

District 4 10-Year Capital Highway Investment Plan (2018-2027)



DRAFT JUNE 2017

DISTRICT 4 10-YEAR CHIP OVERVIEW

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



The 10-Year CHIP includes:

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

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

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

District 4 Overview

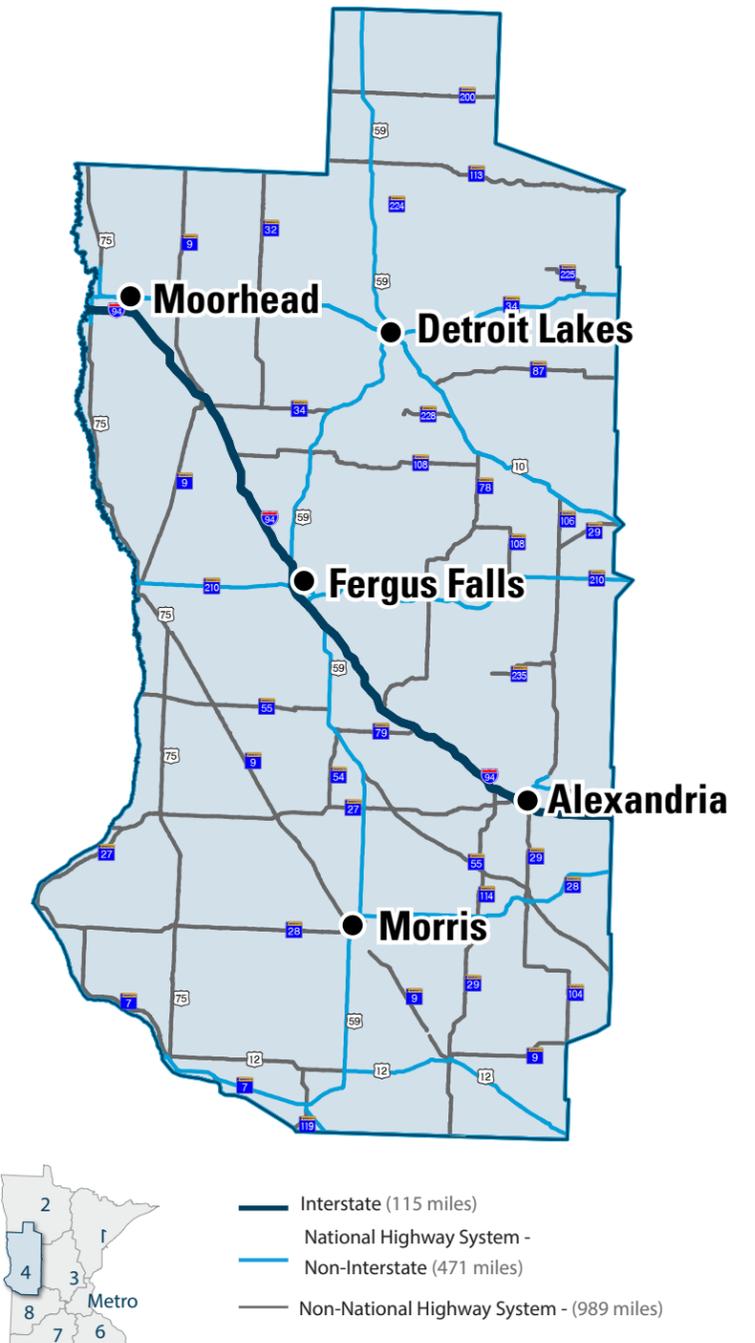
District 4 shares the western portion of Minnesota with District 2 and 8 (see map inset below). It has two regional offices located in Detroit Lakes and Morris. Detroit Lakes is also one of the regional trade centers. District 4 offices are staffed by 209 full-time employees. Major industries in the 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 324 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	1,576
Lane Miles	3,569
High Mast Lights	7
Culverts	4,829
Noise Walls	2
Overhead Signs	20
Population 2013	246,919
Annual VMT**	2,070,681,397
VMT/Capita	8,546

*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

Figure 4-1: State Highways within District 4



District 4 CHIP Investment

Over the next ten years, District 4 is projected to invest roughly \$537 million in state highway projects (Figure 4-2). The majority of projects will address pavement and bridge condition. While the primary purpose of these projects will be to address pavement and bridge conditions, MnDOT also will address other needs along the project such as the condition of roadside infrastructure such as signage, culverts, and lighting, implement new safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and make limited investments in bicycle infrastructure. District 4 investment peaks in 2025 at roughly \$90 million. Investment generally fluctuates annually between roughly \$30 and \$70 million.

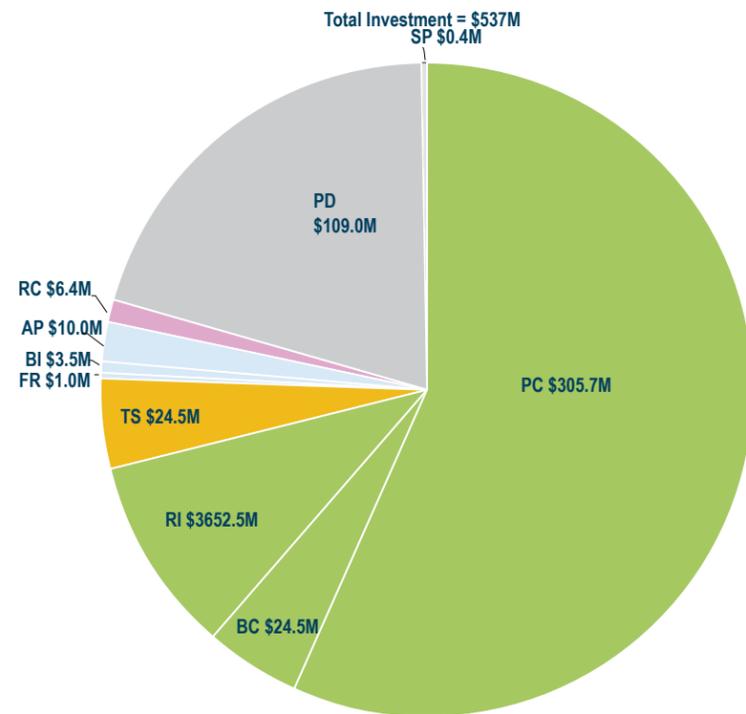
HIGHWAY INVESTMENT STRATEGIES

Over the next ten years, District 4 will incorporate different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

System Stewardship

- Use innovative strategies such as thin concrete overlays over bituminous to evaluate cost/benefit of alternative pavement fixes.

