

District 4 10-Year Capital Highway Investment Plan (2020-2029)



NOVEMBER 2019

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 2019.



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.
- New for this year’s CHIP, state highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

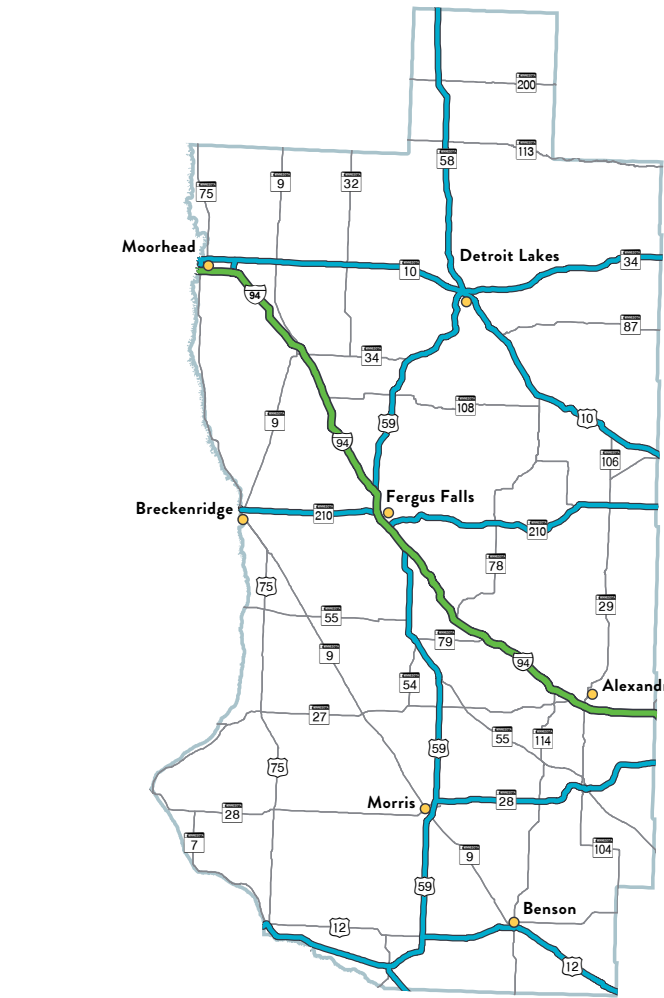
This CHIP is updated annually and reflects MnDOT’s plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT’s annual Major Highway 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 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 253 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 145 bridges and 673 miles of rail.

Figure 4-1: State Highways within District 4



National Highway System — Interstate (115 Miles)

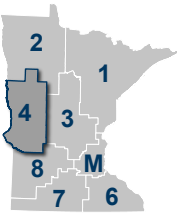
National Highway System — Non-Interstate (468 Miles)

Non-National Highway System (976 Miles)

District Boundaries

Counties*	Becker, Big Stone, Clay, Douglas, Grant, Manhomen, Otter Tail, Pope, Stevens, Swift, Traverse, Wilkin
Centerline Miles	1,559
Lane Miles	3,552
State-Owned Bridges	337
High Mast Lights	7
Highway Culverts	4,731
Noise Walls	2
Overhead Signs	17
Population 2017	253,956
Annual VMT**	2,178,483,911
VMT/Capita	8,458

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



District 4 CHIP Investment

Over the next ten years, District 4 is projected to invest \$644 million in state highway projects (Figure 4-2). The majority of projects will address pavement condition. MnDOT will also address bridge condition, roadside infrastructure (signage, culverts, and lighting), safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure. District 4 investment peaks in 2025 at roughly \$90 million. Investment will fluctuate between \$39 and \$90 million annually over the next ten years.

HIGHWAY INVESTMENT STRATEGIES

Over the next ten years, District 4 will apply 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 preventive 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 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 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)

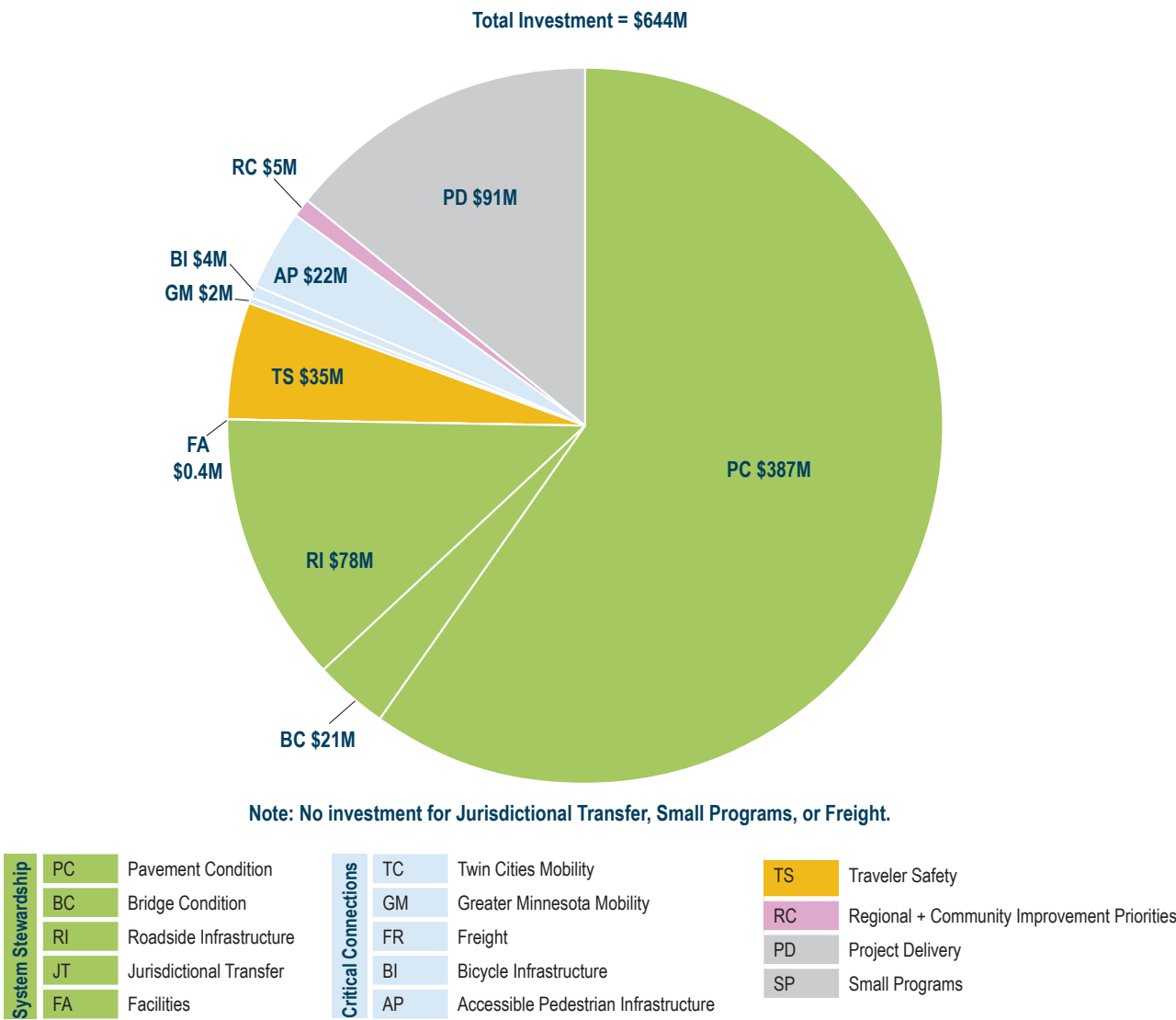
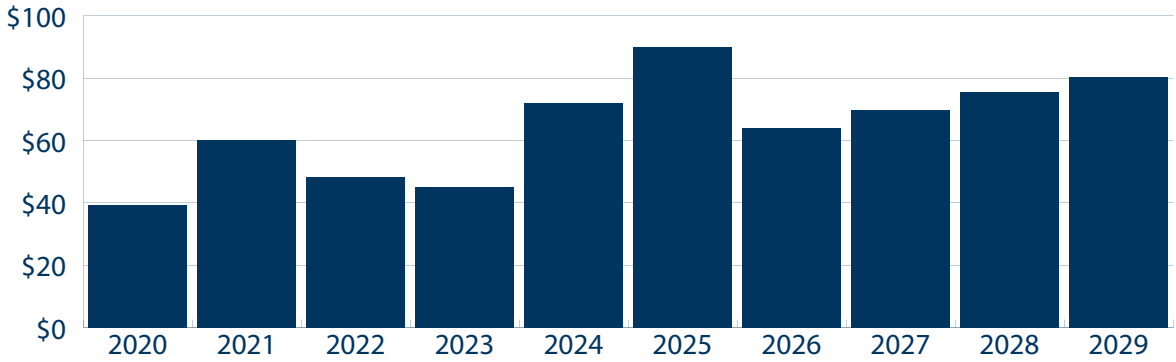


