

# District 4 10-Year Capital Highway Investment Plan (2019-2028)



OCTOBER 2018

## 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 August 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (4-3)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (4-4)
- A summary of planned investments over the next 10 years. (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.

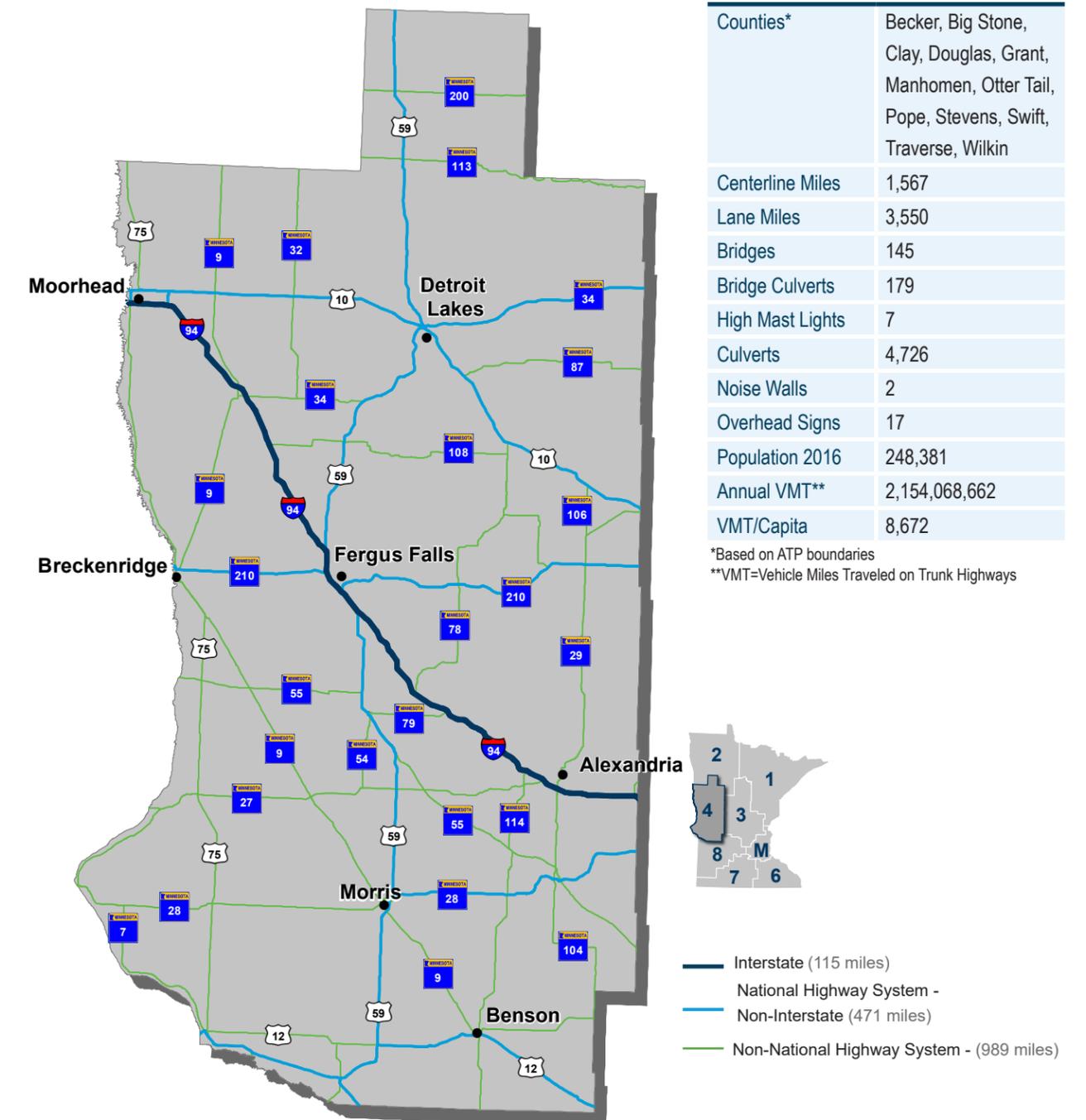
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway Projects Report. The 2017 MnSHIP guides the overall direction of the 10-Year 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](mailto: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 production and heavy machinery, food and livestock processing, and metalworking technology. 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.

Figure 4-1: State Highways within District 4



## District 4 CHIP Investment

Over the next ten years, District 4 is projected to invest roughly \$609 million in state highway projects (Figure 4-2). The majority of projects will address pavement and bridge condition. MnDOT will also address 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. Over the next ten years, investment will fluctuate between roughly \$40 and \$90 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.
- 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 rumbles 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 roads.

#### 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

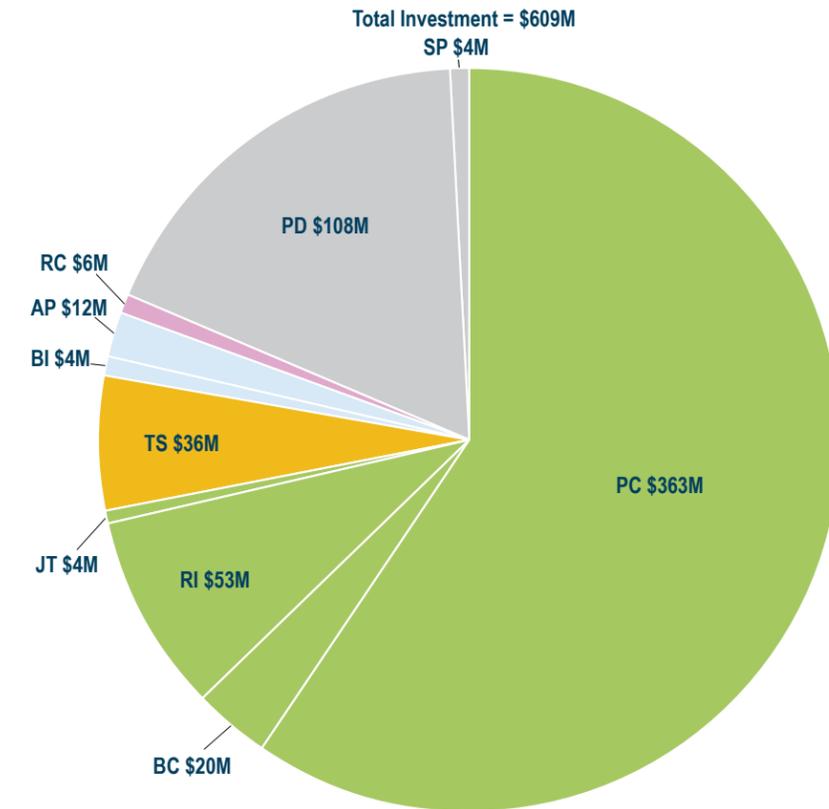
- Partner with communities and community organizations to support complete streets projects.
- Implement improvements based on local partnership studies.
- Support local units of government seeking non-performance based funding.
- Implement projects to address freight needs identified in the Manufacturer's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

