

District 3 10-Year Capital Highway Investment Plan (2018-2027)



DRAFT JUNE 2017

DISTRICT 3 10-YEAR CHIP OVERVIEW

District 3'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 2017 and does not include new revenue provided by the legislature in the 2017 session. MnDOT is currently going through a process to select projects with the additional revenue. These projects will be included in next year's CHIP document published in 2018.



The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (3-3)
- A summary of planned investments over the next 10 years. (3-4)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (3-5)
- 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. (3-6)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (3-7)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. With a few exceptions, such as district wide projects, set-asides, and landscaping projects, all of the projects in the district are listed here. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.

This CHIP is updated annually and reflects MnDOT's plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT's annual Major Highway Projects Report. The 2017 MnSHIP guides the overall direction of the 10-Year capital Highway CHIP until the next MnSHIP is completed.

To obtain more information or become more involved, contact District 3 Transportation Planning Director, Steve Voss, at Steve.Voss@state.mn.us or 218-828-5779.

District 3 Overview

District 3 covers the central portion of Minnesota (see map inset below). It has two regional offices located in Baxter and St. Cloud. The St. Cloud Area Planning Organization is the designated Metropolitan Planning Organization for the St. Cloud metropolitan area. District 3 offices are staffed by 372 full-time employees. Major industries in the district include manufacturing, Health Care & Social Assistance, and retail Trade. There are 21 truck stations located in District 3, two of which are at regional offices. The district has 239 bridges that are ten feet or greater in length and has 367 miles of rail.

Counties*	Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, and Wright.
Centerline Miles	1,593
Lane Miles	4,006
High Mast Lights	10
Bridge Culverts	180
Noise Walls	3
Overhead Signs	67
Population 2013	660,777
Annual VMT**	4,473,962,081
VMT/Capita	6907

*Based on ATP boundaries

**VMT=Vehicle Miles Traveled on Trunk Highways

Figure 3-1: State Highways within District 3



District 3 CHIP Investment

Over the next ten years, District 3 is projected to invest roughly \$977 million in state highway projects (Figure 3-2). The majority of projects will address pavement and bridge condition. While the primary purpose of these projects will be to address pavement and bridge conditions, MnDOT also will address other needs along the project such as the condition of roadside infrastructure such as signage, culverts, and lighting, implement new safety improvements, address pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and make limited investments in bicycle infrastructure. District 3 investment peaks in 2025 at roughly \$160 million. Investment fluctuates annually between roughly \$60 and \$160 million over ten years.

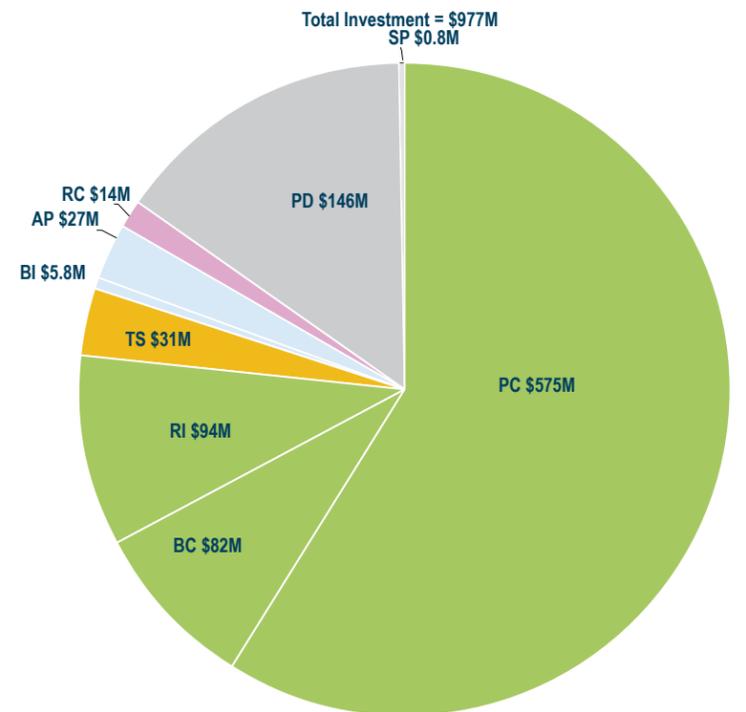
HIGHWAY INVESTMENT STRATEGIES

Over the next ten years, District 3 will incorporate different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

System Stewardship

- Majority of program is focused on asset management including pavement and bridge preservation

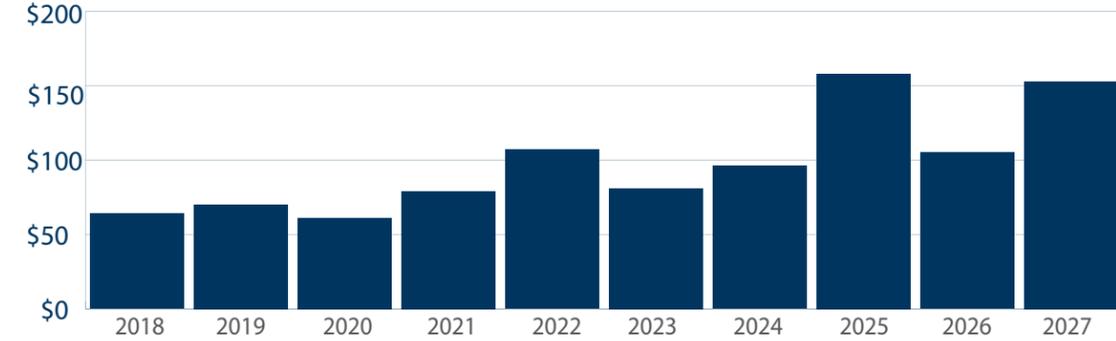
Figure 3-2: District 3 10-Year CHIP Investment by Investment Category (millions of dollars)



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

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

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



- Allocate roughly \$3.5 million toward Preventive Maintenance and \$2.5 million Bridge and Road Construction setasides to prolong pavement life.

Transportation Safety

- Investing in lower cost, high rate of return improvement focused on reducing fatal and serious crash types and reduced conflict intersections.

Critical Connections

- Focus on addressing ADA needs in communities as part of routine preservation program.
- Consider improvements to accommodate bicycling as budget allows in communities pursuant to the recommendations in District's future bicycle system plan and where there is local support.

Healthy Communities

- Allocate \$1 million annually to Cooperative Agreements program; locals may use funds for mutually-beneficial trunk highway improvements.

Project Delivery

- Allocate roughly nine percent of construction program to Supplemental Agreements/Cost Overruns program, a portion of which will be used as incentives to ensure engineering specifications and performance goals are met or exceeded by contractor.

District 3 CHIP Highlights

District 3 will address many of its critical road, bridge, and roadside preservation needs with the improvements identified in this CHIP. While most of these improvements consist of routine resurfacing and rehabilitation, the CHIP does include several larger major construction, reconstruction, and pavement reclaim projects and bridge replacement projects. Funding has also been allocated for lower cost, high return on investment safety projects aimed at reducing the number and severity of crashes at key locations. Ensuring a balanced program of rural versus urban investments and addressing accessibility in various communities affected by our future investments was key to the CHIP's success.

The district anticipates it will meet the MnDOT's stated performance goals for "good" pavements and bridges on the National Highway System (NHS). NHS improvements include those planned on interstate and principal arterial routes that are typically funded under the department's Statewide Performance Program (SPP). District Risk Management Program (DRMP) funding is used for road and bridge improvements on the district's non-NHS roadways. They consist of routes classified as minor arterials and collectors. DRMP funding is also used to support project delivery and construction, as well as funding for cooperative agreements with local agencies. Similar to the NHS, the district predicts it will meet the department's goals for "good" pavement and bridges on the non-NHS system.