Figure 4-3: District 4 10-Year CHIP, Total Investment Per Year (millions of dollars)



District 4 CHIP Highlights

Preservation of the system is the primary goal in District 4. Pavement preventive 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 by the end of the CHIP in 2029.

District 4 continues its history of working with its partners on a number of projects. Through a partnership with the White Earth Nation, a shoulder widening project on Highway 200 is programmed in 2022 that will benefit pedestrians on the reservation. A number of urban reconstruction projects are planned over the next 10 years. Planning studies have been completed recently in Alexandria and are underway in the cities of Moorhead and Pelican Rapids. As a result of strong planning prior to preliminary design, the district is able to work with communities to address needs such as local utilities, bike and pedestrian improvements.

District 4 has been able to add some projects with longer life fixes, such as reclaims of our concrete pavements on the NHS including Highway 10 and I-94. The reallocation of funding from other areas made this possible as US 10 and I-94 are high priority for investments in District 4. As in previous years, asset preservation will continue to be a priority for District 4.

NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

Urban reconstruction projects in Alexandria on Highway 29 and on Highway 10 in Dilworth have been added to the CHIP. A railroad overpass on Highway 29 was funded by the Legislature and is planned for 2021. Some new pavement projects have been added while other projects have been delayed as a result of changes in pavement conditions.

REMAINING RISKS

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

Risks

- Unfunded RCIP mobility/urban reconstruction needs.
- Preventive maintenance is below recommended levels.
- Snow Fence/Transportation Systems Management and Operations.
- Increase in CHIP concrete pavement reduces the number pavement miles that can be preserved.



DISTRICT 4 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2013 to 2015, District 4 saw a decrease in the number of fatalities from 26 to 20. In 2017, fatalities rose to a five year high of 33. In 2018, fatalities dropped to 20. 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 pavement miles in poor condition 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. Interstate and non-NHS pavements are projected to still meet statewide targets in 10 years. Non-Interstate NHS will miss the statewide target.

Bridge Condition

District 4 saw NHS and non-NHS bridges fluctuate but ultimately achieve statewide targets in 2016, maintaining them through 2018. 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 2029.

Figure 4-4: District 4 Historic Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2013	2014	2015	2016	2017	2018
Safety	Fatalities		0	26	23	20	23	33	20
Bridge	Condition: NHS - % Poor		<2%	3.3%	2.3%	2.3%	1.4%	0.6%	0.6%
Bridge	Condition: Non-NHS - % Poor		<8%	3.9%	0.0%	0.0%	1.7%	4.9%	4.6%
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	2.6%	1.3%	0.8%	0.8%	1.4%	1.5%
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	6.3%	1.6%	0.3%	0.6%	0.5%	1.4%
● Meets or exceeds target ▲ Moderately below target ● Significantly below target									

Figure 4-5: District 4 Projected Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2018 ACTUAL	2023 PROJECTED	2029 PROJECTED	ANALYSIS
Safety	Fatalities		0	20	N/A	N/A	Not available.
Bridge	Condition: NHS - % Poor		<2%	0.6%	0.0%	1.2%	NHS Bridges will remain below the statewide target.
Bridge	Condition: Non-NHS - % Poor		<8%	4.6%	6.1%	13.7%	Non-NHS Bridges will significantly decline and not meet the target by 2029.
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	0.0%	0.6%	1.2%	Interstate pavements are expected to decline but still meet the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	1.5%	4.1%	7.9%	The remaining NHS pavements are expected to decline and be below the target in ten years.
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	1.4%	2.8%	5.1%	The projections show the non-NHS system will meet the target in 2029.
● Meets or exceeds target ▲ Moderately below target ● Significantly below target							