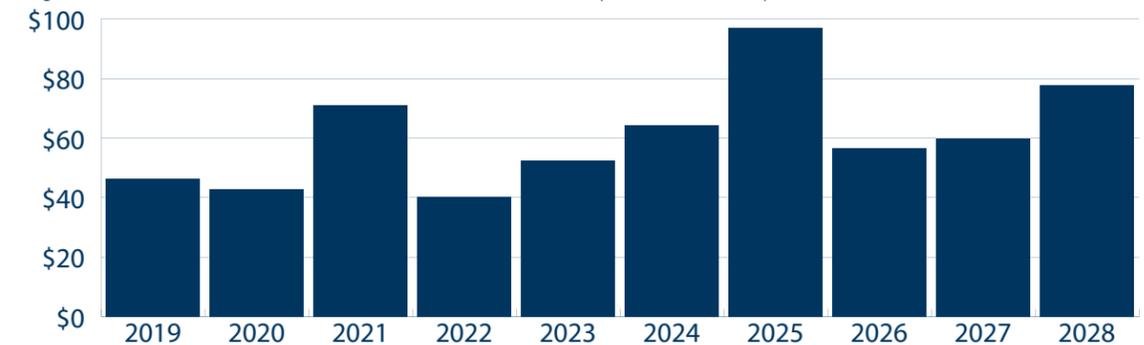
Figure 4-2: District 4 10-Year CHIP Investment by Investment Category (millions of dollars)



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

System Stewardship	PC	Pavement Condition	Critical Connections	TC	Twin Cities Mobility	Traveler Safety	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)



## District 4 CHIP Highlights

Preservation of the system continues to be the primary goal in 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 and turn lanes. Although the district will continue to allocate the majority of funding to 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.

District 4 continues to work with its local partners on a number of projects. Urban reconstruction projects are scheduled for 2023 in Barnesville and for 2025 in Moorhead. As a result of strong planning prior to project development, the district is able to work with communities to address such needs as local utilities and bike and pedestrian improvements. This has resulted in successful urban projects.

### 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 number of projects have been advanced including a project on Highway 55 between Elbow Lake and Barrett that will include a reclaim and widening of the shoulders. Additional projects include a major concrete rehab on Highway 336 between I-94 and Highway 10, which is a primary freight route near Fargo-Moorhead.



### REMAINING RISKS

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

#### Risks

- A reduction in Regional Community Improvement Priorities (RCIP) investments does not allow the district to meet non-performance based needs such as urban reconstructions, shoulder widening, passing lanes, or mobility projects.
- Inadequate funding for multimodal improvements including bike, pedestrian, freight and complete streets projects that are high priority for local communities.
- Preventative maintenance funds need to be maintained in order to keep the District's pavements preserved long term.
- 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.
- The District must be responsive to and meet Legislative requests and expectations as well as prevent legislative actions that counter MnDOT priorities.
- 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 2012 to 2016, District 4 saw a decrease in the number of fatalities from 34 to 23. District 4 will continue to make investments in new safety improvements throughout the district and over the next ten years. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths program.

### Pavement Condition

District 4 saw a reduction in poor pavement miles on all three systems over the past five years. All three systems currently meet 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.

### 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. In the next ten years, bridge condition on the NHS and non-NHS systems are projected to decline. Non-NHS will miss the target and NHS will meet the target in 2028.

Figure 4-4: District 4 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2012	2013	2014	2015	2016	2017
<b>Safety</b>	Fatalities	0	34	26	23	20	23	N/A
<b>Bridge</b>	Condition: NHS - % Poor	<2%	▲ 2.6%	▲ 3.3%	▲ 2.3%	▲ 2.3%	● 1.4%	● 0.6%
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 4.2%	● 3.9%	● 0.0%	● 0.0%	● 1.7%	● 4.9%
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.0%	● 0.0%	● 0.1%	● 0.0%	● 0.0%
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 2.3%	● 2.6%	● 1.3%	● 0.8%	● 0.8%	● 1.4%
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	● 6.6%	● 6.3%	● 1.6%	● 0.3%	● 0.6%	● 0.5%

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

Figure 4-5: District 1 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2017 ACTUAL	2022 PROJECTED	2028 PROJECTED	ANALYSIS
<b>Safety</b>	Fatalities	0	-	N/A	N/A	Not available
<b>Bridge</b>	Condition: NHS - % Poor	<2%	● 0.6%	● 0.0%	● 1.2%	NHS Bridges will remain below the statewide target.
<b>Bridge</b>	Condition: Non-NHS - % Poor	<8%	● 4.9%	● 7.4%	● 14.9%	Non-NHS Bridges will decline and not meet the target by 2028.
<b>Pavement</b>	Ride Quality Poor - Interstate, % of miles	<2%	● 0.0%	● 0.9%	▲ 2.6%	The Interstate pavements are expected to decline and be slightly above the target in ten years.
<b>Pavement</b>	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 1.4%	▲ 4.5%	● 7.0%	The remaining NHS pavements are expected to decline and be slightly above the target in ten years.
<b>Pavement</b>	Ride Quality Poor - Non-NHS, % of miles	<10%	● 0.5%	● 3.0%	● 8.1%	The projections show the Non-NHS system will be within target in 2028.

