

# District 4 10-Year Capital Highway Investment Plan (2017-2026)



OCTOBER 2016

## DISTRICT 4 10-YEAR CHIP

District 4's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2013 MnSHIP for the next ten years.



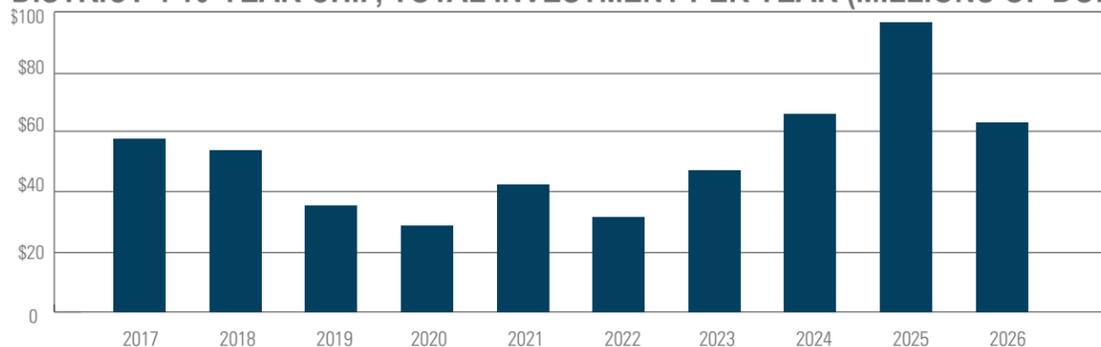
The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (4-3)
- A summary of planned investments split into two planning periods: Years 1-4, which are a part of the state's Statewide Transportation Improvement Program (STIP) and Years 5-10 which constitute the remainder of the CHIP. MnDOT views projects in the STIP as commitments while projects in years 5-10 have more uncertainty but are planned to be delivered. (4-3)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (4-4)
- A description of program highlights, changes from the last CHIP, and remaining risks at the district level assuming the 10 years of projects are implemented. (4-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (4-5)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. Only projects with a construction cost of \$1 million and more are listed here with the exception of projects with a regional significance that are under \$1 million; there are additional smaller investments which are not represented in the list. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.

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

To obtain more information or become more involved, contact District 4 Transportation Planning Director, Mary Safgren, at [mary.safgren@state.mn.us](mailto:mary.safgren@state.mn.us) or 218-846-7987.

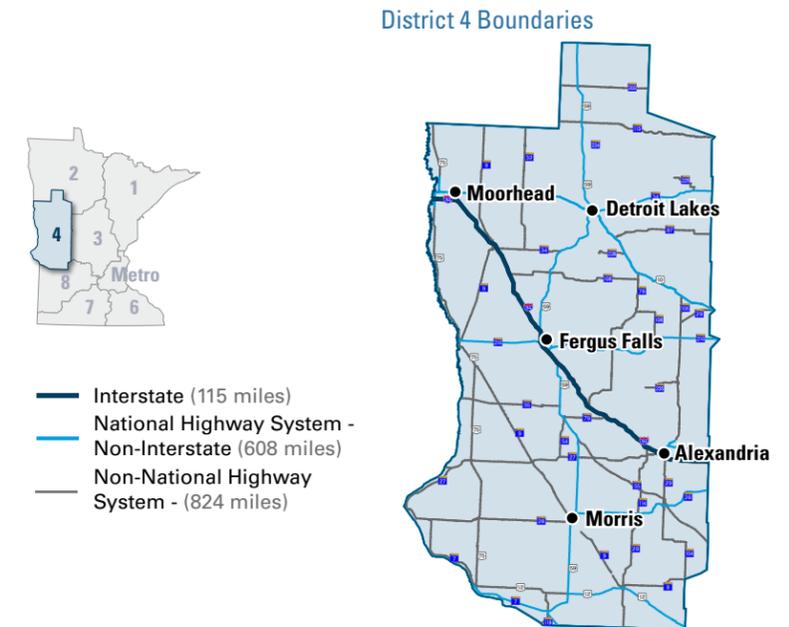
### DISTRICT 4 10-YEAR CHIP, TOTAL INVESTMENT PER YEAR (MILLIONS OF DOLLARS)