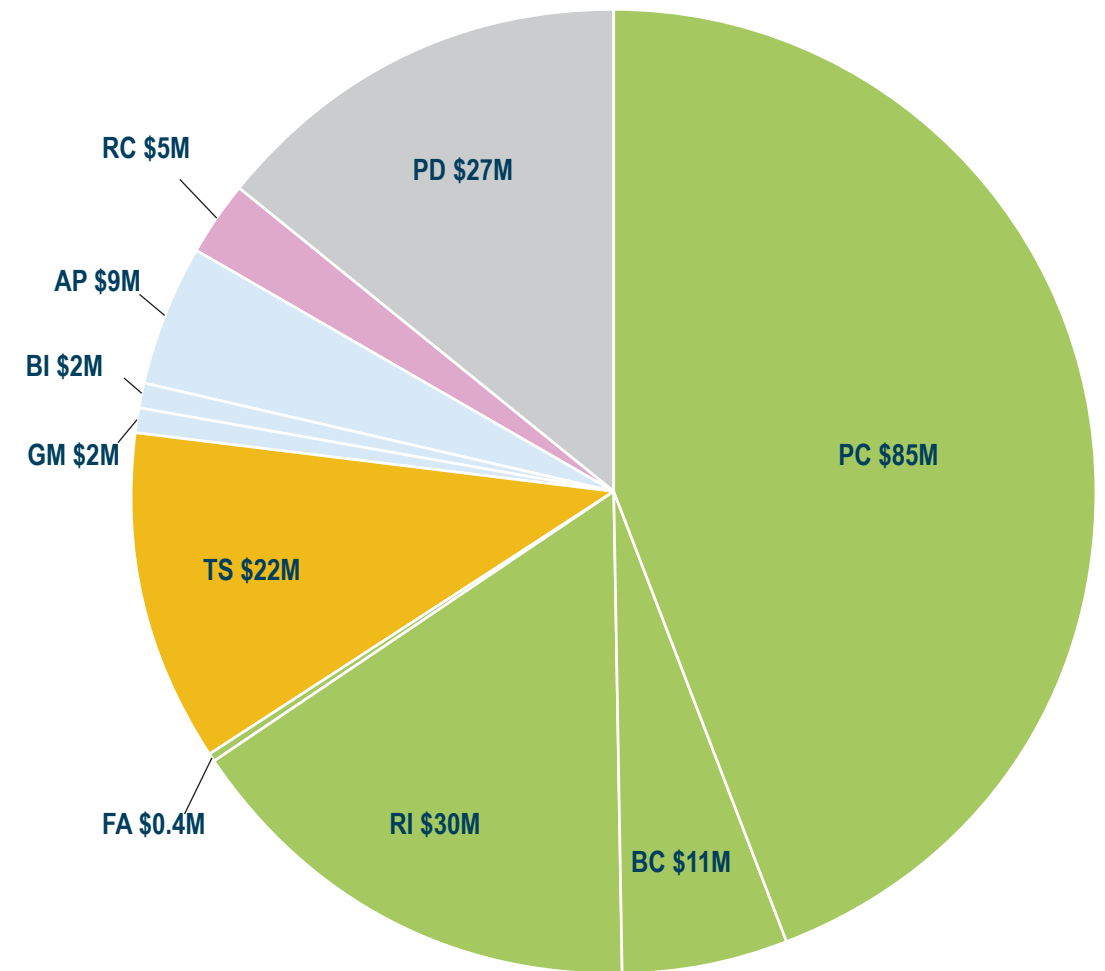
STIP Project Map 2020-2023



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.

■ 2020
■ 2021
■ 2022
■ 2023

Total Investment = \$193M



Note: No investment for Jurisdictional Transfer, Freight or Small Programs

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 2020-2023 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2020							
1	I 94	CLAY	Installation of weigh-in-motion scale	1.0	\$0.4 M	Exempt (in 2019-2022 STIP)	N/A
2	US 10	BECKER	Intersection improvements at Kris Street in Detroit Lakes; signal installation at Becker CR 54	1.3	\$1.8 M	Exempt (in 2019-2022 STIP)	N/A
3	MN 28	POPE	Complete streets reconstruction in Starbuck, includes multi-use trail and pedestrian accessibility improvements	7.5	\$3.5 M	Exempt (in 2019-2022 STIP)	N/A
4	MN 28	STEVENS	Resurface from Chokio to Morris; replace 3 box culverts	7.5	\$5.2 M	Exempt (in 2019-2022 STIP)	N/A
5	MN 55	GRANT	Resurface from Barrett to Douglas/Grant County Line; replace Pomme De Terre River bridge	9.5	\$4.2 M	Exempt (in 2019-2022 STIP)	N/A
6	US 75	TRAVERSE	Replace bridge over the Mustinka River; resurface from Fifth Street in Wheaton to the Mustinka River Bridge	0.9	\$2.3 M	Exempt (in 2019-2022 STIP)	N/A
7	US 75	WILKIN	Resurface from CR 184 to the Wilkin Clay County line; improve pedestrian accessibility	7.5	\$1.8 M	Exempt (in 2019-2022 STIP)	N/A
8	MN 210	OTTER TAIL	Reconstruct from near I-94 to the Wilkin County line	7.5	\$8.1 M	Exempt (in 2019-2022 STIP)	N/A

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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 2019.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2020													
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
50%	-	16%	-	-	-	-	-	-	5%	29%	-	-	-
78%	-	18%	-	-	-	3%	-	-	-	1%	-	-	-
54%	21%	9%	-	-	3%	-	-	-	-	1%	12%	-	-
8%	90%	2%	-	-	-	-	-	-	-	-	-	-	-
89%	-	4%	-	-	1%	-	-	-	-	3%	3%	-	-
86%	-	14%	-	-	-	-	-	-	-	-	-	-	-

Key

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2021							
9	US 12	BIG STONE	Resurfacing, shoulder-widening, snow sloping, culvert replacements and bridge improvements from Hwy 75 in Ortonville to Hwy 59	25.8	\$19.8 M	Exempt (in 2019-2022 STIP)	N/A
10	MN 29	POPE	Construction of Hwy 29 overpass in Glenwood, includes new bridge, resurfacing and roundabout.	2.8	\$13.5 M	Exempt (in 2019-2022 STIP)	N/A
11	MN 55	WILKIN	Resurfacing from MN/ND border to southern junction of Co Hwy 11 in Wendell; replacement of four box culverts	22.5	\$9.9 M	Exempt (in 2019-2022 STIP)	N/A
12	MN 87	BECKER	Resurface, widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line	30.4	\$18.0 M	Exempt (in 2019-2022 STIP)	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2021													
50%	-	7%	-	-	43%	-	-	-	-	-	-	-	-
50%	-	16%	-	-	-	-	-	-	5%	29%	-	-	-
78%	-	22%	-	-	-	-	-	-	-	-	-	-	-
51%	-	11%	-	-	38%	-	-	-	-	-	-	-	-

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2022							
13	MN 9	GRANT	Replace bridge over the Mustinka River; grade and resurface	0.0	\$0.7 M	Categorically Exempt	N/A
14	MN 9	WILKIN	Resurface from Barnesville to Breckenridge; replace 3 box culverts	26.9	\$12.0 M	Categorically Exempt	N/A
15	MN 27	DOUGLAS	Resurface from Douglas Co Hwy 82 to I-94 in Osakis. Joint project with District 3.	3.0	\$1.5 M	Categorically Exempt	N/A
16	MN 34	BECKER	Resurface from Becker CR 29 to Ponsford Road	21.3	\$8.8 M	Categorically Exempt	N/A
17	MN 87	BECKER	Complete streets reconstruction and pedestrian accessibility improvements in Frazee, from Hwy 10 to east city limits	2.6	\$3.3 M	Categorically Exempt	N/A
18	MN 200	MAHNOMEN/ CLEARWATER	Repair pavement, widen shoulders and construct turn lanes from Hwy 59 to east of Roy Lake. Funded by District 2 and District 4.	20.0	\$10.5 M	Categorically Exempt	N/A

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2022													
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
75%	-	25%	-	-	-	-	-	-	-	-	-	-	-
82%	-	-	-	-	2%	-	-	-	1%	3%	12%	-	-
82%	-	-	-	-	2%	-	-	-	1%	3%	12%	-	-
59%	-	3%	-	-	-	-	-	-	-	38%	-	-	-
-	9%	22%	-	-	36%	-	-	-	13%	20%	-	-	-