District 3 was able to add several new pavement projects in the CHIP and to upscope and/or advance several existing projects from basic resurfacing projects with shorter life cycle to bigger fixes with longer life cycle as a result of increases in both its SPP and DRMP funding for years 5-10 of the CHIP. With the additional funding made available for pavements, less funding statewide was made available for bridge investments on the NHS system. This resulted in a number of bridge repairs that were included in the district's CHIP last year now being delayed. Fortunately, the condition of these bridges is manageable and presents no foreseeable program risks.



NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

Decreasing oil prices in 2016 and 2017 resulted in low bid prices by contractors on construction projects translated into overall savings to the program. These savings contributed positively to the development of years 1-4 of the CHIP. Four projects were advanced by at least one program year and six new projects were added. Three projects were delayed due to address local concerns. The district identified five new safety projects eligible for federal Highway Safety Improvement Program (HSIP) funding. HSIP funds will be used to continue the installation of high tension median cable barrier on the district's higher volume 4-lane expressways and for the construction of reduced conflict intersections at various locations around the district.

District 3 will continue to focus on asset management by investing in the preservation of its road, bridge, and supporting infrastructure in years 5-10 of the CHIP. Additional SPP funding for pavements was made available from changes in bridge funding. This combined with extra funding provided to the district through the DRMP made it possible to advance 14 and/or upscope nine previously planned projects in the CHIP. The transfer of bridge funding statewide to pavements on the NHS resulted in the delay of 13 bridges in District 3. All of these bridges are structurally sound but will need be reconsidered for reprogramming in future CHIP updates.

During this update cycle, district staff dedicated considerable time studying the sections of roadway warranting repair and examining those segments that pass through urban areas where the district felt it could improve pedestrian facilities to meet the department's accessibility goals. As a result of this effort, the district plans to invest nearly \$17.5 million of its total \$702.8 million in years 5-10 of the CHIP toward pedestrian accessibility. Roughly \$13.4 million or 76% of this funding will be invested in communities on principal arterial routes on the NHS. The district will also continue to invest at or slightly above the MnSHIP investment levels for addressing traveler safety and bicycle infrastructure needs.

REMAINING RISKS

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

High

- Managing stakeholder and public expectations on higher-volume 4-lane expressways with noted mobility needs as district works to preserve the pavement and manage access and safety needs.

Medium

- Cost of maintaining traffic control to prevent backups during construction on high-volume section of Interstate 94 between Monticello and Clearwater.
- Unintended changes to CHIP caused by shorter-term pavement solutions that are used to stretch limited funding. Becomes problematic when actual roadway condition is masked and the need to program a new project causes the delay of other planned work in the CHIP.
- Delaying pavement projects, due to limited funding, that leads to higher operation and maintenance costs and more costly fixes in the future.
- Lower volume roads where the district is planning lower cost improvements are particularly vulnerable to program delays and cost increases.

Low

- Incorporating full ADA in urban area that results in changes to roadway cross section and increased costs. Cross section changes can result in grade and surface work and community impacts affecting right-of-way and utilities.

DISTRICT 3 HISTORIC AND PROJECTED PERFORMANCE

Traveler Safety

From 2011 to 2015, District 3 saw an increase in the number of fatalities from 76 to 87. District 3 continues to make investment in new safety improvements throughout the district over the next ten years to reduce fatalities and serious injuries on Minnesota roadways through the Toward Zero Deaths program.

Pavement Condition

District 3 saw a reduction in miles of poor pavement on the NHS and a slight increase in miles of poor pavement on the non-NHS over the past five years. All three systems remain below the statewide target. Over the next ten years, pavements on all three systems are projected meet the statewide target.

Bridge Condition

District 3 saw an decrease in the percent of bridges in poor condition on the NHS over the past five years while condition on non-NHS bridges remained steady. Over the next ten years, bridge condition on the NHS will be slightly above the target while the non-NHS is projected to decline slightly but still be meeting target by 2027.

Figure 3-4: District 3 Historic Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2011	2012	2013	2014	2015	2016
Safety	Fatalities	0	76	58	60	79	87	-
Bridge	Condition: NHS - % Poor	<2%	▲ 2.4%	● 0.7%	● 0.7%	● 1.7%	● 1.7%	● 0.9%
Bridge	Condition: Non-NHS - % Poor	<8%	● 0%	● 0%	● 0%	● 1.2%	● 0.0%	● 0.0%
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 1.8%	● 1.8%	● 0%	● 0.8%	● 0.8%	● 1.1%
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	▲ 5%	● 2.9%	● 1.9%	● 2.1%	● 2.1%	● 0.7%
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 3.1%	● 0.9%	● 1.7%	● 1.7%	● 4.0%	● 3.4%

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

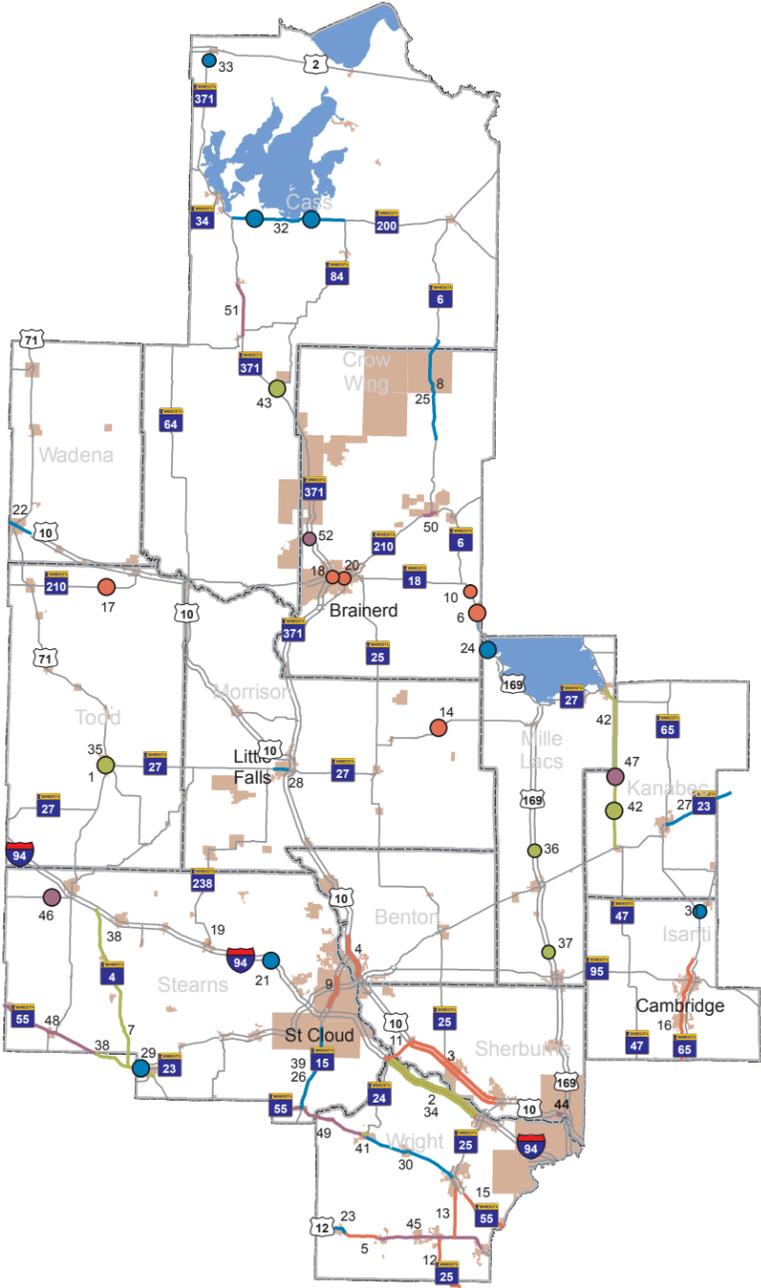
Figure 3-5: District 3 Projected Performance