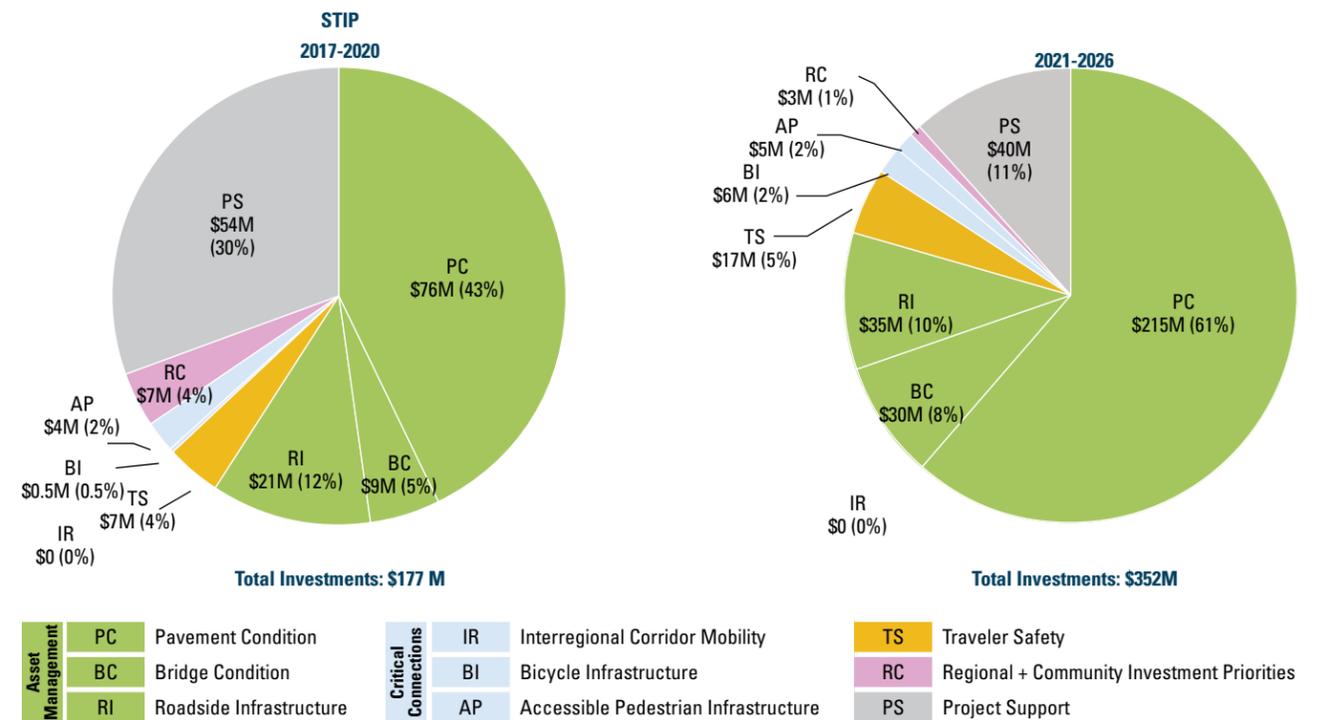
District 4 shares the western portion of Minnesota with District 2 and 8 (see map inset below). It has two regional offices located in Detroit Lakes and Morris. Detroit Lakes is also one of the regional trade centers. District 4 offices are staffed by 209 full-time employees. Major industries in the district include retail trade, health care & social assistance, and manufacturing. There are 17 truck stations located in District 4, two of which are at regional offices. The district has 327 bridges that are ten feet or greater in length and 674 miles of rail.

Counties*	Becker, Big Stone, Clay, Douglas, Grant, Manhomen, Otter Tail, Pope, Stevens, Swift, Traverse, Wilkin
Centerline Miles	1,583
Lane Miles	3,604
High Mast Lights	7
Culverts	5,040
Noise Walls	2
Overhead Signs	21
Population 2013	242,285
Annual VMT**	2,070,681,397
VMT/Capita	8,546

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



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



**Asset Management:** PC Pavement Condition, BC Bridge Condition, RI Roadside Infrastructure  
**Critical Connections:** IR Interregional Corridor Mobility, BI Bicycle Infrastructure, AP Accessible Pedestrian Infrastructure  
**Other:** TS Traveler Safety, RC Regional + Community Investment Priorities, PS Project Support

## PROGRAM HIGHLIGHTS

Preservation of the system continues to be the primary goal of District 4. Pavement preventative maintenance includes low cost strategies such as chip seals and micro surfacing. Safety is also a high priority in the CHIP with an annual set-aside for safety additions such as rumble stripes, turn lanes and passing lanes.

Concrete rehabilitation on I-94 is needed, but due to limited National Highway System (NHS) funding, the district will need to seek alternative funding. Construction plans have been completed within the past year for a concrete overlay on I-94 and bridges re-decks in Douglas County, but are unfunded at this time. Although the district will continue to allocate the majority of funding on preservation, the number of miles in poor condition on the Interstate, Non-Interstate NHS and Non-NHS will increase over the life of the plan.

Special funding has allowed the district to pursue other projects. Through a partnership with the City of Glenwood to develop a complete streets project using Chapter 152 bond and local Transportation Alternative Program funds, MN 28 will be reconstructed in 2018. Chapter 152 funds will make it possible to complete an access management project in Glyndon in 2017. Section 164 funds for D4 and Becker County will provide the opportunity to construct a roundabout in 2017 at MN 59 and CSAH 22 to improve safety at this intersection.

The District 4 CHIP peaks toward the end of the 10 year time period, creating a need for additional project support funds in the preceding years of the CHIP. Additional funds will be needed for right-of-way, consultants and supplemental agreements and cost over runs in order to deliver a larger program.

## NOTABLE CHANGES FROM PREVIOUS CHIP

Pavement analysis shows that the percentage of miles in poor condition will increase on the Non-NHS system where District 4 will go from meeting the target in the previous CHIP to not meeting the target for percentage of miles in poor condition in the current CHIP. This is due to limited funding in the District Risk Management program.

