine	N/A	CSAH 2	2019	CSAH 2, CR A5 to MN 67 (Mill, Overlay)
P875	Yellow Medicine	N/A	CSAH 5	2018	CSAH 5, West Co Line to US 212 (HSIP Striping)
P876	Yellow Medicine	N/A	CSAH 5	2018	CSAH 5, West Co Line to US 212 (HSIP Striping)
P877	Yellow Medicine	N/A	CSAH 9	2020	CSAH 9, CSAH 3 to MN 67 (Grade)
P878	Yellow Medicine	N/A	CSAH 30	2022	CSAH 30, 170 St to MN 68 (Mill, Overlay)
P879	Yellow Medicine	N/A	CSAH 30	2022	CSAH 30, 170 St to MN 68 (Mill, Overlay)
P880	Yellow Medicine	N/A	CSAH 30	2022	CSAH 30, 170 St to MN 68 (Mill, Overlay)
P881	Yellow Medicine	N/A	CSAH 30	2022	CSAH 30, 170 St to MN 68 (Mill, Overlay)
P882	Yellow Medicine	N/A	CSAH 39	2021	CSAH 39, CSAH 17 to MN 67/23 (Widen/Mill, Overlay)
P883	Yellow Medicine	N/A	CSAH 39	2021	CSAH 39, CSAH 17 to MN 67/23 (Widen/Mill, Overlay)
P884	Yellow Medicine	N/A	CSAH 39	2021	CSAH 39, CSAH 17 to MN 67/23 (Widen/Mill, Overlay)
P885	Yellow Medicine	N/A	CSAH 9	2019	CSAH 9, Lyon Co Line to CSAH 3 (Grade)
P886	Yellow Medicine	N/A	CSAH 9	2021	CSAH 9, CSAH 3 to Lac Qui Parle Co Line (Pave)
P887	Yellow Medicine	N/A	CSAH 38	2021	CSAH 38 in Hanley Falls (Mill/Overlay)
P888	Yellow Medicine	N/A	CSAH 38	2021	CSAH 38 in Hanley Falls (Mill/Overlay)

Appendix D: Potential Gaps to Address

This appendix contains a list of the location-specific needs and issues that do not appear to be addressed by any currently-programmed projects. Similar to the lists provided in Appendix A and B, the fields in the table below are:

- **ID:** This code refers to the need/issue ID printed on maps in this Working Paper. Those that begin with an “S” were stakeholder-identified, and those with a “D” were identified via data analysis.
- **Source:** the source used to identify the need or issue.
- **Type:** Intersection or Segment of highway.
- **Highway Name or Number**
- **Need/Issue Type:** this field corresponds to the primary need or issue associated with the location. Needs and issues were coded in one of four ways: safety, condition, performance, or other.
- **Additional Information:** where available, additional details from the stakeholder were noted here

ID	Source	Type	Hwy	Location	Type	Additional Information
D1	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 19 Between Franklin and Fairfax	Camp	Safety	More than 2 crashes at this location between 2017 - 2018
D2	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	SIBLEY AVE	US12 Downtown Litchfield	Safety	More than 2 crashes at this location between 2017 - 2018
D3	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 23	Burbank, by Long Lake boat ramp	Safety	More than 2 crashes at this location between 2017 - 2018
D4	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 19	3 miles west of Redwood Falls	Safety	More than 2 crashes at this location between 2017 - 2018
D5	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 23	Intersection of Tiger Dr. Marshall	Safety	More than 2 crashes at this location between 2017 - 2018
D6	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 12	Downtown Pennock	Safety	More than 2 crashes at this location between 2017 - 2018
D7	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	15TH AVE SW	Saint Johns, immediately east of CSAH 1	Safety	More than 2 crashes at this location between 2017 - 2018
D8	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 212	Near 17 th Street, Granite Falls	Safety	More than 2 crashes at this location between 2017 - 2018
D9	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	E COLLEGE DR	Marshall, College Dr.	Safety	More than 2 crashes at this location between 2017 - 2018
D10	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 15	Hutchinson, Century Ave.	Safety	More than 2 crashes at this location between 2017 - 2018
D11	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 212	Glencoe, Chandler Ave.	Safety	More than 2 crashes at this location between 2017 - 2018
D12	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 71	Winfield, CSAH 11	Safety	More than 2 crashes at this location between 2017 - 2018