STATEWIDE PLAN POLICY	MEASURE	TARGET	2016 ACTUAL	2021 PROJECTED	2027 PROJECTED	ANALYSIS
Safety	Fatalities	0	-	N/A	N/A	Not available
Bridge	Condition: NHS - % Poor	<2%	● 0.9%	● 1.7%	▲ 2.6 %	NHS bridges are expected to decline to be slightly worse than the target.
Bridge	Condition: Non-NHS - % Poor	<8%	● 0.0%	● 1.2%	● 1.2%	Non-NHS bridges will decline slightly but still remain below the target.
Pavement	Ride Quality Poor - Interstate, % of miles	<2%	● 1.1%	● 1.7%	● 0.5%	The Interstate pavements are expected to improve and will meet the target in ten years.
Pavement	Ride Quality Poor - Non-Interstate NHS, % of miles	<4%	● 0.7%	● 3.0%	● 1.5%	The remaining NHS pavements are expected to decline slightly but will still meet the target in ten years.
Pavement	Ride Quality Poor - Non-NHS, % of miles	<10%	● 3.4%	● 2.5%	● 6.0%	The projections show the Non-NHS system will be within target in 2027.

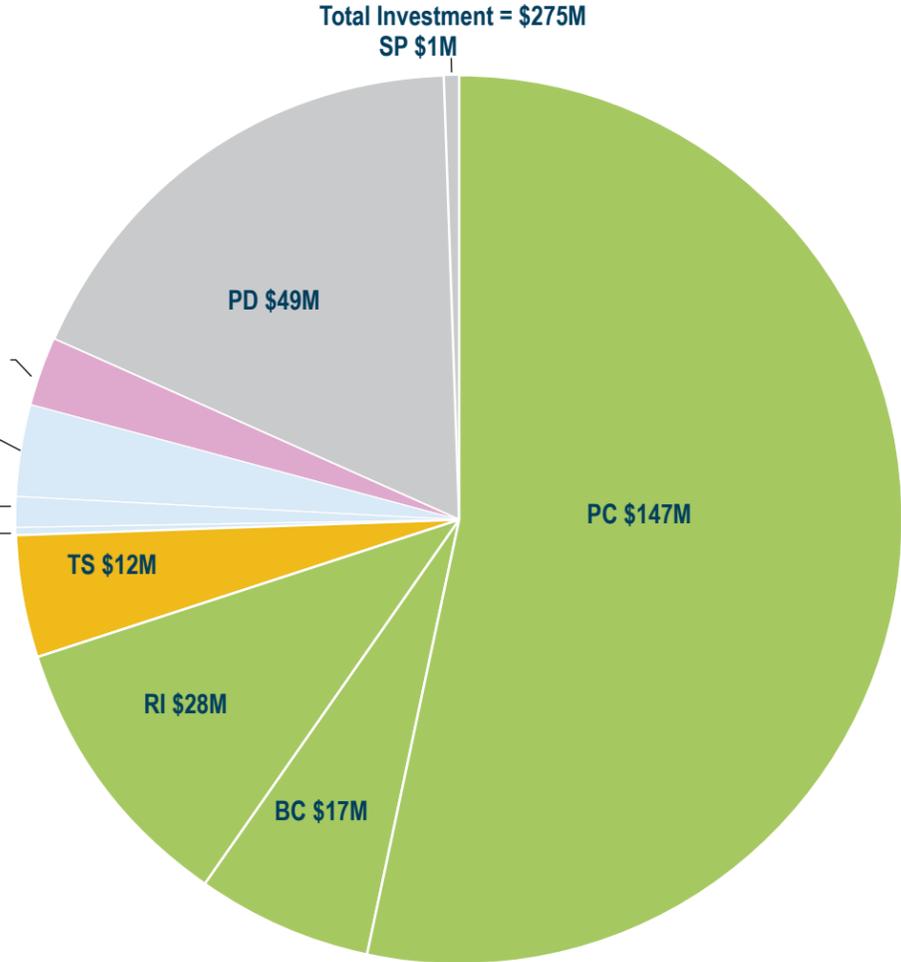
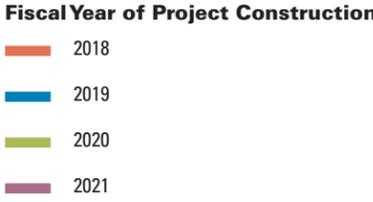
● Meets or exceeds target ▲ Moderately below target ● Significantly below target

DISTRICT 3 STIP PROJECT LIST

STIP Project Map 2018-2021



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.



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

- Key**
- 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 3 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2018						
1	MN 27	TODD	Resurface Hwy 27 from north junction of Hwy 71 to 9th St. NE in Long Prairie, and Hwy 71 from south of 6th to the Long Prairie River	1.5	\$1.9 M	PAVEMENT
2	I 94	WRIGHT	Rehab pavement from MN 25 in Monticello fo MN 24 in Clearwater	15.3	\$1.3 M	OTHER
3	US 10	SHERBURNE	Resurface eastbound lanes from Clear Lake to Big Lake, and construct new reduced conflict intersection at Hwy 10/CR 23 intersection	14.2	\$2.4 M	PAVEMENT
4	US 10	BENTON	Install high tension median cable barrier north of Benton Dr. in Sauk Rapids to west of East St. Germain St. in St. Cloud	6.2	\$1.0 M	SAFETY
5	US 12	WRIGHT	Resurface from Cokato to Howard Lake	5.0	\$2.7 M	PAVEMENT
6	US 169	CROW WING	Repair historical bridge south of Hwy 18 in Garrison	0.0	\$1.6 M	BRIDGE
7	MN 4	STEARNS	Reconstruct from Ball Park St. to Cartway Dr. in Lake Henry, improve pedestrian accessibility	0.3	\$0.8 M	OTHER
8	MN 6	CROW WING	Reconstruct road and install storm water drainage in Emily	0.5	\$2.2 M	PAVEMENT
9	MN 15	STEARNS	Install fiber optic cable from south of 33rd St. Interchange to 12th Street in St. Cloud	4.6	\$0.2 M	OTHER
10	MN 18	CROW WING	Restore historic Kenney Lake roadside overlook west of Garrison	0.0	\$0.3 M	OTHER
11	MN 24	WRIGHT/ SHERBURNE	Resurface from I-94 in Clearwater to Hwy 10 in Clear Lake, improve pedestrian accessibility	3.8	\$1.7 M	PAVEMENT
12	MN 25	CARVER/WRIGHT	Resurface from Carver CR 10A in Watertown to Hwy 12 in Montrose and replace bridge over creek south of Montrose	8.5	\$3.8 M	PAVEMENT
13	MN 25	WRIGHT	Resurface from Hwy 12 to 10th Street S in Buffalo	6.6	\$2.9 M	PAVEMENT
14	MN 27	MORRISON	Replace bridge over Skunk River west of Morrison CR 47	0.0	\$0.6 M	BRIDGE
15	MN 55	WRIGHT	Resurface from Division Street in east Buffalo to the Wright/Hennepin county line in Rockford	7.5	\$2.8 M	PAVEMENT
16	MN 65	ISANTI	Resurface southbound lanes from Isanti/Anoka county line to end of four lane segment; and from Isanti CR 19/305th Ave. NE to end of four lane segment in Cambridge; and northbound lane from one mile south of Isanti CR 5 in Isanti to end of four lane segme	15.0	\$12.8 M	PAVEMENT
17	MN 210	TODD	Replace bridge spanning Moran Brook east of Todd CR 9, west of Staples	0.0	\$1.0 M	BRIDGE
18	MN 210	CROW WING	MnDOT portion of locally led roadway project extending Cypress Drive across Hwy 210 in Baxter	0.7	\$1.0 M	OTHER
19	MN 238	STEARNS	Reconstruct from Railroad Ave. to North Lake in Albany	0.4	\$1.0 M	PAVEMENT
20	MN 371B	CROW WING	Reconstruct and redesign from Hwy 210/Washington St. to Joseph St. in Brainerd, improve pedestrian accessibility, improve city utilities	0.9	\$5.2 M	PAVEMENT

