

# **DRAFT** District 4 10- Year Capital Highway Investment Plan (2021-2030)



**JULY 2020**

## 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 2020.



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.
- 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/>.

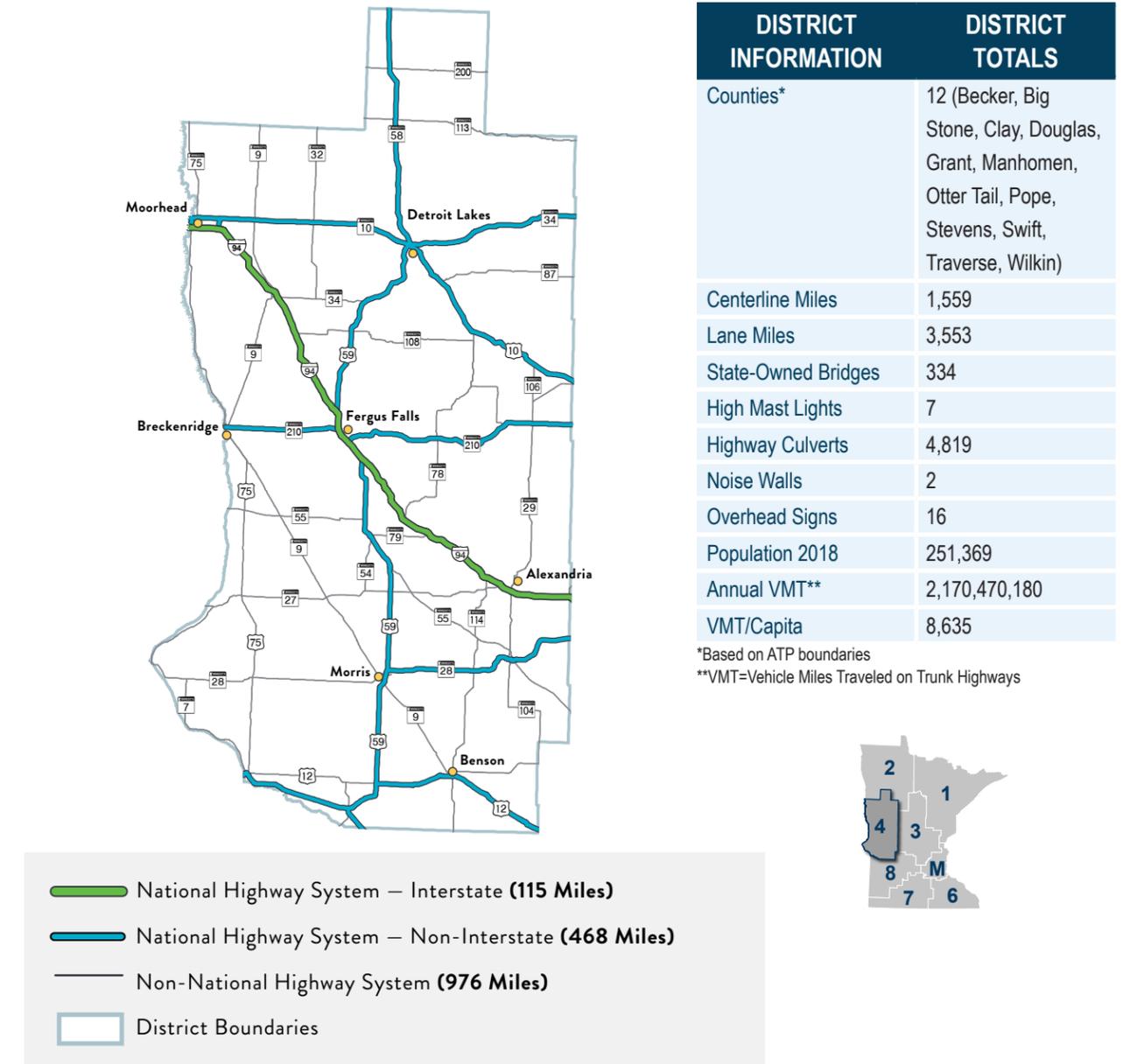
This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway 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](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 259 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 334 bridges and 668 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 \$647 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 2028 at roughly \$80 million. Investment will fluctuate between \$33 and \$80 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 the 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.
- Identify guardrail needs and replace as part of highway and bridge projects or as standalone projects.

#### Transportation Safety

- Use Reduced Conflict Intersections (RCIs) and roundabouts to address safety issues at intersections.
- Continue the use of edge line rumbles and center line rumbles on two-lane highways, which have reduced crash rates.
- Implement Intelligent Transportation System (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.
- Implement snow fence projects in high priority areas.

#### Critical Connections

- Focus on addressing pedestrian 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 the State Pedestrian Plan.
- Support local Safe Routes to School planning efforts

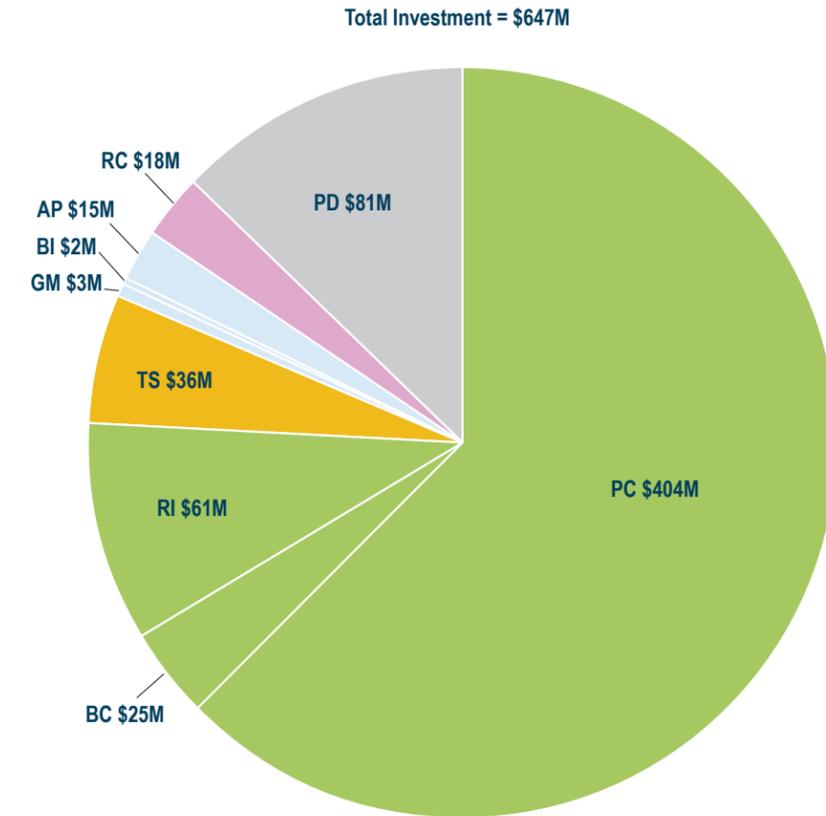
#### Healthy Communities

- Partner with communities and community organizations to support complete streets projects.
- Coordinate with Metro COG on various planning studies and 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.
- Advance equity by working to include the needs of minority, low-income, disabled, elderly and other disadvantaged populations in District projects.

