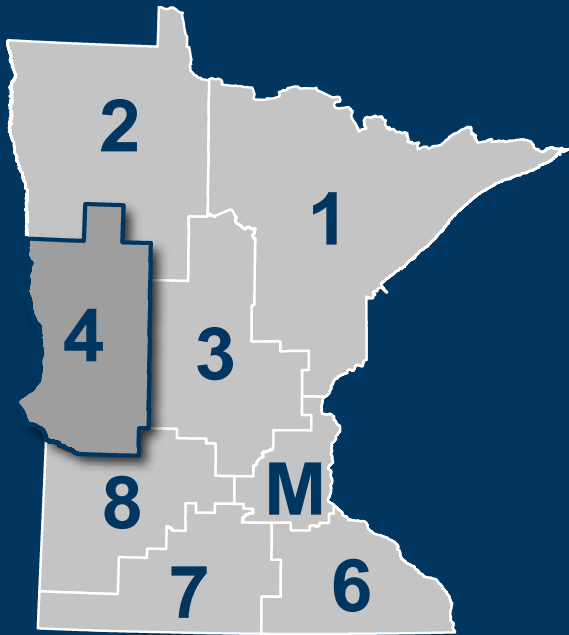


NOVEMBER 2024



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# DISTRICT 4 2025-2034 CAPITAL HIGHWAY INVESTMENT PLAN

State highway projects selected and developed for construction over the next 10 year based on the MnSHIP investment direction

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## 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 2023 MnSHIP. The project information is current as of September 2024.

The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type.
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects.
- A summary of planned investments over the next 10 years.
- 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.
- Historic and projected performance in the district, to give context to the impact of the planned investment program.
- 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 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.

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.

To request this document in an alternative format or language, please contact Janet Miller at 651-366-4720 (711 or 1-800-627-3529 for MN Relay). You can also email your request to [ADArequest.dot@state.mn.us](mailto:ADArequest.dot@state.mn.us). Please make your request at least two weeks before you need the document.





# District Overview

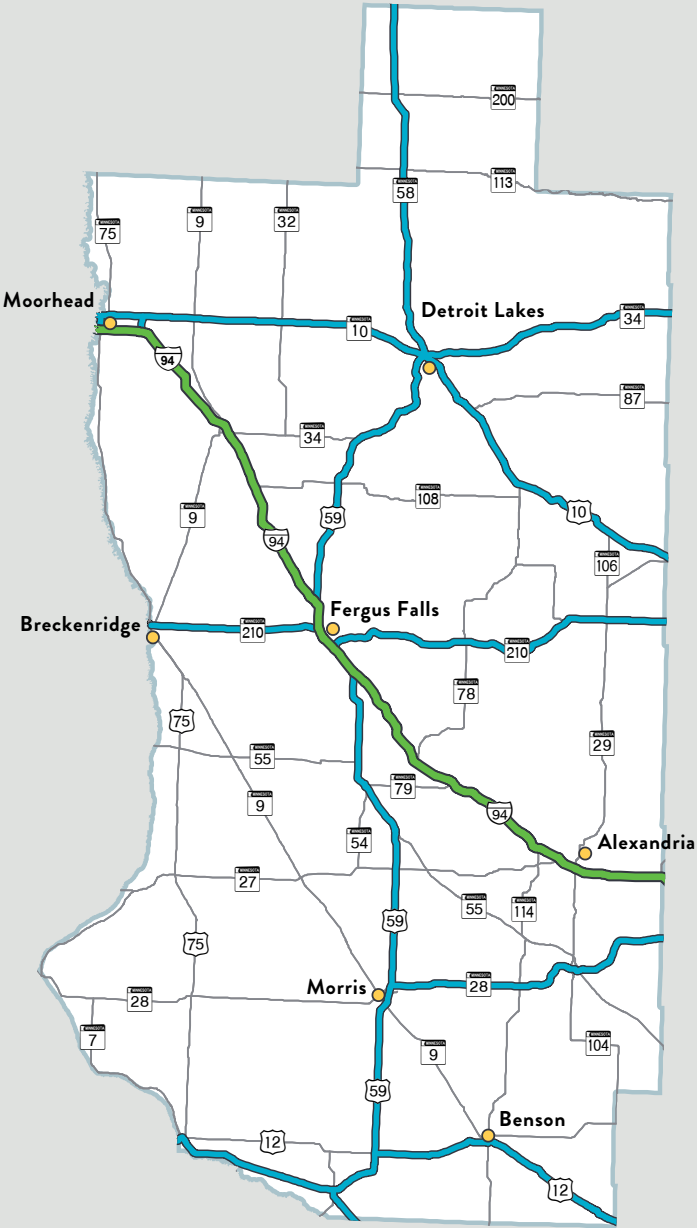


Figure 1 - District 4 State Highway Map

DISTRICT INFORMATION	DISTRICT TOTAL
Counties*	12 (Becker, Big Stone, Clay, Douglas, Grant, Manhomen, Otter Tail, Pope, Stevens, Swift, Traverse, Wilkin)
Centerline Miles	1,571
Lane Miles	3,576
State-Owned Bridges	338
High Mast Lights	7
Highway Culverts	4,748
Noise Walls	2
Overhead Signs	28
Population 2023	258,543
Annual VMT**	2,070,681,165
VMT/Capita	8,009

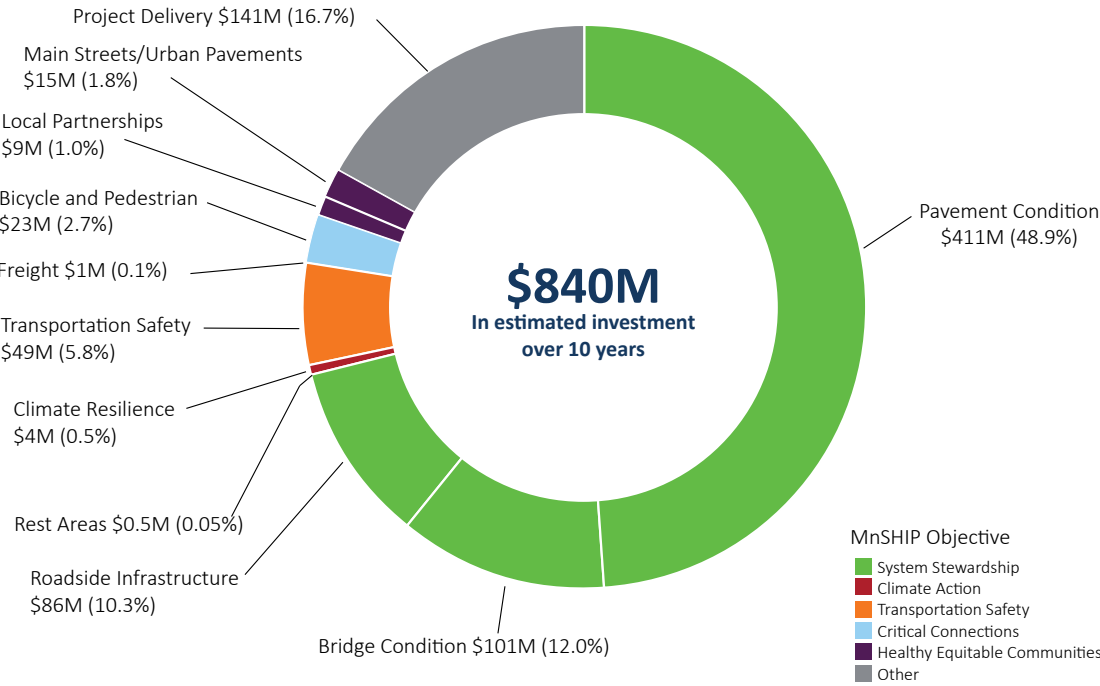
\*Based on ATP boundaries  
 \*\*VMT=Vehicle Miles Traveled on State Highways.