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of May 2017 and does not include the new revenue provided by the legislature in the 2017 legislative session. Projects will be selected for the new revenue and included in next year's CHIP document published in 2018.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2018													
63%	-	12%	-	-	-	-	-	-	-	26%	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-
79%	-	12%	-	-	4%	-	-	-	5%	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
89%	-	12%	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
58%	-	12%	-	-	-	-	-	-	-	30%	-	-	-
70%	-	12%	-	-	14%	-	-	-	2%	1%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100%	-
75%	-	12%	-	-	-	-	-	-	-	14%	-	-	-
73%	19%	8%	-	-	-	-	-	-	-	-	-	-	-
89%	-	12%	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
87%	-	12%	-	-	-	-	-	-	-	2%	-	-	-
83%	-	12%	-	-	-	-	-	-	5%	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	100%	-	-
72%	-	12%	-	-	-	-	-	-	-	17%	-	-	-
40%	-	39%	-	-	7%	-	-	-	7%	7%	-	-	-

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District 3 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2019						
21	I 94	STEARNS	Redeck Stearns CR 159 bridge spanning I-94 at Collegeville	0.0	\$1.5 M	BRIDGE
22	US 10	WADENA	Reconstruct/redesign from 3rd St. NW to 2nd St. NE in Wadena, update signals, storm sewer, improve pedestrian accessibility. Also resurface from end of four-lane west of Wadena to Oink Joint Rd. east of Wadena and add left turn lanes at CR 75	5.6	\$8.8 M	PAVEMENT
23	US 12	WRIGHT	Resurface from west of Sunset Ave. to 7th St. SE in Cokato, improve pedestrian accessibility	1.6	\$1.5 M	PAVEMENT
24	US 169	MILLE LACS	Repair bridge over White Fish Creek two miles south of Mille Lacs/ Crow Wing county line	0.0	\$2.5 M	BRIDGE
25	MN 6	CROW WING, CASS	Resurface from Moritz Rd (north of Perry Lake) to Outing, excludes Emily	14.1	\$4.5 M	PAVEMENT
26	MN 15	STEARNS	Resurface from Hwy 55 in Kimball to 66th Ave in St. Augusta	11.8	\$6.2 M	PAVEMENT
27	MN 23	KANABEC/ PINE	Resurface from north Hwy 65 in Mora to Hwy 107 east of Brook Park	10.5	\$3.0 M	PAVEMENT
28	MN 27	MORRISON	Resurface from west of Little Falls to 9th St. NE, improve pedestrian accessibility	2.1	\$3.8 M	PAVEMENT
29	MN 55	STEARNS	Repair bridge over Canadian Pacific Railroad tracks west of Paynesville	0.0	\$0.6 M	BRIDGE
30	MN 55	WRIGHT	Resurface from Poplar St. in Annandale to Hwy 25 in Buffalo	13.2	\$5.6 M	PAVEMENT
31	MN 65	ISANTI	Install intersection safety improvements at Hwy 107 south of Braham in Isanti county	0.0	\$1.0 M	SAFETY
32	MN 200	CASS	Resurface road and shoulders from south junction of Hwy 371 to Hwy 84	15.6	\$12.4 M	PAVEMENT
33	MN 371	CASS	Reconstruct from Railroad Tracks to Hwy 2 in Cass Lake; improve pedestrian accessibility	0.4	\$1.5 M	PAVEMENT

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2019													
-	84%	-	-	-	-	-	-	-	13%	4%	-	-	-
85%	-	12%	-	-	-	-	-	-	2%	1%	-	-	-
55%	-	12%	-	-	-	-	-	-	5%	29%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
76%	-	9%	-	-	14%	-	-	-	-	1%	-	-	-
85%	-	12%	-	-	-	-	-	-	-	4%	-	-	-
83%	-	12%	-	-	-	-	-	-	6%	-	-	-	-
64%	-	12%	-	-	-	-	-	-	-	24%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
82%	-	12%	-	-	-	-	-	-	6%	1%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
75%	10%	15%	-	-	-	-	-	-	-	-	-	-	-
42%	-	40%	-	-	4%	-	-	-	10%	10%	-	-	-

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 2017 and does not include the new revenue provided by the legislature in the 2017 legislative session. Projects will be selected for the new revenue and included in next year's CHIP document published in 2018.

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District 3 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2020						
34	I 94	WRIGHT	Reconstruct from Wright CR 39 in Monticello to Hwy 24 in Clearwater (two-year project)	14.0	\$18.7 M	WRIGHT
35	US 71	TODD	Replace bridge spanning Long Prairie River in Long Prairie	0.0	\$2.7 M	TODD
36	US 169	MILLE LACS	Construct new reduced conflict intersection at Mille Lacs CR 11 north of Milaca	0.0	\$1.1 M	MILLE LACS
37	US 169	MILLE LACS	Construct new reduced conflict intersection at Mille Lacs CR 13 South of Milaca	0.4	\$0.8 M	MILLE LACS
38	MN 55	STEARNS/ KANDIYOHI	Resurface Hwy 4 from Kandiyohi/Stearns county line to I-94, and Hwy 55 from Kandiyohi/Stearns county line to east of Paynesville	0.0	\$5.7 M	STEARNS/ KANDIYOHI
39	MN 15	STEARNS	Resurface Hwy 15 from railroad crossing to Hwy 55 in Kimball, improve pedestrian accessibility	0.3	\$1.0 M	STEARNS
40	MN 23	BENTON	Construct new reduced conflict intersection at Benton CR 8 East of St. Cloud	0.4	\$0.5 M	BENTON
41	MN 24	WRIGHT	Resurface from Hwy 55 to north of Poplar Ave. in Annandale, improve pedestrian accessibility	0.7	\$1.9 M	WRIGHT
42	MN 47	KANABEC	Resurface from Hwy 23 in Ogilvie to Hwy 27 in Isle and replace bridge over stream (5 miles north of Ogilvie)	22.2	\$6.1 M	KANABEC
43	MN 84	CASS	Replace bridge spanning Norway Brook Dam in Pine River	0.0	\$3.3 M	CASS