ID	Source	Type	Hwy	Location	Type	Additional Information
D13	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 12	Dassel, CSAH 15	Safety	More than 2 crashes at this location between 2017 - 2018
D14	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	50TH ST SE	Montevideo, .2 mi E of CSAH 15	Safety	More than 2 crashes at this location between 2017 - 2018
D15	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	CSAH 7	Roseland	Safety	More than 2 crashes at this location between 2017 - 2018
D16	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	CSAH 5	Kingman, CSAH 11	Safety	More than 2 crashes at this location between 2017 - 2018
D17	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 19	Hendricks, TH 71	Safety	More than 2 crashes at this location between 2017 - 2018
D18	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	ERIE RD	Marshall, CSAH 33	Safety	More than 2 crashes at this location between 2017 - 2018
D19	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	HWY 212	Hector, .7 miles E of downtown.	Safety	More than 2 crashes at this location between 2017 - 2018
D20	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 23	Sweet, CSAH 4	Safety	More than 2 crashes at this location between 2017 - 2018
D21	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	USTH 12	Harvey, CSAH 22	Safety	More than 2 crashes at this location between 2017 - 2018
D22	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 91	Chandler, CSAH 4	Safety	More than 2 crashes at this location between 2017 - 2018
D23	MnDOT Highway Safety Data (D8 Commercial Vehicle Crashes)	Intersection	MNTH 7	CSAH 1, by Lester Prairie	Safety	More than 2 crashes at this location between 2017 - 2018
D24	CPCS Crash Density Analysis/Crash Factor Score	Segment	MN-119	Jct. MN 40 to N. District Boundary	Safety	Segment with high density crash rates
D25	CPCS Crash Density Analysis/Crash Factor Score	Segment	N. of New London to 0.2Mi N. of CSAH 33	Kandiyohi County	Safety	Segment with high density crash rates

ID	Source	Type	Hwy	Location	Type	Additional Information
D26	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 9	N. of New London to 0.2Mi N. of CSAH 33	Safety	Segment with high density crash rates
D27	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 9	N. of New London to 0.2Mi N. of CSAH 33	Safety	Segment with high density crash rates
D28	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 9	N. of New London to 0.2Mi N. of CSAH 33	Safety	Segment with high density crash rates
D29	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 67	0.7Mi SE TH 23 in Granite Falls to 0.2Mi of CSAH 18	Safety	Segment with high density crash rates
D30	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 67	0.7Mi SE TH 23 in Granite Falls to 0.2Mi of CSAH 18	Safety	Segment with high density crash rates
D31	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 67	0.7Mi SE TH 23 in Granite Falls to 0.2Mi of CSAH 18	Safety	Segment with high density crash rates
D32	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 7	E. Side of Hutchinson to W. of Silver Lake	Safety	Segment with high density crash rates
D33	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH 68	SD/MN State Line to NW of Canby	Safety	Segment with high density crash rates
D34	CPCS Crash Density Analysis/Crash Factor Score	Segment	.77Mi N. of US 212 to .45Mi S. of MN 7 in Cosmos	.77Mi N. of US 212 to .45Mi S. of MN 7 in Cosmos	Safety	Segment with high density crash rates
D35	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-212	W OF E JCT CSAH3	Safety	Segment with high density crash rates

ID	Source	Type	Hwy	Location	Type	Additional Information
D36	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-212	E. side of Dawson to CSAH 39	Safety	Segment with high density crash rates
D37	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-212	Jct. MN 4 to E. side of Hector	Safety	Segment with high density crash rates
D38	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-212	W. side of Stewart to E. side of Stewart	Safety	Segment with high density crash rates
D39	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-23	Jct. US 71 to S. side of Spencer	Safety	Segment with high density crash rates
D40	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-212	0.1Mi E. of JCT MN 22 to 0.1Mi W. of CR 1	Safety	Segment with high density crash rates
D41	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-71	0.3Mi. S. MN 23 to MN 23	Safety	Segment with high density crash rates
D42	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-71	S. of Willmar to 0.3Mi. S. of MN 23	Safety	Segment with high density crash rates
D43	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-23	0.5Mi S. MN 274 to 0.45Mi S. of US 212	Safety	Segment with high density crash rates
D44	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-22	W OF E JCT TH22 IN HUTCHINSON	Safety	Segment with high density crash rates
D45	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-22	W OF E JCT TH22 IN HUTCHINSON	Safety	Segment with high density crash rates
D46	CPCS Crash Density Analysis/Crash Factor Score	Segment	College Drive	0.5Mi E. of TH 59 to Jct. MN 23	Safety	Segment with high density crash rates
D47	CPCS Crash Density Analysis/Crash Factor Score	Segment	US-75	Jct. MN 30 to N. side of Pipestone	Safety	Segment with high density crash rates