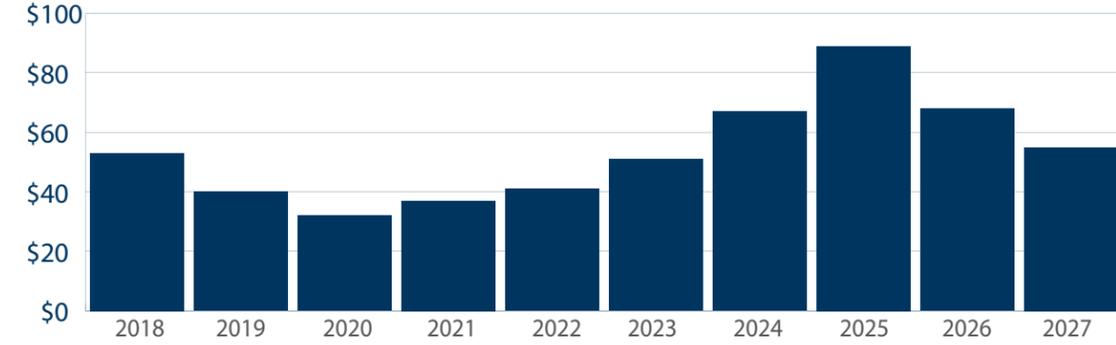
Figure 4-2: District 4 10-Year CHIP Investment by Investment Category (millions of dollars)



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

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

Figure 4-3: District 4 10-Year CHIP, Total Investment Per Year (millions of dollars)



- 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 and district-wide culvert projects.

Transportation Safety

- Continue use of edge line rumbles and center line mumbles on two-lane highways, which have reduced crash rates.
- Implement ITS strategies, such as message boards and advance warning signs to reduce crashes.
- Use passing lanes as an alternative to roadway expansion to address head on crashes on high volume.

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.
- Support the implementation of the State Bicycle Plan and Minnesota Walks.
- Support local Safe Routes to School (SRTS) planning efforts.

Healthy Communities

- 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 Manufacture's Study.

Project Delivery

- 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.
- Use innovative delivery methods, such as design-build and indefinite delivery, indefinite quantity (IDIQ) contracts.

District 4 CHIP Highlights

Preservation of the system continues to be the primary goal in District 4. Concrete rehabilitation of I-94 will help maintain this vital corridor for travelers and movement of freight. 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 and turn lanes. 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. Section 164 funds for D4 and Becker County will provide the opportunity to install a signal in 2020 at US 10 and CSAH 54 in Detroit Lakes to improve safety at this intersection. The anti-icing system on the I-94 Red River Bridge between Fargo and Moorhead will be replaced, improving safety on an important freight route through the use of freight funds.

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.



NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

Increased pavement funding will be used to advance projects on both the NHS and Non-NHS system. A concrete overlay on I-94 and bridges re-decks in Douglas County was advanced in the CHIP and will be constructed in 2017-2018. A new reconstruction project is planned in 2025 on US 10 and US 75 in Moorhead.

REMAINING RISKS

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

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 2027 increases. Additional funding will be needed for program delivery, therefore reducing funding for Non-NHS construction.
- Premature deterioration of pavements will occur on the NHS and Non-NHS if preventative maintenance is delayed. There is a need to preserve previous investments on I-94 of 70 to 80 million through timely pavement and bridge preservation projects.

Medium

- Reduction in RCIP does not allow us to meet non-performance based needs such as shoulder widening and passing lanes. There is a need to prioritize areas for shoulder widening for unique considerations such as MN 200 (White Earth Reservation), MN 87 (Amish community) and MN 12 (freight need).
- Roadside infrastructure including culverts, signs, signals, and guard rail is in need of repair.
- Inadequate funding for multimodal improvements which are a 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 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2011 to 2016, District 4 saw a slight decrease in the number of fatalities from 21 to 20. In 2012, District 4 saw a spike to 34 fatalities in and then declined again in 2013 and 2014. District 4 continues to make investment in new safety improvements throughout the district over the next ten years to reduce fatalities and serious injuries on Minnesota roadways through the Toward Zero Deathd program.

Pavement Condition

District 4 saw a reduction in miles of poor pavement on all three systems over the past five years. All three systems are currently below the statewide targets. Over the next ten years pavements on all three systems are projected to deteriorate. The non-NHS pavements are projected to still be below the statewide target. Interstate and non-Interstate NHS will be slightly above the statewide target by less than 3 percent.

Bridge Condition

District 4 saw an decrease in the percent of bridges in poor condition on the NHS and non-NHS over the past five years. Over the next ten years bridge condition on both the NHS and non-NHS systems is projected to remain steady and be meeting both targets by 2027.

Figure 4-4: District 4 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2011	2012	2013	2014	2015	2016
Safety	Fatalities	0	21	34	26	23	20	-
Bridge	Condition: NHS - % Poor	<2%	▲ 2.7%	▲ 2.6%	▲ 3.3%	▲ 2.3%	▲ 2.3%	● 1.4%
Bridge	Condition: Non-NHS - % Poor	<8%	● 4.3%	● 4.2%	● 3.9%	● 0.0%	● 0.0%	● 1.7%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.0%	● 0.0%	● 0.0%	● 0.1%	● 0.0%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.6%	● 2.3%	● 2.6%	● 1.3%	● 0.8%	● 0.8%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 7.6%	● 6.6%	● 6.3%	● 1.6%	● 0.3%	● 0.6%

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

Figure 4-5: District 1 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2016 ACTUAL	2021 PROJECTED	2027 PROJECTED	ANALYSIS
Safety	Fatalities	0	-	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	● 1.4%	● 0.0 %	● 1.0%	NHS Bridges will improve and remain below the statewide target.
Bridge	Condition: Non-NHS - % Poor	<8%	● 1.7%	● 2.6%	● 3.3 %	Non-NHS Bridges will decline slightly but still remain within target.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.0%	▲ 2.7%	The Interstate pavements are expected to decline and be slightly above the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 0.8%	▲ 6.4%	▲ 5.2%	The remaining NHS pavements are expected to decline and be slightly above the target in ten years
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 0.6%	● 4.3%	● 8.2%	The projections show the Non-NHS system will be within target in 2027.