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2020													
85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	-	100%	-	-	-	-	-	-	-
67%	-	12%	-	-	-	-	-	-	-	22%	-	-	-
85%	-	12%	-	-	-	-	-	-	-	4%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
63%	-	12%	-	-	-	-	-	-	5%	20%	-	-	-
78%	11%	12%	-	-	-	-	-	-	-	-	-	-	-
-	93%	-	-	-	-	-	-	-	4%	4%	-	-	-

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Key

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District 3 Projects for Years 2018-2021 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT COST	PROJECT TYPE
2021						
44	US 10	SHERBURNE	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION	0.8	\$8.8 M	PAVEMENT
45	US 12	WRIGHT	US 12, FROM 13TH AVE IN HOWARD LAKE TO .1 MI NORTH OF BRIDGE AVE IN DELANO, MILL AND OVERLAY	14.8	\$6.2 M	PAVEMENT
46	MN 28	STEARNS	MN 28, AT 2.6 MI W OF S JCT US 71, REPLACE BRIDGE #8115 OVER STREAM (MILE 97.193) FROM 2022	0.0	\$0.6 M	BRIDGE
47	MN 47	KANABEC	MN 47, REPLACE BRIDGE #6465 OVER LITTLE ANN RIVER 9.7 MI N OF W JCT OF MN 23 IN OGILVIE	0.0	\$1.1 M	BRIDGE
48	MN 55	STEARNS	MN 55, FROM POPE/STEARNS CO LINE IN BROOTEN TO STEARNS/KANDIYOHI COUNTY LINE, MILL AND OVERLAY	14.3	\$6.3 M	PAVEMENT
49	MN 55	WRIGHT	MN 55, FROM MEEKER/STEARNS CO LINE TO 0.1 MI WEST OF POPLAR AVE S IN ANNANDALE, MILL AND OVERLAY	14.2	\$6.0 M	PAVEMENT
50	MN 210	CROW WING	MN 210, FROM 2ND ST SW IN CROSBY TO .2 MI EAST OF 3RD AVE NE IN CROSBY, URBAN RECONSTRUCTION; AND FROM 6TH AVE SW IN IRONTON TO 2ND ST SW IN CROSBY, MILL AND OVERLAY	2.1	\$2.0 M	PAVEMENT
51	MN 371	CASS	MN 371, FROM JCT MN 87 IN BACKUS TO CASS CO CSAH 40 IN HACKENSACK, MILL AND OVERLAY	7.3	\$2.5 M	PAVEMENT
52	MN 371	CROW WING	MN 371, CONSTRUCT REDUCED CONFLICT INTERSECTION AT CROW WING CO CR 126 INTERSECTION (HSIP PROJECT)	0.0	\$0.7 M	SAFETY

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2021													
81%	-	12%	-	-	3%	-	-	-	2%	2%	-	-	-
85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
78%	3%	2%	-	-	-	-	-	-	-	-	18%	-	-
87%	-	1%	-	-	-	-	-	-	-	-	12%	-	-
85%	-	12%	-	-	3%	-	-	-	-	-	-	-	-
81%	-	12%	-	-	-	-	-	-	-	7%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-

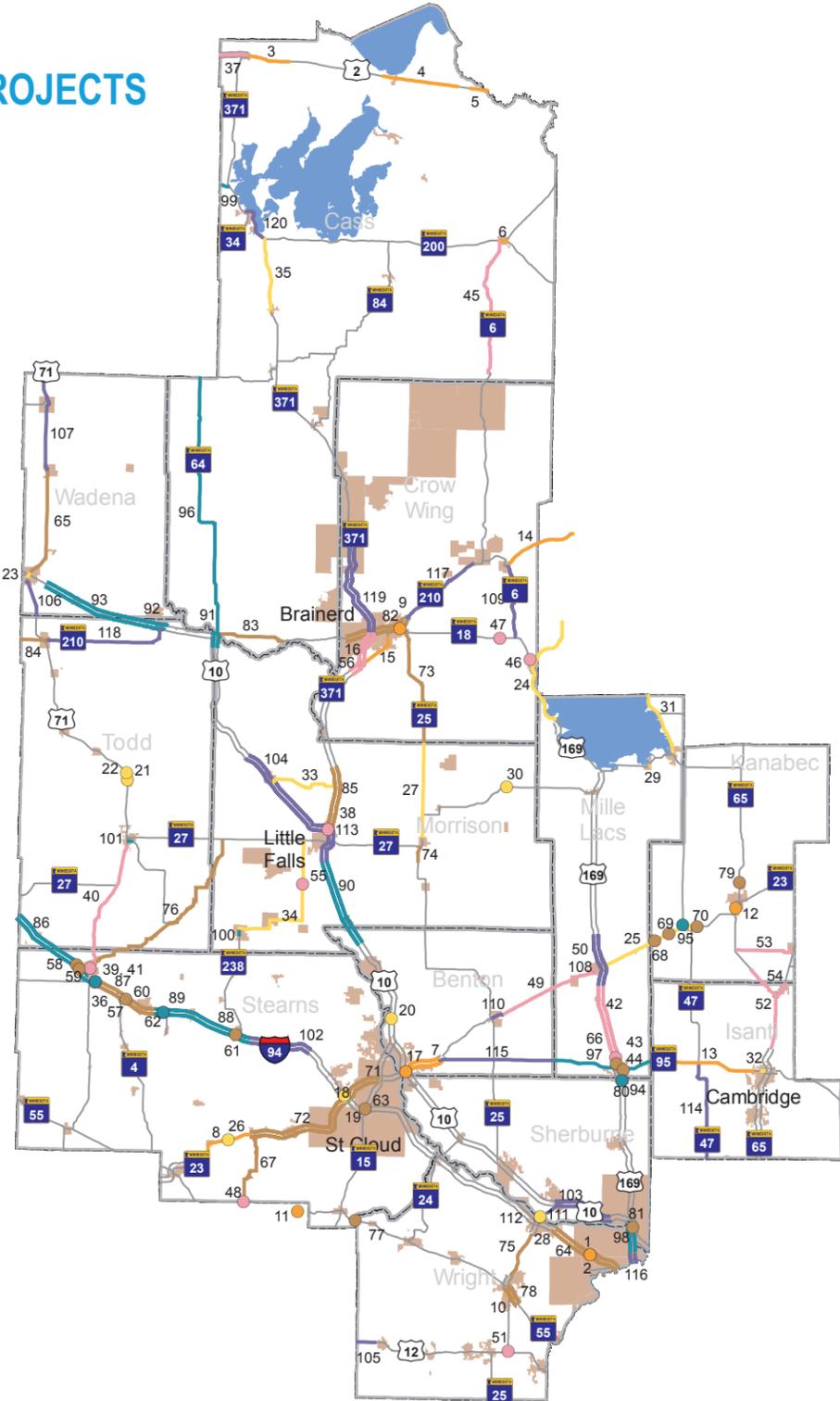
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DISTRICT 3 PROJECTS

Project Map 2022-2027



Numbers displayed correspond to project lines in project list for years 2022-2027 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