District 4 shares the western portion of Minnesota with District 2 and 8 (see map inset above). 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 271 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 338 bridges and 670 miles of rail.

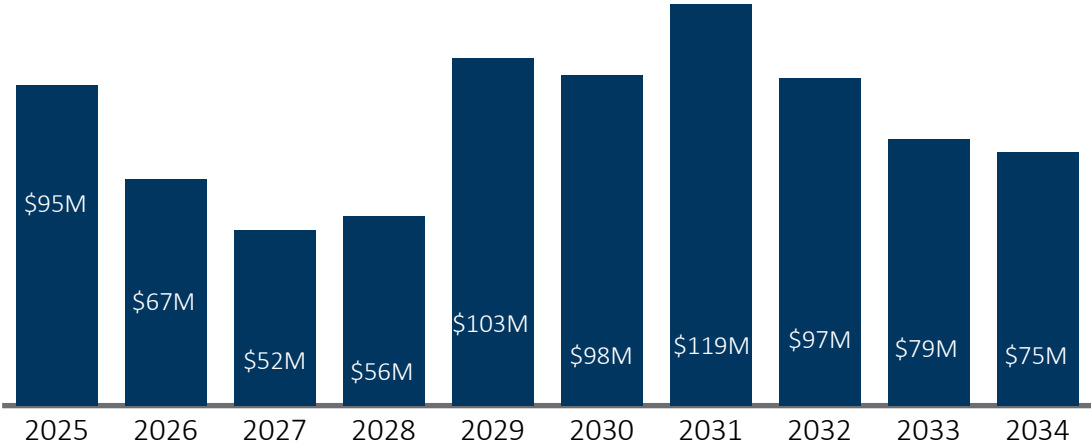
# District Investment Overview

Over the next ten years, District 4 is projected to invest \$840 million in state highway projects (Figure 2). The majority of projects will address pavement condition. MnDOT will also address bridge condition, roadside infrastructure (signage, culverts, and lighting), safety improvements, pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure. District 4 investment peaks in 2031 at roughly \$119 million. Investment will fluctuate between \$52 and \$119 million annually over the next ten years.

Over the next ten years, District 4 will apply a mix of strategies that preserve assets, improve safety, and increase accessibility on the state trunk highway system. These strategies have been grouped into the five major MnSHIP investment objective areas. Project Delivery Investments is shown as it supports development of all strategies and MnSHIP objective areas.



**Figure 2 - 10-Year Investment by Investment Category**



**Figure 3 - Total Investment Per Year**



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## SYSTEM STEWARDSHIP INVESTMENTS

- 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.

**623** Lanes miles resurfaced or reconstructed



**36** Bridges repaired or replaced



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## CLIMATE ACTION

- Implement snow fence projects in high priority areas.
- Include green infrastructure as part of future reconstruction projects in urban areas.
- Increase the capacity of culverts to protect areas from flooding.

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## TRANSPORTATION SAFETY INVESTMENTS

- 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.

**56** Highway projects with safety improvements



**5** Standalone highway safety projects



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## CRITICAL CONNECTIONS INVESTMENTS

- 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.

**37** Projects with improvements for bicyclists



**42** Projects with improvements for pedestrians



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## HEALTHY EQUITABLE COMMUNITIES INVESTMENTS

- Partner with communities and community organizations to support complete streets projects.
- Coordinate with Metro COG on various planning studies.
- Implement improvements based on local partnership studies.
- Support local units of government seeking alternative sources of funding.
- Implement projects to address freight needs identified in the Manufacturer’s Perspectives Study and District 4 Freight Plan.
- Advance equity by working to include the needs of minority, low-income, disabled, elderly and other disadvantaged populations in District 4 projects.

**14**

Urban state highway pavement projects



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## PROJECT DELIVERY INVESTMENTS

- Support locally led and let projects on the state highway system.
- Use both internal staff and consultants to support advanced delivery of projects to level out the construction program.
- Develop shelf and flex projects that can be delivered quickly when funding becomes available.
- Use innovative delivery methods, such as design-build and indefinite delivery, indefinite quantity (IDIQ) contracts.



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## Projected Performance Outcomes

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, micro surfacing and thin overlays. 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 Reduced Conflict Intersection (RCIs) and mini roundabouts. Additional locations will be analyzed along the Highway 10 corridor to look at the feasibility of constructing RCIs to address safety issues. Although the district will continue to allocate most of the 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 2034.

Implementation of the recommendations in the D4 equity study continues to be important as projects are developed in the CHIP. For example, D4 works in partnership with the White Earth Nation and its communities on bike and pedestrian planning, including Safe Routes to School and Active Transportation plans. A pedestrian study on Highway 113 was completed and preliminary design is underway on the segment from CR 4 to Elbow Lake Road.

Several urban reconstruction projects are planned over the next 10 years in Alexandria, Dilworth, Moorhead, and Pelican Rapids. Planning studies were completed in Alexandria and Dilworth. Corridor studies on Highway 78 between Perham and Pelican Rapids and I-94 in Moorhead will provide recommendations for future CHIP projects. As a result of strong planning prior to preliminary design, the district can work with communities to address needs such as local utilities, bike, and pedestrian improvements.

A corridor study is planned for I-94 between the Red River Bridge and Highway 336 in Moorhead that will provide recommendations for the reconstruction project planned in 2030. An area-wide interstate operations study was recently completed by Metro COG. The various governments will need to work together on the future transportation system as they plan their improvements.

As in previous years, asset preservation will continue to be a priority for District 4.

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## NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

A high priority for the district is to keep the I-94 pavement in good condition because it serves freight, commuting and general traffic in District 4 and Minnesota. An unbonded overlay has been added to the CHIP to address pavement needs east of Highway 336 on the east bound lane. An IIJA grant funding was recently awarded to complete snow fence installation between Moorhead and Alexandria to improve safety on the corridor.

### REMAINING RISKS

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

#### Program Delivery

Ability to deliver new projects is adversely impacted by projects being on various lists, potential congressional earmarks, district staffing shortages, a lack of qualified applicants, and increased use of consultants in project development and construction.