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

DISTRICT 4 STIP PROJECT LIST

STIP Project Map 2018-2021

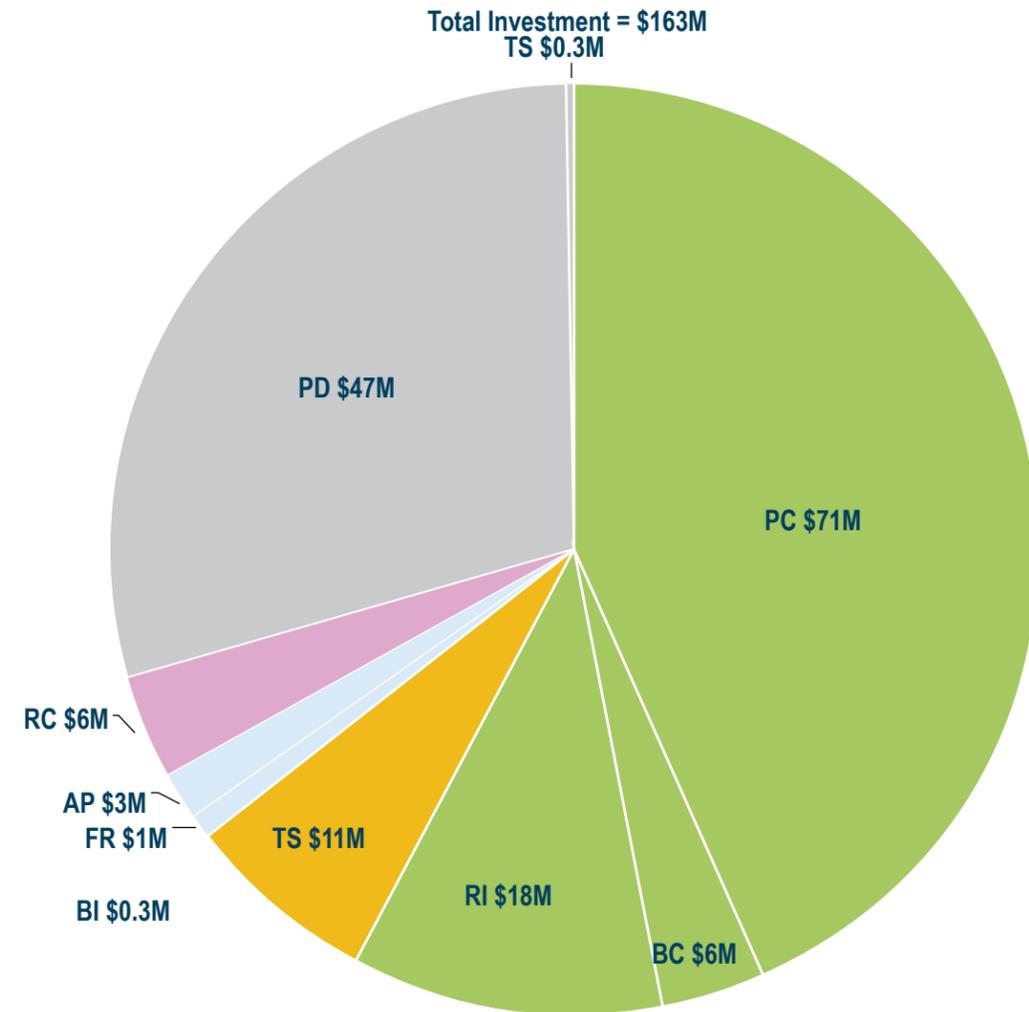


Fiscal Year of Project Construction

- 2018
- 2019
- 2020
- 2021

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

District 4 Investment for Years 2018-2021 of the 10-Year CHIP



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

Key

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

District 4 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2018						
1	I 94	DOUGLAS	Replace Lake Latoka bridges	0.2	\$2.5 M	BRIDGE
2	I 94	CLAY	Replace signs at the Red River Weigh Station	0.0	\$0.1 M	OTHER
3	I 94	CLAY	Replace Red River Weigh Scale lighting system	0.0	\$0.3 M	OTHER
4	I 94	CLAY	Paint and repair the Red River bridge (Joint Project with North Dakota)	0.1	\$1.0 M	BRIDGE
5	US 10	BECKER	Construct turn lanes; remove median crossovers from Lake Park to Frazee	17.6	\$0.9 M	OTHER
6	US 12	SWIFT	Resurface from Hwy 59 to Benson	15.2	\$4.4 M	PAVEMENT
7	US 59	BECKER	Resurface from Willow St. in Detroit Lakes to CR 20	6.5	\$3.5 M	PAVEMENT
8	US 75	WILKIN	Resurface from near Kent to near Wolverton	6.4	\$1.8 M	PAVEMENT
9	US 75	CLAY	Resurface from 35th Ave. to 40th Ave; Improve pedestrian accessibility from 30th Ave. to 46th Ave.; install a signal at 37th Ave. in Moorhead	1.3	\$0.8 M	PAVEMENT
10	MN 9	STEVENS	Replace the Pomme de Terre River bridge	0.1	\$1.2 M	BRIDGE
11	MN 28	BIG STONE/ STEVENS	Resurface from Graceville to Chokio	12.2	\$3.3 M	PAVEMENT
12	MN 28	POPE	Reconstruct Hwy 28 in downtown Glenwood; Resurface Hwys 28, 29, 104 in Glenwood	4.0	\$7.1 M	PAVEMENT
13	MN 78	OTTER TAIL	Resurface from I-94 to Battle Lake	21.0	\$6.7 M	PAVEMENT
14	MN 106	OTTER TAIL	Resurface from Deer Creek to Hwy 10; Improve pedestrian accessibility	7.3	\$2.2 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2018													
7%	74%	4%	-	-	-	-	-	-	-	-	-	-	15%
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
-	-	-	-	-	-	-	-	100%	-	-	-	-	-
-	-	-	-	-	3%	-	-	-	-	-	82%	-	15%
80%	1%	5%	-	-	-	-	-	-	-	-	3%	-	11%
72%	-	12%	-	-	3%	-	-	-	2%	1%	-	-	10%
70%	-	14%	-	-	-	-	-	-	-	-	2%	-	14%
65%	-	-	-	-	-	-	-	-	10%	5%	10%	-	10%
10%	78%	2%	-	-	-	-	-	-	-	-	-	-	10%
81%	-	6%	-	-	-	-	-	-	-	-	-	-	13%
31%	-	1%	-	-	3%	-	-	-	-	3%	48%	-	14%
64%	-	23%	-	-	-	-	-	-	-	-	3%	-	10%
66%	-	13%	-	-	-	-	-	-	-	4%	4%	-	13%