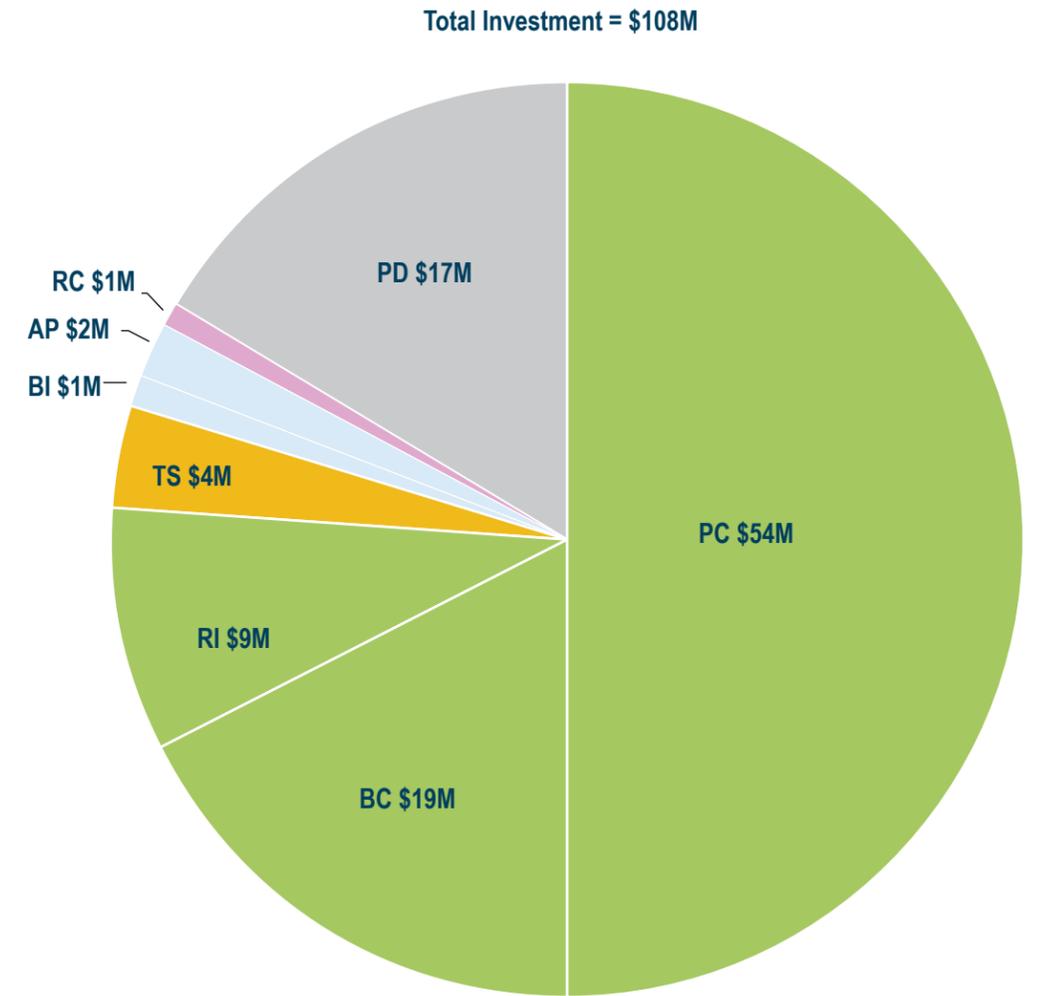
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027

District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2022						
1	I 94	WRIGHT	I 94, OVERLAY AND REHAB BRIDGE #86817 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE	0.0	BRIDGE	\$2.8 - 3.9 M
2	I 94	WRIGHT	I 94, OVERLAY AND REHAB BRIDGE #86818 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE	0.0	BRIDGE	\$2.8 - 3.9 M
3	US 2	CASS	US 2, END OF 4-LANE EAST OF CASS LAKE TO CASS CR 10, MILL AND OVERLAY	5.1	PAVEMENT	\$2.6 - 3.5 M
4	US 2	CASS	US 2, FROM RP 147.8 TO 157.2, MILL AND OVERLAY	9.4	PAVEMENT	\$4.8 - 6.5 M
5	US 2	CASS	US 2, FROM RP 148.2 TO CASS ITASCA CO LINE, MILL AND OVERLAY	2.2	PAVEMENT	\$1.1 - 1.5 M
6	MN 6	CASS	MN 6, FROM WEST REMER TO EAST REMER, RECONDITION PAVEMENT	0.9	PAVEMENT	\$0.9 - 1.2 M
7	MN 23	BENTON	MN 23, FROM WEST OF BENTON CR 1 TO JCT TH 95 IN ST. CLOUD, MILL AND OVERLAY	4.0	PAVEMENT	\$2.7 - 3.7 M
8	MN 23	STEARNS	MN 23, FROM PAYNESVILLE TO RICHMOND, BITUMINOUS OVERLAY & CONSTRUCT LEFT TURN LANES AT STEARNS CO CSAH 12 AND CSAH 43	8.0	PAVEMENT	\$1.8 - 2.4 M
9	MN 25	CROW WING	MN 25, REPLACE BR#9099 OVER BNSF RAIL IN BRAINERD	0.0	BRIDGE	\$2 - 2.8 M
10	MN 25	WRIGHT	MN 25, FROM 0.1 MI S OF 1ST ST TO 0.1 MI N OF WRIGHT CR 47 IN BUFFALO, URBAN RECONSTRUCTION	0.6	PAVEMENT	\$4.4 - 6 M
11	MN 55	MEEKER	MN 55, REPLACE BRIDGE #8722 OVER STREAM IN WATKINS	0.0	BRIDGE	\$0.4 - 0.6 M
12	MN 65	KANABEC	MN 65, REPLACE BRIDGE #6778 OVER SNAKE RIVER IN MORA (CONCURRENT ROUTE WITH MN 23)	0.0	BRIDGE	\$3.1 - 4.2 M
13	MN 95	ISANTI	MN 95, FROM 1.0 MI W OF ISANTI CO CSAH 15 TO 0.7 MI W OF W CITY LIMITS OF CAMBRIDGE, COLD IN PLACE RECYCLE	11.4	PAVEMENT	\$5.2 - 7 M
14	MN 210	CROW WING	MN 210, FROM EAST DEERWOOD TO WEST AITKIN, CONCRETE PAVEMENT REHAB & PLANING	9.0	PAVEMENT	\$1.3 - 1.7 M
15	MN 371B	CROW WING	MN 371B, FROM 500 FT S OF GREENWOOD ST TO JOSEPH ST IN BRAINERD, URBAN RECONSTRUCTION	1.5	PAVEMENT	\$6 - 8.2 M
16	MN 371B	CROW WING	MN 371B, JCT MN 371B AT INTERCHANGE TO GREENWOOD ST. IN BRAINERD, MILL AND OVERLAY	3.8	PAVEMENT	\$1.4 - 2 M
17	US 10, MN23	BENTON	US 10, FROM 0.2 MILE WEST ST. GERMAIN IN ST. CLOUD TO BENTON/SHERBURNE COUNTY LINE (EBL & WBL) & MN 23, FROM PEDESTRIAN BRIDGE IN ST. CLOUD TO 0.13 MILE WEST OF CR 1 (EBL & WBL), RECONSTRUCTION OF ROADWAY INCLUDING MULTIMODAL IMPROVEMENTS & REPLACEMENT O	4.4	PAVEMENT	\$24.9 - 33.7 M

