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)

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 or 218-846-7987.
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)

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 Bismarck 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 338 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 bustler” bridges such as the I-94 Red River Bridge between Fargo and Moorhead.

**STATEWIDE PLAN POLICY**

**MEASURE**

<table>
<thead>
<tr>
<th>STATEWIDE PLAN POLICY</th>
<th>MEASURE</th>
<th>TARGET</th>
<th>2017 ACTUAL</th>
<th>2022 PROJECTED</th>
<th>2028 PROJECTED</th>
<th>ANALYSIS</th>
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<tbody>
<tr>
<td>Safety</td>
<td>Fatalities</td>
<td>0</td>
<td>34</td>
<td>26</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td>Bridge</td>
<td>Condition: NHS - % Poor</td>
<td>&lt;2%</td>
<td>2.4%</td>
<td>3.3%</td>
<td>2.3%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Bridge</td>
<td>Condition: Non-NHS - % Poor</td>
<td>&lt;6%</td>
<td>4.2%</td>
<td>3.9%</td>
<td>3.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pavement</td>
<td>Ride Quality Poor - Interstate, % of miles</td>
<td>&lt;2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pavement</td>
<td>Ride Quality Poor - Non-Interstate, % of miles</td>
<td>&lt;4%</td>
<td>2.3%</td>
<td>2.6%</td>
<td>1.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Pavement</td>
<td>Ride Quality Poor - Non-NHS, % of miles</td>
<td>&lt;10%</td>
<td>6.6%</td>
<td>6.3%</td>
<td>1.6%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

**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 increase 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**

- **Figure 4-5: District 1 Projected Performance**

- **Figure 4-6: District 2 Projected Performance**

- **Figure 4-7: District 3 Projected Performance**
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.

**Fiscal Year of Project Construction**

- **2019**
- **2020**
- **2021**
- **2022**

**Key**

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

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

- **Total Investment = $201M**
- **PD $37M**
- **AP $4M**
- **RC $2M**
- **JT $4M**
- **RI $16M**
- **BC $5M**
- **TS $21M**
- **PC $107M**