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2023							
19	I 94	DOUGLAS	Pavement repair from west of Hwy 114 to west of Hwy 29	6.5	\$7.8 M	NHS Pavement	75
20	MN 9	CLAY	Reconstruct, resurface and sidewalk improvements from Barnesville to I-94	2.6	\$3.0 M	Urban Pavement	53
21	US 12	SWIFT	Replace bridges over county ditches near Danvers; replace endposts	1.0	\$2.3 M	NHS Bridge	20
22	MN 29	SWIFT	Replace Hwy 29 bridge over the Chippewa River	0.0	\$3.0 M	Non-NHS Bridge	45
23	MN 55	GRANT	Resurface from Elbow Lake to Barrett	6.7	\$6.3 M	NHS Pavement	67
24	US 75	WILKIN	Replace bridge over the Rabbit River	0.0	\$2.8 M	Non-NHS Bridge	65
25	US 75	TRAVERSE	Resurface from just north of Hwy 28 to CR 11 in Dumont	10.1	\$1.9 M	Non-NHS Pavement	75
26	MN 113	MAHNOMEN	Resurface from the Norman/Mahnomen County Line to railroad tracks in Waubun	5.9	\$2.6 M	Non-NHS Pavement	55
27	MN 114	BECKER	Resurface from just north of Hwy 28 to east jct with Hwy 55; includes pedestrian accessibility improvements in Lowry	6.2	\$9.2 M	Non-NHS Pavement	79

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2023													
85%	-	15%	-	-	-	-	-	-	-	-	-	-	-
59%	-	3%	-	-	-	-	-	-	-	38%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
75%	-	25%	-	-	-	-	-	-	-	-	-	-	-
-	96%	-	-	-	-	-	-	-	-	4%	-	-	-
59%	-	3%	-	-	-	-	-	-	-	38%	-	-	-
84%	-	12%	-	-	3%	-	-	-	-	1%	-	-	-
82%	-	-	-	-	2%	-	-	-	1%	3%	12%	-	-

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DISTRICT 4 PROJECTS

Project Map 2024-2029



Numbers displayed correspond to project lines in project list for years 2024-2029 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

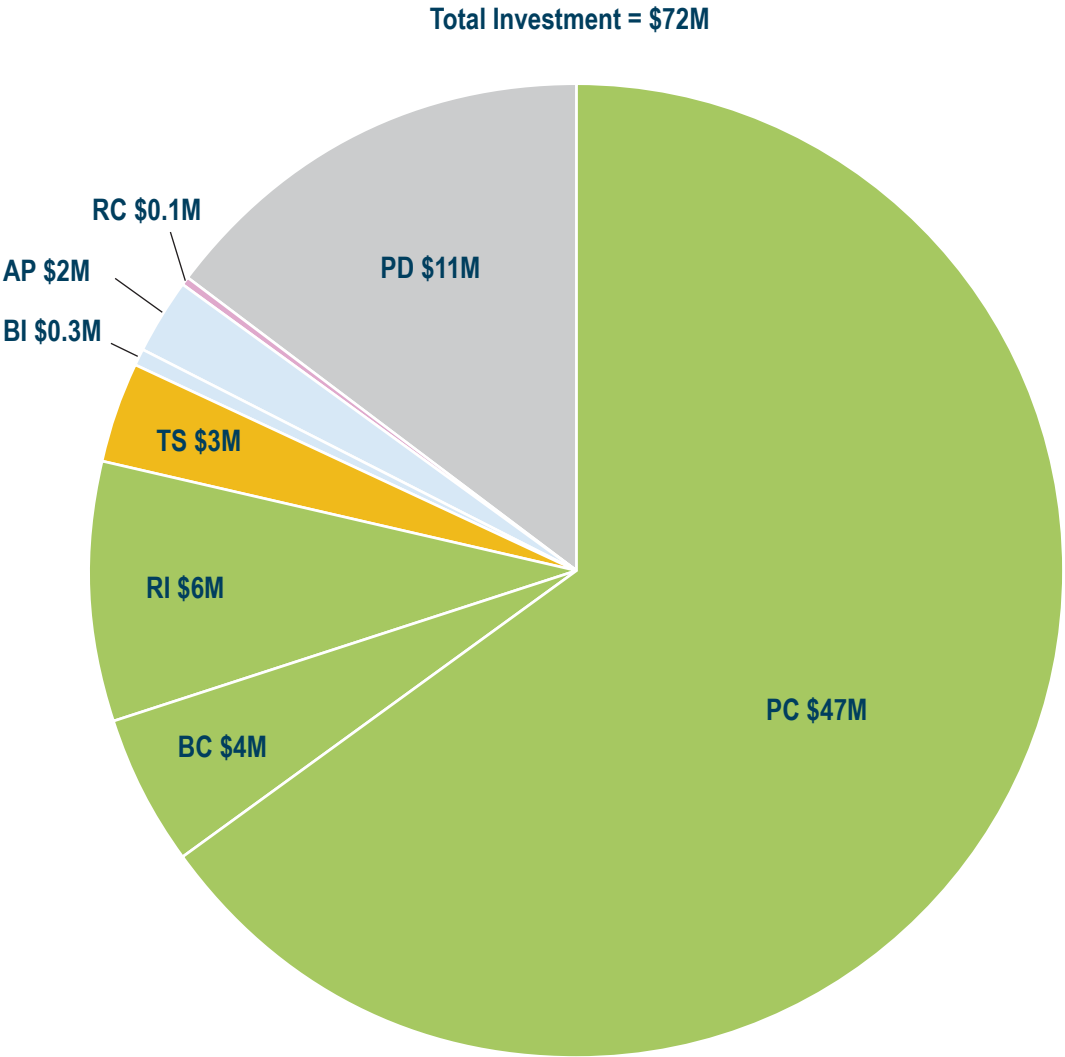
■ 2024
 ■ 2027
 ■ 2025
 ■ 2028
 ■ 2026
 ■ 2029

District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2024							
1	I 94	DOUGLAS	Resurface from west of Alexandria to the Douglas/Todd county line	12.6	\$10.7 M-\$14.5 M	NHS Pavement	78
2	US 10	CLAY	Replace or redeck bridge over Buffalo River	0.2	\$0.8 M-\$1.0 M	NHS Bridge	65
3	MN 28	POPE/ STEVENS	Resurface from Pomme de Terre Bridge near Morris to Starbuck	17.0	\$8.0 M-\$10.9 M	NHS Pavement	59
4	MN 34	BECKER	Resurface and widen shoulders from CSAH 26/ CSAH 47 to west of Park Rapids, Funded by District 2 and District 4.	5.0	\$4.0 M-\$5.4 M	Non-NHS Pavement	68
5	US 59	OTTER TAIL	Reconstruction from 5th Ave in Pelican Rapids to north of CSAH 9	1.2	\$4.4 M-\$5.9 M	NHS Pavement	69
6	US 59	OTTER TAIL	Repair or replace bridge over the Pelican River on Hwy 59 in Pelican Rapids	0.0	\$2.6 M-\$3.5 M	NHS Bridge	70
7	US 75	GRANT/ TRAVERSE	Resurface from Mustinka River Bridge to railroad tracks north of Hwy 55	15.7	\$4.8 M-\$6.5 M	NHS Pavement	77
8	MN 108	OTTER TAIL	Resurface from the south junction of highway 78 to 4th street in Henning.	13.1	\$2.6 M-\$3.5 M	Urban Pavement	82
9	MN 108	OTTER TAIL	Reconstruction from 4th street in Henning to Jct. of highway 210	0.8	\$1.9 M-\$2.6 M	Urban Pavement	82
10	MN 108	OTTER TAIL	Resurface from Hwy 94 to Hwy 59 in Pelican Rapids	11.7	\$4.0 M-\$5.5 M	NHS Pavement	78
11	MN 108	OTTER TAIL	Reconstruction from west of Hwy 59 to the north Jct. of Hwy 59 in Pelican Rapids	0.3	\$1.0 M-\$1.4 M	Urban Pavement	69
12	MN 108	OTTER TAIL	Reconstrction from south Jct. of Hwy 59 to Ann Lane in Pelican Rapids	0.5	\$2.1 M-\$2.8 M	Urban Pavement	69