ID	Source	Type	Hwy	Location	Type	Additional Information
D48	CPCS Crash Density Analysis/Crash Factor Score	Segment	1.2Mi S. of Mn 7 to 0.75Mi N. of MN 7	McLeod County	Safety	Segment with high density crash rates
D49	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-15	S. of Baltimore Ave in Hutchinson	Safety	Segment with high density crash rates
D50	CPCS Crash Density Analysis/Crash Factor Score	Segment	280th	Downtown Marshall	Safety	Segment with high density crash rates
D51	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-23	0.1Mi N. CR 131 south 3.6 Miles	Safety	Segment with high density crash rates
D52	CPCS Crash Density Analysis/Crash Factor Score	Segment	MN-23	S. side of Spencer to N. side of Spencer	Safety	Segment with high density crash rates
D53	CPCS Crash Density Analysis/Crash Factor Score	Segment	CSAH-19	E. side of Redwood falls to US 71	Safety	Segment with high density crash rates
D54	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-23	0.3Mi W. of Jct. MN 23 to 0.65Mi E. of Jct. MN 23	Safety	Segment with high density crash rates
D55	CPCS Crash Density Analysis/Crash Factor Score	Segment	MNTH-22	Jct. MN 15	Safety	Segment with high density crash rates
D57	D8 Bridge Clearance/Condition Data	Intersection	US-59	NW of Milan	Performance	Vertical Bridge Clearance is <14.6'
D58	D8 Bridge Clearance/Condition Data	Intersection	CSAH 15- Park Access	Wegdahl	Performance	Vertical Bridge Clearance is <14.6'
D59	D8 Bridge Clearance/Condition Data	Intersection	115 th St	Granite Falls	Performance	Vertical Bridge Clearance is <14.6'
D60	D8 Bridge Clearance/Condition Data	Intersection	160 th Ave NW	NW of Milan	Performance	Vertical Bridge Clearance is <14.6'

ID	Source	Type	Hwy	Location	Type	Additional Information
D63	D8 Bridge Clearance/Condition Data	Intersection	190 th Ave	SW of Lynd	Performance	Vertical Bridge Clearance is <14.6'
D64*	D8 Bridge Clearance/Condition Data	Intersection	US-71	Kandiyohi County	Performance	Vertical Bridge Clearance is <14.6'
D65*	D8 Bridge Clearance/Condition Data	Intersection	MN-23	Lyon County	Performance	Vertical Bridge Clearance is <14.6'
D67	D8 Bridge Clearance/Condition Data	Intersection	735th Ave	Adjacent to US 12 east of Dassel	Performance	Vertical Bridge Clearance is <14.6'
D68	D8 Bridge Clearance/Condition Data	Intersection	730th Ave	Adjacent to US 12 east of Dassel	Performance	Vertical Bridge Clearance is <14.6'
D69	D8 Bridge Clearance/Condition Data	Intersection	700th Ave	Adjacent to US 12 west of Dassel	Performance	Vertical Bridge Clearance is <14.6'
D70	D8 Bridge Clearance/Condition Data	Intersection	US-12	Meeker County	Performance	Vertical Bridge Clearance is <14.6'
D71	D8 Bridge Clearance/Condition Data	Intersection	237 th St	By US-12, SE of Darwin	Performance	Vertical Bridge Clearance is <14.6'
D72	D8 Bridge Clearance/Condition Data	Intersection	MN 30	Pipestone	Performance	Vertical Bridge Clearance is <14.6'
D75	D8 Bridge Clearance/Condition Data	Intersection	Kenwood Ave	Crossing Cottonwood River	Performance	Vertical Bridge Clearance is <14.6'
D76	D8 Bridge Clearance/Condition Data	Intersection	Jade Ave	S of US-14, E of Lamberton	Performance	Vertical Bridge Clearance is <14.6'