Note: No investment for Facilities, Freight or Greater MN Mobility
<table>
<thead>
<tr>
<th>ID#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT COST</th>
<th>PROJECT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US 10</td>
<td>OTTER TAIL</td>
<td>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</td>
<td>2.0</td>
<td>$1.21 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>2</td>
<td>US 10</td>
<td>BECKER</td>
<td>ON TH 10, AT TH 10 AND CSAH 7, IN LAKE PARK, TURN LANES AND INSTALL SIGNAL</td>
<td>0.3</td>
<td>$0.37 M</td>
<td>SAFETY</td>
</tr>
<tr>
<td>3</td>
<td>MN 27</td>
<td>TRAVERSE</td>
<td>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 MO, PED RAMPS AND SIDEWALKS</td>
<td>1.0</td>
<td>$1.07 M</td>
<td>OTHER</td>
</tr>
<tr>
<td>4</td>
<td>MN 28</td>
<td>POPE</td>
<td>ON MN 28, FROM STARBUCK TO GLENWOOD, RECLAIM (ASSOCIATED TO 6153-345)</td>
<td>7.6</td>
<td>$6.47 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>5</td>
<td>MN 55</td>
<td>GRANT</td>
<td>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 MINS TO EAST OF CSAH 20, GRADING, MILL AND INLAY, LIGHTING, ADA</td>
<td>0.3</td>
<td>$1.16 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>6</td>
<td>I 94</td>
<td>DOUGLAS</td>
<td>ON I-94 (EB), FROM E. OF TH 114 TO W. OF TH-29, UNBONDED CONCRETE OVERLAY</td>
<td>4.8</td>
<td>$5.73 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>7</td>
<td>I 94</td>
<td>CLAY</td>
<td>ON I-94, INSTALLATION OF W/E/4-IN AXTION (WIM) AND CAMERA INSTALLATION, ON US 10, CAMERA INSTALLATION AT WIM 43 (FUNDED BY DISTRICT C) (ASSOCIATED SP 1401-187)</td>
<td>0.8</td>
<td>$0.70 M</td>
<td>OTHER</td>
</tr>
<tr>
<td>8</td>
<td>MN 119</td>
<td>SWIFT</td>
<td>ON TH 119; FROM SHIFT/CLAQ-Q3/PATRIE COUNTY LINE TO US 12, MILL AND OVERLAY, DESIGNED BY DISTRICT 9 (ASSOCIATED TO SP 7101-15), (DESIGNED BY OIST 6, FUNDED BY DISTRICT 4 AND 8, ATP $3,000,000; ATP $1,450,000)</td>
<td>0.9</td>
<td>$3.00 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>9</td>
<td>US 27, 75</td>
<td>TRAVERSE</td>
<td>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.</td>
<td>16.4</td>
<td>$6.09 M</td>
<td>PAVEMENT</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ID#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT COST</th>
<th>PROJECT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>MN 28</td>
<td>POPE</td>
<td>MN 28, MN 29, MN 114 IN STARBUCK, RECONSTRUCTION, MULTI-USE TRAIL AND ADA (ASSOCIATED TO 661-080-007)</td>
<td>1.4</td>
<td>$3.33 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>11</td>
<td>MN 28</td>
<td>SWIFT</td>
<td>ON MN 28, FROM CHOKIO TO MORRIS, MILL AND OVERLAY, AND REPLACE BOX CULVERT BRIDGES (1745, 8118, 1744)</td>
<td>12.9</td>
<td>$4.72 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>12</td>
<td>MN 55</td>
<td>GRANT</td>
<td>ON MN 55, FROM GRANT AVE. IN BARRETT TO DOUGLAS/GRANT COUNTY LINE, GRADING, RECLAIM, AND REPLACE OLD BRIDGE #5453 WITH NEW BRIDGE #8602 OVER THE POMME DE TERRE RIVER</td>
<td>9.5</td>
<td>$5.28 M</td>
<td>PAVEMENT</td>
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<tr>
<td>13</td>
<td>US 75</td>
<td>TRAVERSE</td>
<td>ON US 75, 3RD STREET TO BRIDGE OVER MUSTINKA RIVER, MILL AND OVERLAY, GRADING, AND REPLACE OLD BRIDGE #6465 WITH NEW BRIDGE #7606 OVER THE MUSTINKA RIVER</td>
<td>0.0</td>
<td>$1.95 M</td>
<td>BRIDGE</td>
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<tr>
<td>14</td>
<td>US 75</td>
<td>WILKIN</td>
<td>ON US 75, FROM CR 184 TO THE WILKIN/CALM COUNTY LINE - MILL AND OVERLAY, ADA IMPROVEMENTS</td>
<td>6.1</td>
<td>$1.98 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>15</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>ON MN 210, 1.8 E WILKIN COUNTY LINE TO 0.4 W OF I-94, RECONSTRUCTION</td>
<td>5.4</td>
<td>$8.82 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>19</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>ON MN 210, FROM NEAR I-94 TO THE WILKIN COUNTY LINE, RESURFACE</td>
<td>5.4</td>
<td>$8.82 M</td>
<td>PAVEMENT</td>
</tr>
</tbody>
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<tr>
<th>ID#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT COST</th>
<th>PROJECT TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>US 12</td>
<td>BIG STONE</td>
<td>ON TH 12, FROM US 75 IN ORTONVILLE TO US 59, RECLAIM, SHOULDER WIDENING, SLOW SLOPING, REPLACE BOX CULVERTS #704, #1060, AND #1211, AND BRIDGE IMPROVEMENTS TO BRIDGE #76012</td>
<td>25.8</td>
<td>$20.91 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>17</td>
<td>MN 55</td>
<td>WILKIN</td>
<td>ON MN 55, MINNESOTA/ND STATE LINE TO S. JCT. CSAH 11 IN WENDELL, CIR, AND REPLACE BOX CULVERTS (6385, 8606, 8674, 8807)</td>
<td>22.5</td>
<td>$8.53 M</td>
<td>PAVEMENT</td>
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<tr>
<td>18</td>
<td>MN 67</td>
<td>BECKER</td>
<td>ON MN 67, FROM FRANZEE TO E. COUNTY LINE, SHOULDER WIDENING, CIR AND REPLACE BOX CULVERTS (6674, 8700, 8680) (ASSOCIATED TO 0306-31S)</td>
<td>26.8</td>
<td>$16.60 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>19</td>
<td>I 94</td>
<td>GRANT</td>
<td>ON I 94 (WB), 0.4 MILES E. OF GRANT COUNTY LINE TO JCT. MN 79, UNBONDED OVERLAY AND MISC BRIDGE WORK</td>
<td>11.7</td>
<td>$10.98 M</td>
<td>PAVEMENT</td>
</tr>
</tbody>
</table>