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2022



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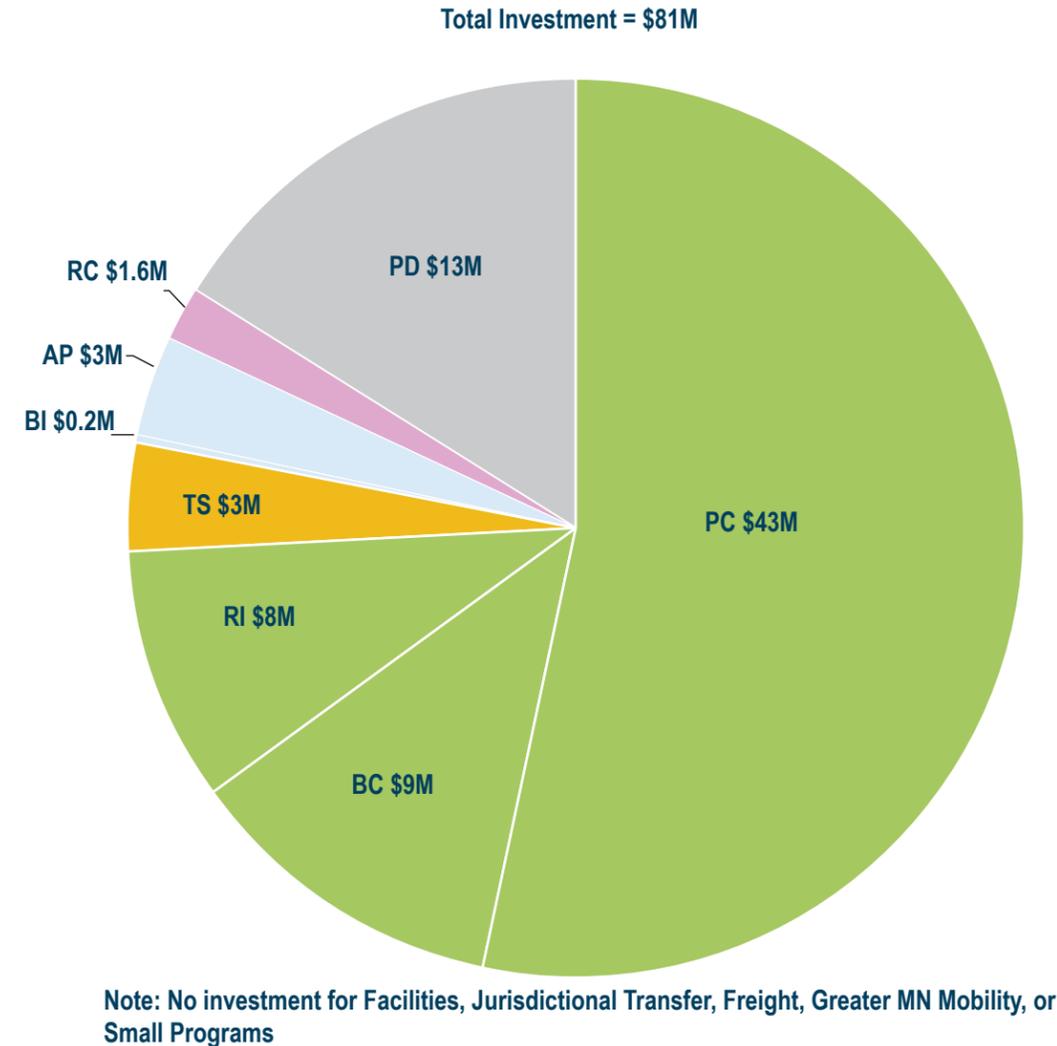
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District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2023						
18	I 94	STEARNS	I 94, REPLACE EB BRIDGE #73875 OVER BNSF RR, 0.6 MILES W OF MN 23	0.0	BRIDGE	\$1.8 - 2.5 M
19	I 94	STEARNS	I 94, REPLACE WB BRIDGE #73876 OVER BNSF RR, 0.6 MILES WEST OF MN 23	0.0	BRIDGE	\$1.6 - 2.2 M
20	US 10	BENTON	US 10, REPLACE BRIDGE #3666 OVER STREAM 7.2 MI SE OF RICE	0.0	BRIDGE	\$0.5 - 0.7 M
21	US 71	TODD	US 71, REPLACE BRIDGE #6227 OVER DRAYER CREEK 0.2 MI S OF BROWERVILLE	0.0	BRIDGE	\$0.6 - 0.8 M
22	US 71	TODD	US 71, REPLACE BRIDGE #6228 OVER HARRIS CREEK 0.2 MI N OF BROWERVILLE	0.0	BRIDGE	\$0.4 - 0.5 M
23	US 71	WADENA	US 71, FROM FRANKLIN AVE TO ELM AVE IN WADENA, RECLAIM	0.8	PAVEMENT	\$2.7 - 3.7 M
24	US 169	MILLE LACS/ CROW WING	US 169, FROM WAGADAKI RD IN MILLE LACS BAND RESERVATION TO PIKE RD N OF GARRISON, RECLAIM	10.6	PAVEMENT	\$6.5 - 8.7 M
25	MN 23	MILLE LACS/ KANABEC	MN 23, FROM MILACA TO GROUNDHOUSE RIVER E OF OGILVIE, MILL AND FILL	12.8	PAVEMENT	\$4.2 - 5.6 M
26	MN 23	STEARNS	MN 23, REPLACE BRIDGE #8104 OVER STREAM 3.2 MI W OF RICHMOND	0.0	BRIDGE	\$0.5 - 0.6 M
27	MN 25	MORRISON	MN 25, FROM PIERZ TO MORRISON/CROW WING CO LINE, RECLAIM	11.8	PAVEMENT	\$4.1 - 5.5 M
28	MN 25	SHERBURNE	MN 25, AT MISSISSIPPI RIVER IN MONTICELLO, OVERLAY BRIDGE 71012	0.2	BRIDGE	\$1.5 - 2 M
29	MN 27	MILLE LACS	MN 27, IN WAHKON, URBAN RECONSTRUCTION AND ADA	0.3	PAVEMENT	\$0.9 - 1.2 M
30	MN 27	MORRISON	MN 27, AT 2.9 MI W OF MORRISON/MILLE LACS CO LINE, REPLACE BR#6737 OVER STREAM	0.0	BRIDGE	\$1.1 - 1.5 M
31	MN 47	MILLE LACS	MN 47, FROM ISLE TO AITKIN/MILLE LACS CO LINE, MILL AND OVERLAY	8.2	PAVEMENT	\$2.7 - 3.7 M
32	MN 95	ISANTI	MN 95, IN CAMBRIDGE, URBAN RECONSTRUCTION	0.7	PAVEMENT	\$6 - 8.1 M
33	MN 115	MORRISON	MN 115, FROM US 10 TO MN 371, RECLAIM	9.0	PAVEMENT	\$2.9 - 3.9 M
34	MN 238	MORRISON	MN 238, 3RD AVE. IN UPSALA TO MN 27, RECLAIM	18.9	PAVEMENT	\$5.7 - 7.7 M
35	MN 371	CASS	MN 371, FROM S OF HACKENSACK TO CASS CSAH 5, URBAN RECONSTRUCTION, AND FROM CSAH 5 TO JCT MN 200 AT WALKER, MILL AND OVERLAY	9.4	PAVEMENT	\$6 - 8.1 M