ID	Source	Type	Hwy	Location	Type	Additional Information
D77	D8 Bridge Clearance/Condition Data	Intersection	Crown Avenue	Adjacent to County 20	Performance	Vertical Bridge Clearance is <14.6'
D78	D8 Bridge Clearance/Condition Data	Intersection	Hwy A9	W of Hanley Falls	Performance	Vertical Bridge Clearance is <14.6'
D79	D8 Bridge Clearance/Condition Data	Intersection	US-212	W side of Granite Falls	Performance	Vertical Bridge Clearance is <14.6'
D80	D8 Bridge Clearance/Condition Data	Intersection	510 th St	N side of Hanley Falls	Performance	Vertical Bridge Clearance is <14.6'
D81	MnDOT At Grade Rail Crossings	Intersection	LAKELAND DR SE	Willmar	Safety	Rail Risk Rating is >7
D82	MnDOT At Grade Rail Crossings	Intersection	7TH ST SW	Willmar	Safety	Rail Risk Rating is >7
D83	MnDOT At Grade Rail Crossings	Intersection	30TH ST NW	Willmar	Safety	Rail Risk Rating is >7
D84	MnDOT At Grade Rail Crossings	Intersection	WILLMAR AVE SW	Willmar	Safety	Rail Risk Rating is >7
D85	MnDOT At Grade Rail Crossings	Intersection	30TH ST SW	Willmar	Safety	Rail Risk Rating is >7
D86	MnDOT At Grade Rail Crossings	Intersection	W COLLEGE DR	Marshall	Safety	Rail Risk Rating is >7
D87	MnDOT At Grade Rail Crossings	Intersection	240TH AVE	Marshall	Safety	Rail Risk Rating is >7
D88	MnDOT At Grade Rail Crossings	Intersection	CSAH 1	Litchfield	Safety	Rail Risk Rating is >7
D89	MnDOT At Grade Rail Crossings	Intersection	8TH AVE NE	Pipestone	Safety	Rail Risk Rating is >7
D90	MnDOT At Grade Rail Crossings	Intersection	E MAIN ST	Pipestone	Safety	Rail Risk Rating is >7
D91	MnDOT At Grade Rail Crossings	Intersection	45TH ST NW	W of Willmar	Safety	Rail Risk Rating is >7
D92	MnDOT At Grade Rail Crossings	Intersection	45TH AVE SW	SW of Willmar	Safety	Rail Risk Rating is >7
D93	MnDOT At Grade Rail Crossings	Intersection	75TH AVE SW	SW of Willmar	Safety	Rail Risk Rating is >7
D94	MnDOT At Grade Rail Crossings	Intersection	220TH AVE	E of Balaton	Safety	Rail Risk Rating is >7

ID	Source	Type	Hwy	Location	Type	Additional Information
D95	MnDOT At Grade Rail Crossings	Intersection	150TH ST	SW of Russel	Safety	Rail Risk Rating is >7
D96	MnDOT At Grade Rail Crossings	Intersection	BLAINE ST	Florence	Safety	Rail Risk Rating is >7
D97	MnDOT At Grade Rail Crossings	Intersection	650TH AVE	SE of Litchfield	Safety	Rail Risk Rating is >7
D99	MnDOT At Grade Rail Crossings	Intersection	290TH AVE	SW of Cottonwood	Safety	Rail Risk Rating is >7
D100	MnDOT At Grade Rail Crossings	Intersection	DIKE RD	N side of Granite Falls	Safety	Rail Risk Rating is >7
D101	MnDOT At Grade Rail Crossings	Intersection	WASHINGTON AVE	Holland	Safety	Rail Risk Rating is >7
D102	MnDOT At Grade Rail Crossings	Intersection	121ST ST	NW of Pipestone	Safety	Rail Risk Rating is >7
D103	MnDOT At Grade Rail Crossings	Intersection	9TH ST NE	NW of Pipestone	Safety	Rail Risk Rating is >7
D104	MnDOT At Grade Rail Crossings	Intersection	310TH AVE	Between Tracy and Garvin	Safety	Rail Risk Rating is >7
D105	MnDOT At Grade Rail Crossings	Intersection	CSAH 1	Between Elkton and Verdi	Safety	Rail Risk Rating is >7
D106	MnDOT At Grade Rail Crossings	Intersection	190TH ST NE	NW of Paynesville	Safety	Rail Risk Rating is >7
D107	MnDOT At Grade Rail Crossings	Intersection	160TH ST NE	SE of Regal	Safety	Rail Risk Rating is >7
D109	D8 Bridge Clearance/Condition Data	Intersection	MAIN ST (MUN 22)	S of Sanborn	Condition	Bridge Condition Rating is <50%
D111	D8 Bridge Clearance/Condition Data	Intersection	CSAH 8	W of Hanley Falls	Condition	Bridge Condition Rating is <50%
D112	D8 Bridge Clearance/Condition Data	Intersection	TWP 87	Yellow Medicine River	Condition	Bridge Condition Rating is <50%
D114	D8 Bridge Clearance/Condition Data	Intersection	CSAH 38	Currie	Condition	Bridge Condition Rating is <50%