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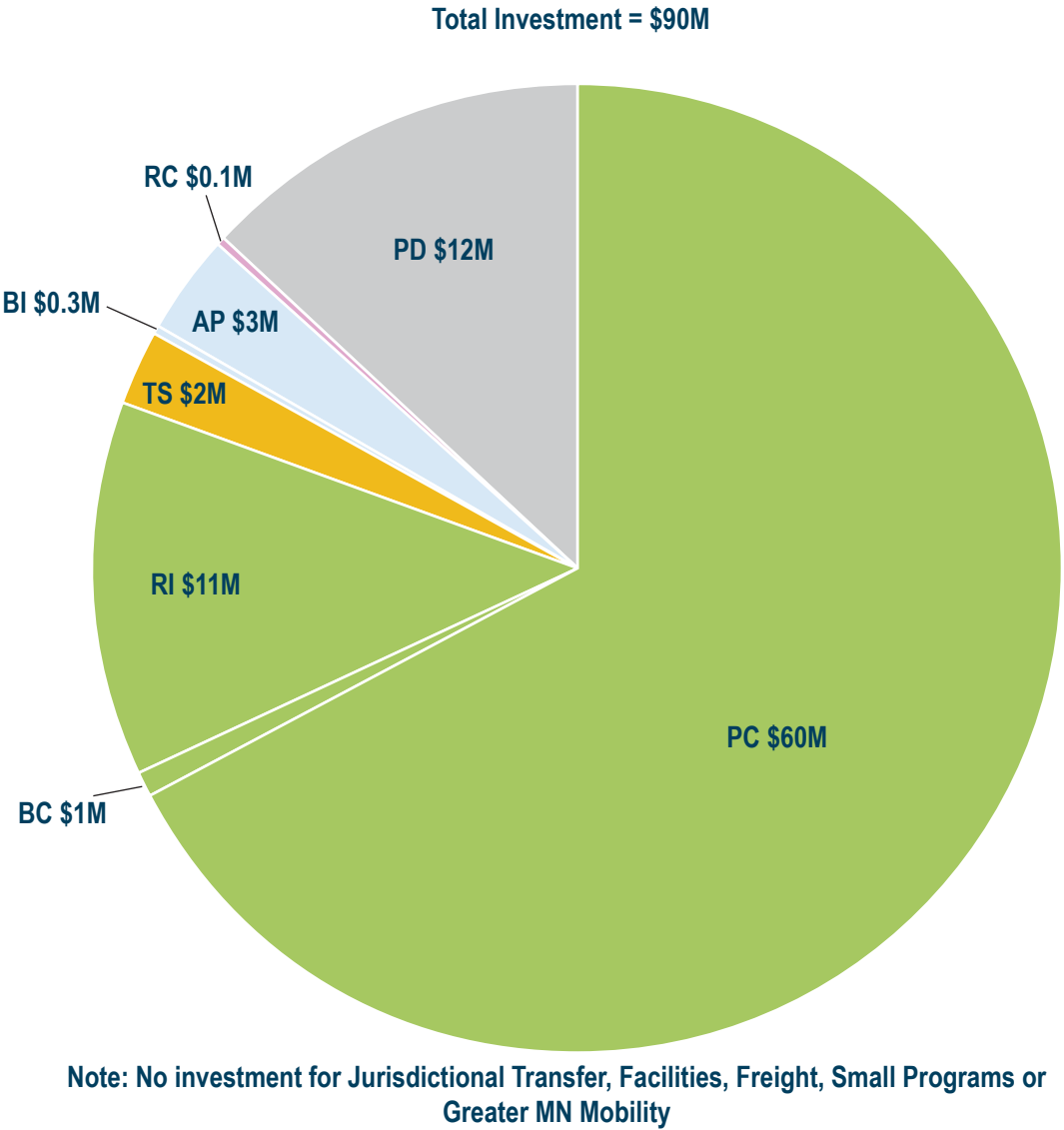
District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2025							
13	I 94	OTTER TAIL	Concrete resurface in eastbound lanes from west of CR 11 to Hwy 59	13.4	\$11.2 M-\$15.2 M	NHS Pavement	75
14	MN 9	SWIFT	Resurface from west of Hwy 104 to north Jct. of Hwy 104	17.3	\$3.5 M-\$4.8 M	Non-NHS Pavement	72
15	US 10	CLAY	Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75	0.6	\$3.4 M-\$4.7 M	Urban Pavement	79
16	US 10	BECKER/CLAY	Resurface from east of Hwy 32 to west of Airport Road on Hwy 10 EB	18.0	\$15.1 M-\$20.4 M	NHS Pavement	74
17	US 10	OTTER TAIL	Resurface eastbound from north of Hwy 106 to east of Bluffton	8.4	\$4.1 M-\$5.6 M	NHS Pavement	85
18	US 75	CLAY	Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75	1.6	\$9.0 M-\$12.1 M	Urban Pavement	79
19	MN 104	POPE	Resurface from west junction with Hwy 9 to Hwy 28/29	26.4	\$3.5 M-\$4.7 M	Non-NHS Pavement	77
20	MN 108	OTTER TAIL	Resurface from west of Pelican Rapids to Hwy 78	26.2	\$5.3 M-\$7.2 M	Non-NHS Pavement	79
21	MN 117	TRAVERSE	Resurface on Hwy 117 from SD/MN state line to Hwy 27	1.8	\$0.8 M-\$1.1 M	Non-NHS Pavement	51
22	MN 210	OTTER TAIL	Resurface from Hwy 29 to west of Hwy 71	10.8	\$3.6 M-\$4.9 M	NHS Pavement	78