### 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.

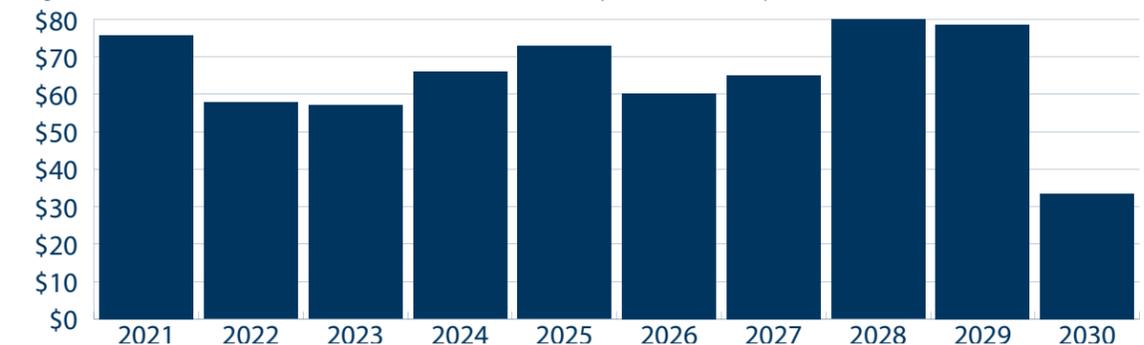
Figure 4-2: District 4 10-Year CHIP Investment by Investment Category (millions of dollars)



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

System Stewardship	Critical Connections	Other Categories
PC	TC	TS
BC	GM	RC
RI	FR	PD
JT	BI	SP
FA	AP	

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



## District 4 CHIP Highlights

Preservation of the system of highways and bridges remains a high priority 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. Lower cost safety alternatives at intersections include RCIs and mini roundabouts. 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 2030.

District 4 has been involved in an equity study this year and will be completing it in the near future. Implementation of recommendations will be important as we deliver the projects in the CHIP. For example, through a partnership with the White Earth Nation, D4 is working cooperatively on a shoulder widening project on Highway 200 that is programmed in 2022 that will benefit pedestrians on the reservation. A trail has also been recently added to improve pedestrian safety.

A number of urban reconstruction projects are planned over the next 10 years. Planning studies have been completed in Alexandria, 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.

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 Pelican Rapids on Highways 59 and 108 and on Highway 108 in Henning have been added to the CHIP. 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 needs such as interchange/rest area improvements.
- Pavement conditions decline over the next 10 years as revenues fall.
- Unfunded NHS Bridge needs such as the I-94 Red River Bridge in Moorhead.
- Limited funding for snow fence safety projects.



## DISTRICT 4 HISTORIC AND PROJECTED PERFORMANCE

### Traveler Safety

District 4 has seen fatalities remain steady in the previous five years except for a spike in 2017 with 33. In 2019, fatalities rose slightly to 25. 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 steady rate to slight increase in pavement miles in poor condition on all three systems over the past five years. All three systems currently meet the statewide targets. By 2030, pavements on all three systems are projected to deteriorate. Interstate and non-NHS pavements are projected to still meet statewide targets by 2030. Non-Interstate NHS will miss the statewide target significantly.

### Bridge Condition

District 4 saw NHS and non-NHS bridge condition fluctuate with NHS bridges missing the target in 2019. In the next ten years, bridge condition on the NHS and non-NHS systems are projected to sharply decline beginning in 2029. By 2030, bridge condition on both systems will significantly miss their targets.

Figure 4-4: District 4 Historic Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2015	2016	2017	2018	2019
Safety	Fatalities		0	21	23	33	20	25
Bridge	Condition: NHS - % Poor		<2%	▲ 2.3%	● 1.4%	● 0.6%	● 0.6%	▲ 2.9%
Bridge	Condition: Non-NHS - % Poor		<8%	● 0.0%	● 1.7%	● 4.9%	● 4.6%	● 4.4%
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	● 0.1%	● 0.0%	● 0.0%	● 0.0%	● 0.0%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	● 0.8%	● 0.8%	● 1.4%	● 1.5%	● 1.4%
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	● 0.3%	● 0.6%	● 0.5%	● 1.4%	● 1.4%

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

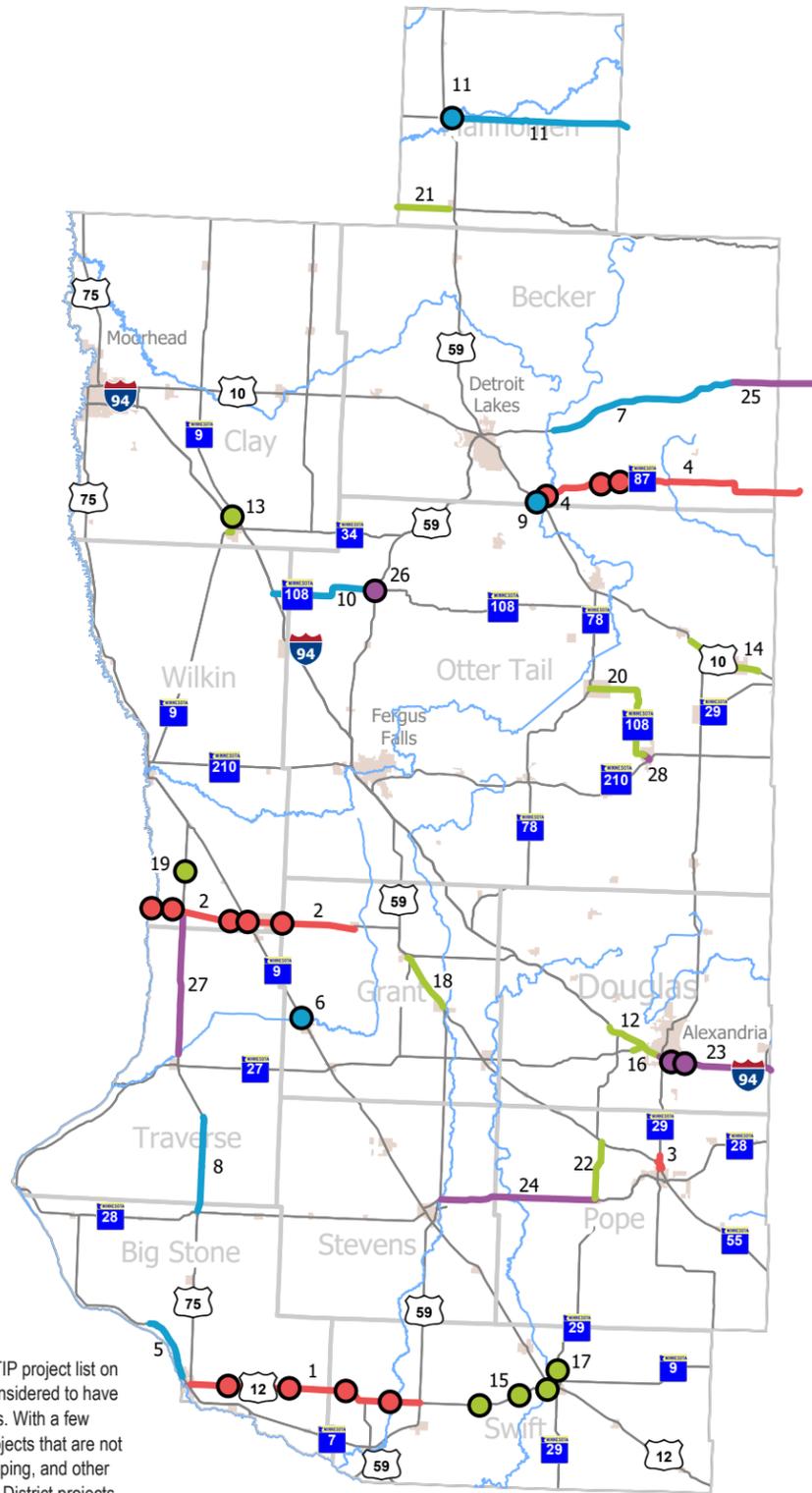
Figure 4-5: District 4 Projected Performance