ID	Source	Type	Hwy	Location	Type	Additional Information
D115	D8 Bridge Clearance/Condition Data	Intersection	TH 40	Lac Qui Parle L	Condition	Bridge Condition Rating is <50%
D116	D8 Bridge Clearance/Condition Data	Intersection	50TH AVE	Split Rock Creek	Condition	Bridge Condition Rating is <50%
D124	D8 Bridge Clearance/Condition Data	Intersection	CSAH 8	S. of Milroy	Condition	Bridge Condition Rating is <50%
D125	D8 Bridge Clearance/Condition Data	Intersection	TWP 362	N Fk Crow River	Condition	Bridge Condition Rating is <50%
D131	D8 Bridge Clearance/Condition Data	Intersection	CR 56	Jud Ditch # 15	Condition	Bridge Condition Rating is <50%
D133	D8 Bridge Clearance/Condition Data	Intersection	250 AVE (TWP 90)	Stream	Condition	Bridge Condition Rating is <50%
D135	D8 Bridge Clearance/Condition Data	Intersection	190TH ST -TWNS 118	Jud Ditch # 30	Condition	Bridge Condition Rating is <50%
D136	D8 Bridge Clearance/Condition Data	Intersection	TWP 26	SW of Willmar	Condition	Bridge Condition Rating is <50%
D137	D8 Bridge Clearance/Condition Data	Intersection	370 ST	W. of Appleton	Condition	Bridge Condition Rating is <50%
D138	D8 Bridge Clearance/Condition Data	Intersection	TWP 59	Lac Qui Parle River, SW Canby	Condition	Bridge Condition Rating is <50%
D140	D8 Bridge Clearance/Condition Data	Intersection	HUNTER (TWNS 196)	Sleepy Eye Creek, NW Wanda	Condition	Bridge Condition Rating is <50%
D141	D8 Bridge Clearance/Condition Data	Intersection	GRANDVIEW - TWNS 96	Sleepy Eye Creek, NW Wanda	Condition	Bridge Condition Rating is <50%
D142	D8 Bridge Clearance/Condition Data	Intersection	TWP 189	Beaver Creek	Condition	Bridge Condition Rating is <50%

ID	Source	Type	Hwy	Location	Type	Additional Information
D143	D8 Bridge Clearance/Condition Data	Intersection	230TH ST (TWNS 17)	Jud Ditch # 36, SW Wabasso	Condition	Bridge Condition Rating is <50%
D144	D8 Bridge Clearance/Condition Data	Intersection	200TH ST (TWNS 36)	Sleepy Eye Creek (Jd #36	Condition	Bridge Condition Rating is <50%
D145	D8 Bridge Clearance/Condition Data	Intersection	390 St. (TWP 75)	N Br Yellow Medicine R	Condition	Bridge Condition Rating is <50%
D148	D8 Bridge Clearance/Condition Data	Intersection	TH 19 ACCESS RD	Sulphur Lake	Condition	Bridge Condition Rating is <50%
S1	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-23	S. Hiawatha & Hwy 23	Safety	Stop bars missing
S2	D8 Manufacturers Perspectives Study Action Items	Intersection	US-75	101 st St.	Safety	Add turn lane at the intersection of 101st St and 75
S3	D8 Manufacturers Perspectives Study Action Items	Intersection	US-75	1648 Hwy 75	Safety	This curve is really hard to see traffic, esp. with a corn crop in fields
S4	D8 Manufacturers Perspectives Study Action Items	Intersection	US-75	State Hwy 75 and County Hwy 17 (Ivanhoe) 3 miles N of Ivanhoe	Safety	Grove of trees blocks view if you go East at this intersections. Maybe some flashing lights along with stop signs will help. Have seen people miss that stop sign and cross Hwy 75 Fed Ex
S5	D8 Manufacturers Perspectives Study Action Items	Intersection	MN 91	Lake Wilson	Safety	Bad curve on Hwy 91 by bank in Lake Wilson
S7	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-23	Hwy 23 South & Jct 15	Safety	Stop bars missing
S8	D8 Manufacturers Perspectives Study Action Items	Intersection	CR-33	CR-33 intersection MN-68 by Marshall	Safety	CH33 toward MN-68- add acceleration lane