## REMAINING RISKS

### High

- Preservation needs grow toward the end of the CHIP as the percentage of Interstate and Non-Interstate NHS that is projected to be in poor condition by 2025 increases, creating a spike in the program. Additional funding will be needed for program delivery, therefore reducing funding for Non-NHS

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

## DISTRICT 4 HISTORIC PERFORMANCE

Statewide Plan Policy	Measure	Target	2010	2011	2012	2013	2014	2015
Safety	Fatalities	0	39	21	34	26	23	20
Bridge	Condition: NHS - % Poor	<2%	▲ 2.7%	▲ 2.7%	▲ 2.6%	▲ 3.3%	▲ 2.3%	▲ 2.3%
Bridge	Condition: Non-NHS - % Poor	<8%	● 3.5%	● 4.3%	● 4.2%	● 3.9%	● 0%	● 0%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 0%	● 0%	● 0%	● 0%	● 0%	● 0.1%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	▲ 4.1%	● 2.6%	● 2.3%	● 2.6%	● 1.3%	● 0.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 6.4%	● 7.6%	● 6.6%	● 6.3%	● 1.6%	● 0.3%

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

construction.

- Premature deterioration of pavements will occur on the NHS and Non-NHS if preventative maintenance (including concrete rehab on I-94) is delayed. There is a need to preserve previous investments on I-94 through timely pavement and bridge preservation projects.

### Medium

- RCIP and non-performance based improvements including reconstruction due to utility needs in our urban areas such as Moorhead, but funding is limited to addressing preservation needs.
- Roadside infrastructure including culverts, signs, signals, and guard rail is in need of repair. Roadside infrastructure such as cable median guardrail has also increased maintenance costs.
- Inadequate funding for multimodal improvements including bike, pedestrian, freight and complete streets projects that are high priority for local communities.

### Low

- Replacement of NHS and Non-NHS bridges is a low risk due to good condition. There are anticipated future "budget buster" bridges such as the I-94 Red River Bridge between Fargo and Moorhead. District 4 Highway Investment Strategies

## Asset Management

- Use innovative strategies such as thin concrete overlays over bituminous to evaluate cost/benefit of alternative pavement fixes.
- Continue preventative maintenance strategies such as chip seals and thin bituminous overlays to prolong pavement life.
- Continue to address poor condition culverts as part of roadway projects.

## Traveler Safety

- Continue use of edge line rumbles on two-lane highways, which have reduced crash rates.
- Implement ITS strategies, such as message boards and advance warning signs to reduce crashes.

## DISTRICT 4 PROJECTED PERFORMANCE

Statewide Plan Policy	Measure	Target	2015 Actual	2020 Projected	2026 Projected	Analysis
Safety	Fatalities	0	20	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	▲ 2.3%	● 0%	● 1.9%	Bridge condition on the NHS are expected to meet targets through the ten years.
Bridge	Condition: Non-NHS - % Poor	<8%	● 0%	● 2.8%	● 3.3%	Bridge condition on the non-NHS are expected to meet targets through the ten years.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 0.1%	● 0.2%	▲ 2.8%	The Interstate systems will continue to worsen and are not expected to meet targets by 2026.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 0.8%	▲ 5.1%	▲ 4.4%	The remaining NHS systems will continue to worsen and are not expected to meet targets by 2026.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 0.3%	● 5.6%	▲ 12%	The Non-NHS systems will continue to worsen and are not expected to meet targets.

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

- Use passing lanes as an alternative to roadway expansion to address head on crashes on high volume roadways.

### **Critical Connections**

- Focus on addressing accessibility needs in communities including curb ramps and sidewalks.
- Support local planning efforts in developing Transportation Alternatives Program projects that address bicycle and pedestrian needs in coordination with state projects.
- Coordinate local trail projects with state roadway projects.

### **Regional and Community Investment Priorities**

- Partner with communities and community organizations to support complete streets projects.
- Implement improvements based on local partnership studies.
- Support local units of government seeking non-performance based funding.
- Implement projects to address freight needs identified in the Manufacturers' Study.

### **Project Support**

- Support locally led and let projects on the state highway system.
- Use both internal staff and consultants to support advanced delivery of projects in order to level out the construction program.

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## DISTRICT 4 PROJECTS

### STIP PROJECT MAP 2017-2020

Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, only projects with a construction cost over are \$1M shown. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