STATEWIDE PLAN POLICY		MEASURE	TARGET	2019 ACTUAL	2024 PROJECTED	2030 PROJECTED	ANALYSIS
Safety	Fatalities		0	20	N/A	N/A	Not available.
Bridge	Condition: NHS - % Poor		<2%	▲ 2.9%	▲ 2.9%	● 22.6%	NHS Bridges will decline significantly by 2030 and not meet the target.
Bridge	Condition: Non-NHS - % Poor		<8%	● 4.4%	● 4.8%	● 15.1%	Non-NHS Bridges will significantly decline and not meet the target by 2030.
Pavement	Ride Quality Poor - Interstate, % of miles		<2%	● 0.0%	● 0.7%	● 1.5%	Interstate pavements are expected to decline slightly but still meet the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles		<4%	● 1.4%	▲ 5.3%	● 11.0%	The remaining NHS pavements are expected to decline and be below the target significantly by 2030..
Pavement	Ride Quality Poor - Non-NHS, % of miles		<10%	● 1.4%	● 3.1%	● 7.8%	The projections show the non-NHS system will meet the target in 2029.

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

# DISTRICT 4 STIP PROJECT LIST

STIP Project Map 2021-2024

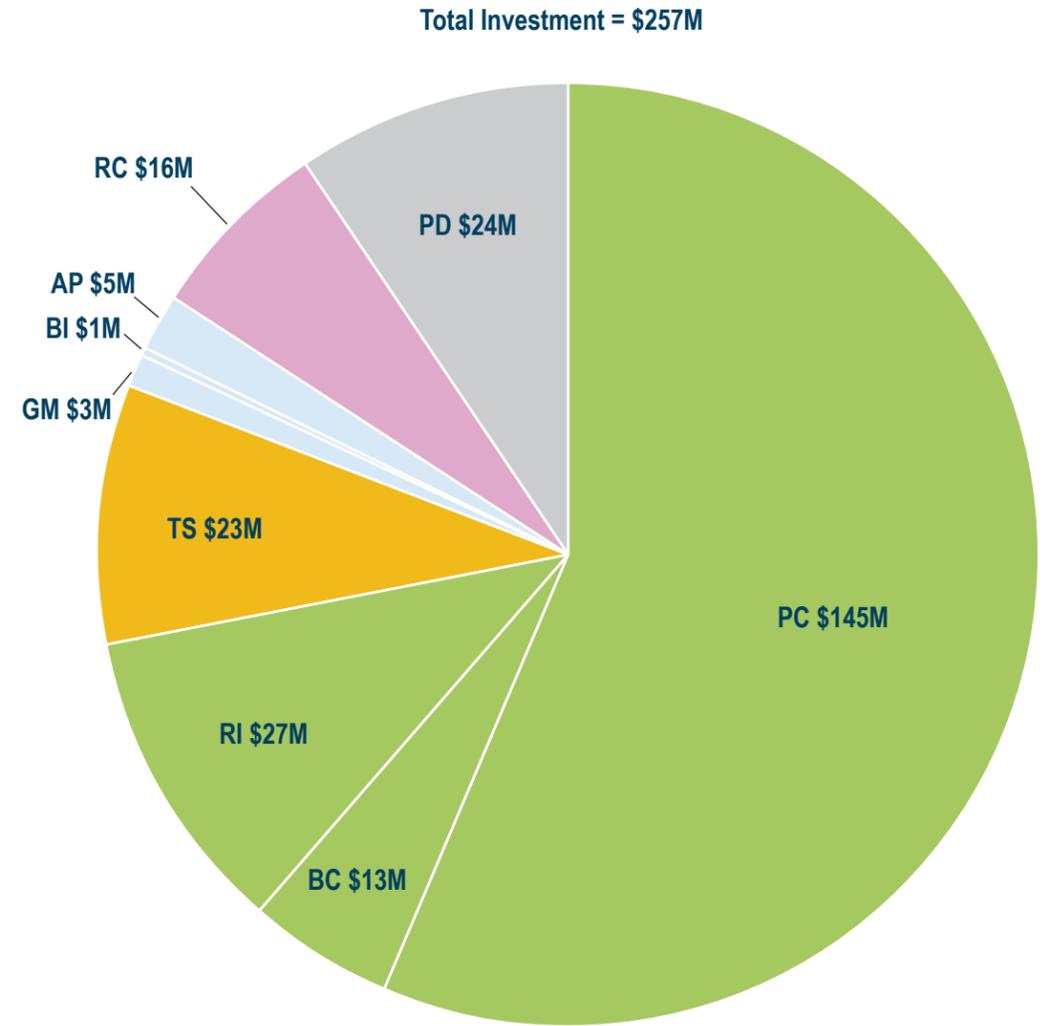


**Fiscal Year of Project Construction**

- 2021
- 2022
- 2023
- 2024

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 2021-2024 of the 10-Year CHIP



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

**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 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2021</b>							
1	US 12	BIG STONE	Resurface and widen shoulders from Hwy 75 in Ortonville to Hwy 59, includes culvert replacements, bridge improvements and snow trap improvements	25.8	\$20.5M	EXEMPT (IN 2019-2022 STIP)	N/A
2	MN 55	WILKIN	Resurface from MN/ND border to southern jct of CR11 in Wendell; replace 4 box culverts	22.5	\$10.2M	EXEMPT (IN 2019-2022 STIP)	N/A
3	MN 55, MN 29	POPE	Construct Hwy 29 overpass in Glenwood, includes new bridge, resurfacing and roundabouts	2.3	\$13.7M	EXEMPT (IN 2019-2022 STIP)	N/A
4	MN 87	BECKER	Resurface, widen shoulders and replace culverts from Frazee to the Becker/Wadena County Line (Funded by District 4 and 3, ATP 4 \$17,600,000; ATP 3 \$100,000)	29.4	\$18.2M	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/projectsselection/>.