**Bridge and Pavement Needs**

Unfunded NHS bridge needs such as the I-94 Red River Bridge in Moorhead and deteriorating pavement condition on I-94.

**Lack of Funding**

Unfunded mobility needs such as interchange at the Lake Burgen rest area in Alexandria.

# DISTRICT 4 HISTORIC AND PROJECTED PERFORMANCE



## TRAVELER SAFETY

District 4 saw a significant increase in fatalities in 2020, nearly doubling the 2019 figure. While fatalities have dropped gradually, they do not meet targets. The District has seen fluctuations in serious injuries over the past 5-years, with the highest amount in 2023. Nonmotorized serious injuries and fatalities saw a dramatic increase in 2020. Since then they have remained elevated. 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.

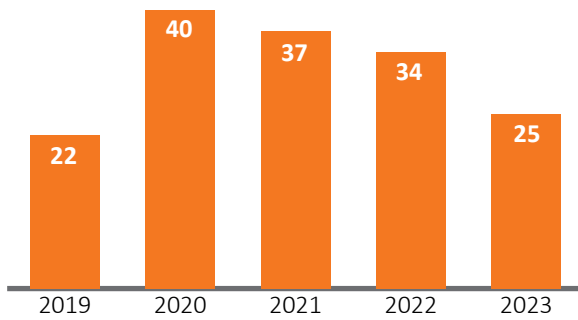


Figure 4 - Historic Fatalities

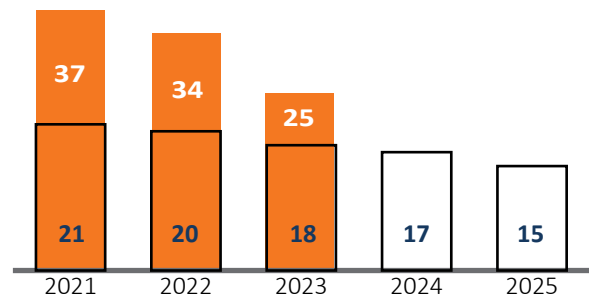


Figure 5 - Five Year Fatalities Reduction Goal

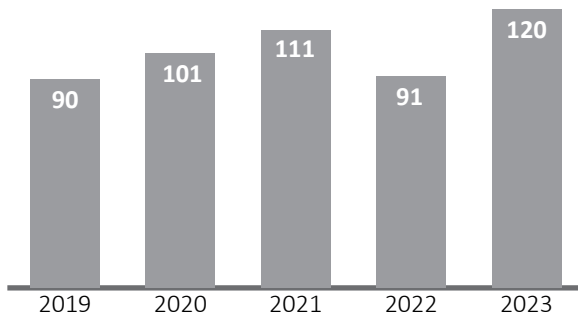


Figure 6 - Historic Serious Injuries

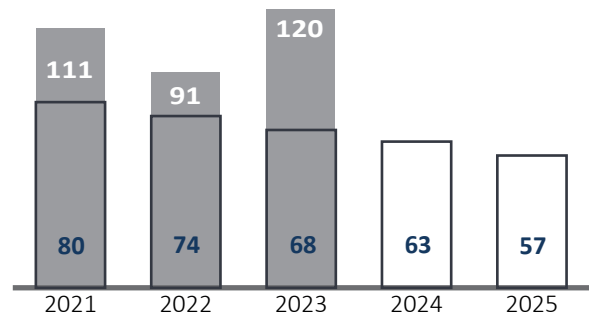


Figure 7 - Five Year Serious Injuries Reduction Goal

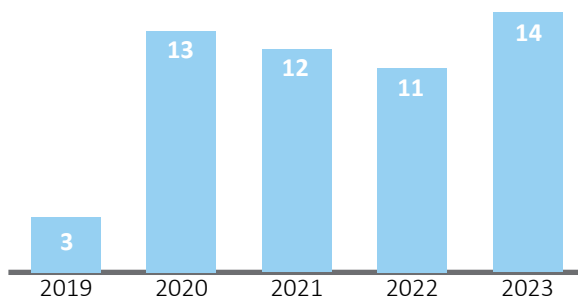


Figure 8 - Historic Nonmotorized Fatalities + Serious Injuries

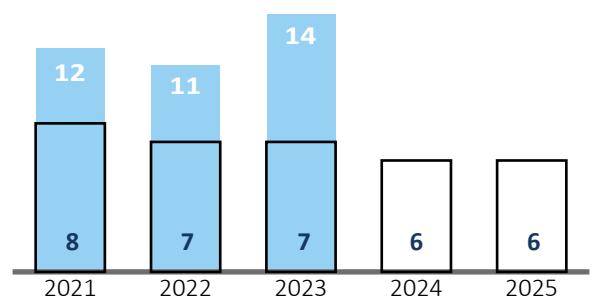


Figure 9 - Five Year Nonmotorized Fatalities + Serious Injuries Reduction Goal



## PAVEMENT CONDITION

District 4 pavement miles in poor condition have gradually declined on all three systems over the past five years. All three systems currently meet the statewide targets. By 2034, all three systems are projected to deteriorate and no longer meet targets. MnDOT estimates the funding necessary to make optimal life cycle investments for pavement in District 4 is approximately \$160 million beyond planned spending over the ten year period of this CHIP.

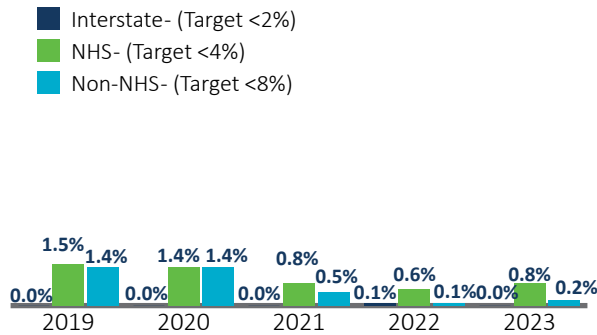


Figure 10 - Historic % of Pavements in Poor Condition

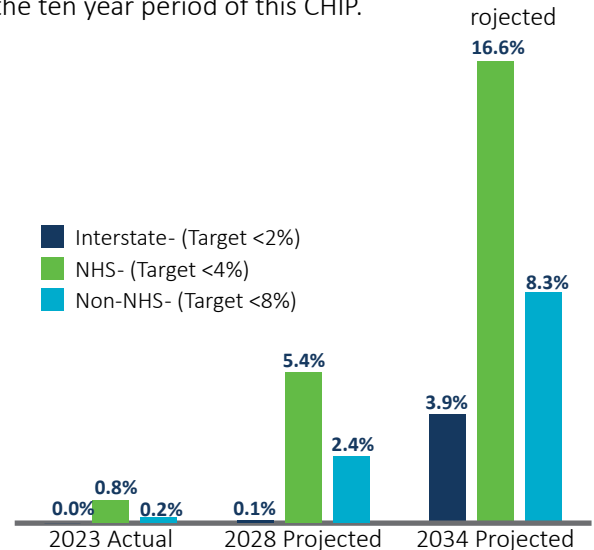


Figure 11 - Projected % of Pavements in Poor Condition



## BRIDGE CONDITION

District 4 saw NHS and non-NHS bridge conditions worsen over the past 5-years. Over the next ten years, bridge condition on both the NHS and non-NHS systems are projected to continue to decline. By 2034, both systems will miss targets. MnDOT estimates the funding necessary to make optimal life cycle investments for bridge in District 4 is approximately \$30 million beyond the planned spending over the ten year period of this CHIP.