ID	Source	Type	Hwy	Location	Type	Additional Information
S9	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-59	MN-59 and CR-33 by Marshall	Safety	MN-59 and CH-33, Challenge to get across lower the speed limit. Light up sign to announce cars approaching. Trucks need to cross 59 to get to ADM plant. North side of Marshall. 75-100 trucks over intersection.
S10	D8 Manufacturers Perspectives Study Action Items	Intersection	US-59	US-59 and MN-19	Safety	90 degree angle on 19 E is hard in difficult weather; 59 and 19 intersection?
S11	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-23	US-59 by Marshall	Safety	19/MN-23 and 59/MN-23. Busy intersections. Used to be 4 way stops, was safer. vehicles passing through lights at speed. Bypass around Marshall?
S12	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-23	Marshall	Safety	Marshall J-turns are awkward. See Saratoga and TH-23. Spacing and speed issues make them difficult for trucks to navigate.
S13	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-23	CR-19 by Marshall	Safety	19/MN-23 and 59/MN-23. Busy intersections. Used to be 4 way stops, was safer vehicles passing through lights at speed. Bypass around Marshall?
S14	D8 Manufacturers Perspectives Study Action Items	Intersection	MN 19	HWY 19 and Channel Parkway on west side of Marshall	Safety	Have previously reviewed for a left turn lane but limited space between the bridge and RR tracks. Would need to be done at time of bridge replacement.
S15	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-4	Hector	Safety	Want 30 mph expanded on 4 to go further out because forklifts cross road

ID	Source	Type	Hwy	Location	Type	Additional Information
S16	D8 Manufacturers Perspectives Study Action Items	Intersection	US 12		Safety	Not enough clear time to get through - MN Rubber
S17	D8 Manufacturers Perspectives Study Action Items	Intersection	Mills Street	Downtown Redwood Falls	Safety	Weird intersection downtown with crossover on Mills St.
S18	D8 Manufacturers Perspectives Study Action Items	Segment	MN-23	Marshall to Pipestone	Mobility	Extend passing lanes
S19	D8 Manufacturers Perspectives Study Action Items	Segment	MN-29	Marshall to Worthington	Mobility	Add passing lanes from Marshall down to Worthington - high volume corridor, and currently lacks passing lanes.
S21	D8 Manufacturers Perspectives Study Action Items	Segment	Kandiyohi CR-9	East of Willmar	Mobility	Bypass completed and it comes around town, county road 9 is horrible (safety, condition, and performance); there are no lights so things slow down, especially for truckers.
S22	D8 Manufacturers Perspectives Study Action Items	Segment	US-12	Willmar to Twin Cities	Mobility	Passing lanes on 12 to cities' drivers don't know how to pass or maintain speed.
S23	D8 Manufacturers Perspectives Study Action Items	Segment	MN-23	Willmar to I-94	Mobility	Make 23 full 4-lane to St. Cloud
S24	D8 Manufacturers Perspectives Study Action Items	Segment	CR-17	Prairies Edge	Mobility	Paving request: County Road 17-2 mile stretch between County 43 and Highway 23 by Prairies Edge
S25	D8 Manufacturers Perspectives Study Action Items	Segment	CR-12	Redwood Falls	Mobility	Paving request: County Road 12 Between Highway 71 and County Road 13 near Redwood Falls