#### Fiscal Year of Project Construction

- 2017
- 2018
- 2019
- 2020



## GLOSSARY OF DESCRIPTION TERMS

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

DISTRICT 4 PROJECTS FOR YEARS 2017-2020 (STIP) OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2017</b>					
1	I 94	CLAY	I-94, BRIDGE PAINTING AND REPAIR OVER THE RED RIVER (BRIDGE # 9066, 9067)	0.1	\$ .63 M
2	US 75	WILKIN	US 75, REPLACE OLD BRIDGE #9314 WITH NEW BRIDGE#84X02, OVER DORAN SLOUGH	0.5	\$ .74 M
3	MN 9	WILKIN	MN 9, AT DEERHORN CREEK, GRADING, BITUMINOUS SURFACING AND REPLACE OLD BRIDGE #6783 WITH NEW BRIDGE #84007	0.1	\$ .79 M
4	US 59	BECKER	US 59, AT CSAH 22, GRADING, BITUMINOUS MILL & OVERLAY, BITUMINOUS SURFACING, ROUNDABOUT, ADA IMPROVEMENTS (ASSOCIATED TO SP 003-070-012)	1.0	\$ 1.14 M
5	I 94	OTTER TAIL	I94, REDECKING BRIDGE #21821 ON TH 27	0.0	\$ 1.50 M
6	MN 29	SWIFT	MN 29, IN BENSON FROM CLARK AVE TO WOOD AVE ON TH 9, FROM WEST OF CHIPPEWA RIVER TO SUNWALL AVE, ON TH 12, FROM WEST OF 19TH ST TO WEST OF CSAH 25, GRADING, BITUMINOUS PAVEMENT, SIGNALS, ADA	4.2	\$ 1.61 M
7	MN 29	SWIFT	MN 29, FROM S OF OAKWOOD AVE TO CHIPPEWA RIVER, ON TH 9, FROM CHIPPEWA RIVER TO N OF CSAH 104 ON TH 12, FROM 181/2ND ST S TO W OF CSAH 25, BITUMINOUS MILL AND OVERLAY	4.5	\$ 2.18 M
8	US 10	CLAY	US 10, FROM E OF CSAH 17 TO W OF 110ST S, GRADING, BITUMINOUS MILL/OVERLAY, BITUMINOUS SURFACING, ADA IMPROVMENTS AND SIGNAL SYSTEM (\$2.0M CHAP 152)	1.1	\$ 2.45 M
9	US 59	SWIFT	US 59, FROM TH 119 TO TH 12, GRADING, BITUMINOUS MILL AND SURFACING, AND END POST RECONSTRUCTION AT BRIDGE #76002	8.5	\$ 2.60 M
10	MN 32	CLAY	MN 32, JCT OF TH 34 TO JCT TH 10, MILL AND OVERLAY (AC PROJECT, PAYBACK IN 2018)	15.5	\$ 2.73 M
11	US 12	SWIFT	US 12, JCT CSAH 25 (E OF BENSON) TO KERKHOVEN, MILL AND OVERLAY, ADA	16.0	\$ 3.18 M
12	MN 28	BIG STONE	MN 28, FROM EAST OF TH 7 TO TH 75, GRADING, BASE, BITUMINOUS MILL AND SURFACING	11.9	\$ 3.29 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2017</b>								
0%	70%	0%	0%	0%	0%	0%	0%	30%
3%	59%	4%	0%	0%	0%	0%	0%	34%
12%	67%	4%	0%	0%	0%	0%	0%	17%
0%	0%	0%	74%	0%	0%	9%	0%	17%
2%	90%	0%	0%	0%	0%	0%	0%	8%
0%	0%	5%	0%	0%	0%	85%	0%	10%
73%	0%	10%	0%	0%	0%	0%	0%	18%
58%	0%	23%	0%	0%	0%	2%	2%	15%
79%	0%	7%	0%	0%	0%	0%	0%	14%
78%	0%	8%	0%	0%	0%	0%	2%	12%
64%	0%	8%	0%	0%	0%	7%	3%	18%
83%	0%	3%	0%	0%	0%	0%	1%	13%