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 2020.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2021</b>													
53%	-	7%	-	-	40%	-	-	-	-	-	-	-	-
82%	-	18%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
51%	-	11%	-	-	38%	-	-	-	-	-	-	-	-

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ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2022</b>							
5	MN 7	BIG STONE, POPE	Tree removal on MN 7	7.4	\$0.6M	EXEMPT (IN 2019-2022 STIP)	N/A
6	MN 9	GRANT	Replace bridge over the Mustinka River; grade and resurface	0.0	\$0.7M	EXEMPT (IN 2019-2022 STIP)	N/A
7	MN 34	BECKER	Resurface Hwy 34 from Becker CR 29 to Ponsford Road	21.2	\$8.9M	EXEMPT (IN 2019-2022 STIP)	N/A
8	US 75	TRAVERSE	Resurface from just north of Hwy 28 to CR 11 in Dumont	10.4	\$1.9M	NON-NHS PAVEMENT	TO BE DETERMINED
9	MN 87	BECKER	Complete streets reconstruction in Frazee, from Hwy 10 to east city limits	1.3	\$6.7M	EXEMPT (IN 2019-2022 STIP)	N/A
10	MN 108	OTTER TAIL	Resurface from I-94 to 9th Street in Pelican Rapids	11.7	\$2.6M	EXEMPT (IN 2019-2022 STIP)	N/A
11	MN 200	CLEARWATER, MAHNOMEN	Repair pavement and sidewalk, widen shoulders and construct turn lanes from Hwy 59 to east of Roy Lake. (\$1.4M funded by District 2)	20.3	\$19.3M	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
<b>2022</b>													
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
13%	82%	5%	-	-	-	-	-	-	-	-	-	-	-
82%	-	-	-	-	2%	-	-	-	1%	3%	12%	-	-
93%	-	7%	-	-	-	-	-	-	-	-	-	-	-
70%	-	2%	-	-	-	-	-	-	-	28%	-	-	-
100%	-	-	-	-	-	-	-	-	-	-	-	-	-
100%	-	-	-	-	-	-	-	-	-	-	-	-	-

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- SP - Small Programs
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District 4 Projects for Years 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2023</b>							
12	I 94	DOUGLAS	Concrete resurface westbound lanes from Hwy 114 to Hwy 29, Garfield to Alexandria	6.5	\$5.1M	NHS PAVEMENT	TO BE DETERMINED
13	MN 9	CLAY	Reconstruct and resurface from Barnesville to I-94; includes pedestrian accessibility improvements	2.1	\$4.7M	URBAN PAVEMENT	TO BE DETERMINED
14	US 10	OTTER TAIL	Resurface from north of Hwy 106 to east of Bluffton	8.4	\$4.2M	TO BE DETERMINED	TO BE DETERMINED
15	US 12	SWIFT	Replace bridges over county ditches near Danvers; replace endposts	0.0	\$2.2M	NHS BRIDGE	TO BE DETERMINED
16	MN 27	DOUGLAS	Intersection improvements on eastbound ramps at Hwy 27 interchange	1.3	\$2.8M	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	N/A
17	MN 29	SWIFT	Replace Hwy 29 bridge over the Chippewa River	0.0	\$2.8M	NHS BRIDGE	TO BE DETERMINED
18	MN 55	GRANT	Resurface and widen shoulders from Elbow Lake to Barrett	6.7	\$6.1M	NHS PAVEMENT	TO BE DETERMINED
19	US 75	WILKIN	Replace bridge over the Rabbit River	0.0	\$2.6M	NON-NHS BRIDGE	TO BE DETERMINED
20	MN 108	OTTER TAIL	Resurface from the south jct of Hwy 78 to 4th Street in Henning	13.1	\$4.3M	TO BE DETERMINED	TO BE DETERMINED
21	MN 113	MAHNOMEN	Resurface from the Norman/Mahnomen County Line to railroad tracks in Waubun	5.8	\$2.6M	NON-NHS PAVEMENT	TO BE DETERMINED
22	MN 114	POPE	Resurface from just north of Hwy 28 to east jct with Hwy 55; includes pedestrian accessibility improvements in Lowry	6.4	\$3.1M	NON-NHS PAVEMENT	TO BE DETERMINED

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2023</b>													
84%	-	12%	-	-	3%	-	-	-	-	1%	-	-	-
70%	3%	15%	-	-	2%	-	-	-	2%	8%	-	-	-
94%	2%	4%	-	-	-	-	-	-	-	-	-	-	-
5%	93%	2%	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	100%	-	-	-	-	-	-	-
4%	95%	1%	-	-	-	-	-	-	-	-	-	-	-
82%	-	12%	-	-	3%	-	-	-	2%	1%	-	-	-
2%	95%	1%	-	-	2%	-	-	-	-	-	-	-	-
85%	-	10%	-	-	5%	-	-	-	-	-	-	-	-
92%	-	7%	-	-	-	-	-	-	-	1%	-	-	-
75%	-	17%	-	-	2%	-	-	-	-	6%	-	-	-

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District 4 Projects for Years 2021-2024 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
<b>2024</b>							
23	I 94	DOUGLAS	Concrete resurface from west of Alexandria to the Douglas/Todd county line and redeck bridges	12.5	\$20.4M	TO BE DETERMINED	TO BE DETERMINED
24	MN 28	POPE, STEVENS	Resurface from Pomme de Terre Bridge near Morris to Starbuck	17.0	\$9.8M	TO BE DETERMINED	TO BE DETERMINED
25	MN 34	BECKER	Resurface and widen shoulders from CR 26/ CR 47 to Park Rapids. Funded by District 2 and District 4	8.7	\$8.5M	TO BE DETERMINED	TO BE DETERMINED
26	US 59, MN 108	OTTER TAIL	Pelican Rapids complete street and resurface bridge #5025 over the Pelican River.	2.1	\$12.2M	TO BE DETERMINED	TO BE DETERMINED
27	US 75	GRANT, TRAVERSE	Resurface from Mustinka River Bridge to railroad tracks north of Hwy 55	15.7	\$4.6M	NON-NHS PAVEMENT	TO BE DETERMINED
28	MN 108	OTTER TAIL	Reconstruction from 4th street in Henning to Jct. of Hwy 210	0.8	\$4M	TO BE DETERMINED	TO BE DETERMINED

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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 May 2020.