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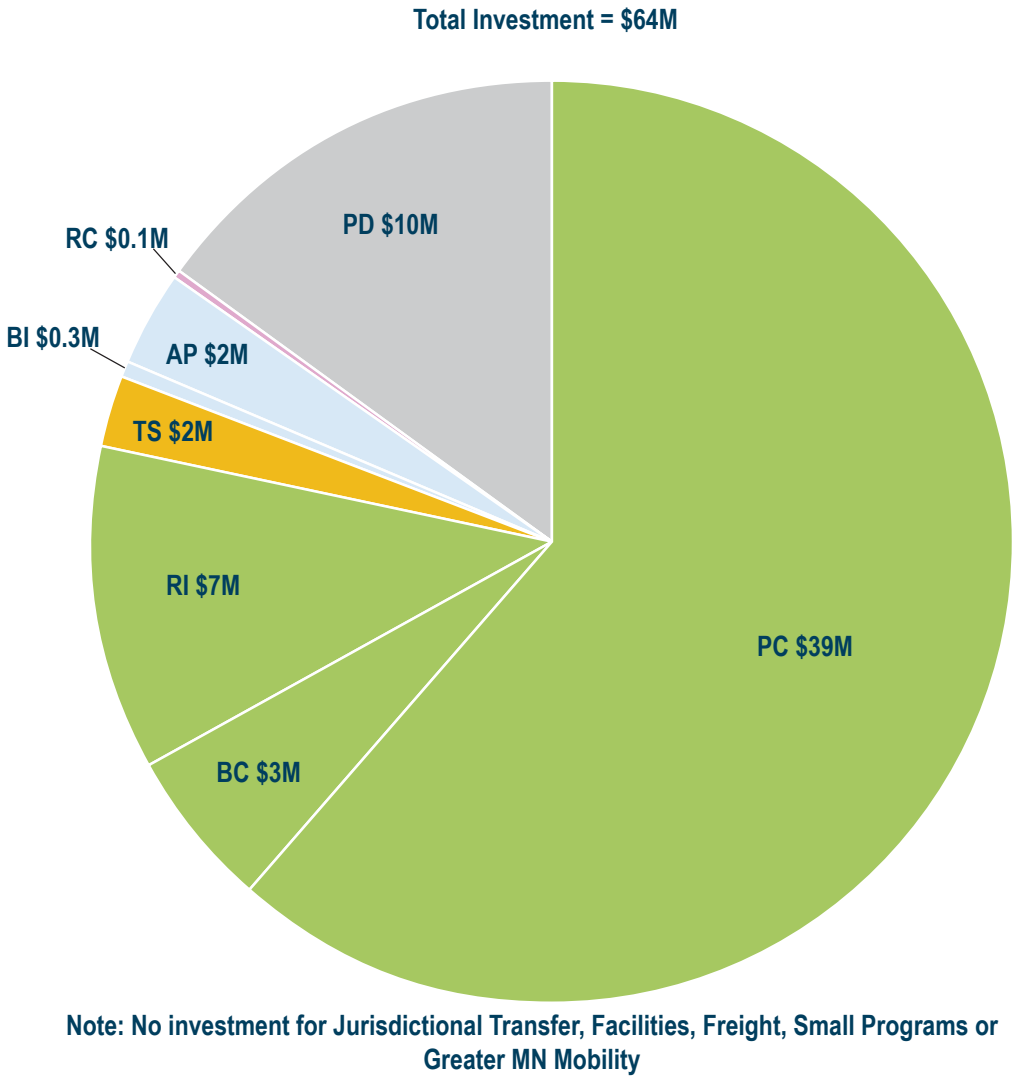
District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2026							
23	I 94	OTTER TAIL	Repair pavement and bridges in eastbound lanes from east of Otter Tail CR 11 to north of jct with Hwy 59	13.4	\$5.4 M-\$7.3 M	NHS Pavement	80
24	I 94	DOUGLAS	Bridge repair over the CP Rail Line	0.0	\$2.6 M-\$3.6 M	NHS Bridge	65
25	US 10	CLAY	Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75	1.6	\$9.1 M-\$12.3 M	Urban Pavement	79
26	MN 29	WADENA	Resurface from Hwy 210 to Jct. Hwy 71, Jefferson Street in Wadena	14.2	\$5.1 M-\$6.9 M	Urban Pavement	64
27	US 59	OTTER TAIL	Resurface from I-94 to south of 5th Ave in Pelican Rapids	16.4	\$8.1 M-\$10.9 M	NHS Pavement	78
28	US 75	CLAY	Resurface from roundabout at CSAH 12 to 46th Ave. South	1.7	\$2.6 M-\$3.5 M	NHS Pavement	79
29	US 75	TRAVERSE	Resurface from RR Xing north of Hwy 55 to north of Hwy 9	10.0	\$3.7 M-\$5.0 M	NHS Pavement	73
30	MN 114	OTTER TAIL/ WADENA	Resurface from west of Hwy 55 to Jct. north ramp of Hwy 94	12.7	\$2.9 M-\$3.9 M	Non-NHS Pavement	83