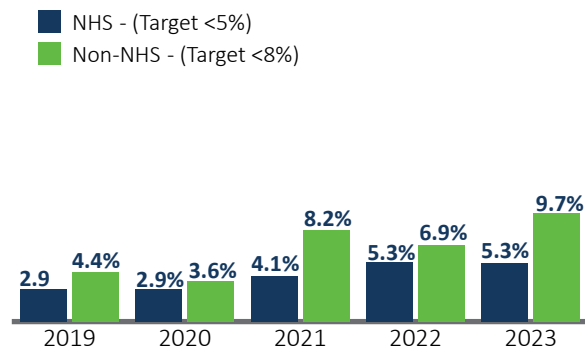


Figure 12 - Historic % of Deck Area in Poor Condition

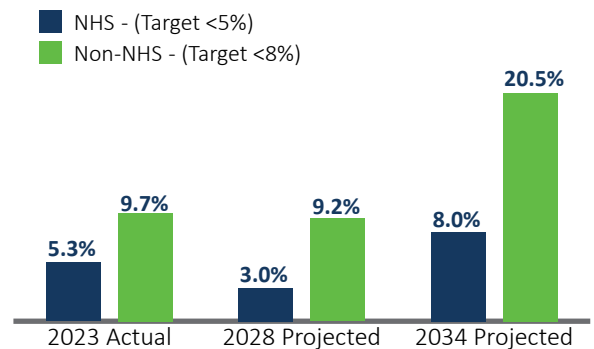


Figure 13 - Projected % of Deck Area in Poor Condition

# 2025-2028 Programmed Projects

Numbers displayed correspond to project lines in the STIP project list on later pages. The programmed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all state highway projects led by MnDOT within the district are shown. Projects that are not shown include districtwide projects, funding setasides for competitive solicitations, setasides for preventive maintenance and other minor construction activities. A comprehensive list of all District projects including non-state highway projects is available on [MnDOT's STIP webpage](#) or by contacting your local MnDOT district office for more information.

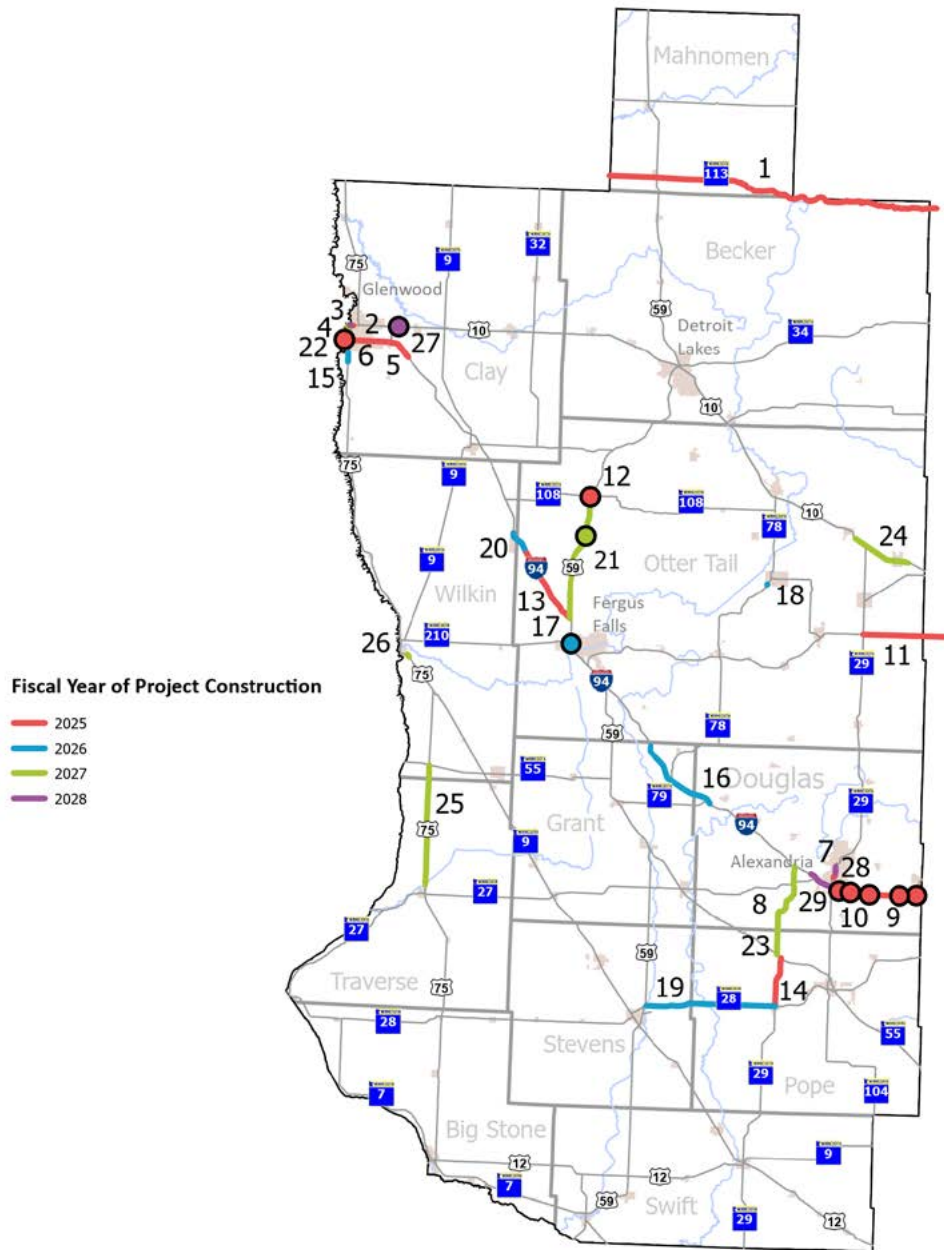
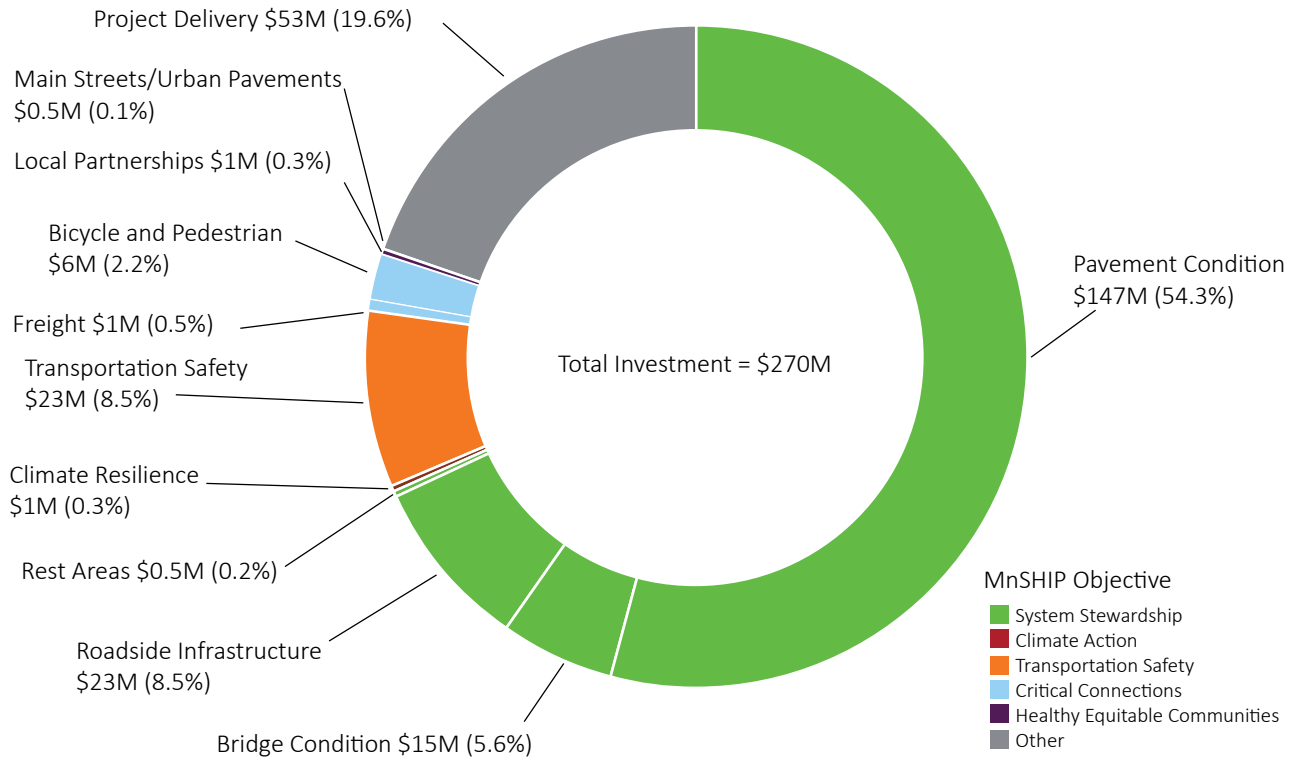