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

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
15	I 94	DOUGLAS	Resurface I-94 eastbound lanes from Hwy 114 to Hwy 29	4.8	\$6.2 M	PAVEMENT
16	US 10	BECKER	Install a signal at CR 7 in Lake Park	0.0	\$0.5 M	SAFETY
17	MN 27	TRAVERSE	Resurface Hwy 27 from near CR 6 to Wheaton and Hwy 75 from Dumont to the Mustinka River	10.4	\$5.3 M	PAVEMENT
18	US 75	TRAVERSE	Improve pedestrian accessibility in Wheaton	1.0	\$0.7 M	OTHER
19	MN 28	POPE	Resurface and widen shoulder from Glenwood to Starbuck	7.6	\$7.0 M	PAVEMENT
20	MN 54	GRANT	Resurface from Elbow Lake to Hwy 27	10.9	\$3.4 M	PAVEMENT
21	US 59	GRANT	Resurface Hwy 55/59 and two blocks of Hwy 79 in Elbow Lake; improve pedestrian accessibility	0.0	\$1.9 M	PAVEMENT
22	MN 119	SWIFT	Resurface from Hwy 12 to Hwy 40	8.9	\$4.4 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2019													
73%	7%	4%	-	-	-	-	-	-	-	-	-	-	16%
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
79%	-	8%	-	-	-	-	-	-	-	-	-	-	13%
-	-	-	-	-	-	-	-	-	-	74%	-	-	26%
47%	-	15%	-	-	28%	-	-	-	-	-	-	-	9%
70%	-	15%	-	-	3%	-	-	-	-	-	-	-	12%
42%	-	16%	-	-	-	-	-	-	-	24%	-	-	18%
67%	-	10%	-	-	1%	-	-	-	-	2%	-	-	20%

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District 4 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2020						
23	US 10	BECKER	Reconstruct intersection at Hwy10 and CR 54 in Detroit Lakes (Total cost with local contribution = \$3.8M)	0.0	\$2.8 M	SAFETY
24	US 12	BIG STONE/ SWIFT	Resurface from Hwy 75 to Hwy 59; replace box culverts; repair bridge	25.8	\$7.7 M	PAVEMENT
25	MN 27	TRAVERSE	Replace Mustinka River bridge	0.0	\$2.2 M	BRIDGE
26	MN 28	POPE	Resurface Hwys 28, 29 and 114 in Starbuck; improve pedestrian accessibility	1.4	\$3.7 M	PAVEMENT
27	US 75	WILKIN	Resurface from CR 184 to the Wilkin/Clay County line; ADA Improvements	6.1	\$1.9 M	PAVEMENT
28	MN 210	OTTER TAIL	Resurface from near I-94 to the Wilkin County line	5.4	\$4.3 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2020													
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
64%	-	17%	-	-	5%	-	-	-	-	-	-	-	14%
8%	80%	2%	-	-	-	-	-	-	-	-	-	-	10%
32%	-	14%	-	-	-	-	-	-	5%	30%	-	-	19%
74%	-	4%	-	-	1%	-	-	-	-	3%	3%	-	15%
73%	-	14%	-	-	-	-	-	-	-	-	-	-	13%

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2021						
29	US 75	BIG STONE	Resurface Hwy 55/59 and two blocks of Hwy 79 in Elbow Lake; improve pedestrian accessibility	0.7	\$0.5 M	PAVEMENT
30	MN 27	TRAVERSE	Replace Mustinka River bridge	9.3	\$5.0 M	BRIDGE
31	MN 27	TRAVERSE	Concrete reconstruction on I-94 eastbound Grant County Line to Hwy 79	11.7	\$7.6 M	PAVEMENT
32	MN 28	POPE	Resurface Hwys 28, 29 and 114 in Starbuck; improve pedestrian accessibility	26.8	\$11.6 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2021													
70%	-	15%	-	-	2%	-	-	-	1%	12%	-	-	-
43%	21%	9%	-	-	3%	-	-	-	-	1%	12%	-	11%
63%	-	15%	-	-	-	-	-	-	-	-	-	-	22%
43%	-	11%	-	-	38%	-	-	-	-	-	-	-	8%

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DISTRICT 4 PROJECTS

Project Map 2022-2027



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

Fiscal Year of Project Construction

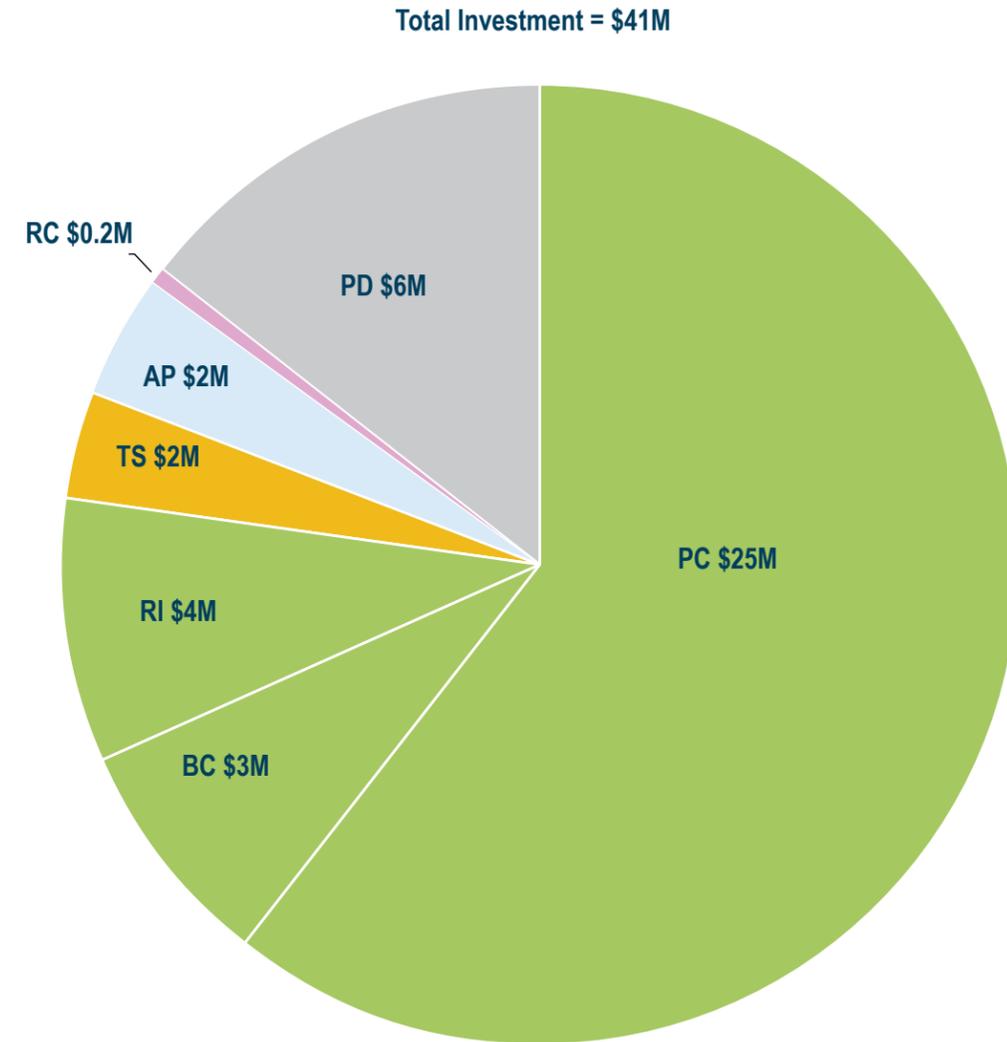
— 2022	— 2025
— 2023	— 2026
— 2024	— 2027