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

# DISTRICT 4 STIP PROJECT LIST

STIP Project Map 2019-2022

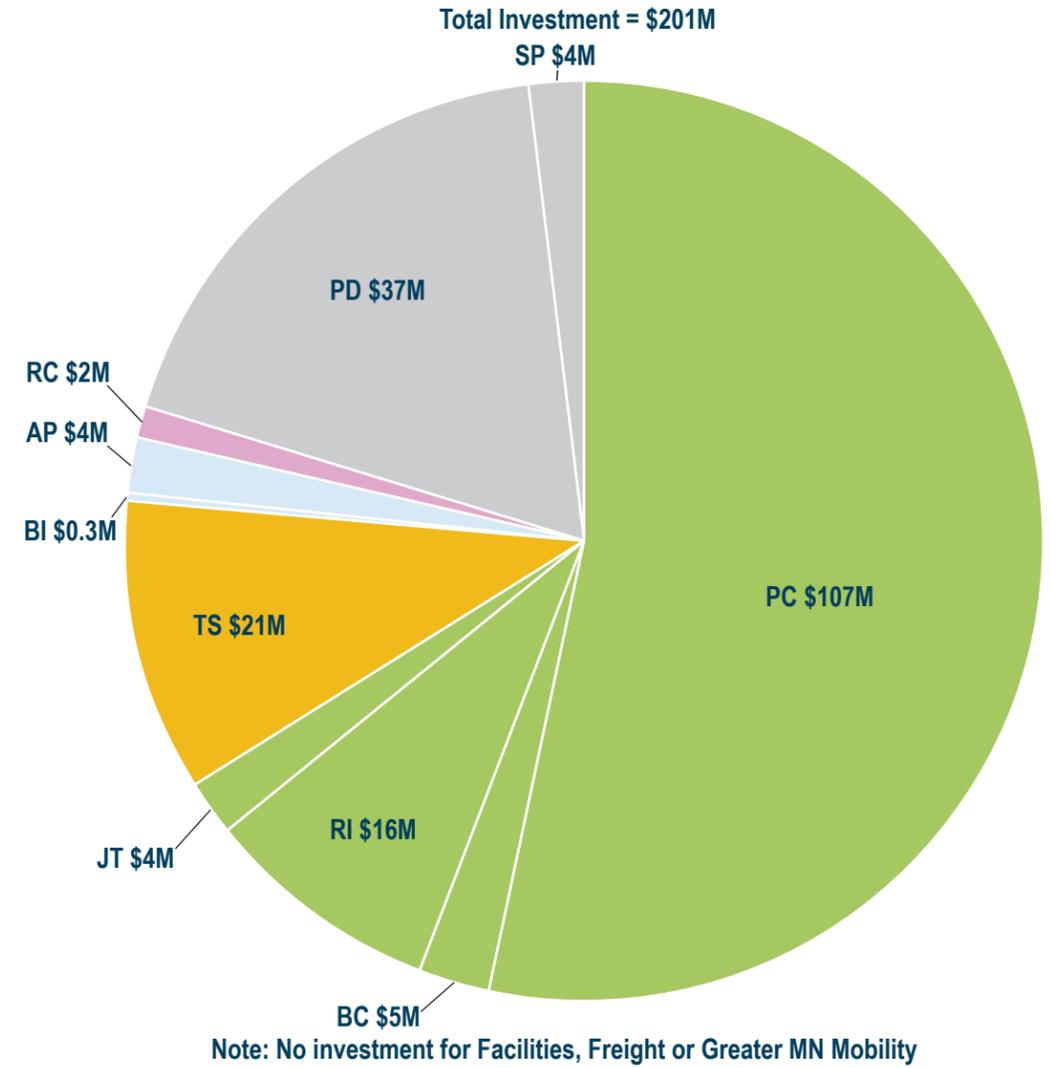


### Fiscal Year of Project Construction

- 2019
- 2020
- 2021
- 2022

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 2019-2022 of the 10-Year CHIP



### Key

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

District 4 Projects for Years 2019-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2019</b>						
1	US 10	OTTER TAIL	US 10, FROM END 4-LANE W OF WADENA TO OINK JOINT ROAD, MILL AND OVERLAY, AND FROM 0.1 MI W OF 3RD ST NW TO 0.1 MI E OF 2ND ST NE IN WADENA URBAN RECONSTRUCTION, INCLUDING SIGNAL UPGRADE, DESIGNED BY DISTRICT 3 (ASSOCIATED SP 8001-40), FUND	2.0	\$1.21 M	PAVEMENT
2	US 10	BECKER	ON TH 10, AT TH 10 AND CSAH 7 IN LAKE PARK, TURN LANES AND INSTALL SIGNAL	0.3	\$0.37 M	SAFETY
3	MN 27	TRAVERSE	ON MN 27, FROM 300' WEST OF 16TH ST SOUTH TO JCT. US 75; AND ON US 75, FROM 2ND AVE SOUTH TO 5TH AVE NORTH, BITMINOUS M/O, PED RAMPS AND SIDEWALKS	1.0	\$1.07 M	OTHER
4	MN 28	POPE	ON MN 28, FROM STARBUCK TO GLENWOOD, RECLAIM (ASSOCIATED TO 6103-34S)	7.6	\$6.47 M	PAVEMENT
5	MN 55	GRANT	ON MN 55 FROM JCT MN 79 TO 3RD STREET SE, ON US 59 FROM WEST OF SECOND STREET NW TO MN79, ON MN 79 FROM MN55 TO EAST OF CSAH 20, GRADING, MILL AND INLAY, LIGHTING, ADA	0.3	\$1.76 M	PAVEMENT
6	I 94	DOUGLAS	ON I-94 (EB), FROM E. OF TH 114 TO W. OF TH 29, UNBONDED CONCRETE OVERLAY	4.8	\$5.73 M	PAVEMENT
7	I 94	CLAY	ON I94, INSTALLATION OF WEIGH-IN-MOTION (WIM) AND CAMERA INSTALLATION, ON US 10, CAMERA INSTALLATION AT WIM 43 (FUNDED BY DISTRICT C) ASSOCIATED SP 1401-187	0.8	\$0.70 M	OTHER
8	MN 119	SWIFT	ON TH 119, FROM SWIFT/LAC QUI PARLE COUNTY LINE 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)	8.9	\$3.00 M	PAVEMENT
9	US 27, 75	TRAVERSE	ON MN 27, FROM SOUTH OF CSAH 6 TO WEST OF 16TH STREET IN WHEATON; AND ON US 75, FROM CSAH 11 IN DUMONT TO SOUTH OF 2ND AVE SOUTH IN WHEATON, GRADING, CIR, BIT RESURF	16.4	\$6.09 M	PAVEMENT

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2018</b>													
83%	-	-	-	-	7%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	100%	-	-	-
57%	-	15%	-	-	28%	-	-	-	-	-	-	-	-
60%	-	16%	-	-	-	-	-	-	-	24%	-	-	-
95%	-	5%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
85%	-	12%	-	-	1%	-	-	-	-	2%	-	-	-
92%	-	8%	-	-	-	-	-	-	-	-	-	-	-