Figure 14 - STIP Project Map 2025-2028





**Figure 15 - 2025-2028 Investment by Investment Category**

District 4 Projects for 2025 in the 10-Year CHIP

Year	ID #	Route	County	Description	Length (MI)	Estimated Project Cost	Project Selection Category	Score	PC	BC	RIC	RA	CR	TS	AT	HM	FR	BI	PED	LP	MSUP	PD	SP	
2025	1	MN 113	BECKER	Sign replacement on Hwy 113 from Mahnommen county line to Hwy 71	45.6	\$1.3 M	HSIP – GREATER MN	94	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-
	2	US 10	CLAY	Construct railroad underpass on Hwy 10/75 at 11th St in Moorhead	0.5	\$4.8 M	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	N/A	-	-	-	-	-	73%	-	-	-	10%	10%	-	7%	-	-	-
	3	US 10	CLAY	Reconstruction of TH 10, Multi-use Trail & Sidewalk from 8 St. to 10 St. in Moorhead	0.2	\$2.7 M	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	N/A	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-
	4	I 94	CLAY	Resurface Red River Bridges	0.5	\$5.6 M	NHS BRIDGE	97	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5	I 94	CLAY	Fiber communications and cameras along Hwy 94	9.2	\$1.8 M	HSIP – GREATER MN	1	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-
	6	I 94	CLAY	Resurface I-94 from the state line to Hwy 336	6.2	\$3 M	NHS PAVEMENT	85	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	7	MN 29	DOUGLAS	Pedestrian safety improvements in Alexandria	0.4	\$0.8 M	HSIP – GREATER MN	58	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
	8	MN 114	DOUGLAS	Construct roundabout at Hwy 27 intersection	12.7	\$3.1 M	NON-NHS PAVEMENT	83	49%	-	9%	-	-	-	42%	-	-	-	-	-	-	-	-	-
	9	I 94	DOUGLAS	Concrete resurface WB I-94 from west of Alexandria to the Douglas/Todd county line; EB and WB bridge work	12.5	\$11 M	NHS PAVEMENT	53	65%	23%	11%	-	-	-	1%	-	-	-	-	-	-	-	-	-
	10	I 94	DOUGLAS	Vehicular pavement reconstruction, truck parking expansion, ADA and lighting system replacement at the Lake Burgen rest area.	0.5	\$1.7 M	SAFETY REST AREA	72	-	-	-	25%	-	-	-	-	-	75%	-	-	-	-	-	-
	11	MN 210	OTTER TAIL	Resurface Hwy 210 from Hwy 29 to west of Hwy 71 near Hewitt	10.8	\$4.6 M	NON-NHS PAVEMENT	78	86%	-	12%	-	-	-	2%	-	-	-	-	-	-	-	-	-
	12	MN 108, US 59	OTTER TAIL	Complete streets reconstruction in Pelican Rapids; resurface bridge	2.0	\$7 M	URBAN PAVEMENT	43	50%	5%	19%	-	-	-	12%	-	-	-	-	14%	-	-	-	-
	13	I 94	OTTER TAIL	Concrete resurface EB lanes from west of CR 11 to Hwy 59	13.5	\$22 M	NHS PAVEMENT	76	87%	-	12%	-	-	-	1%	-	-	-	-	-	-	-	-	-
	14	MN 114	POPE	Resurface Hwy 114 from Starbuck to Lowry; includes reconstruction and ADA in Lowry	6.5	\$4.7 M	NON-NHS PAVEMENT	65	92%	-	8%	-	-	-	-	-	-	-	-	-	-	-	-	-

Key

- PC - Pavement Condition      RA - Rest Areas      AT - Advancing Technology      PED- Pedestrian      PD - Project Delivery
- BC - Bridge Condition      CR - Climate Resilience      HM - Highway Mobility      LP - Local Partnerships      SP - Small Programs
- RIC - Roadside Infrastructure Condition      TS - Transportation Safety      BI - Bicycle      MS - Main Streets/Urban Pavements

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 September 2024.