ID	Source	Type	Hwy	Location	Type	Additional Information
S28	D8 Manufacturers Perspectives Study Action Items	Segment	Kandiyohi CR-55	West side of Willmar	Mobility	Make CH-55 4-lane on west side of Willmar.
S29	D8 Manufacturers Perspectives Study Action Items	Segment	US-23	SW side of Willmar	Mobility	Make US-23 4-lane south of Willmar, where ROW already exists
S30	D8 Manufacturers Perspectives Study Action Items	Segment	US-59	North and South of Marshall	Mobility	It would be nice if this was four lane, it is four lane in every other direction, especially down to the south (a lot of ADM products go south)
S31	D8 Manufacturers Perspectives Study Action Items	Segment	US-212	Marshall to Twin Cities	Mobility	Make 212 4-lane
S32	D8 Manufacturers Perspectives Study Action Items	Segment	MN-7	MN-7	Mobility	Highway 7 should be double-lane.
S35	D8 Manufacturers Perspectives Study Action Items	Segment	MN-67	Granite Falls to US-75	Mobility	Granite Falls to Highway 75-speed limits are only 55 mph, but no activity out there. Up it to 60 MPH.
S39	D8 Manufacturers Perspectives Study Action Items	Segment	MN 269	269 from Jasper to SD Hwy 11	Condition	Potholes, cracks, chunks of side road missing. Needs gravel on both sides of Road.
S40	D8 Manufacturers Perspectives Study Action Items	Segment	MN 30	Hwy 30 between Lake Wilson and Hadley	Condition	Flooding Issues because of snow melt, potentially a plugged culvert. "Heard that MN ditches are shallower than they are in Iowa, and therefore they fill up with snow faster, which leads to increased drifting over the floods" Particularly bad on Hwy 30

ID	Source	Type	Hwy	Location	Type	Additional Information
S43	D8 Manufacturers Perspectives Study Action Items	Segment	US 14	E. and W. of Tyler	Mobility	This section of Hwy 14 is prone to flooding in locations east and west of Tyler
S48	D8 Manufacturers Perspectives Study Action Items	Segment	MN-19	MN-5 to US-169	Mobility	Highway 19 (5 to 169) closed.
S49	D8 Manufacturers Perspectives Study Action Items	Segment	MN-33 and US-59	Marshall	Mobility	Congestion is very minimal; 33 onto 59 for one hour in the morning is bad leading into Marshall and that is it.
S50	D8 Manufacturers Perspectives Study Action Items	Intersection	MN-7	MN-7 at US-71	Mobility	Highway 7 roundabouts are very tight.
S51	D8 Manufacturers Perspectives Study Action Items	Intersection	MN 7	Clara City	Mobility	HWY 7 in Clara City -- make too narrow of a driveway. Would like to work with MnDOT.
S52	D8 Manufacturers Perspectives Study Action Items	Intersection	MN 7	Hutchinson	Mobility	Gate or flashing light for road closure on 7 west of Hutch
S53	D8 Manufacturers Perspectives Study Action Items	Segment	MN-22	Glencoe	Safety	Trunk Highway 7 & 22 - pave all shoulders
S54	D8 Manufacturers Perspectives Study Action Items	Segment	MN-22	Glencoe	Mobility	TH 22 connectivity to US 212 - Glencoe corridor
S55	D8 Manufacturers Perspectives Study Action Items	Segment	MN-15	Hutchinson	Safety	Need passing lanes from Hutchinson to I-94
S56	Gen Online Survey	Segment	US Highway 71 and MN Highway 19/67	Redwood Falls	Safety	US Highway 71 and MN Highway 19/67 Safety improvements and traffic flow through the City of Redwood Falls. Traffic speeds vary along this wide open section of corridor and with the ADT make it difficult for staff to

ID	Source	Type	Hwy	Location	Type	Additional Information
						safely turn onto and off of US Highway 71 within the City.
S57	Gen Online Survey	Segment	US 59	Slayton	Condition	Hwy 59 from Slayton to Hwy 30 at 'Pete's Corner'.
S58	Gen Online Survey	Segment	US-152	Willmar to MPLS	Safety	US-12 between Willmar & Metro--request 4 lane rather than passing lanes. Non-commercial traffic will travel significantly slower than posted speeds in the 2 lane area and speed up not allowing other vehicles to pass in the passing lanes.
S59	2019 Consultations	Segment	US-212	TH-75 to South Dakota	S59	2019 Consultations
S60	Gen Online Survey	Intersection	MN-23	Wilmar	S60	Gen Online Survey

* During further evaluation, these sites were not deemed to be freight-related gaps, and should be omitted from MnDOT freight-related consideration in the future.