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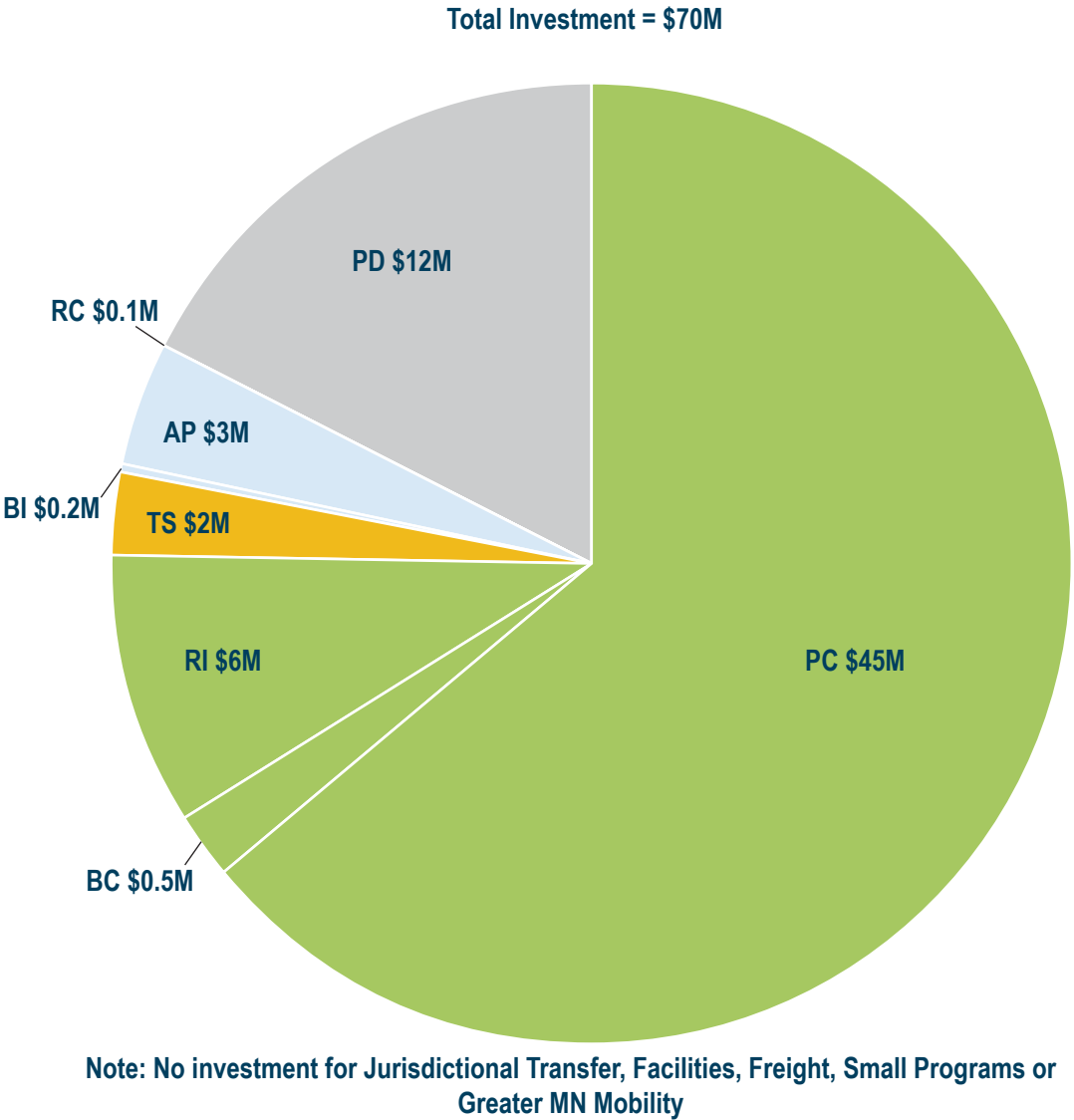
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District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2027							
31	MN 9	CLAY	Resurface from Hwy 10 to CSAH 34 in Felton	19.0	\$3.2 M-\$4.3 M	Non-NHS Pavement	43
32	US 10	OTTER TAIL	Resurface Hwy 10 (WB) from southeast of East Jct CSAH 80 to north of Hwy 106	11.9	\$3.5 M-\$4.8 M	NHS Pavement	86
33	US 10	OTTER TAIL	Resurface Hwy 10 (EB) from west of CR 137 to north of Hwy 106	3.5	\$1.1 M-\$1.4 M	NHS Pavement	76
34	US 10	CLAY	Reconstruction from 34th Street east to SE 7th Street in Dilworth	1.6	\$10.1 M-\$13.7 M	Urban Pavement	72
35	US 10	CLAY	Resurface from east of SE 7th Street to west of jct. Foundation Ave. in Glyndon	4.9	\$8.6 M-\$11.6 M	NHS Pavement	77
36	MN 27	GRAN/ TRAVERSE	Resurface from south jct. with Hwy 75 in Wheaton to just east of CSAH 11	17.8	\$6.4 M-\$8.7 M	Non-NHS Pavement	55
37	MN 28	BIG STONE/ TRAVERSE	Resurface from SD/MN state line to east of Hwy 7	9.4	\$1.6 M-\$2.1 M	Non-NHS Pavement	69
38	MN 113	MAHNOMEN	Resurface from CP RR Xing in Wauban to west of CSAH 4	12.2	\$2.7 M-\$3.6 M	Non-NHS Pavement	77
39	MN 329	STEVENS	Resurface from Hwy 59 to east of Experiment Station in Morris	1.1	\$0.5 M-\$0.7 M	Non-NHS Pavement	61
40	MN 336	CLAY	Resurface from Hwy 94 to Hwy 10	2.0	\$2.3 M-\$3.0 M	NHS Pavement	73

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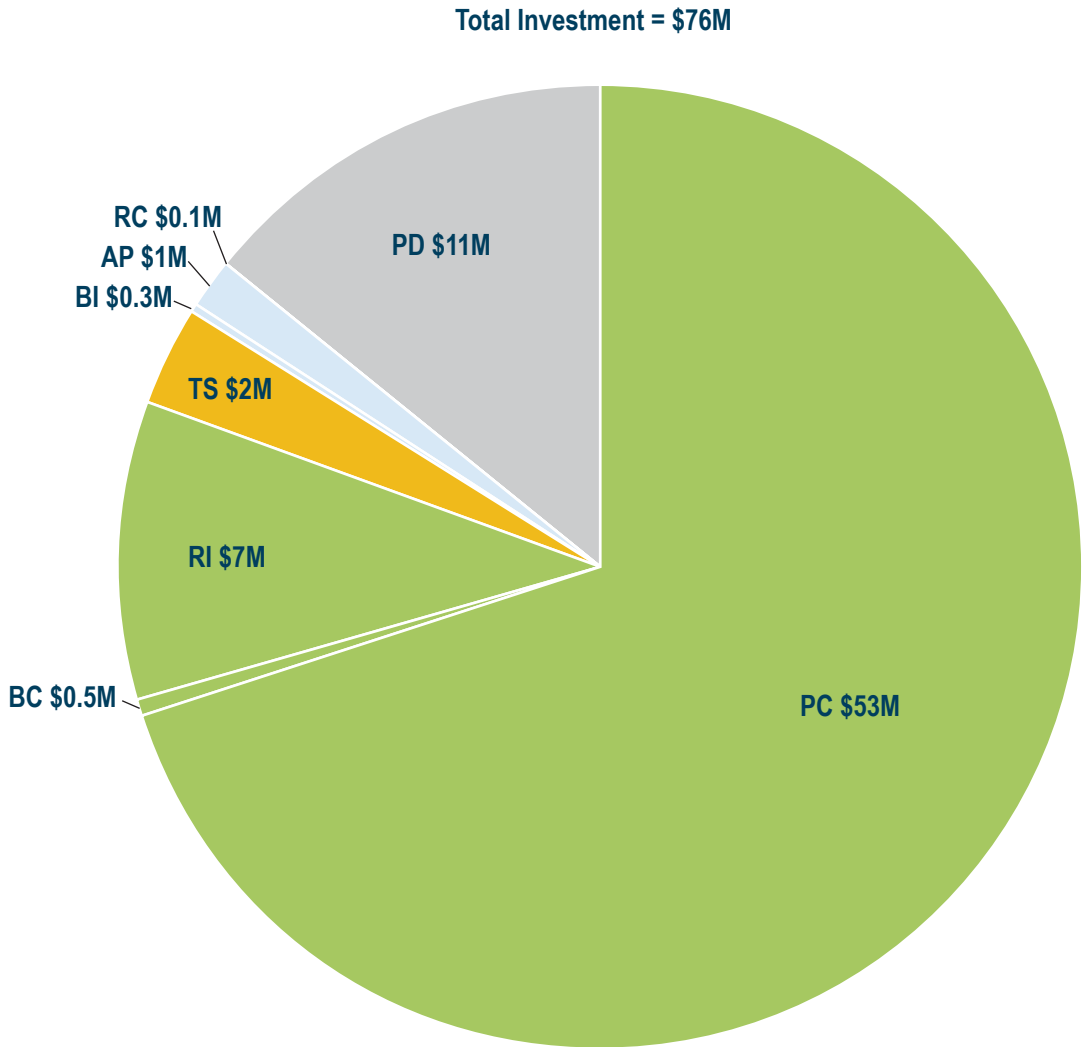
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District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2028							
41	I 94	CLAY	Resurface I-94 (WB) from west of Hwy 34 to west of CSAH 11	13.2	\$5.7 M-\$7.7 M	NHS Pavement	51
42	I 94	CLAY	Reconstruction from the Red River Bridge to east of Hwy 336	6.3	\$21.1 M-\$28.6 M	NHS Pavement	85
43	MN 9	DOUGLAS	Resurface from Chippewa River to south of CSAH 22	23.4	\$8.3 M-\$11.3 M	Non-NHS Pavement	69
44	MN 29	DOUGLAS	Reconstruction from 2nd Ave. to north of McKay Ave. in Alexandria	1.4	\$6.6 M-\$8.9 M	Urban Pavement	84
45	MN 32	CLAY	Resurface from bridge over Hwy 10 to Clay/ Norman county line	19.0	\$2.8 M-\$3.8 M	Non-NHS Pavement	76
46	US 75	WILKIN	Resurface from north of Hwy 9 to south of Breckenridge	6.0	\$3.2 M-\$4.4 M	NHS Pavement	72