**District 4 Projects for 2026 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Project Cost	Project Selection Category	Score	PC	BC	RIC	RA	CR	TS	AT	HM	FR	BI	PED	LP	MSUP	PD	SP
2026	15	US 75	CLAY	Resurface from CR 12 to 46th Ave. S.	1.2	\$1.6 M	NHS PAVEMENT	39	81%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-	-
	16	I 94	GRANT	Rehabilitate concrete on westbound lanes from Grant/Otter Tail County line to Hwy 79	11.6	\$11.2 M	NHS PAVEMENT	36	89%	-	11%	-	-	-	-	-	-	-	-	-	-	-	-
	17	MN 210	OTTER TAIL	Reconstruct and replace bridges from Hwy 210 from west of Hwy 94 to Jct. Hwy 94	0.4	\$17.3 M	URBAN PAVEMENT	31	85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-	-
	18	MN 78	OTTER TAIL	SOO RR, replace existing signal system at MN 78, Ottertail, Otter Tail County	0.1	\$0.4 M	CATEGORICALLY EXEMPT	N/A	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
	19	MN 28	POPE, STEVENS	Resurface Hwy 28 from Pomme de Terre Bridge near Morris to Starbuck	17.0	\$14 M	NHS PAVEMENT	65	92%	-	8%	-	-	-	-	-	-	-	-	-	-	-	-
	20	I 94	OTTER TAIL, WILKIN	Snow fence installation near Rothsay	1.8	\$1.5 M	CATEGORICALLY EXEMPT	N/A	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

**Key**

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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 September 2024.

**District 4 Projects for 2027 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Project Cost	Project Selection Category	Score	PC	BC	RIC	RA	CR	TS	AT	HM	FR	BI	PED	LP	MSUP	PD	SP	
2027	21	US 59	OTTER TAIL	Resurface from I-94 to south of 5th Ave in Pelican Rapids; bridge replacement	16.3	\$13 M	N/A (I.E. NON-MNDOT SELECTION OR NON-TH PROJECT)	N/A	71%	11%	12%	-	-	2%	-	-	-	1%	4%	-	-	-	-	
	22	US 10, US 75	CLAY	Reconstruct Hwy 75 from 24th Ave S to Hwy 10/Main Ave, and Hwy 10 from Red River to east of 10th St in Moorhead; improve ADA, replace signals	1.9	\$5.8 M	URBAN PAVEMENT	65	81%	-	19%	-	-	-	-	-	-	-	-	-	-	-	-	-
	23	MN 114	DOUGLAS	Resurface Hwy 114 from Hwy 55 to I-94	12.7	\$3.5 M	NON-NHS PAVEMENT	83	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	24	US 10	OTTER TAIL	Resurface EB Hwy 10 from New York Mills to Bluffton	7.8	\$7.4 M	NHS PAVEMENT	78	84%	-	12%	-	-	4%	-	-	-	-	-	-	-	-	-	-
	25	US 75	TRAVERSE	Resurface from Mustinka River Bridge to railroad crossing north of Hwy 55	15.7	\$6.5 M	NON-NHS PAVEMENT	74	91%	-	9%	-	-	-	-	-	-	-	-	-	-	-	-	-
	26	US 75	WILKIN	Breckenridge grade raise	0.4	\$0.8 M	NON-NHS PAVEMENT	75.5	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

**Key**

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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 September 2024.

District 4 Projects for 2028 in the 10-Year CHIP

Year	ID #	Route	County	Description	Length (MI)	Estimated Project Cost	Project Selection Category	Score	PC	BC	RIC	RA	CR	TS	AT	HM	FR	BI	PED	LP	MSUP	PD	SP
2028	27	US 10	CLAY	Replace bridge near Dilworth over Buffalo River (WB)	0.2	\$4.9 M	NHS BRIDGE	90	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
	28	MN 29	DOUGLAS	Reconstruction from north of 18th Ave to Jct. 8th Ave in Alexandria	0.8	\$9.9 M	URBAN PAVEMENT	78	78%	-	12%	-	-	2%	-	-	-	-	8%	-	-	-	-
	29	I 94	DOUGLAS	Resurface I-94 from Lake Latoka Bridge to Hwy 29	2.8	\$8.9 M	NHS PAVEMENT	53	86%	-	12%	-	-	2%	-	-	-	-	-	-	-	-	-

**Key**  
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 BC - Bridge Condition      CR - Climate Resilience      HM - Highway Mobility      LP - Local Partnerships      SP - Small Programs  
 RIC - Roadside Infrastructure Condition      TS - Transportation Safety      BI - Bicycle      MS - Main Streets/Urban Pavements

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 September 2024.



# 2029-2034 Planned Projects

Numbers displayed correspond to project lines in the CHIP project list on later pages. The projects listed in the CHIP are considered planned MnDOT investments. While projects in the CHIP years are not commitments until they reach the STIP years, listing potential projects 5-10 years out allows for advanced coordination and ultimately better projects for all those served.