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. With a few exceptions, projects are listed only if anticipated construction costs exceed \$1 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
13	US 10	BECKER	US 10 (EB), FROM WEST OF TH 59 TO EAST OF SUMMIT AVE, GRADING, CONCRETE AND BITUMINOUS SURFACING, ADA IMPROVEMENTS & REPLACE BRIDGE #03003 WITH NEW BRIDGE #03011, AND PAINT BRIDGE #03004A OVER CP RAILROAD IN DETROIT LAKES	0.6	\$4.56 M
14	MN 9	GRANT	MN 9, FROM MN 27 TO MN 55, GRADING, BITUMINOUS MILLING AND SURFACING, ADA IMPROVEMENTS	18.5	\$4.62 M
15	US 59	MAHNOMEN/ BECKER/POLK	US 59, FROM 0.4 MILES SOUTH OF THE BUFFALO RIVER TO NORTH OF 440TH ST SE, GRADING, BITUMINOUS MILL AND SURFACING, LIGHTING & ADA IMPROVEMENTS, (DESIGNED BY DIST 4, FUNDED BY ATP 4 & ATP 2, ATP 4 \$11,872,000; ATP 2 SP 6008-15M \$620,974) AC PROJECT, PAYBACK IN 2018	36.0	\$8.37 M
<b>2018</b>					
16	US 75	CLAY	US 75, SOUTH OF 46TH AVE S TO 30TH AVE S IN MOORHEAD - MILL & OVERLAY, GRADING, SIGNAL, ADA IMPROVEMENTS	1.3	\$ .68 M
17	MN 9	STEVENS	MN 9, OVER THE POMME DE TERRE RIVER, REPLACE OLD BRIDGE #5964 WITH NEW BRIDGE #75004	0.0	\$ .99 M
18	US 75	CLAY	US 75, TH 75/15TH AVE N IN MOORHEAD, SIGNAL (ASSOC TO 144-129-005)	0.0	\$1.00 M
19	US 10	BECKER	US 10, ACCESS MANAGEMENT FROM LAKE PARK TO FRAZEE - TURN LANES, MEDIAN CLOSURES	17.8	\$1.36 M
20	US 75	WILKIN	US 75, FROM CSAH 1 TO CR 184 - MILL AND OVERLAY	6.4	\$1.98 M
21	MN 106	OTTER TAIL	MN 106, FROM JCT TH 10 TO JCT TH 29 IN DEER CREEK, TURN LANES, MILL AND INLAY, ADA	7.4	\$2.44 M
22	I 94	DOUGLAS	I94, OVER LATOKA LAKE, REPLACE OLD BR#21805 WITH NEW BR#21829 AND REPLACE OLD BR#21806 WITH NEW BR#21830	0.0	\$2.64 M
23	US 59	BECKER	US 59, 0.2 MI N JCT CSAH 20 TO 0.2 MI S OF JCT WILLOW STREET , MILL AND OVERLAY	6.5	\$3.36 M
24	US 12	SWIFT	US 12, FROM JCT US 59 TO BENSON , MILL AND OVERLAY, AND END POSTS ON BRIDGE #76001	15.2	\$5.70 M
25	MN 28	POPE	MN 28, GLENWOOD ADA, SIGNAL, DRAINAGE, RECONSTRUCT (\$5.8M CHAP 152)	4.0	\$7.12 M
26	MN 28	POPE	MN 28, GLENWOOD ADA, SIGNAL, DRAINAGE, RECONSTRUCT (\$5.8M CHAP 152)	4.0	\$7.12 M
27	MN 28	POPE	MN 28, GLENWOOD ADA, SIGNAL, DRAINAGE, RECONSTRUCT (\$5.8M CHAP 152)	4.0	\$7.12 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
14%	45%	3%	0%	0%	0%	2%	0%	36%
81%	0%	6%	0%	0%	0%	1%	1%	11%
63%	0%	15%	3%	0%	0%	1%	3%	15%
<b>2018</b>								
65%	0%	0%	0%	0%	10%	5%	10%	10%
9%	66%	3%	0%	0%	0%	0%	0%	22%
0%	0%	0%	100%	0%	0%	0%	0%	0%
0%	0%	0%	3%	0%	0%	0%	82%	15%
71%	0%	13%	0%	0%	0%	0%	2%	14%
65%	0%	12%	0%	0%	0%	5%	4%	14%
7%	73%	4%	0%	0%	0%	0%	0%	16%
72%	0%	12%	3%	0%	2%	1%	0%	10%
76%	0%	6%	3%	0%	0%	0%	3%	12%
30%	0%	1%	3%	0%	0%	4%	47%	15%
30%	0%	1%	3%	0%	0%	4%	47%	15%
30%	0%	1%	3%	0%	0%	4%	47%	15%

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. With a few exceptions, projects are listed only if anticipated construction costs exceed \$1 million.

Number	Route	County	Description	Length (mi)	Total Construction Cost
28	MN 78	OTTER TAIL	MN 78, FROM I 94 TO BATTLE LAKE, MILL AND OVERLAY	21.4	\$7.46 M
<b>2019</b>					
29	MN 27	TRAVERSE	ON TH 27 AND US 75, ACCESSIBILITY PROJECT IN THE CITY OF WHEATON, PED RAMPS AND SIDEWALKS	1.0	\$ .41 M
30	MN 119	SWIFT/LAC QUI PARLE	ON TH 119, FROM MN 40 TO US 12, MILL AND OVERLAY, DESIGNED BY DISTRICT 8 (ASSOCIATED TO SP 7611-15)(DESIGNED BY DIST 8, FUNDED BY DISTRICT 4 AND 8, ATP 4 \$3,000,000; ATP 8 \$1,400,000)	14.3	\$3.00 M
31	MN 54	GRANT	ON MN 54, FROM MN 27 TO ELBOW LAKE, MILL & OVERLAY	10.9	\$3.13 M
32	MN 28	BIG STONE/ STEVENS	ON MN 28, FROM GRACEVILLE TO CHOKIO, MILL AND OVERLAY	12.3	\$3.87 M
33	MN 27	TRAVERSE	ON MN 27, FROM 0.3 MILES WEST OF CSAH 6 TO WHEATON AND ON US 75 FROM DUMONT TO THE MUSTINKA RIVER BRIDGE - MILL AND OVERLAY, SHOULDERS, CULVERTS (AC PROJECT, PAYBACK IN 2020)	10.4	\$3.97 M
34	MN 28	POPE	ON MN 28, FROM STARBUCK TO GLENWOOD, RECLAIM (ASSOC TO 6103-34S)	7.6	\$6.51 M
<b>2020</b>					
35	MN 55	GRANT	ON MN 55 FROM JCT MN 79 TO PARK AVE, ON US 59 FROM JCT MN 79 TO NORTH OF SECOND STREET NW, ON MN 79 FROM JCT CENTRAL AVE TO CSAH 4 IN ELBOW LAKE, MILL AND INLAY, SIDEWALK, ADA	0.0	\$1.45 M
36	MN 27	TRAVERSE	ON TH 75, 1.0 MILE NORTH OF WHEATON, REPLACE OLD BRIDGE #6459 WITH NEW BRIDGE #78006 OVER THE MUSTINKA RIVER	0.0	\$2.15 M
37	MN 114	POPE	MN 29, MN 28, MN 114 IN STARBUCK, MILL AND INLAY, ACCESSIBILITY PROJECT	1.4	\$3.18 M
38	MN 210	OTTER TAIL	ON TH 210, 1.8 E WILKIN COUNTY LINE TO 0.4 W OF I-94, PAVEMENT REHAB	5.4	\$4.38 M
39	US 12	BIG STONE/ SWIFT	ON TH 12, FROM US 75 IN ORTONVILLE TO US 59, MILL AND OVERLAY, REPLACE BOX CULVERTS #794, #1060, AND #1121, AND BRIDGE IMPROVEMENTS TO BRIDGE #76012, AC PROJECT, PAYBACK IN 2021	25.8	\$8.50 M