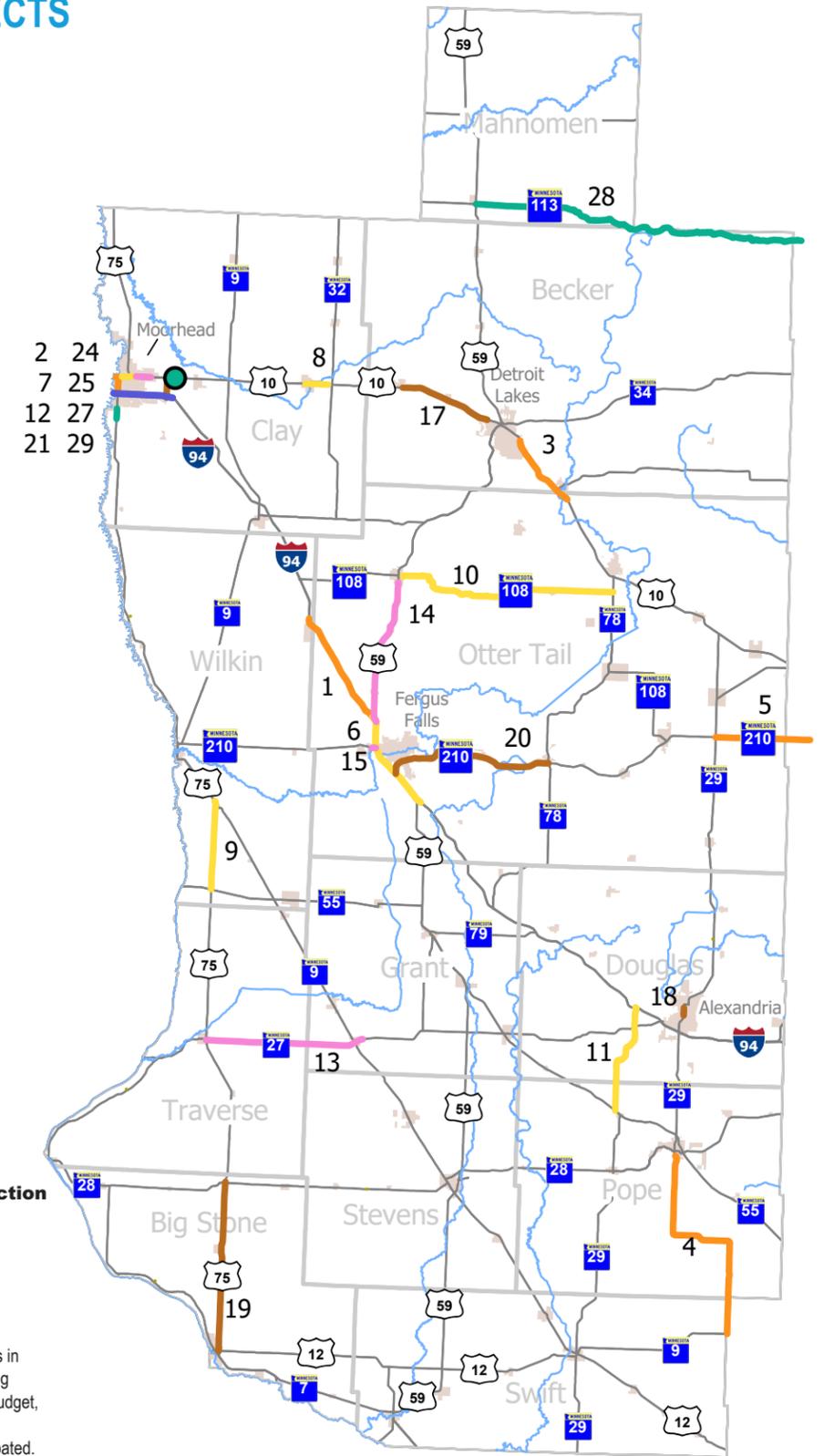
PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
<b>2024</b>													
65%	23%	11%	-	-	1%	-	-	-	-	-	-	-	-
92%	-	4%	-	-	-	-	-	-	-	4%	-	-	-
81%	-	10%	-	-	6%	-	-	-	1%	2%	-	-	-
51%	4%	17%	-	-	14%	-	-	-	3%	11%	-	-	-
90%	-	9%	-	-	1%	-	-	-	-	-	-	-	-
59%	-	16%	-	-	3%	-	-	-	4%	18%	-	-	-

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# DISTRICT 4 PROJECTS

Project Map 2025-2030



**Fiscal Year of Project Construction**

- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

Numbers displayed correspond to project lines in project list for years 2025-2030 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.

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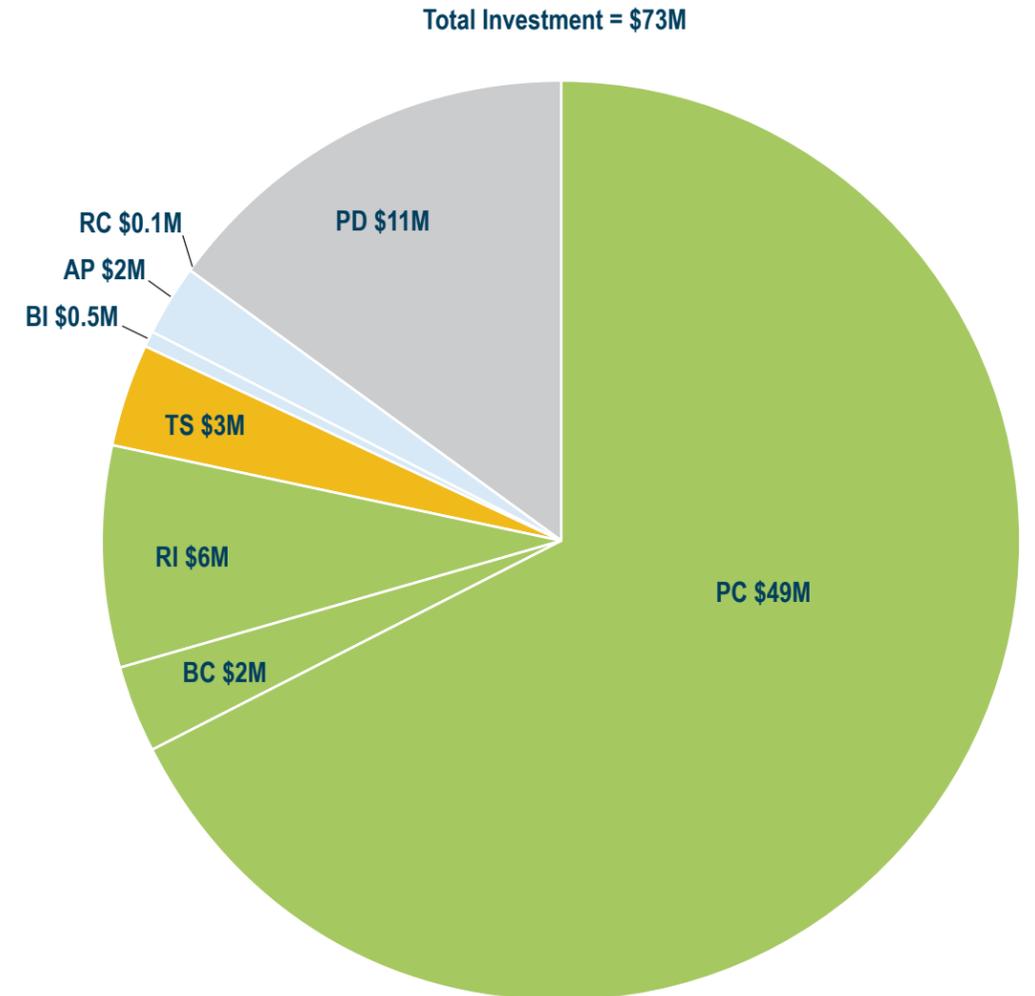
District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2025</b>							
1	I 94	OTTER TAIL	Concrete resurface EB lanes from west of CR 11 to Hwy 59	13.4	\$10.7 M-\$14.5 M	NHS Pavement	80
2	US 10	CLAY	Reconstruct Hwy 75 from north of 24th Ave S to Hwy 10/Main Ave, and Hwy 10 from the Red River to east of Hwy 75	1.9	\$11.8 M-\$16.0 M	NHS Pavement	79
3	US 10	BECKER	Resurface from CR 54 in Detroit Lakes to Acom Lake	8.8	\$8.2 M-\$11.1 M	NHS Pavement	88
4	MN 104	POPE	Resurface from highway 9 to Glenwood	25.9	\$4.2 M-\$5.7 M	NHS Pavement	77
5	MN 210	OTTER TAIL	Resurface from Hwy 29 to west of Hwy 71	10.9	\$2.7 M-\$3.6 M	NHS Pavement	78

\*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 May 2020.