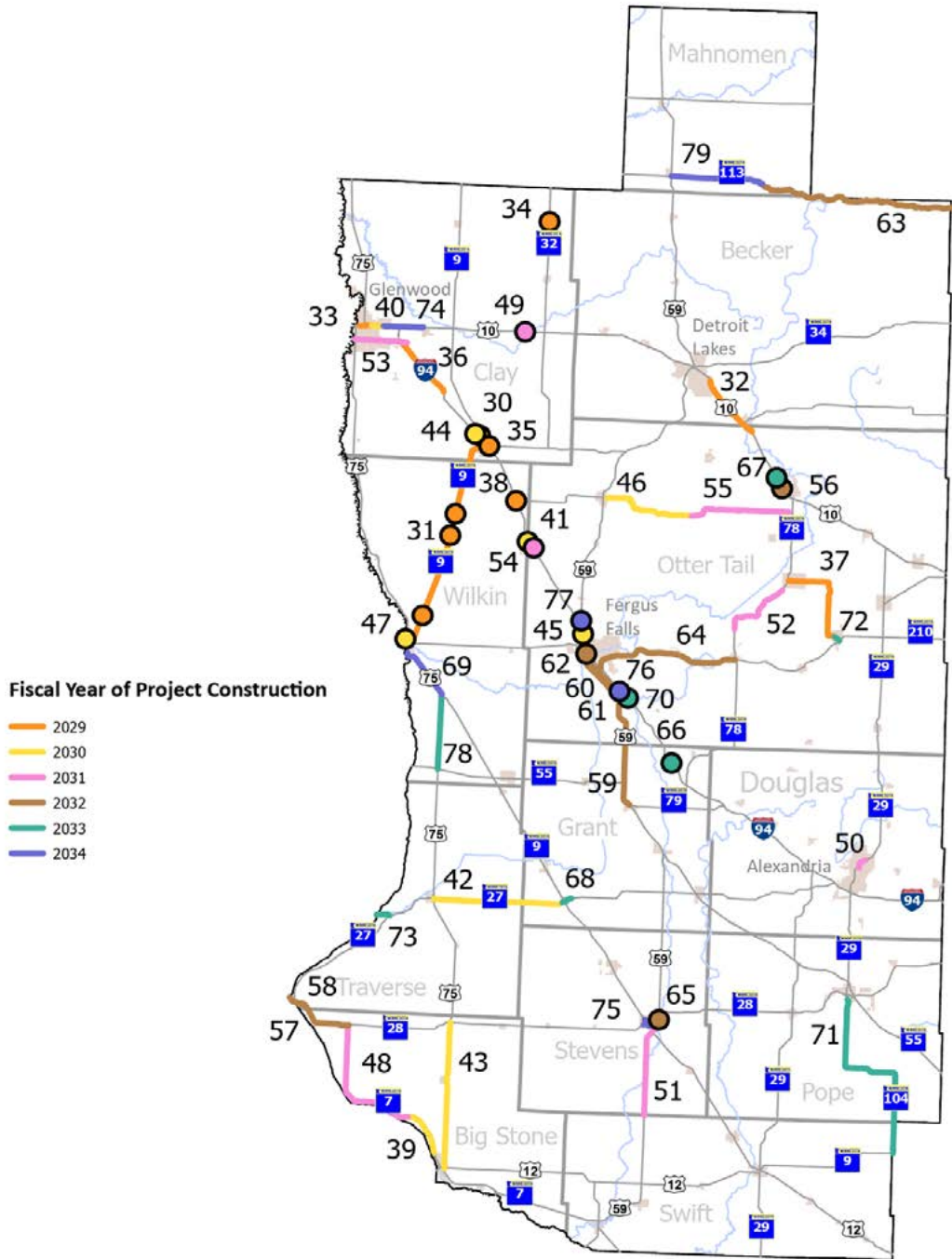
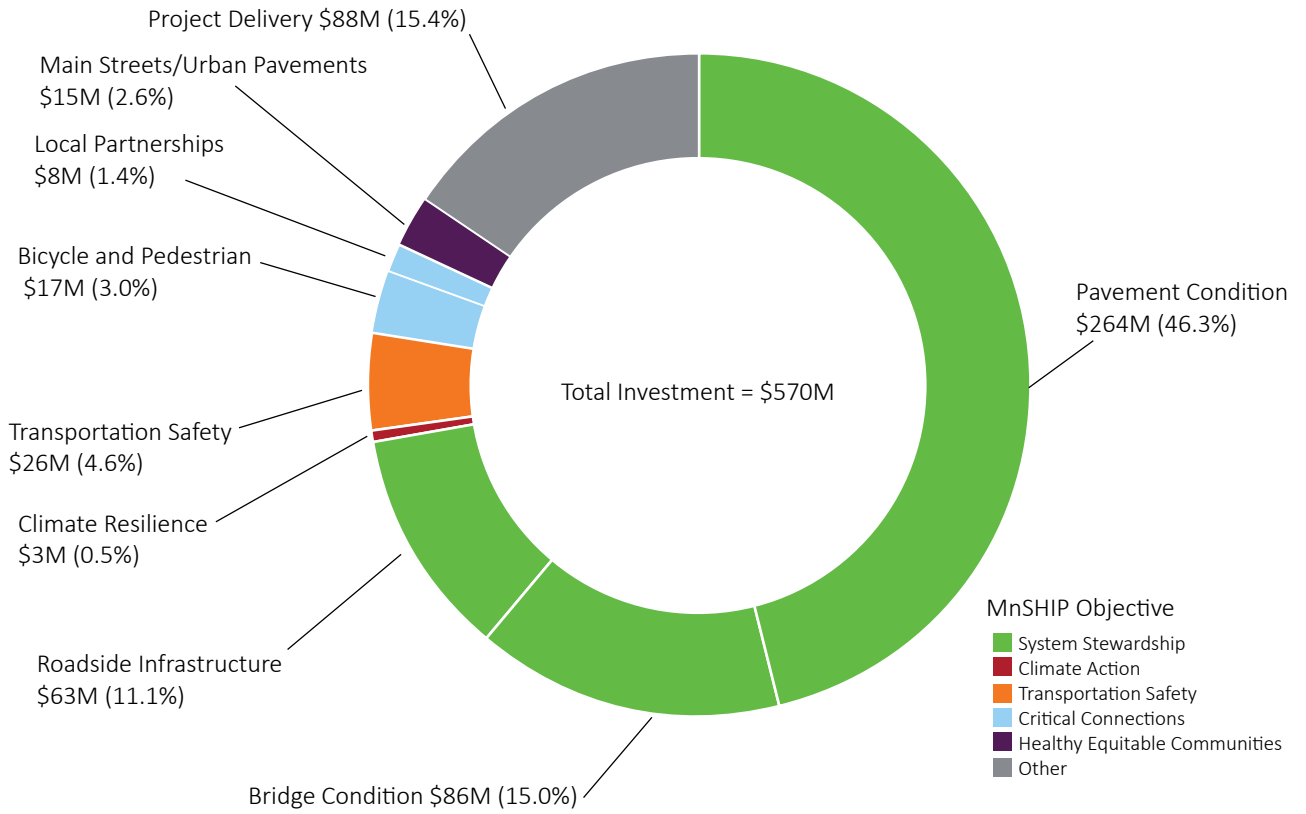


Figure 16 - CHIP Project Map 2029-2034



**Figure 16 - 2029-2034 Investment by Investment Category**

**District 4 Projects for 2029 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2029	30	MN 9	CLAY	Bridge repair on Hwy 9 over I-94	0.0	\$2.2-\$2.7 M	NON-NHS BRIDGE	65
	31	MN 9	WILKIN	Resurface from Hwy 210 to 6th St in Barnesville	53.8	\$9.6-\$11.7 M	NON-NHS PAVEMENT	77
	32	US 10	BECKER	Mill and overlay from CR 54 in Detroit Lakes to east of County Rd 10	8.8	\$11.6-\$14.1 M	NHS PAVEMENT	78
	33	US 10	CLAY	Reconstruct from 13th St to 34th St, both directions	1.6	\$12.4-\$15.1 M	URBAN PAVEMENT	59
	34	MN 32	CLAY	Bridge replacement north of Ulen	0.0	\$2.5-\$3 M	NHS BRIDGE	45
	35	MN 34	CLAY	Repair bridge on Hwy 34 over I-94	0.0	\$2.2-\$2.7 M	NHS BRIDGE	55
	36	I 94	CLAY	Resurface I-94 from Hwy 336 to west of County Rd 10	8.1	\$17.4-\$21.3 M	NHS PAVEMENT	To Be Determined
	37	MN 108	OTTER TAIL	Resurface Hwy 108 from Hwy 78 in Ottertail to 4th St in Henning.	12.9	\$4.9-\$6 M	NON-NHS PAVEMENT	78
	38	MN 108	WILKIN	Repair bridge near Barnesville	0.0	\$2.1-\$2.6 M	NON-NHS BRIDGE	65

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 September 2024.