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

<table>
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<tr>
<th>ID#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT COST</th>
<th>PROJECT TYPE</th>
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<tbody>
<tr>
<td>20</td>
<td>MN 9</td>
<td>WILKIN</td>
<td>ON 9, FROM BARNESVILLE TO BRECKENRIDGE, CHAIN AND REPLACE/EXTEND BOX CULVERTS (8778, 8779, 91429)</td>
<td>26.9</td>
<td>$11.61 M</td>
<td>PAVEMENT</td>
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<tr>
<td>21</td>
<td>MN 9</td>
<td>GRANT</td>
<td>ON MN 9, OVER MUSTINKA RIVER, GRAVITATIONAL, BITUMINOUS SURFACING AND REPLACE OLD BRIDGE #69858 WITH NEW BRIDGE #69037</td>
<td>0.0</td>
<td>$0.78 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>22</td>
<td>MN 27</td>
<td>DOUGLAS</td>
<td>ON MN 27, FROM CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY, DESIGNED BY DISTRICT 3 (ASSOCIATED TO SP 7703-96) (DESIGNED BY DIST 3, FUNDING BY DISTRICT 4 AND CI - ATP 4 $1,350,000; ATP 3 $14,778,550)</td>
<td>3.2</td>
<td>$1.35 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>23</td>
<td>MN 29</td>
<td>SHIRT</td>
<td>ON MN 29, REPLACE OLD BRIDGE #70317 WITH NEW BRIDGE #7016 OVER THE CHIPPEWA RIVER</td>
<td>0.0</td>
<td>$2.63 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>24</td>
<td>MN 34</td>
<td>BECKER</td>
<td>ON MN 34, 0.2 MI. E. OF CSAH 29 TO PONSFORD ROAD, MILL AND OVERLAY</td>
<td>21.3</td>
<td>$9.30 M</td>
<td>PAVEMENT</td>
</tr>
<tr>
<td>25</td>
<td>MN 87</td>
<td>BECKER</td>
<td>ON TH 87, FROM JCT US 10 TO E CITY LIMITS OF FRAZEE - COMPLETE STREETS</td>
<td>2.6</td>
<td>$3.34 M</td>
<td>PAVEMENT</td>
</tr>
</tbody>
</table>

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.

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Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of August 2018.
Fiscal Year of Project Construction