**2025**



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

**Key**

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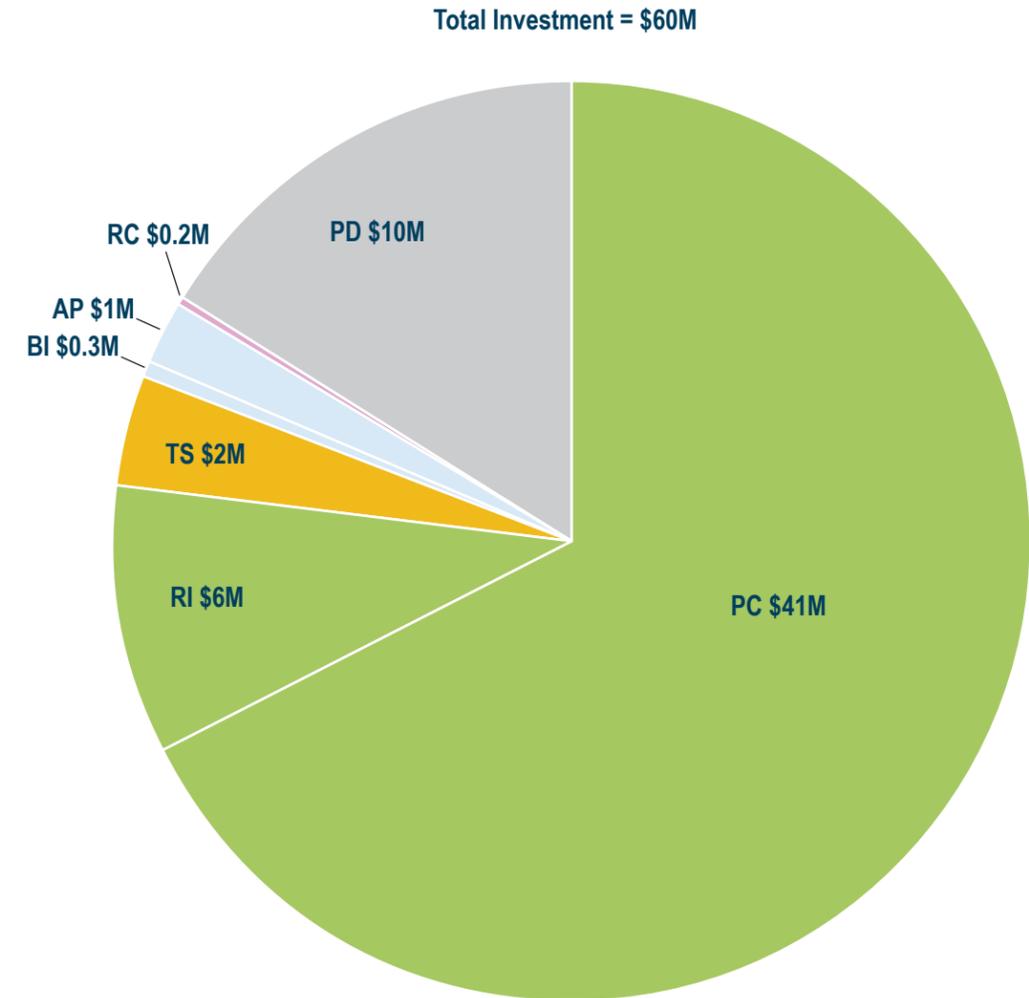
District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2026</b>							
6	I 94	OTTER TAIL	Resurface from CR 1 to Hwy 59	11.5	\$5.2 M-\$7.1 M	NHS Pavement	57
7	US 10	CLAY	Reconstruct from 13th Street to 34th Street, both directions	1.4	\$8.8 M-\$11.9 M	NHS Pavement	79
8	US 10	CLAY	Resurface from CR 31 to Hwy 32	2.5	\$3.5 M-\$4.8 M	Non-NHS Pavement	52
9	US 75	TRAVERSE	Resurface from RR north of hwy 55 to north of Hwy 9 near Doran	10.0	\$4.8 M-\$6.5 M	NHS Pavement	73
10	MN 108	OTTER TAIL	Resurface from east of Pelican Rapids to Hwy 78	25.7	\$4.6 M-\$6.2 M	Non-NHS Pavement	79
11	MN 114	DOUGLAS	Resurface from west of Hwy 55 to Jct. north ramp of Hwy 94	12.7	\$4.1 M-\$5.6 M	Non-NHS Pavement	83

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**2026**



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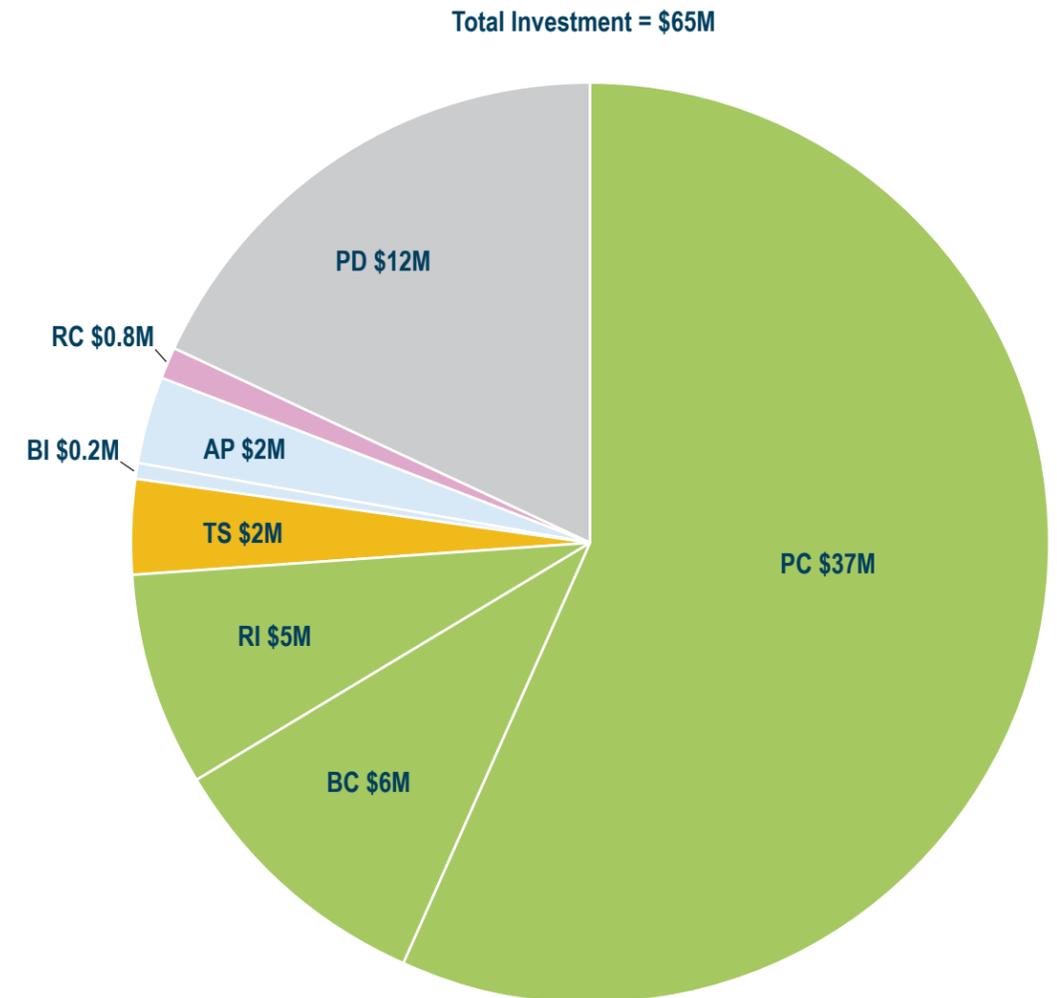
District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2027</b>							
12	US 10	CLAY	Reconstruct EB lanes from 34th Street to east SE 7th Street in Dilworth	1.7	\$11.7 M-\$15.8 M	NHS Pavement	77
13	MN 27	GRANT, TRAVERSE	Resurface from Wheaton to CR 11	17.9	\$6.3 M-\$8.5 M	Non-NHS Pavement	55
14	US 59	OTTER TAIL	Resurface from I-94 to south of 5th Ave in Pelican Rapids	16.0	\$8.4 M-\$11.4 M	NHS Pavement	78
15	MN 210	OTTER TAIL	Resurface Hwy 210 from west of Hwy 94 to Jct. Hwy 94	0.5	\$8.9 M-\$12.0 M	NHS Pavement	76