District 4 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2022						
1	I 94	OTTER TAIL	ON I-94 (WB), FROM WEST OF THE WILKIN/OTTER TAIL COUNTY LINE TO WEST OF US 59, CONCRETE PAVEMENT REHABILITATION, AC PROJECT, PAYBACK IN 2023	12.8	PAVEMENT	\$5.9 - 8.0 M
2	MN 9	CLAY/ WILKIN	ON 9, FROM BARNESVILLE TO BRECKENRIDGE, MILL AND OVERLAY, AC PROJECT, PAYBACK IN 2023	27.0	PAVEMENT	\$8.3 - 11.2 M
3	MN 9	GRANT	REPLACE BRIDGE #6686 OVER MUSTINKA RIVER	0.0	BRIDGE	\$0.7 - 0.9 M
4	MN 28	STEVENS	CHOKIO TO MORRIS, MILL AND OVERLAY	13.1	PAVEMENT	\$4.2 - 5.6 M
5	MN 29	SWIFT	BRIDGE REDECK OR REPLACE ON TH 29 OVER CHIPPEWA RIVER (BRIDGE #9027)	0.0	BRIDGE	\$2.2 - 2.9 M
6	MN 87	BECKER	ON TH 87, FROM JCT. US 10 TO E CITY LIMITS OF FRAZEE - COMPLETE STREETS	2.8	PAVEMENT	\$3.1 - 4.2 M

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

2022



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

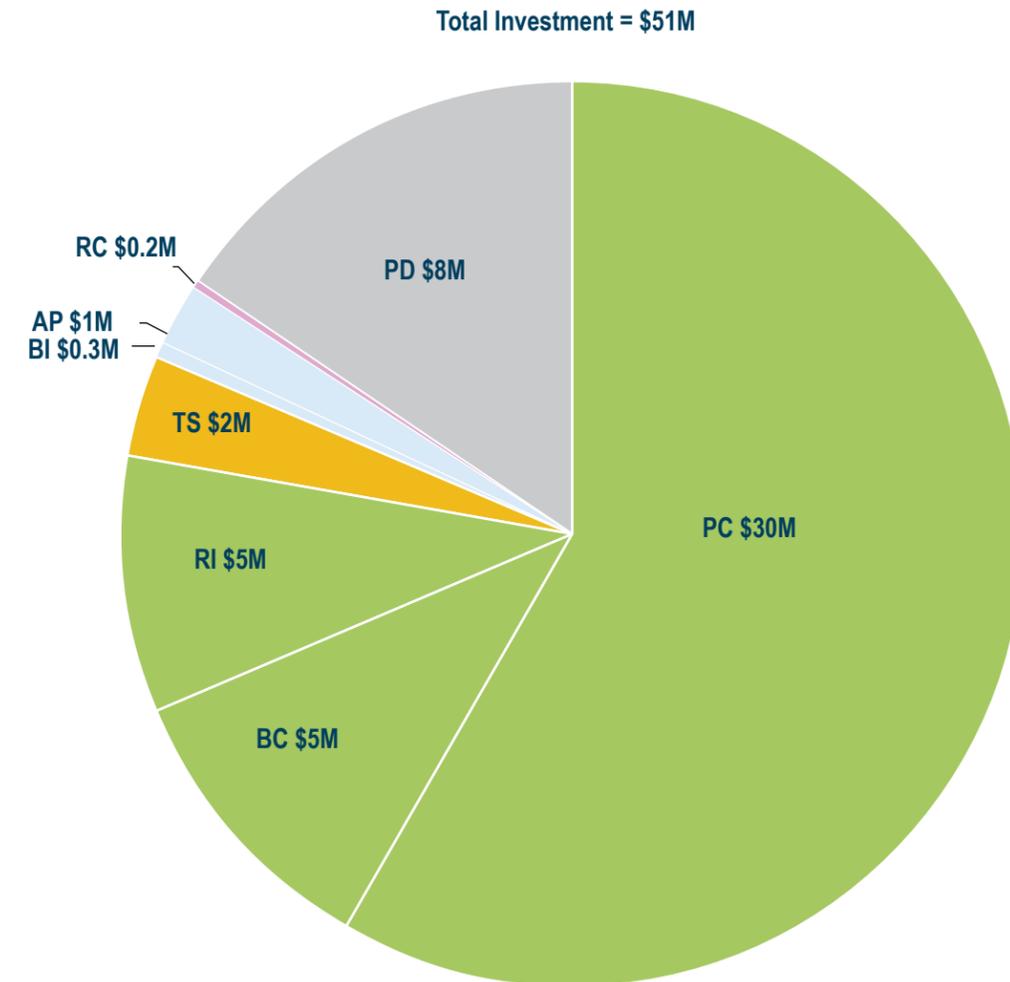
Key

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District 4 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2023						
7	I 94	CLAY/ WILKIN	ON I94 (EB), FROM 0.7 MILES E OF MN108 TO 1.0 MILE W OF CSAH 11, UNBONDED CONCRETE OVERLAY, SHOULDER REPAIR, AC PROJECT, PAYBACK IN 2024	6.2	PAVEMENT	\$7 - 9.4 M
8	US 12	SWIFT	ON US12, REPLACE OR REDECK BRIDGE #76003 & REPLACE OR REDECK #76004 OVER CO. DITCH #3; REPLACE ENDPOSTS ON BRIDGE #76001	0.0	BRIDGE	\$2.6 - 3.6 M
9	US 75	WILKIN	REPLACE BRIDGE #9313 OVER RABBIT RIVER	0.0	BRIDGE	\$2.1 - 2.9 M
10	MN 9	CLAY	ON MN 9, IN BARNESVILLE TO I-94, THICK MILL AND OVERLAY, ADA IMPROVEMENTS	2.4	PAVEMENT	\$0.9 - 1.2 M
11	MN 34	BECKER	ON TH 34, PONSFORD ROAD TO BECKER/HUBBARD CO. LINE, RECLAIM AND WIDEN SHOULDERS(D2 PARK RAPIDS TO MP 73.6)	5.0	PAVEMENT	\$4.4 - 6 M
12	MN 55	WILKIN	ON TH 55, MN/SD STATE LINE TO S JCT. CSAH 11 IN WENDELL, MILL AND OVERLAY	22.5	PAVEMENT	\$7.1 - 9.6 M
13	MN 113	MAHNOMEN	ON 113, NORMAN/MAHNOMEN CO. LINE TO RR IN WAUBUN, MILL AND OVERLAY	5.9	PAVEMENT	\$1.9 - 2.5 M
14	MN 114	POPE	ON TH 114, JCT TH 28 TO E. JCT. 55, MILL AND OVERLAY	6.2	PAVEMENT	\$2.9 - 3.9 M