### District 4 Projects for 2030 in the 10-Year CHIP

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2030	39	MN 7	BIG STONE	Resurface and improve drainage on Hwy 7 near Ortonville	6.3	\$5.6-\$6.8 M	NON-NHS PAVEMENT	76
	40	US 10	CLAY	Reconstruct from 34th St to east SE 7th St in Dilworth	1.6	\$14.9-\$18.2 M	URBAN PAVEMENT	52
	41	MN 11	OTTER TAIL	Repair bridge on county Hwy 11 over I-94	0.0	\$2.8-\$3.5 M	NON-NHS BRIDGE	35
	42	MN 27	GRANT, TRAVERSE	Resurface from Wheaton to Herman	16.5	\$7.6-\$9.3 M	URBAN PAVEMENT	69
	43	US 75	BIG STONE	Resurface from Hwy 12 to Hwy 28 in Graceville	19.1	\$7.1-\$8.6 M	NON-NHS PAVEMENT	73
	44	I 94	CLAY	Replace bridge on I-94 over BNSF RR	0.0	\$8.5-\$10.4 M	NHS BRIDGE	90
	45	I 94	OTTER TAIL	Repair bridge on I-94 near Fergus Falls	0.0	\$2.8-\$3.4 M	NHS BRIDGE	30
	46	MN 108	OTTER TAIL	Resurface from east of Pelican Rapids to County Rd 41	25.7	\$5.7-\$6.9 M	NON-NHS PAVEMENT	81
	47	MN 210	WILKIN	Replace bridge on Hwy 210 over I-94	0.0	\$2.9-\$3.5 M	NON-NHS BRIDGE	45

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 September 2024.

#### District 4 Projects for 2031 in the 10-Year CHIP

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2031	48	MN 7	POPE	Resurface from Hwy 28/Beardsley to County Rd 9	17.8	\$3.4-\$4.2 M	NON-NHS PAVEMENT	44
	49	US 10	CLAY	Replace bridge on Hwy 10 near Hawley	0.0	\$3.4-\$4.2 M	NHS BRIDGE	10
	50	MN 29	DOUGLAS	Reconstruction from 3rd Ave to Mckay Ave in Alexandria	1.4	\$8.7-\$10.7 M	URBAN PAVEMENT	74
	51	US 59	STEVENS	Resurface from Swift/Stevens County Line to .1 Mile S. of Hwy 28	13.8	\$5.3-\$6.5 M	NHS PAVEMENT	78
	52	MN 78	OTTER TAIL	Resurface on 113, from Wagon Trail to County Rd 54	9.2	\$7.4-\$9 M	NON-NHS PAVEMENT	72
	53	I 94	CLAY	Reconstruct both directions from MN/ND border to Hwy 336	6.7	\$40-\$48.9 M	NHS PAVEMENT	60
	54	I 94	OTTER TAIL	Replace bridge over I-94 at County Rd 24	0.0	\$6.9-\$8.4 M	NHS BRIDGE	60
	55	MN 108	OTTER TAIL	Resurface Hwy 108 from County Rd 41 to Hwy 78	13.0	\$6.2-\$7.6 M	NON-NHS PAVEMENT	To Be Determined

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 September 2024.



**District 4 Projects for 2032 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2032	56	US 10	OTTER TAIL	Replace bridge over Hwy 10 at County Rd 34	0.0	\$7-\$8.6 M	NHS BRIDGE	80
	57	MN 28	TRAVERSE	Resurface from state line to Hwy 7	9.4	\$3.4-\$4.2 M	NHS PAVEMENT	To Be Determined
	58	MN 28	TRAVERSE	Urban reconstruction in Browns Valley	0.9	\$2.1-\$2.6 M	URBAN PAVEMENT	65
	59	US 59	GRANT, OTTER TAIL	Resurface Hwy 59 from I-94 to Elbow Lake	15.6	\$8.7-\$10.7 M	NHS PAVEMENT	74
	60	I 94	OTTER TAIL	Resurface I-94 from north of Hwy 59 to east of Hwy 59	11.5	\$6.5-\$7.9 M	NHS PAVEMENT	To Be Determined
	61	I 94	OTTER TAIL	Resurface I-94 from Hwy 59 to County Rd 1	11.5	\$6-\$7.3 M	NHS PAVEMENT	To Be Determined
	62	I 94	OTTER TAIL	Replace bridge over I-94 at County Rd 15	0.0	\$5.8-\$7.1 M	NHS BRIDGE	65
	63	MN 113	BECKER	Resurface on Hwy 113 from County Rd 4 to Hwy 71	37.5	\$11-\$13.5 M	NON-NHS PAVEMENT	79
	64	MN 210	OTTER TAIL	Resurface from 94 to Battle Lake	19.1	\$7.7-\$9.4 M	NHS PAVEMENT	83
	65	MN 329	STEVENS	Replace bridge over the Pomme De Terre River on MN 329	0.0	\$0.4-\$0.5 M	NON-NHS BRIDGE	80

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**District 4 Projects for 2033 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2033	66	I 94	GRANT	Replace bridge over I-94 at County Rd 4	0.0	\$7.2-\$8.8 M	NON-NHS BRIDGE	55
	67	US 10	OTTER TAIL	Repair bridge at county	0.0	\$2-\$2.5 M	NHS BRIDGE	65
	68	MN 27	GRANT	Reconstruction from County Rd 7 to County Rd 11 in Herman	1.4	\$4.3-\$5.3 M	URBAN PAVEMENT	63
	69	US 75	TRAVERSE	Resurface from Breckenridge to Doran	15.9	\$6.6-\$8.1 M	NON-NHS PAVEMENT	52
	70	I 94	OTTER TAIL	Replace bridge over I-94 at County Rd 82	0.0	\$6.4-\$7.9 M	NON-NHS BRIDGE	10
	71	MN 104	POPE	Resurface from Hwy 9 to Glenwood	25.8	\$8.6-\$10.5 M	NHS PAVEMENT	79
	72	MN 108	OTTER TAIL	Reconstruction from 4th St in Henning to Jct. of Hwy 210	0.8	\$5.5-\$6.7 M	URBAN PAVEMENT	65
	73	MN 117	TRAVERSE	Resurface from South Dakota Border to Hwy 27	1.8	\$0.7-\$0.9 M	NON-NHS PAVEMENT	66

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 September 2024.

**District 4 Projects for 2034 in the 10-Year CHIP**

Year	ID #	Route	County	Description	Length (MI)	Estimated Cost Range	Project Selection Category	Score
2034	74	US 10	CLAY	Resurface and bridge replacement from Dilworth to Glyndon	5.1	\$16.7-\$20.4 M	NHS PAVEMENT	38
	75	MN 28, MN 9	STEVENS	Resurface Hwy 9 in Morris	1.5	\$1.7-\$2.1 M	URBAN PAVEMENT	To Be Determined
	76	US 59	OTTER TAIL	Replace bridge over I-94 on Hwy 59	0.0	\$7.6-\$9.3 M	NHS BRIDGE	65
	77	US 59	OTTER TAIL	Replace bridge on Hwy 59 over I-94	0.0	\$3.3-\$4.1 M	NHS BRIDGE	30
	78	US 75	WILKIN	Resurface Hwy 75 from Doran to north of Hwy 55	7.4	\$9.6-\$11.8 M	NHS PAVEMENT	To Be Determined
	79	MN 113	MAHNOMEN	Resurface from Hwy 59 to county Hwy 4	11.8	\$5.1-\$6.2 M	NON-NHS PAVEMENT	73

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 September 2024.

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 **DEPARTMENT OF  
TRANSPORTATION**