\*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/projectsselection/>.

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 2020.

**2027**



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

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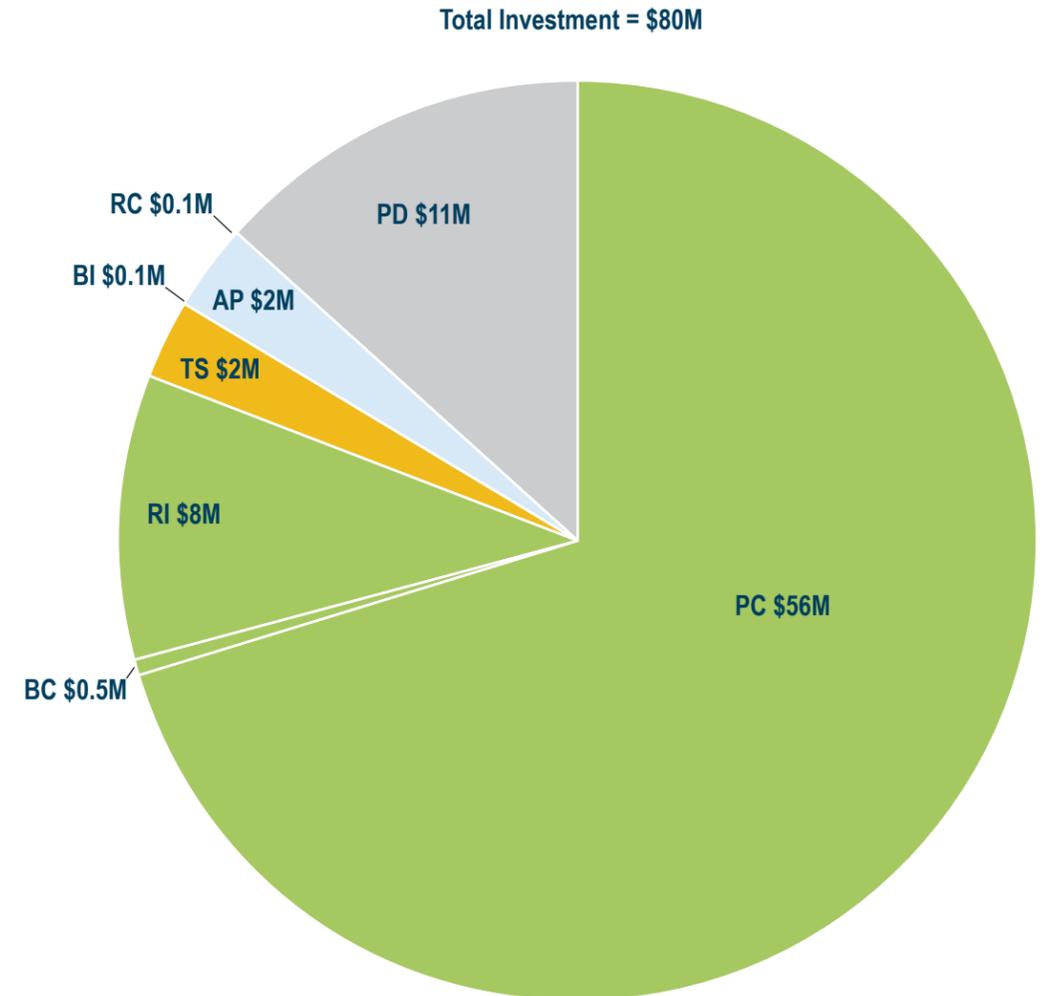
District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2028</b>							
16	MN 9	CLAY	Resurface roadway from Hwy 210 to 6th St SW in Barnesville	26.9	\$11.7 M-\$15.8 M	Non-NHS Pavement	0
17	US 10	BECKER, CLAY	Resurface EB lanes from east of Hwy 32 to west of Airport Road near Detroit Lakes	10.2	\$11.9 M-\$16.1 M	NHS Pavement	74
18	MN 29	DOUGLAS	Reconstruction from north of 18th Ave. to Jct. 8th Ave in Alexandria	0.8	\$8.4 M-\$11.4 M	NHS Pavement	78
19	US 75	BIG STONE	Resurface from hwy 12 to hwy 28 in Graceville	19.1	\$10.6 M-\$14.3 M	Non-NHS Pavement	73
20	MN 210	OTTER TAIL	Resurface Hwy 210 from EB ramps of Hwy 94 to Battle Lake	18.1	\$7.3 M-\$9.9 M	NHS Pavement	72
21	MN 336	CLAY	Resurface from Hwy 94 to Hwy 10	2.3	\$2.3 M-\$3.1 M	NHS Pavement	73

\*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/>.