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District 4 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2020</b>						
10	MN 28	POPE	MN 29, MN 28, MN 114 IN STARBUCK, RECONSTRUCTION, MULTI-USE TRAIL AND ADA (ASSOCIATED TO 061-090-007)	1.4	\$3.33 M	PAVEMENT
11	MN 28	SWIFT	ON MN 28, FROM CHOKIO TO MORRIS, MILL and OVERLAY, AND REPLACE BOX CULVERT BRIDGES (1745, 8118, 1744)	12.9	\$4.72 M	PAVEMENT
12	MN 55	GRANT	ON MN 55, FROM GRANT AVE. IN BARRETT TO DOUGLAS/GRANT COUNTY LINE, GRADING, RECLAIM, AND REPLACE OLD BRIDGE #5480 WITH NEW BRIDGE 26X02 OVER THE POMME DE TERRE RIVER	9.5	\$5.28 M	PAVEMENT
13	US 75	TRAVERSE	ON US 75, 5TH STREET TO BRIDGE OVER MUSTINKA RIVER, MILL and OVERLAY, GRADING, AND REPLACE OLD BRIDGE #6459 WITH NEW BRIDGE #78006 OVER THE MUSTINKA RIVER	0.0	\$1.95 M	BRIDGE
14	US 75	WILKIN	ON US 75, FROM CR 184 TO THE WILKIN/CLAY COUNTY LINE - MILL AND OVERLAY, ADA IMPROVEMNTS	6.1	\$1.98 M	PAVEMENT
15	MN 210	OTTER TAIL	ON MN 210, 1.8 E. WILKIN COUNTY LINE TO 0.4 W OF I-94, RECONSTRUCTION	5.4	\$8.82 M	PAVEMENT
19	MN 210	OTTER TAIL	ON MN 210, FROM NEAR I-94 TO THE WILKIN COUNTY LINE, RESURFACE	5.4	\$8.82 M	PAVEMENT

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2020</b>													
50%	-	16%	-	-	-	-	-	-	5%	29%	-	-	-
77%	-	18%	-	-	5%	-	-	-	-	-	-	-	-
69%	2%	27%	-	-	1%	-	-	-	-	1%	-	-	-
8%	90%	2%	-	-	-	-	-	-	-	-	-	-	-
81%	-	11%	-	-	-	-	-	-	-	5%	3%	-	-
81%	-	9%	-	-	10%	-	-	-	-	-	-	-	-
81%	-	9%	-	-	10%	-	-	-	-	-	-	-	-

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District 4 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2021</b>						
16	US 12	BIG STONE	ON TH 12, FROM US 75 IN ORTONVILLE TO US 59, RECLAIM, SHOULDER WIDENING, SNOW SLOPING, REPLACE BOX CULVERTS #794, #1060, AND #1121, AND BRIDGE IMPROVEMENTS TO BRIDGE #76012	25.8	\$20.91 M	PAVEMENT
17	MN 55	WILKIN	ON MN 55, MINNESOTA/ND STATE LINE TO S. JCT. CSAH 11 IN WENDELL, CIR, AND REPLACE BOX CULVERTS (6385, 8806, 8874, 8807)	22.5	\$9.53 M	PAVEMENT
18	MN 87	BECKER	ON MN 87, FROM FRAZEE TO E. COUNTY LINE, SHOULDER WIDENING, CIR AND REPLACE BOX CULVERTS (6674, 8700, 8690) (ASSOCIATED TO 0306-31S)	26.8	\$16.60 M	PAVEMENT
19	I 94	GRANT	ON I94 (WB), 0.4 MILES E. OF GRANT COUNTY LINE TO JCT. MN 79, UNBONDED OVERLAY AND MISC BRIDGE WORK	11.7	\$10.98 M	PAVEMENT

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2021</b>													
51%	-	7%	-	-	42%	-	-	-	-	-	-	-	-
90%	-	9%	-	-	1%	-	-	-	-	-	-	-	-
64%	-	13%	-	-	23%	-	-	-	-	-	-	-	-
88%	-	12%	-	-	-	-	-	-	-	-	-	-	-

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District 4 Projects for Years 2019-2022 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
<b>2022</b>						
20	MN 9	WILKIN	ON 9, FROM BARNESVILLE TO BRECKENRIDGE, CIR AND REPLACE/EXTEND BOX CULVERTS (8783, 8784, 91425)	26.9	\$11.61 M	PAVEMENT
21	MN 9	GRANT	ON MN 9, OVER MUSTINKA RIVER, GRADING, BITUMINOUS SURFACING AND REPLACE OLD BRIDGE #6686 WITH NEW BRIDGE #26011	0.0	\$.78 M	PAVEMENT
22	MN 27	DOUGLAS	ON MN 27, FROM CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY, DESIGNED BY DISTRICT 3 (ASSOCIATED TO SP 7703-16)(DESIGNED BY DIST 3, FUNDED BY DISTRICT 4 AND 3, ATP 4 \$1,350,000; ATP 3 \$14,778,550)	3.2	\$1.35 M	PAVEMENT
23	MN 29	SWIFT	ON MN29, REPLACE OLD BRIDGE #9027 WITH NEW BRIDGE #76016 OVER THE CHIPPEWA RIVER	0.0	\$2.63 M	PAVEMENT
24	MN 34	BECKER	ON MN34, 0.2 MI. E. OF CSAH 29 TO PONSFORD ROAD, MILL AND OVERLAY	21.3	\$9.20 M	PAVEMENT
25	MN 87	BECKER	ON TH 87, FROM JCT US 10 TO E CITY LIMITS OF FRAZEE - COMPLETE STREETS	2.6	\$3.34 M	PAVEMENT

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 August 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
<b>2022</b>													
90%	-	9%	-	-	1%	-	-	-	-	-	-	-	-
13%	82%	5%	-	-	-	-	-	-	-	-	-	-	-
95%	-	5%	-	-	-	-	-	-	-	-	-	-	-
4%	95%	1%	-	-	-	-	-	-	-	-	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	3%	-	-	-
59%	-	3%	-	-	-	-	-	-	-	38%	-	-	-

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# DISTRICT 4 PROJECTS

Project Map 2023-2028



Numbers displayed correspond to project lines in project list for years 2023-2028 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