2023



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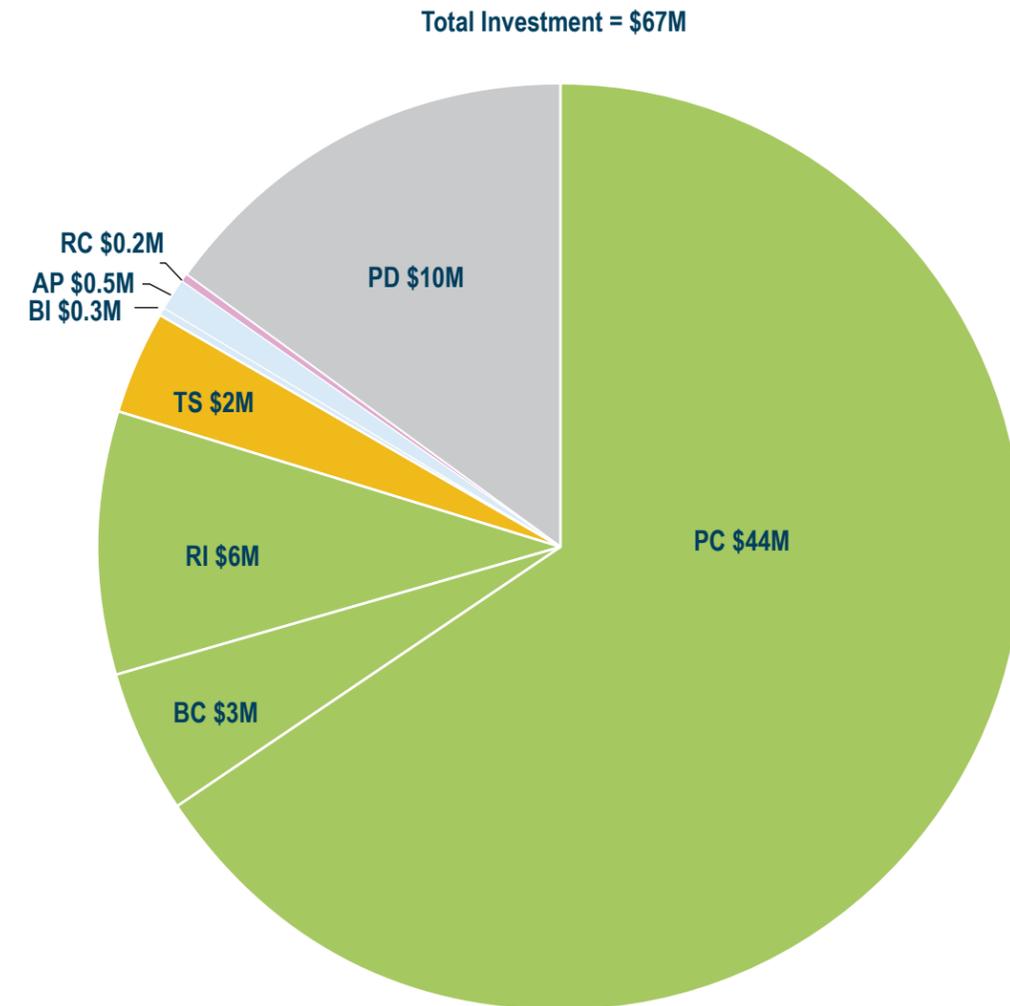
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District 4 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2024						
15	I 94	DOUGLAS	ON 94WB, 1.3 MI. W. OF JCT. 114 TO 0.4 MI. W. OF TH 29	6.0	PAVEMENT	\$7.8 - 10.6 M
16	US 10	CLAY	REPLACE OR REDECK BRIDGE #5854 OVER BUFFALO RIVER	0.2	BRIDGE	\$0.8 - 1.1 M
17	US 10	CLAY	ON US10, FROM EAST OF US 75 IN MOORHEAD TO 220TH ST, MILL AND OVERLAY, AC PROJECT, PAYBACK IN 2025	19.4	PAVEMENT	\$5.8 - 7.9 M
18	US 75	GRANT/ TRAVERSE	TH 27 IN WHEATON TO RR NO. OF TH 55	17.0	PAVEMENT	\$5.5 - 7.4 M
19	MN 9	CLAY	ON TH 9, .1 MI N. OF I-94 TO US 10, AC PROJECT, PAYBACK IN 2027	14.9	PAVEMENT	\$6.8 - 9.2 M
20	MN 28	POPE/ STEVENS	E. END POMME DE TERRE BRIDGE TO STARBUCK, MILL AND OVERLAY	16.8	PAVEMENT	\$6.6 - 8.9 M
21	MN 55	GRANT	ELBOW LAKE TO BARRET, RECLAIM, AND SHOULDER WIDENING	7.1	PAVEMENT	\$6.9 - 9.4 M