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.
<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT TYPE</th>
<th>COST RANGE</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>MN 9</td>
<td>CLAY</td>
<td>ON MN 9, IN BARNESVILLE TO I-94, THICK MILL AND OVERLAY, ADA IMPROVEMENTS</td>
<td>2.1</td>
<td>PAVEMENT</td>
<td>$4.1 - 5.5 M</td>
</tr>
<tr>
<td>2</td>
<td>MN 34</td>
<td>BECKER</td>
<td>ON TH 34, PONSFORD ROAD TO BECKER/HUBBARD CO. LINE, RECLAIM AND WIDEN SHOULDERS</td>
<td>7.1</td>
<td>PAVEMENT</td>
<td>$6.1 - 8.3 M</td>
</tr>
<tr>
<td>3</td>
<td>MN 55</td>
<td>GRANT</td>
<td>ELBOW LAKE TO BARRET, RECLAIM, AND SHOULDER WIDENING</td>
<td>5.0</td>
<td>PAVEMENT</td>
<td>$7.3 - 9.8 M</td>
</tr>
<tr>
<td>4</td>
<td>US 75</td>
<td>TRAVERSE</td>
<td>ON MN 113, NORMAN/MAHOMEN CO. LINE TO RR IN WAUBUN, MILL AND OVERLAY</td>
<td>5.9</td>
<td>PAVEMENT</td>
<td>$2.7 - 3.6 M</td>
</tr>
<tr>
<td>5</td>
<td>US 12</td>
<td>SWIFT</td>
<td>ON US 12, REPLACE OR REDECK #76003 OVER CO. DITCH #3; REPLACE ENDPOSTS ON BRIDGE #76001</td>
<td>0.0</td>
<td>BRIDGE</td>
<td>$2.6 - 3.5 M</td>
</tr>
<tr>
<td>6</td>
<td>US 75</td>
<td>WILKIN</td>
<td>REPLACE BRIDGE #80313 OVER RABBIT RIVER</td>
<td>0.0</td>
<td>BRIDGE</td>
<td>$2.1 - 2.9 M</td>
</tr>
</tbody>
</table>

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Total Investment = $52M

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

Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility.
## District 4 Projects for Years 2023-2028 of the 10-Year CHIP

<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT TYPE</th>
<th>COST RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>MN 28</td>
<td>POPE/ STEVENS</td>
<td>E. END POMME DE TERRE BRIDGE TO STARBUCK, MILL AND OVERLAY</td>
<td>16.8</td>
<td>PAVEMENT</td>
<td>$8.5 - 11.6 M</td>
</tr>
<tr>
<td>10</td>
<td>US 59</td>
<td>OTTER TAIL</td>
<td>3 MI. N. OF I-94 N TO 5TH AVE. IN PELICAN RAPIDS, MILL AND OVERLAY</td>
<td>16.2</td>
<td>PAVEMENT</td>
<td>$7.7 - 10.5 M</td>
</tr>
<tr>
<td>11</td>
<td>US 75</td>
<td>GRANT/ TRAVERSE</td>
<td>S. JCT TH 27 IN WHEATON TO RR NO. OF TH 55</td>
<td>15.7</td>
<td>PAVEMENT</td>
<td>$6 - 8.1 M</td>
</tr>
<tr>
<td>12</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>S. JCT 78 TO .1 MI N. JCT 4TH STREET IN PELICAN RAPIDS</td>
<td>13.1</td>
<td>PAVEMENT</td>
<td>$5.1 - 6.9 M</td>
</tr>
<tr>
<td>13</td>
<td>MN 108</td>
<td>WILKIN</td>
<td>W. RAMP OF I-94 TO JCT. 59 IN PELICAN RAPIDS</td>
<td>12.0</td>
<td>PAVEMENT</td>
<td>$4.6 - 6.3 M</td>
</tr>
<tr>
<td>14</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>TH 29 TO .02 MILES W OF US 71</td>
<td>10.6</td>
<td>PAVEMENT</td>
<td>$4.1 - 5.6 M</td>
</tr>
<tr>
<td>15</td>
<td>MN 306</td>
<td>CLAY</td>
<td>JCT.94 TO JCT. US10</td>
<td>2.0</td>
<td>PAVEMENT</td>
<td>$2.6 - 3.5 M</td>
</tr>
<tr>
<td>16</td>
<td>US 10</td>
<td>CLAY</td>
<td>REPLACE OR REDECK BRIDGE #5664 OVER BUFFALO RIVER</td>
<td>0.2</td>
<td>BRIDGE</td>
<td>$0.8 - 1.1 M</td>
</tr>
</tbody>
</table>