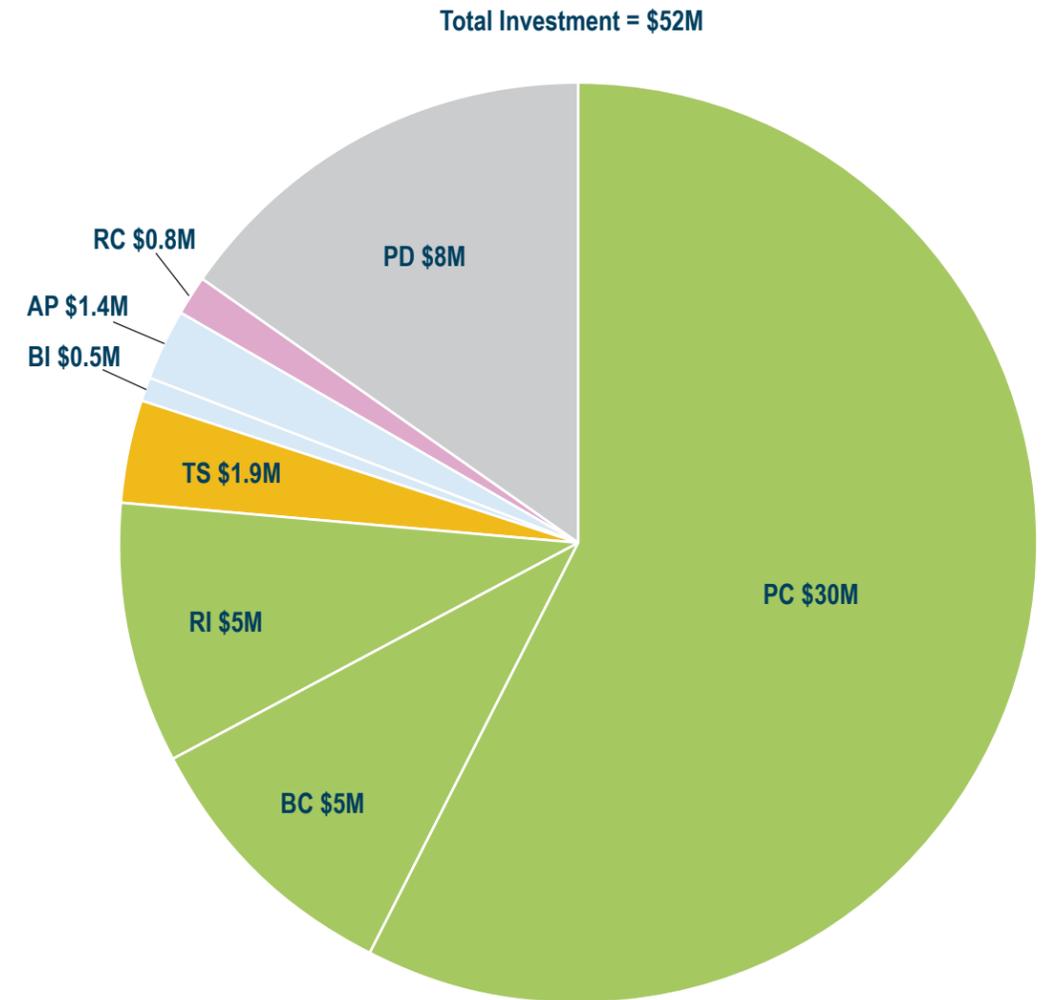
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028

District 4 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2023</b>						
1	MN 9	CLAY	ON MN 9, IN BARNESVILLE TO I-94, THICK MILL AND OVERLAY, ADA IMPROVEMENTS	2.1	PAVEMENT	\$4.1 - 5.5 M
2	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	\$7.3 - 9.8 M
3	MN 55	GRANT	ELBOW LAKE TO BARRET, RECLAIM, AND SHOULDER WIDENING	7.1	PAVEMENT	\$6.1 - 8.3 M
4	US 75	TRAVERSE	.1 MI N. TH 28 - GRACEVILLE TO CSAH 11, N. OF DUMONT	10.4	PAVEMENT	\$3.9 - 5.3 M
5	MN 113	MAHNOMEN	ON 113,NORMAN/MAHNOMEN CO. LINE TO RR IN WAUBUN, MILL AND OVERLAY	5.9	PAVEMENT	\$2.7 - 3.6 M
6	MN 114	POPE	ON TH 114, JCT TH 28 TO E. JCT. 55, MILL AND OVERLAY	6.1	PAVEMENT	\$2.7 - 3.6 M
7	US 12	SWIFT	ON US12, REPLACE OR REDECK BRIDGE #76003 and REPLACE OR REDECK #76004 OVER CO. DITCH #3; REPLACE ENDOSTS ON BRIDGE #76001	0.0	BRIDGE	\$2.6 - 3.5 M
8	US 75	WILKIN	REPLACE BRIDGE #9313 OVER RABBIT RIVER	0.0	BRIDGE	\$2.1 - 2.9 M

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**2023**



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

**Key**

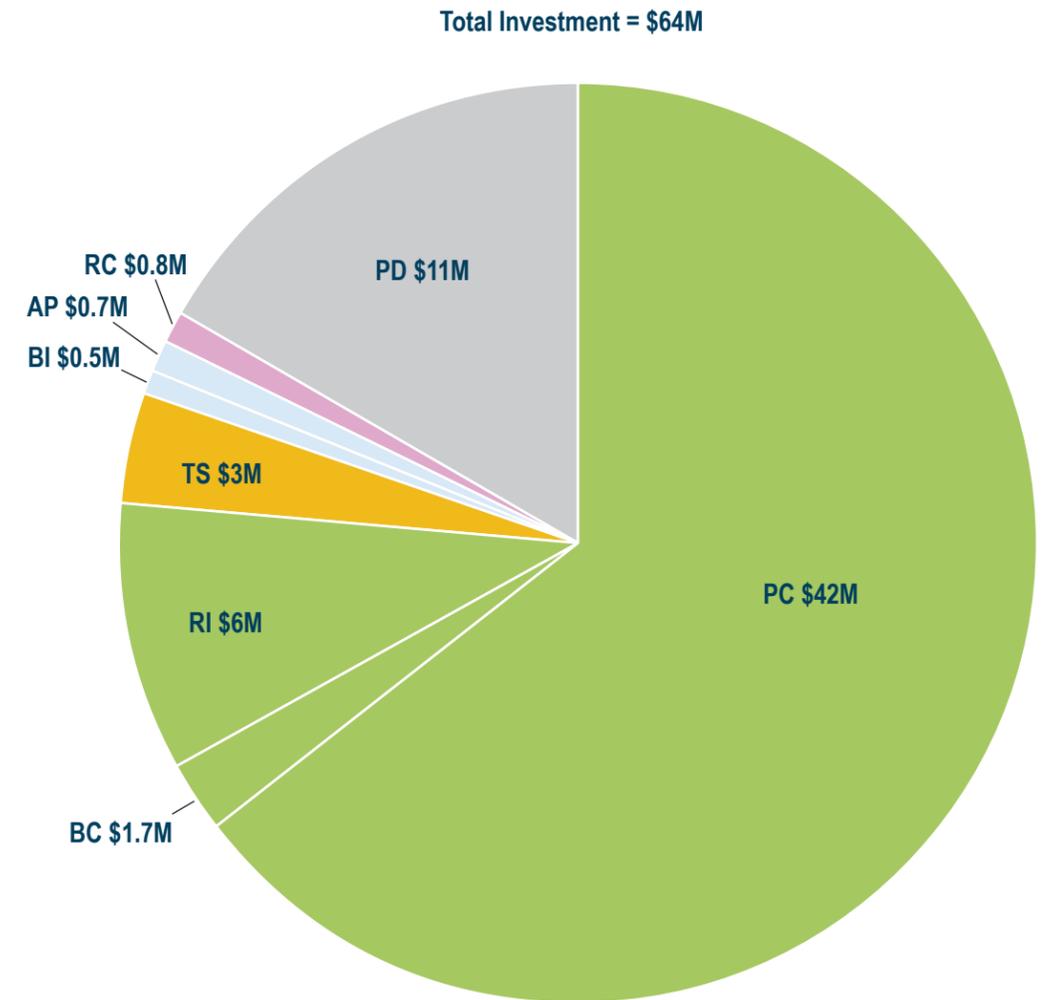
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District 4 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2024</b>						
9	MN 28	POPE/ STEVENS	E. END POMME DE TERRE BRIDGE TO STARBUCK, MILL AND OVERLAY	16.8	PAVEMENT	\$8.5 - 11.6 M
10	US 59	OTTER TAIL	.3 MI. N. OF I-94 N.TO 5TH AVE. IN PELICAN RAPIDS , MILL AND OVERLAY	16.2	PAVEMENT	\$7.7 - 10.5 M
11	US 75	GRANT/ TRAVERSE	S JCT.TH 27 IN WHEATON TO RR NO. OF TH 55	15.7	PAVEMENT	\$6 - 8.1 M
12	MN 108	OTTER TAIL	S. JCT 78 TO .1 MI N. JCT 4TH STREET IN PELICAN RAPIDS	13.1	PAVEMENT	\$5.1 - 6.9 M
13	MN 108	WILKIN	W. RAMP OF I-94 TO JCT. 59 IN PELICAN RAPIDS	12.0	PAVEMENT	\$4.6 - 6.3 M
14	MN 210	OTTER TAIL	TH 29 TO .02 MILES W OF US 71	10.6	PAVEMENT	\$4.1 - 5.6 M
15	MN 336	CLAY	JCT.I-94 TO JCT. US10	2.0	PAVEMENT	\$2.6 - 3.5 M
16	US 10	CLAY	REPLACE OR REDECK BRIDGE #5854 OVER BUFFALO RIVER	0.2	BRIDGE	\$0.8 - 1.1 M