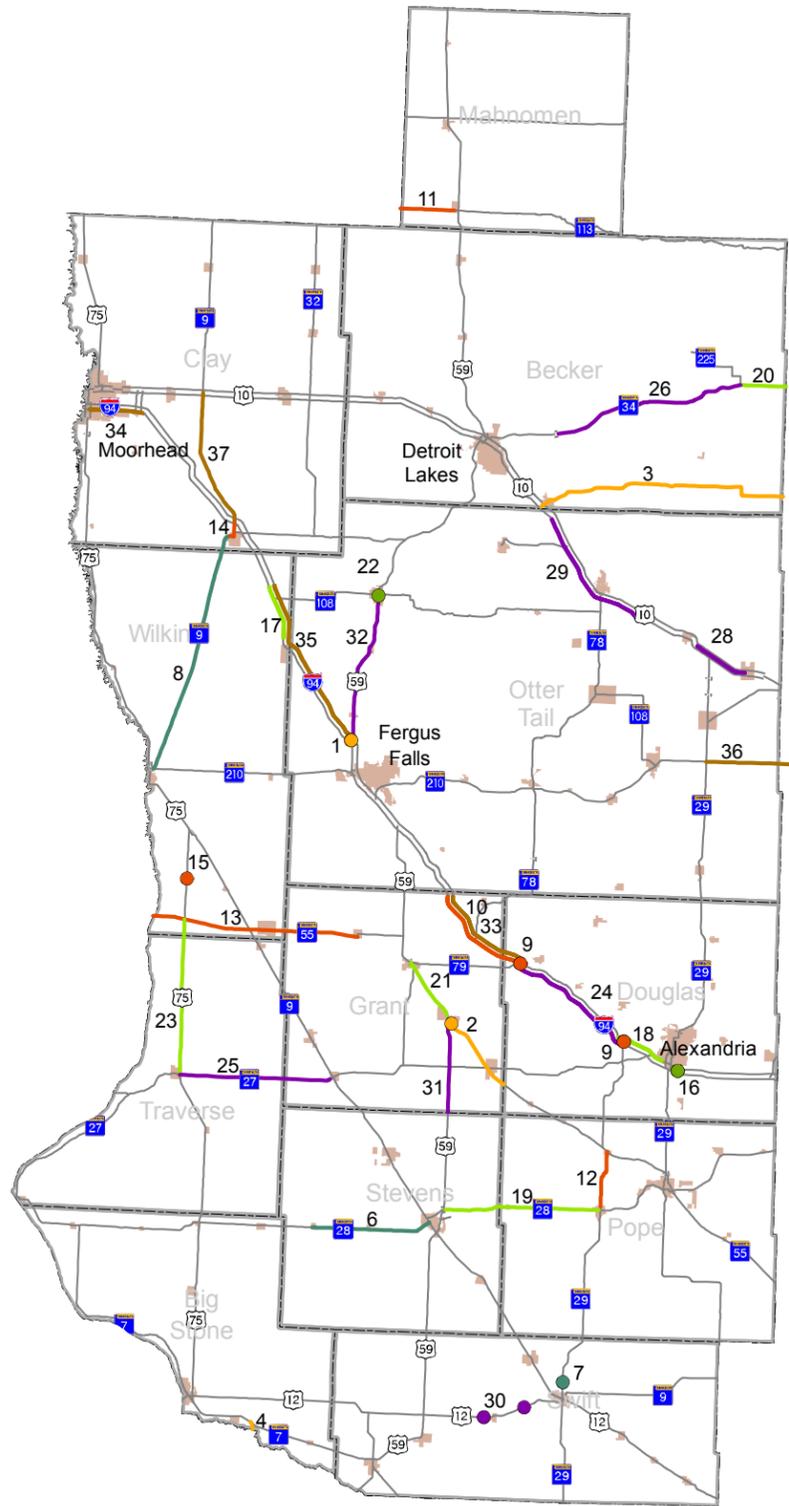
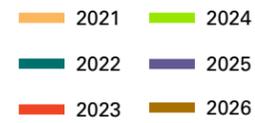
Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
64%	0%	23%	0%	0%	1%	0%	2%	10%
<b>2019</b>								
0%	0%	0%	0%	0%	0%	74%	0%	26%
67%	0%	9%	1%	0%	0%	2%	0%	21%
76%	0%	8%	3%	0%	0%	0%	0%	13%
81%	0%	6%	0%	0%	0%	0%	0%	13%
70%	0%	17%	0%	0%	0%	0%	0%	13%
59%	0%	6%	25%	0%	0%	0%	0%	10%
<b>2020</b>								
40%	0%	24%	0%	0%	0%	14%	0%	22%
8%	80%	2%	0%	0%	0%	0%	0%	10%
29%	0%	14%	0%	0%	5%	32%	0%	20%
71%	0%	15%	0%	0%	0%	0%	0%	14%
64%	0%	17%	5%	0%	0%	0%	0%	14%