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

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<th>ROUTE</th>
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<th>LENGTH (MI)</th>
<th>PROJECT TYPE</th>
<th>COST RANGE</th>
</tr>
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<tbody>
<tr>
<td>17</td>
<td>US 10</td>
<td>CLAY</td>
<td>ON US 10 EB, 0.15 MI. E. OF CSAH 10 TO END OF BRIDGE OVER RR</td>
<td>15.6</td>
<td>PAVEMENT</td>
<td>$6.9 - 9.4 M</td>
</tr>
<tr>
<td>18</td>
<td>US 10</td>
<td>OTTER TAIL</td>
<td>ON US 10, FROM W. OF TH 106 TO WADENAO/TTER TAIL COUNTY LINE, MILL AND OVERLAY</td>
<td>6.4</td>
<td>PAVEMENT</td>
<td>$3.7 - $5 M</td>
</tr>
<tr>
<td>19</td>
<td>US 75</td>
<td>CLAY</td>
<td>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</td>
<td>2.8</td>
<td>PAVEMENT</td>
<td>$23.2 - 31.4 M</td>
</tr>
<tr>
<td>20</td>
<td>US 75</td>
<td>TRAVERSE</td>
<td>ON US 75, FROM CSAH 11 TO TH 27 IN WHEATON, MILL AND OVERLAY</td>
<td>6.3</td>
<td>PAVEMENT</td>
<td>$2.3 - 3.1 M</td>
</tr>
<tr>
<td>21</td>
<td>I 94</td>
<td>OTTER TAIL</td>
<td>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</td>
<td>12.8</td>
<td>PAVEMENT</td>
<td>$8.9 - 12 M</td>
</tr>
<tr>
<td>22</td>
<td>I 94</td>
<td>DOUGLAS</td>
<td>ON I-94, 1.3 MI. W. OF JCT 114 TO 0.4 MI. W. OF TH 29</td>
<td>6.0</td>
<td>PAVEMENT</td>
<td>$7.3 - 9.9 M</td>
</tr>
<tr>
<td>23</td>
<td>MN 188</td>
<td>OTTER TAIL</td>
<td>S. JCT 59 IN PELICAN RAPIDS TO JCT MN 76</td>
<td>26.2</td>
<td>PAVEMENT</td>
<td>$10.5 - 14.2 M</td>
</tr>
<tr>
<td>24</td>
<td>US 59</td>
<td>OTTER TAIL</td>
<td>ON US 59, REDECK OR REPLACE BRIDGE #5025 OVER PELICAN RIVER</td>
<td>0.0</td>
<td>BRIDGE</td>
<td>$2.6 - 3.5 M</td>
</tr>
</tbody>
</table>

Total Investment = $97M

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

Key
- PC - Pavement Condition
- BC - Bridge Condition
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- FA - Facilities
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- AP - Accessible Pedestrian Infrastructure
- BI - Bicycle Infrastructure
- RC - Regional and Community Improvement Priorities
- SP - Small Programs
- GM - Greater Minnesota Mobility

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

### 2026

<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
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<th>LENGTH (MI)</th>
<th>PROJECT TYPE</th>
<th>COST RANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>US 10</td>
<td>CLAY</td>
<td>ON US10, FROM EAST OF US 75 IN MOORHEAD TO 220TH ST TO EAST OF GLYNDON</td>
<td>12.5</td>
<td>PAVEMENT</td>
<td>$20.4 - 27.5 M</td>
</tr>
<tr>
<td>26</td>
<td>MN 27</td>
<td>DOUGLAS</td>
<td>MN 27, FROM DOUGLAS CSAH 82 TO I-94 IN OSAKIS, MILL AND OVERLAY</td>
<td>2.6</td>
<td>PAVEMENT</td>
<td>$0 - 0 M</td>
</tr>
<tr>
<td>27</td>
<td>US 75</td>
<td>WILKIN</td>
<td>RR X-ING N TH 55 TO 3 MI. N. 9</td>
<td>10.0</td>
<td>PAVEMENT</td>
<td>$4.1 - 5.6 M</td>
</tr>
<tr>
<td>28</td>
<td>MN 114</td>
<td>DOUGLAS/GRANT</td>
<td>W. JCT TH 55 TO JCT. N. RAMP I-94</td>
<td>12.7</td>
<td>PAVEMENT</td>
<td>$5.2 - 7.1 M</td>
</tr>
<tr>
<td>29</td>
<td>I 94</td>
<td>DOUGLAS</td>
<td>REPLACE OR REDECK #21815 and BRIDGE #21816 OVER CP RAIL LINE</td>
<td>0.0</td>
<td>BRIDGE</td>
<td>$2.6 - 3.6 M</td>
</tr>
</tbody>
</table>