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**2024**



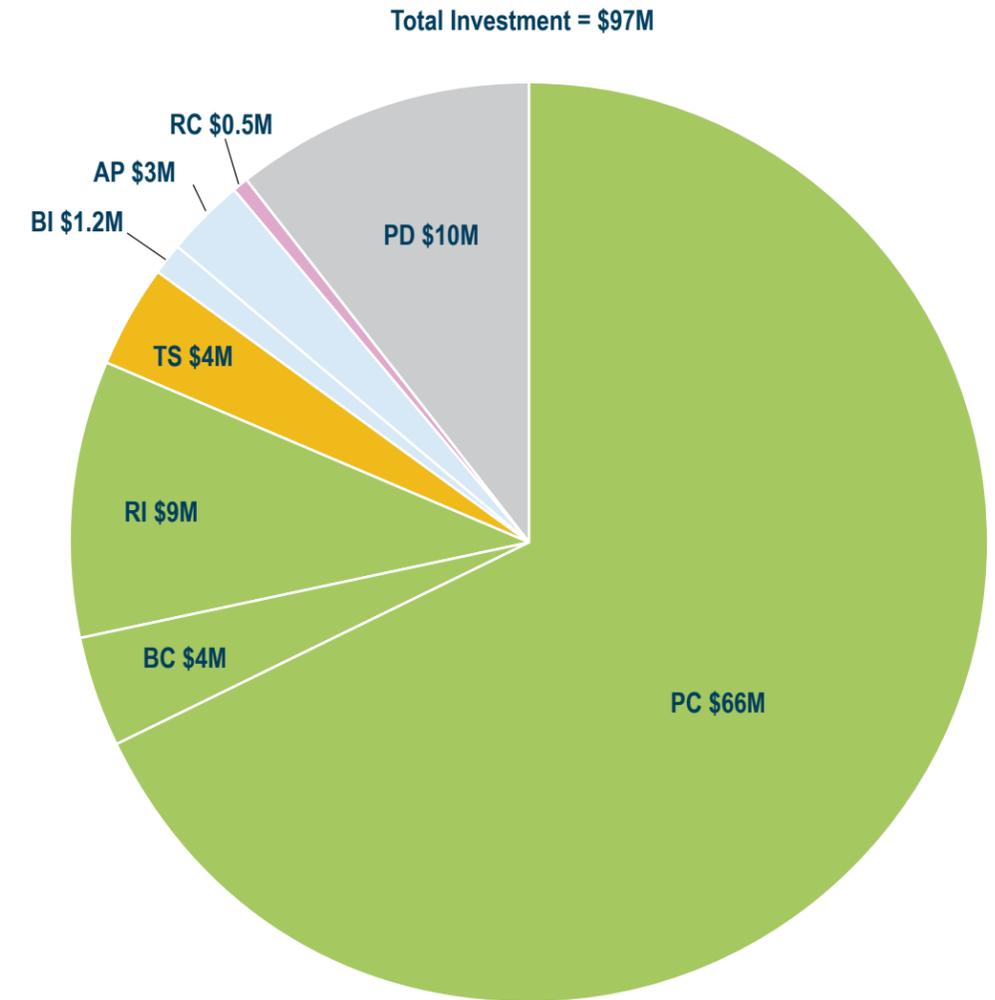
**Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility**

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#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2025</b>						
17	US 10	CLAY	ON US 10 EB, 0.15 MI. E. OF CSAH 10 TO END OF BRIDGE OVER RR	15.6	PAVEMENT	\$6.9 - 9.4 M
18	US 10	OTTER TAIL	ON US 10, FROM W. OF TH 106 TO WADENA/OTTER TAIL COUNTY LINE, MILL AND OVERLAY	8.4	PAVEMENT	\$3.7 - 5 M
19	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 AND CONCRETE PAVING, ADA IMPROVEMENTS AND SIGNALS, AC PROJECT, PAYBACK IN 2026	2.8	PAVEMENT	\$23.2 - 31.4 M
20	US 75	TRAVERSE	ON US 75, FROM CSAH 11 TO TH 27 IN WHEATON, MILL AND OVERLAY	6.3	PAVEMENT	\$2.3 - 3.1 M
21	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	\$8.9 - 12 M
22	I 94	DOUGLAS	ON 94WB, 1.3 MI. W. OF JCT. 114 TO 0.4 MI. W. OF TH 29	6.0	PAVEMENT	\$7.3 - 9.9 M
23	MN 108	OTTER TAIL	S. JCT 59 IN PELICAN RAPIDS TO .JCT MN 78	26.2	PAVEMENT	\$10.5 - 14.2 M
24	US 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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**Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility**