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**2028**



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

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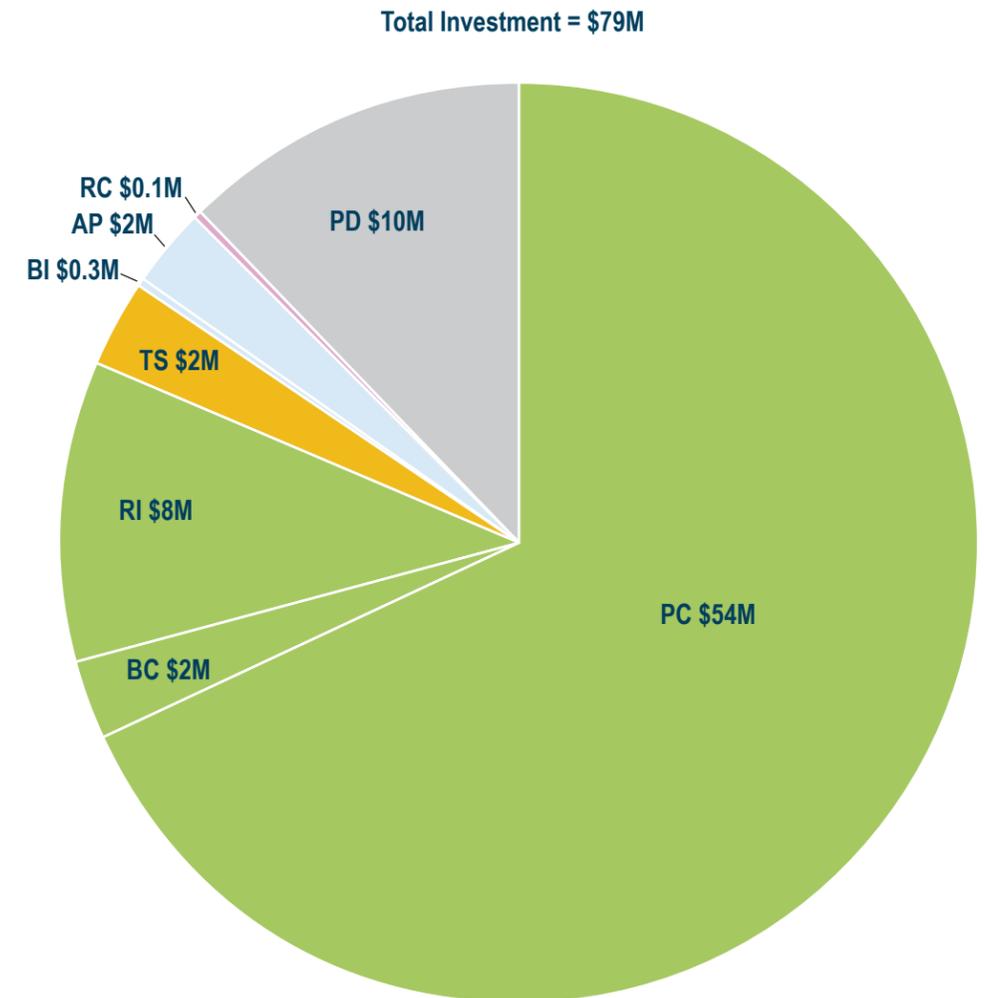
District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2029</b>							
22	I 94	CLAY	Resurface from west of Hwy 34 to west of CSAH 11 on Hwy 94 (EB)	13.2	\$5.5 M-\$7.4 M	NHS Pavement	51
23	I 94	DOUGLAS	Resurface roadway from east of Grant County line to east of Hwy 79 , westbound lanes, includes bridge repairs	11.6	\$15.8 M-\$21.3 M	NHS Pavement	56
24	US 10	CLAY	Resurface from east of SE 7th Street to west of jct. Foundation Ave. in Glyndon	4.9	\$12.0 M-\$16.2 M	NHS Pavement	77
25	US 10	CLAY	Replace or redeck WB bridge over Buffalo River	0.2	\$1.4 M-\$2.0 M	NHS Bridge	65
26	MN 29	DOUGLAS	Reconstruction from 2nd Ave. to north of McKay Ave. in Alexandria	1.4	\$10.8 M-\$14.6 M	NHS Pavement	69
27	US 75	CLAY	Resurface from CR 12 to 46th ave. S.	1.2	\$1.2 M-\$1.6 M	Non-NHS Pavement	79
28	MN 113	MAHNOMEN	Resurface on Hwy 113 from hwy 59 to Hwy 71	39.3	\$7.4 M-\$10.0 M	Non-NHS Pavement	75

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**2029**



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

**Key**

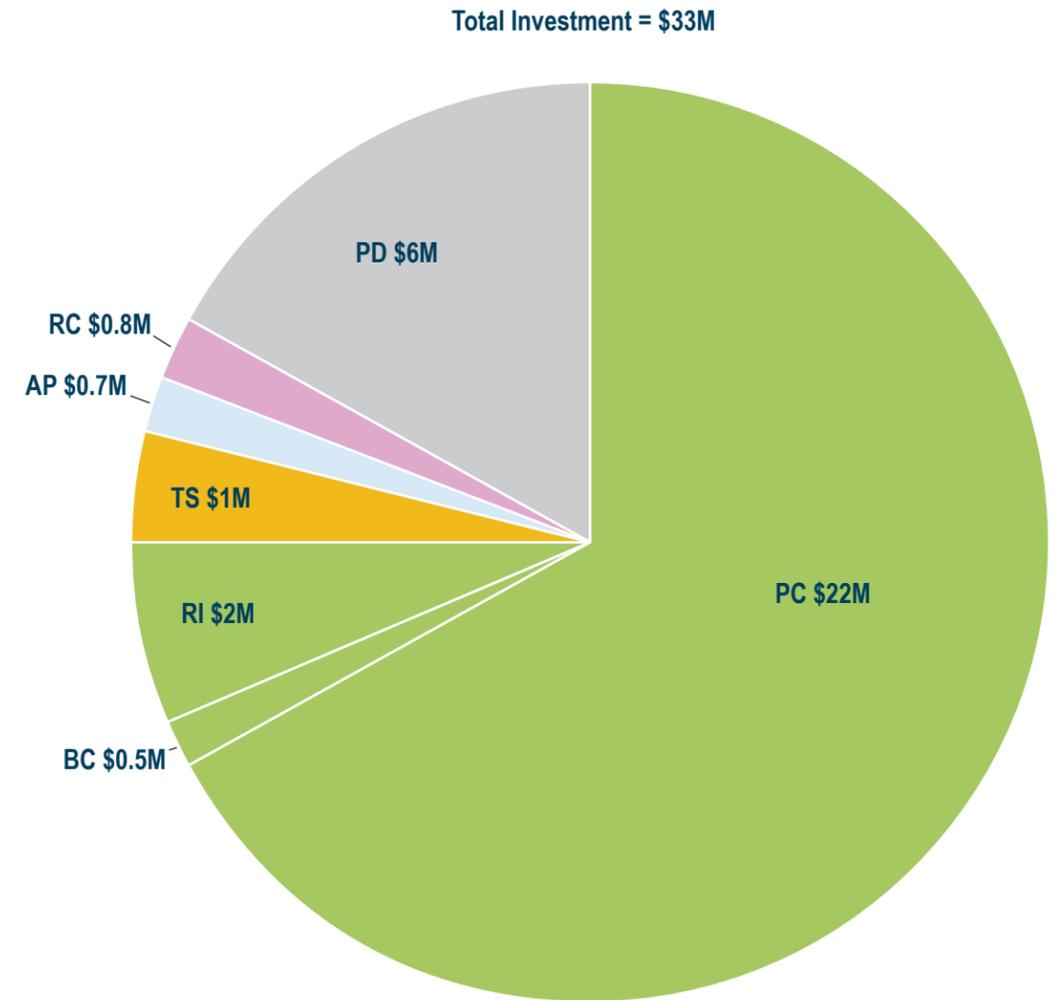
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District 4 Projects for Years 2025-2030 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
<b>2030</b>							
29	I 94	CLAY	Reconstruct both directions from MN/ND border to Hwy 336	4.8	\$15.1 M-\$20.4 M	NHS Pavement	85

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

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