Total Investment = $57M

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

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- PC - Pavement Condition
- BC - Bridge Condition
- RI - Roadside Infrastructure
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### District 4 Projects for Years 2023-2028 of the 10-Year CHIP

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<tr>
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<th>ROUTE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>MN 27</td>
<td>GRANT/ TRAVERSE</td>
<td>ON TH 27, S JCT TH-75/WHEATON TO 1.1 M E CSAH-7, 15 TO HERMAN</td>
<td>16.5</td>
<td>PAVEMENT</td>
<td>$9.2 - 12.5 M</td>
</tr>
<tr>
<td>31</td>
<td>MN 29</td>
<td>DOUGLAS</td>
<td>ON MN92, FROM 50TH AVE IN ALEXANDRIA TO 0.1M N OF MCKAY AVE</td>
<td>6.9</td>
<td>PAVEMENT</td>
<td>$11.1 - 15.1 M</td>
</tr>
<tr>
<td>32</td>
<td>I 94</td>
<td>DOUGLAS/ GRANT</td>
<td>0.4 MILES E. OF GRANT CO. LINE TO JCT. 79 ON I-94 WB - CONCRETE REHAB</td>
<td>11.7</td>
<td>PAVEMENT</td>
<td>$6.8 - 9.1 M</td>
</tr>
<tr>
<td>33</td>
<td>I 94</td>
<td>WILKIN</td>
<td>1.5 MI W TH 108 TO 0.1 MI W US 59</td>
<td>6.2</td>
<td>PAVEMENT</td>
<td>$3.6 - 4.9 M</td>
</tr>
</tbody>
</table>

#### 2027

Total Investment = $60M

**Key**
- **PC** - Pavement Condition
- **BC** - Bridge Condition
- **RI** - Roadside Infrastructure
- **JT** - Jurisdictional Transfer
- **FA** - Facilities
- **TS** - Traveler Safety
- **BI** - Bicycle Infrastructure
- **AP** - Accessible Pedestrian Infrastructure
- **RC** - Regional and Community Improvement Priorities
- **SP** - Small Programs
- **PD** - Project Delivery
- **TC** - Twin Cities Mobility
- **FR** - Freight
- **BI** - Bicycle Infrastructure
- **SP** - Small Programs
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</thead>
<tbody>
<tr>
<td>34</td>
<td>MN 29</td>
<td>POPE</td>
<td>TH 55 TO CSAH 87</td>
<td>11.0</td>
<td>PAVEMENT</td>
<td>$6.6 - 8.9 M</td>
</tr>
<tr>
<td>35</td>
<td>I 94</td>
<td>CLAY</td>
<td>MN 49W, .56 Mi E. OF ND STATE LINE TO 2 Mi E OF 336</td>
<td>6.4</td>
<td>PAVEMENT</td>
<td>$11.3 - 15.3 M</td>
</tr>
<tr>
<td>36</td>
<td>I 94</td>
<td>CLAY</td>
<td>ON 614, 1 Mi W CSAH 11 TO US 59</td>
<td>13.4</td>
<td>PAVEMENT</td>
<td>$17.8 - 24.1 M</td>
</tr>
<tr>
<td>37</td>
<td>MN 104</td>
<td>POPE</td>
<td>W Jct TH 9 to Jct. TH 28 and 29</td>
<td>24.9</td>
<td>PAVEMENT</td>
<td>$11.6 - 15.7 M</td>
</tr>
<tr>
<td>38</td>
<td>MN 329</td>
<td>STEVENS</td>
<td>TH 59 IN MORRIS TO EAST BOUNDARY OF EXPERIMENT STATION</td>
<td>1.1</td>
<td>PAVEMENT</td>
<td>$0.5 - 0.7 M</td>
</tr>
</tbody>
</table>

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