## DISTRICT 4 PROJECTS

### PROJECT MAP 2021-2026

Numbers displayed correspond to project lines in project list for years 2021-2026 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

#### Fiscal Year of Project Construction



## GLOSSARY OF DESCRIPTION TERMS

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

DISTRICT 4 PROJECTS FOR YEARS 2021-2026 OF THE 10-YEAR CHIP

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2021</b>					
1	I 94	OTTER TAIL	ON I 94, OVER CSAH 88, BRIDGE REDECK (BRIDGE # 9692, 9691)	0.00	\$2.30 M
2	MN 55	GRANT	TH 59 TO DOUGLAS/GRANT COUNTY LINE, MILL AND OVERLAY AND REPLACE BRIDGE #5480 OVER POMME DE TERRE RIVER, AC PROJECT, PAYBACK IN 2022	9.30	\$5.98 M
3	MN 87	BECKER	ON TH 87, JCT. OF TH10/TH87 TO E. BECKER CO. LINE	29.40	\$11.09 M
4	US 75	LAC QUI PARLE	ON US 75, FROM LAC PARLE/BIG STONE COUNTY TO E. TH 7, MILL AND OVERLAY (D8 DESIGN)	0.70	\$1.00 M
5	US 75	CLAY	ON TH 75 FROM SOUTH OF 20TH AVE. TO JCT. 10 (MAIN AVE.) AND ON TH 10 FROM RED RIVER TO E. JCT. TH 75 (ASSOCIATED 1401-173), MILL AND OVERLAY	3.10	\$5.60 M
<b>2022</b>					
6	MN 28	STEVENS	CHOKIO TO MORRIS, MILL AND OVERLAY	13.13	\$4.90 M
7	MN 29	SWIFT	BRIDGE REDECK OR REPLACE ON TH 29 OVER CHIPPEWA RIVER (BRIDGE #9027)	0.00	\$2.60 M
8	MN 9	CLAY/WILKIN	ON 9, FROM BARNESVILLE TO BRECKENRIDGE, MILL AND OVERLAY, AC PROJECT, PAYBACK IN 2023	26.98	\$9.60 M
<b>2023</b>					
9	I 94	OTTER TAIL	ON I94, REDECK #21801, #21802 OVER TH 79, AND #21803, #21804 OVER TH 114	0.00	\$4.60 M
10	I 94	GRANT	ON I94 EB, 0.4 Mi. W. OF OTTERTAIL/GRANT COUNTY LINE TO 0.4 MI. E. OF JCT. TH 79, CONCRETE REHAB	11.67	\$8.50 M
11	MN 113	MAHNOMEN	NORMAN/MAHNOMEN CO. LINE TO RR IN WAUBUN, MILL AND OVERLAY	5.90	\$2.20 M
12	MN 114	POPE	ON TH 114, JCT TH 28 TO E. JCT. 55, MILL AND OVERLAY	6.20	\$3.50 M
13	MN 55	WILKIN	SOUTH DAKOTA BORDER TO GRANT/WILKIN CO. LINE, MILL AND OVERLAY, AC PROJECT, PAYBACK IN 2025	22.50	\$8.30 M
14	MN 9	CLAY	ON MN 9, IN BARNESVILLE, MILL AND OVERLAY, ADA IMPROVEMENTS	2.40	\$1.10 M
15	US 75	WILKIN	REPLACE BRIDGE #9313 OVER RABBIT RIVER	0.00	\$2.50 M

Note: The projects listed are considered to be commitments of MnDOT. Projects may not be delivered exactly as identified or scheduled; some changes should be expected. The STIP is updated annually and reflects the current program of projects. With a few exceptions, projects are listed only if anticipated construction costs exceed \$1 million.