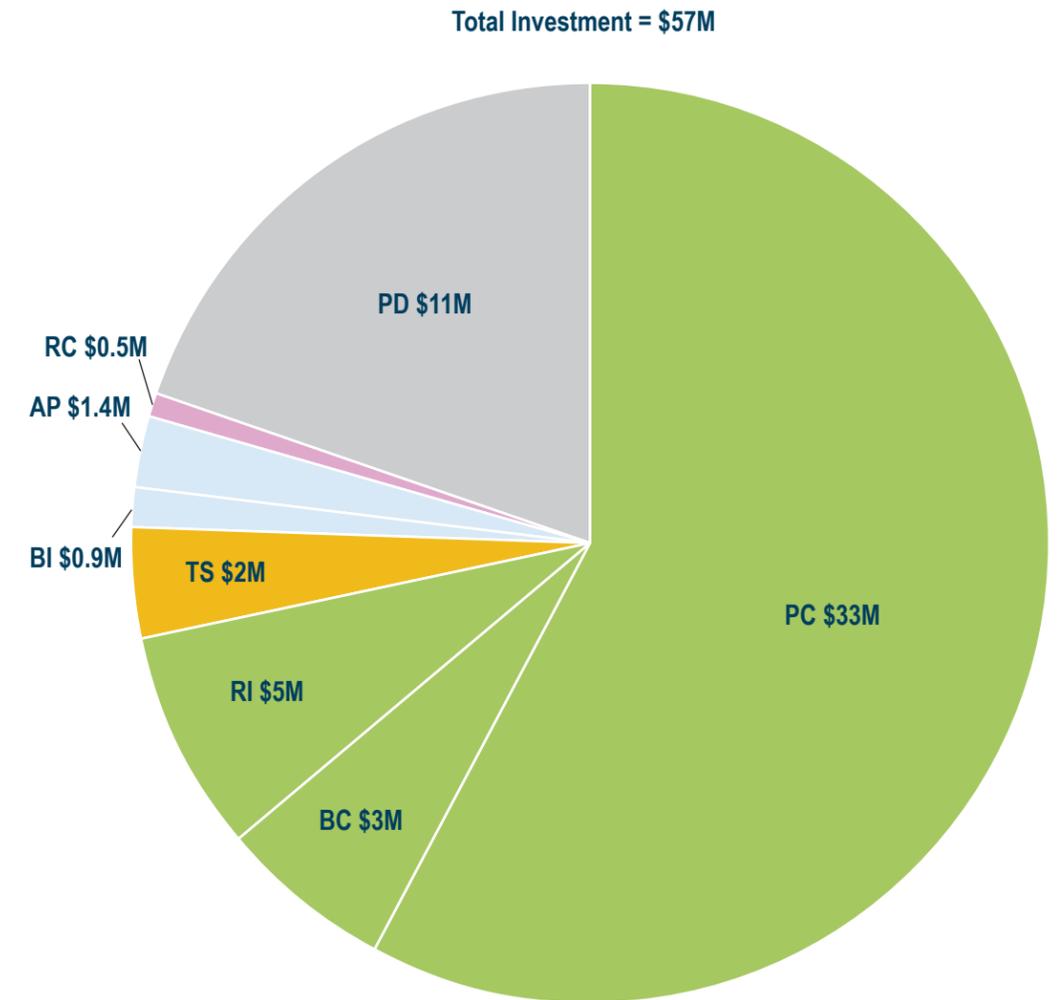
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District 4 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2026</b>						
25	US 10	CLAY	ON US10, FROM EAST OF US 75 IN MOORHEAD TO 220TH ST TO EAST OF GLYNDON	12.5	PAVEMENT	\$20.4 - 27.5 M
26	MN 27	DOUGLAS	MN 27, FROM DOUGLAS CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY	2.6	PAVEMENT	\$0 - 0 M
27	US 75	WILKIN	RR X-ING N TH 55 TO . 3 MI. N. 9	10.0	PAVEMENT	\$4.1 - 5.6 M
28	MN 114	DOUGLAS/ GRANT	W. JCT TH 55 TO JCT. N. RAMP I-94	12.7	PAVEMENT	\$5.2 - 7.1 M
29	I 94	DOUGLAS	REPLACE OR REDECK #21815 and BRIDGE #21816 OVER CP RAIL LINE	0.0	BRIDGE	\$2.6 - 3.6 M