2024



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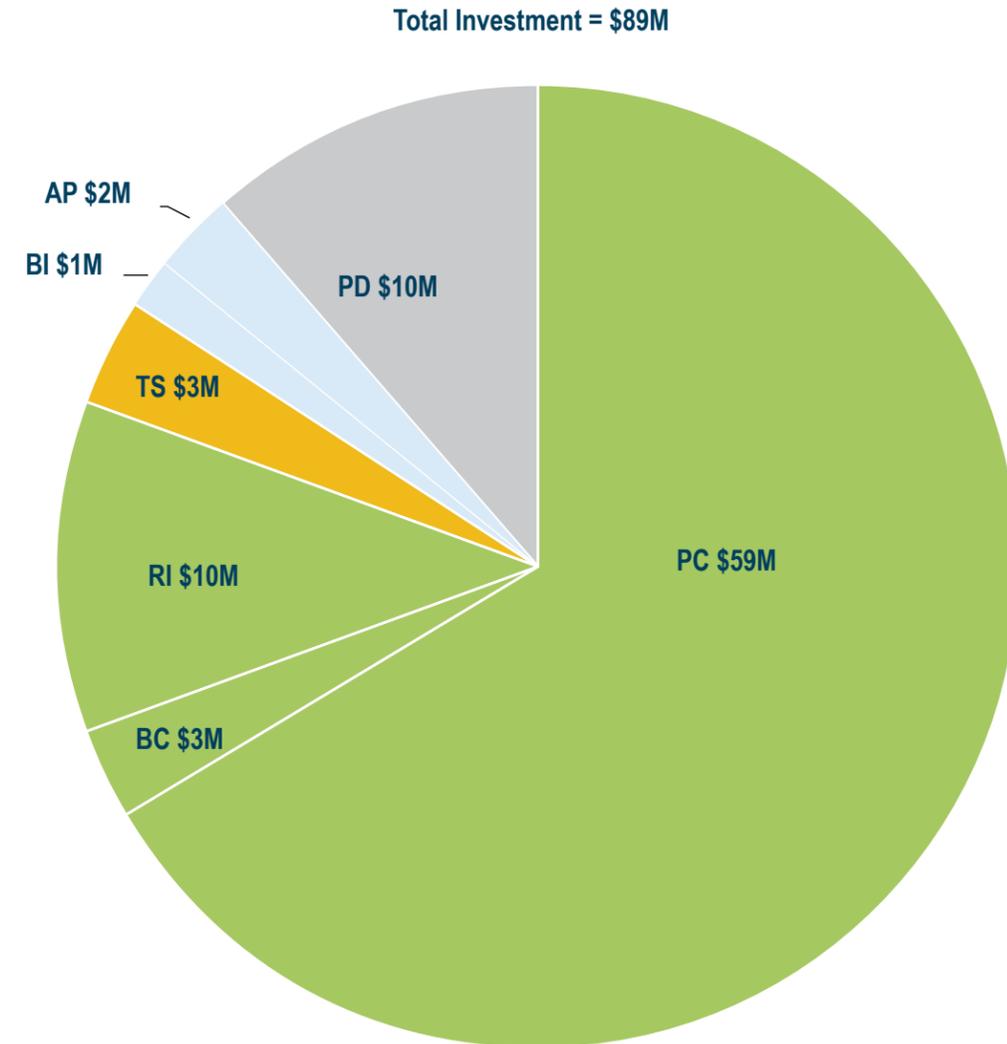
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						
22	US 10	CLAY	ON US10EB, 0.15 MI. E. OF CSAH 10 TO END OF BRIDGE OVER RR	15.8	PAVEMENT	\$8.6 - 11.6 M
23	US 10	OTTER TAIL	ON US 10, FROM W. OF TH 106 TO WADENA/OTTER TAIL COUNTY LINE, MILL AND OVERLAY	10.4	PAVEMENT	\$4.4 - 6 M
24	US 59	OTTER TAIL	.3 MI. N. OF I-94 N.TO 4TH AVE. IN PELICAN RAPIDS , MILL AND OVERLAY	16.2	PAVEMENT	\$8.7 - 11.7 M
25	US 59	GRANT	SOUTH GRANT COUNTY LINE TO JCT. 55 IN BARRETT	10.1	PAVEMENT	\$5.4 - 7.3 M
26	US 75	CLAY	ON US 75, FROM S. OF 20TH ST. S. TO WEST JCT. US 10 (MAIN AVE.), ON US 10, FROM RED RIVER TO E. OF US 75, GRADING BITMINOUS & CONCRETE PAVING, ADA IMPROVEMENTS AND SIGNALS,AC PROJECT, PAYBACK IN 2026	2.8	PAVEMENT	\$19.2 - 25.9 M
27	US 75	TRAVERSE	ON US 75, FROM CSAH 11 TO TH 27 IN WHEATON, MILLAND OVERLAY	6.3	PAVEMENT	\$2.3 - 3.1 M
28	MN 27	GRANT/ TRAVERSE	ON TH 27, S JCT TH-75/ WHEATON TO 1.1 MI E CSAH-7	16.5	PAVEMENT	\$10.3 - 14 M
29	MN 34	BECKER	0.2 MI. E. OF CSAH 29 TO PONSFORD ROAD, MILL AND OVERLAY	21.3	PAVEMENT	\$9.4 - 12.7 M
30	MN 59	OTTER TAIL	ON US 59, REDECK OR REPLACE BRIDGE #5025 OVER PELICAN RIVER	0.0	BRIDGE	\$2.6 - 3.5 M

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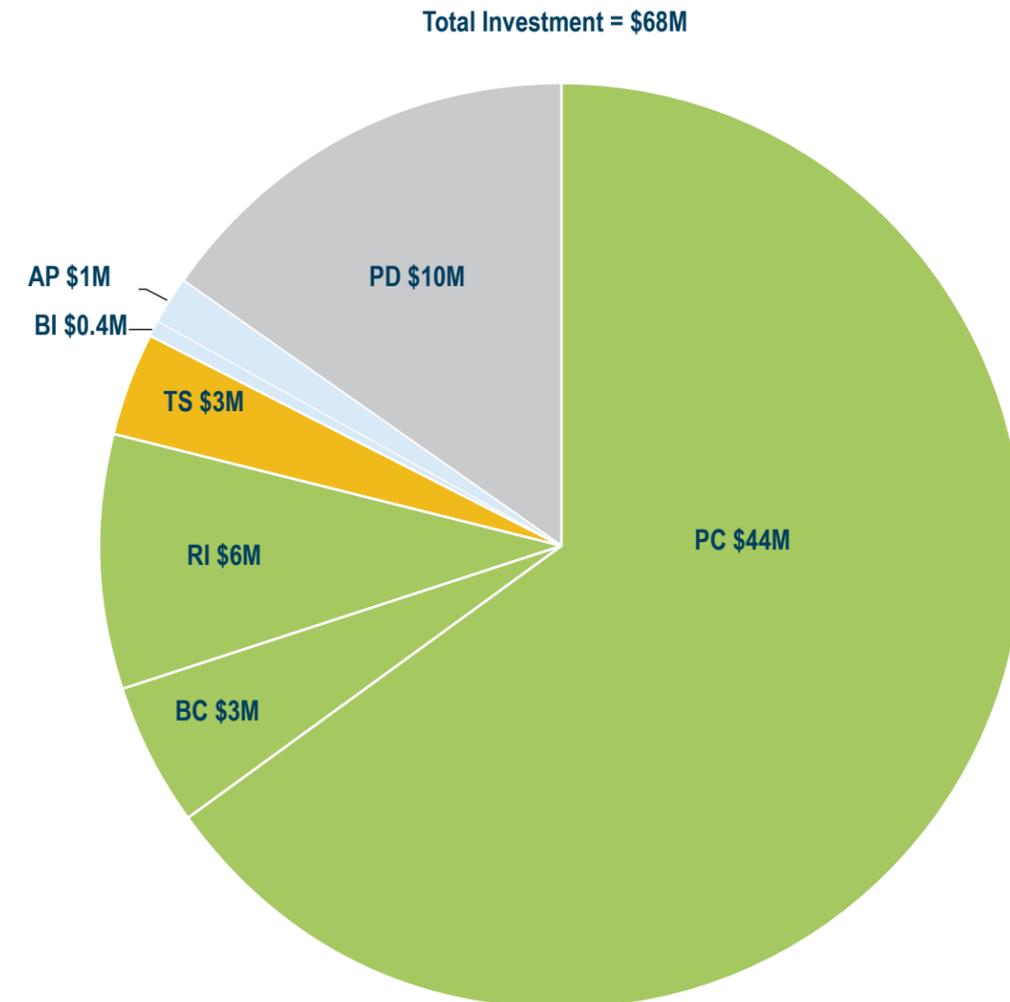
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District 4 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2026						
31	I 94	DOUGLAS	REPLACE OR REDECK #21815 & BRIDGE #21816 OVER CP RAIL LINE	0.0	BRIDGE	\$2.6 - 3.6 M
32	I 94	CLAY	ON I94EB, .56 Mi E. OF ND STATE LINE TO .3 Mi E. OF CSAH 11A	6.1	PAVEMENT	\$9.6 - 13 M
33	I 94	DOUGLAS/ GRANT	0.4 MILES E. OF GRANT CO. LINE TO JCT. 79 ON I-94 WB - CONCRETE REHAB	11.7	PAVEMENT	\$8.3 - 11.2 M
34	MN 27	DOUGLAS	MN 27, FROM DOUGLAS CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY	2.6	PAVEMENT	\$0 - 0 M
35	MN 104	POPE	W. JCT TH 9 TO JCT. TH 28 AND 29	24.9	PAVEMENT	\$8.6 - 11.7 M
36	MN 114	DOUGLAS/ GRANT	W. JCT TH 55 TO JCT. N. RAMP I-94	12.7	PAVEMENT	\$4.4 - 5.9 M
37	MN 210	OTTER TAIL	TH 29 TO .02 MILES W OF US 71	10.6	PAVEMENT	\$4.1 - 5.6 M