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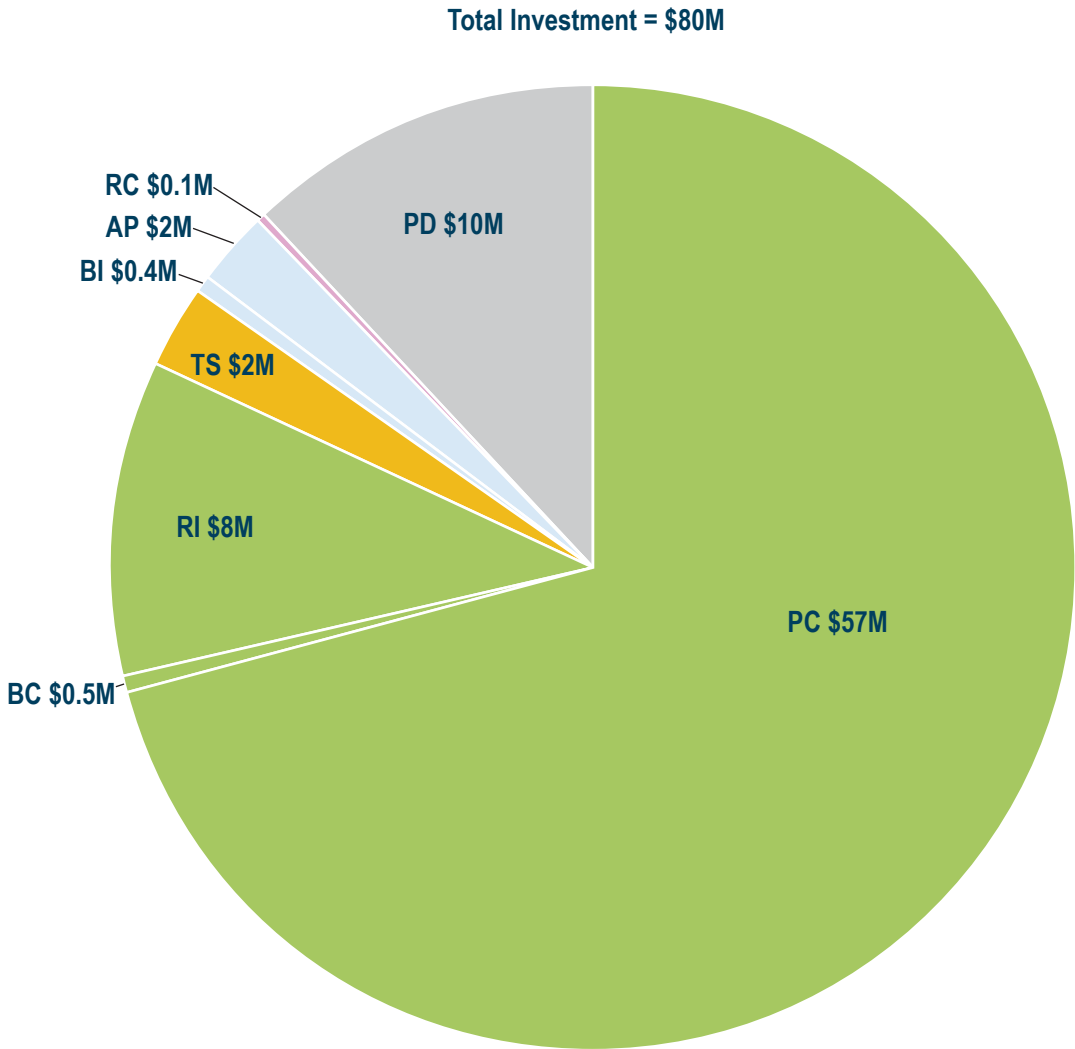
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District 4 Projects for Years 2024-2029 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2029							
47	I 94	CLAY	Resurface from west of Hwy 34 to west of CSAH 11 on Hwy 94 (EB)	13.2	\$5.9 M-\$8.0 M	NHS Pavement	51
48	I 94	OTTER TAIL	Resurface from east of Hwy 59 to west of Otter Tail Grant county line on Hwy 94 (WB)	9.3	\$4.1 M-\$5.6 M	NHS Pavement	86
49	MN 7	BIG STONE	Resurface on Hwy 7 from Hwy 28 in Beardsley to south CSAH 68	23.6	\$9.2 M-\$12.4 M	NHS Pavement	60
50	US 10	BECKER	Resurface from CSAH 54 to east of CSAH 10	8.9	\$9.4 M-\$12.7 M	NHS Pavement	87
51	US 10	CLAY	Resurface from CSAH 31 to west of Hwy 32 on Hwy 10 (EB)	2.6	\$3.6 M-\$4.8 M	NHS Pavement	77
52	MN 29	DOUGLAS	Reconstruction from north of 50th Ave. to Jct. 8th Ave in Alexandria	2.6	\$11.0 M-\$14.9 M	Urban Pavement	78
53	MN 55	GRANT	Resurface on Hwy 55 from CSAH 11 in Wendell to north Jct. Hwy 59	5.3	\$2.4 M-\$3.2 M	NHS Pavement	56
54	US 75	CLAY	Resurface Hwy 75 from 46th Ave south to south of 30th Ave. in Moorhead	1.3	\$1.0 M-\$1.4 M	NHS Pavement	78
55	MN 113	MAHNOMEN	Resurface on Hwy 113 from west of CSAH 4 to Hwy 71	27.5	\$6.1 M-\$8.3 M	Non-NHS Pavement	75
56	MN 210	OTTER TAIL	Resurface Hwy 210 from west of Hwy 94 to Jct. Hwy 94	0.4	\$0.6 M-\$0.8 M	Urban Pavement	76
57	MN 210	OTTER TAIL	Resurface Hwy 210 from EB ramps of Hwy 94 to CSAH 82	2.0	\$1.1 M-\$1.5 M	NHS Pavement	72

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