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

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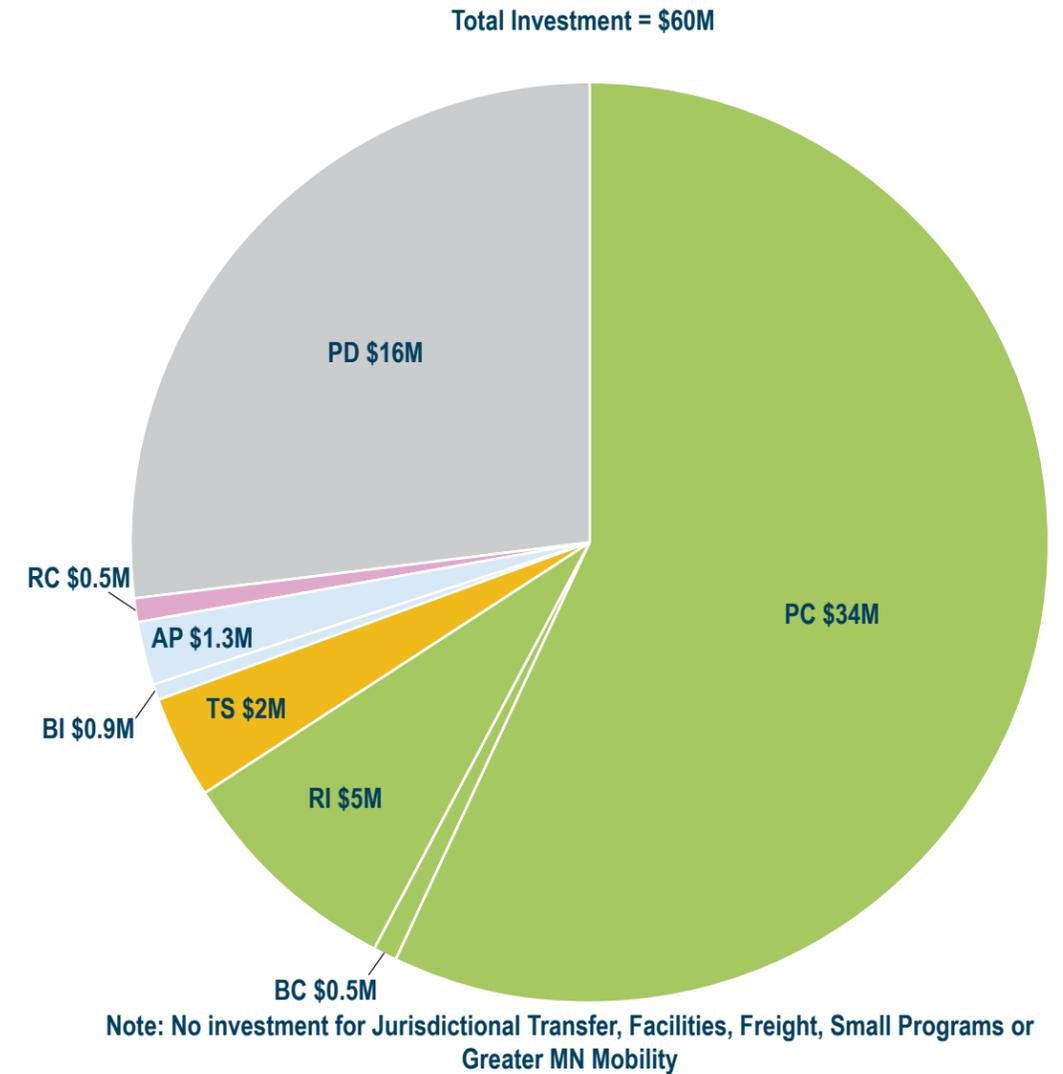
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<b>2027</b>						
30	MN 27	GRANT/ TRVERSE	ON TH 27, S JCT TH-75/ WHEATON TO 1.1 MI E CSAH-7, 15 TO HERMAN	16.5	PAVEMENT	\$9.2 - 12.5 M
31	MN 29	DOUGLAS	ON MN29, FROM 50TH AVE IN ALEXANDRIA TO 0.1M N OF MCKAY AVE	6.9	PAVEMENT	\$11.1 - 15.1 M
32	194	DOUGLAS/ GRANT	0.4 MILES E. OF GRANT CO. LINE TO JCT. 79 ON I-94 WB - CONCRETE REHAB	11.7	PAVEMENT	\$6.8 - 9.1 M
33	194	WILKIN	1.5 MI W TH 108 TO 0.1 MI W US 59	6.2	PAVEMENT	\$3.6 - 4.9 M

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**2027**



**Key**

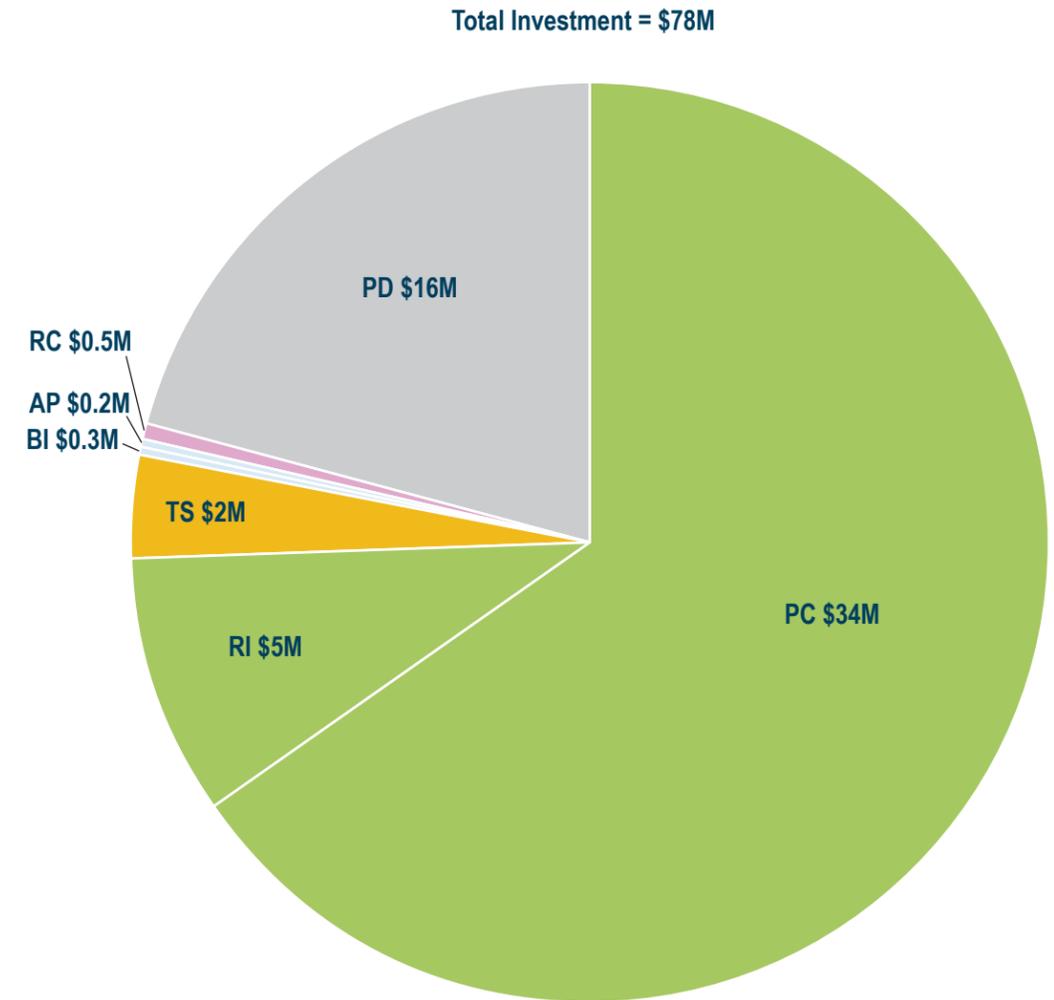
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District 4 Projects for Years 2023-2028 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
<b>2028</b>						
34	MN 29	POPE	TH 55 TO CSAH 87	11.0	PAVEMENT	\$6.6 - 8.9 M
35	I 94	CLAY	ON I94WB, .56 MI E. OF ND STATE LINE TO .2 MI E OF 336	6.4	PAVEMENT	\$11.3 - 15.3 M
36	I 94	CLAY	ON I94, 1 MI W CSAH 11 TO US 59	13.4	PAVEMENT	\$17.8 - 24.1 M
37	MN 104	POPE	W. Jct TH 9 to Jct. TH 28 and 29	24.9	PAVEMENT	\$11.6 - 15.7 M
38	MN 329	STEVENS	TH 59 IN MORRIS TO EAST BOUNDARY OF EXPERIMENT STATION	1.1	PAVEMENT	\$0.5 - 0.7 M

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**2028**



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

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