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2026



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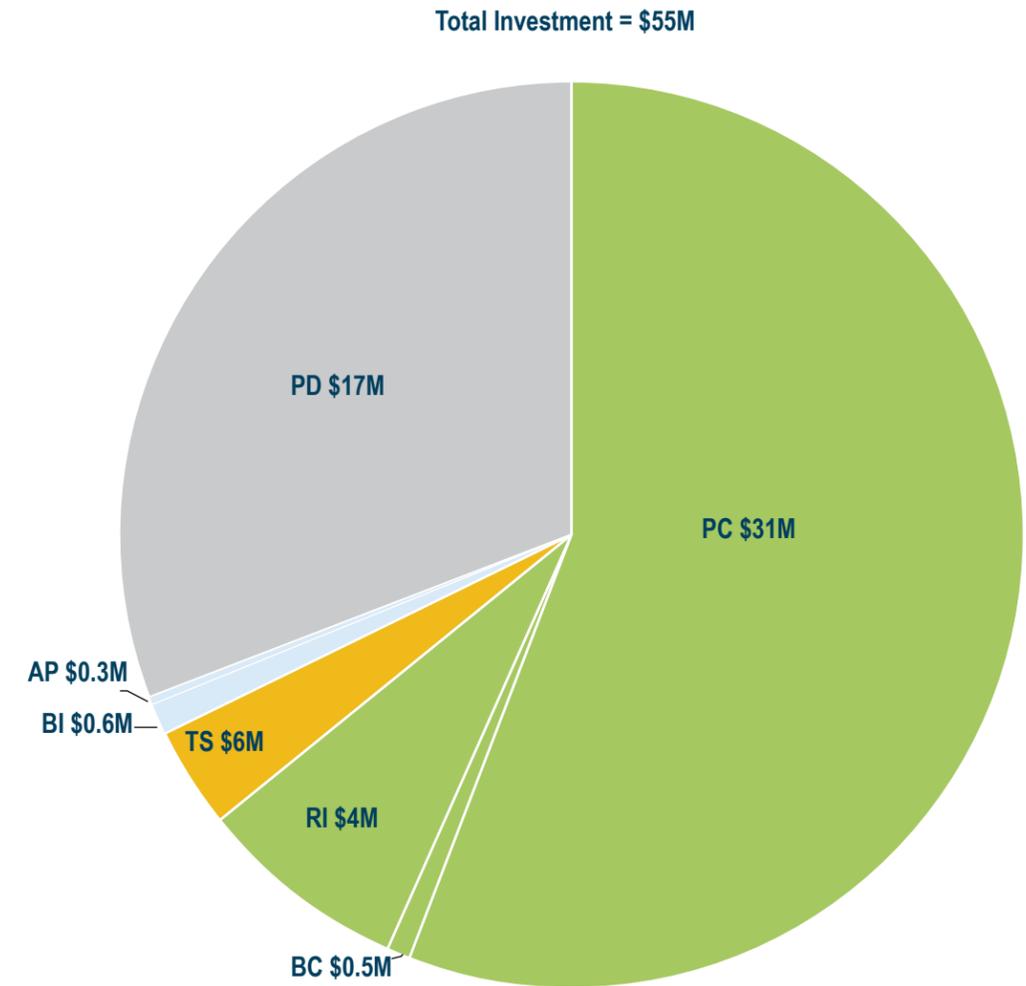
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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2027						
38	I 94	CLAY	.56 MI E. OF ND STATE LINE TO .3 MI E. OF CSAH 11A	6.1	PAVEMENT	\$8.6 - 11.7 M
39	I 94	WILKIN	1.5 MILES W OF TH 108 TO 0.1 MILES W OF US 59	6.2	PAVEMENT	\$4.4 - 5.9 M
40	MN 29	DOUGLAS	ON MN29, FROM 50TH AVE IN ALEXANDRIA TO 0.1M N OF MCKAY AVE	4.2	PAVEMENT	\$5.3 - 7.2 M
41	MN 108	OTTER TAIL	S. JCT. TH 78 TO .1 MI N. JCT 4TH STREET	13.1	PAVEMENT	\$4.6 - 6.3 M
42	MN 108	WILKIN/ OTTERTAIL	W. RAMP OF I 94 TO JCT 59 IN PELICAN, AC PROJECT, PAYBACK IN 2028	12.1	PAVEMENT	\$2.9 - 4 M

2027



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