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2021</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
64%	18%	12%	3%	0%	2%	1%	0%	0%
82%	0%	11%	3%	0%	0%	2%	2%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2022</b>								
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2023</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
76%	0%	12%	3%	0%	2%	7%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
<b>2024</b>					
16	I 94	DOUGLAS	REPLACE OR REDECK #21815 & BRIDGE #21816 OVER CP RAIL LINE	0.00	\$3.10 M
17	I 94	CLAY/WILKIN	ON 94EB, 0.7 E. OF TH 108 TO W. OF CSAH 11, CONCRETE REHAB, INCLUDING SHOULDERS	6.23	\$3.40 M
18	I 94	DOUGLAS	ON 94WB, 1.3 MI. W. OF JCT. 114 TO 0.4 MI. W. OF TH 29	6.00	\$9.20 M
19	MN 28	POPE/STEVENS	E. END POMME DE TERRE BRIDGE TO STARBUCK, MILL AND OVERLAY E. End Pomme de Terre Bridge to Starbuck, Mill & Overlay	16.80	\$7.80 M
20	MN 34	BECKER	ON TH 34, PONSFORD ROAD TO BECKER/HUBBARD CO. LINE, RECLAIM AND WIDEN SHOULDERS(D2 PARK RAPIDS TO MP 73.6)	5.00	\$5.40 M
21	MN 55	GRANT	ELBOW LAKE TO BARRET, RECLAIM, AND SHOULDER WIDENING	7.10	\$5.70 M
22	US 59	OTTER TAIL	ON US 59, REDECK OR REPLACE BRIDGE #5025 OVER PELICAN RIVER	0.00	\$3.00 M
23	US 75	GRANT/ TRVERSE	TH 27 IN WHEATON TO RR NO. OF TH 55	17.00	\$6.50 M
<b>2025</b>					
24	I 94	DOUGLAS	ON I 94, .3 MILES E. TH 79 ENT RAMPS TO 1.3 MILES W OF JCT. 114 - UNBONDED	15.00	\$23.80 M
25	MN 27	GRANT/ TRVERSE	ON TH 27, S JCT TH-75/ WHEATON TO 1.1 MI E CSAH-7, AC PROJECT, PAYBACK IN 2026	16.50	\$10.40 M
26	MN 34	BECKER	0.2 MI. E. OF CSAH 29 TO PONSFORD ROAD, MILL AND OVERLAY	21.30	\$11.30 M
27	US 10	OTTER TAIL	.5 MI.E OF BLUFFTON TO WADENA/OTTERTAIL COUNTY LINE (84.712-86.943 EB) (86.943-88.934 EB/WB)	4.22	\$1.50 M
28	US 10	OTTER TAIL	ON US10, 1.6 MI. N. OF TH 106 TO 0.5 MI. E. OF BLUFFTON	6.10	\$3.90 M
29	US 10	CLAY	ON US10EB, 0.15 MI. E. OF CSAH 10 TO END OF BRIDGE OVER RR	15.80	\$10.10 M
30	US 12	SWIFT	ON US12, REPLACE OR REDECK BRIDGE #76003 & REPLACE OR REDECK #76004 OVER CO. DITCH #3	0.00	\$3.10 M
31	US 59	GRANT	SOUTH GRANT COUNTY LINE TO JCT. 55 IN BARRETT	10.10	\$6.50 M
32	US 59	OTTER TAIL	.3 MI. N. OF I-94 N.TO 4TH AVE. IN PELICAN RAPIDS , MILL AND OVERLAY	16.20	\$10.40 M
<b>2026</b>					
33	I 94	DOUGLAS/GRANT	0.4 MILES E. OF GRANT CO. LINE TO JCT. 79 ON I-94 WB - CONCRETE REHAB	11.70	\$9.80 M
34	I 94	CLAY	ON I94EB, .56 Mi E. OF ND STATE LINE TO .3 Mi E. OF CSAH 11A	6.10	\$11.60 M
35	I 94	OTTER TAIL/ WILKIN	1.5 MILES W OF TH 108 TO 0.1 MILES W OF US 59	19.60	\$13.10 M
36	MN 210	OTTER TAIL	TH 29 TO .02 MILES W OF US 71	10.60	\$5.00 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
<b>2024</b>								
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2025</b>								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
0%	93%	0%	0%	0%	4%	4%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
<b>2026</b>								
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%

Number	Route	County	Description	Length (mi)	Total Construction Cost
37	MN 9	CLAY	ON TH 9, .1 MI N. OF I-94 TO US 10, AC PROJECT, PAYBACK IN 2027	14.90	\$5.70 M
35	US59	OTTER TAIL	ON US 59, 0.3 MILES E. OF I-94 TO N. LIMITS IN ERHARD, MILL & OVERLAY	10.7	\$6.30 M
36	US59	GRANT	ON US 59, FROM SOUTH GRANT COUNTY LINE TO JCT. 55 IN BARRETT, CONCRETE REHAB	10.1	\$7.20 M
37	MN34	BECKER	ON MN 34, 0.2 MILES E. OF CSAH 29 TO PONSFORD ROAD, MILL & OVERLAY	21.3	\$12.37 M

Pavement Condition	Bridge Condition	Roadside Infrastructure Condition	Traveler Safety	IRC Mobility	Bicycle Infrastructure	Accessible Pedestrian Infrastructure	Regional + Community Investment Priorities	Project Support
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%
82%	0%	12%	3%	0%	2%	1%	0%	0%