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2023



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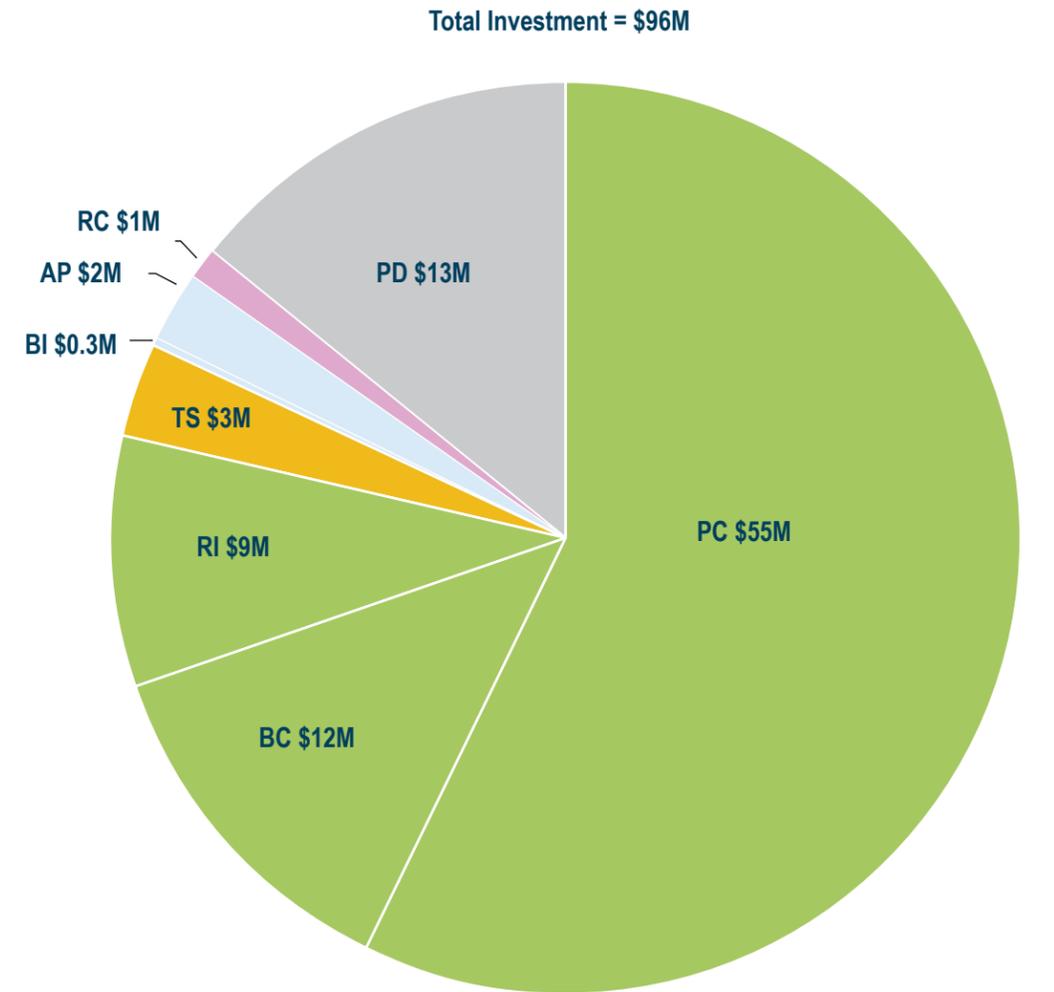
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District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2024						
36	I 94	STEARNS	I 94, REPLACE EB BR#6896 OVER SAUK RIVER, 0.8 MILES EAST OF US 71 IN SAUK CENTRE	0.0	BRIDGE	\$1.6 - 2.2 M
37	US 2	CASS	US 2, FROM HUBBARD/CASS CO LINE TO END OF 4 LANE, MILL AND OVERLAY	3.7	PAVEMENT	\$1.7 - 2.3 M
38	US 10	MORRISON	US 10, REPLACE BRIDGE #49009 OVER BNSF RR AND CSAH 76 IN LITTLE FALLS	0.1	BRIDGE	\$2.9 - 3.9 M
39	US 71	STEARNS	US 71, FROM I-94 TO N SAUK CENTRE, URBAN RECONSTRUCTION	1.7	PAVEMENT	\$10.4 - 14 M
40	US 71	STEARNS/ TODD	US 71, FROM N SAUK CENTRE TO S LONG PRAIRIE, COLD IN PLACE RECYCLE OVERLAY	16.7	PAVEMENT	\$6.8 - 9.2 M
41	US 71	STEARNS	US 71, REPLACE BRIDGE #5428 OVER SAUK RIVER 1.4 MI N OF I-94 IN SAUK CENTRE	0.0	BRIDGE	\$3.4 - 4.6 M
42	US 169	MILLE LACS	US 169, FROM LONG SIDING TO 2.0 MI N OF PEASE, RECLAIM	8.6	PAVEMENT	\$4.9 - 6.7 M
43	US 169	MILLE LACS	US 169, REOVERLAY NB BR#48016 OVER THE NORTH RUM RIVER DRIVE IN PRINCETON	0.0	BRIDGE	\$0.1 - 0.2 M
44	US 169	SHERBURNE	US 169, REOVERLAY SB BR#71007 OVER SOUTH RUM RIVER DRIVE IN PRINCETON	0.0	BRIDGE	\$0.2 - 0.2 M
45	MN 6	CASS	MN 6, FROM BRIDGE #11005 OVER ROOSEVELT LAKE IN OUTING TO JCT MN 200 IN REMER, RECLAIM	17.4	PAVEMENT	\$6.9 - 9.3 M
46	MN 18	CROW WING	MN 18, REPLACE BRIDGE #84 OVER DITCH 0.8 MI NW OF GARRISON	0.0	BRIDGE	\$0.4 - 0.6 M
47	MN 18	CROW WING	MN 18, REPLACE BRIDGE #4108 OVER PORTAGE CREEK 14.2 MI E OF BRAINERD	0.0	BRIDGE	\$0.4 - 0.6 M
48	MN 22	STEARNS	MN 22, REPLACE BRIDGE #8994, 0.1 MI. NORTH EDEN VALLEY, INCLUDES CONSTRUCT RIGHT TURN LANE AT 186TH ST	0.0	BRIDGE	\$0.4 - 0.5 M
49	MN 23	BENTON/ MILLE LACS	MN 23, FROM W OF RONNEBY TO W OF MILACA, MILL AND OVERLAY	12.5	PAVEMENT	\$4.4 - 6 M
50	MN 23	MILLE LACS	MN 23, IN MILACA; URBAN RECONSTRUCTION	0.7	PAVEMENT	\$4 - 5.4 M
51	MN 25	WRIGHT	MN 25, AT 0.2 MI N OF JCT US 12, REPLACE BRIDGE 97490	0.0	BRIDGE	\$0.4 - 0.5 M
52	MN 65	ISANIT/ KANABEC	MN 65, FROM END OF FOUR LANE IN CAMBRIDGE TO N OF MN 107, RECLAIM	11.1	PAVEMENT	\$5.1 - 6.9 M
53	MN 70	KANABEC	MN 70, FROM MN 65 IN BRUNSWICK TO MN 107 IN GRASSTON, MILL AND OVERLAY	7.2	PAVEMENT	\$1.7 - 2.3 M
54	MN 107	ISANTI/ KANABEC	MN 107, FROM MN 65 TO ISANTI/KANABEC CO LINE, MILL AND OVERLAY INCL ADA WORK IN BRAHAM	2.3	PAVEMENT	\$1.4 - 2 M
55	MN 238	MORRISON	MN 238, REPLACE BRIDGE #88490 OVER HAY CREEK 5.3 MI. N OF BOWLUS	0.0	BRIDGE	\$0.4 - 0.5 M
56	MN 371	CROW WING	MN 371, FROM 50TH AVENUE SOUTH OF BAXTER TO MN 210 IN BAXTER (NB & SB), MILL AND OVERLAY	5.9	PAVEMENT	\$4.1 - 5.5 M

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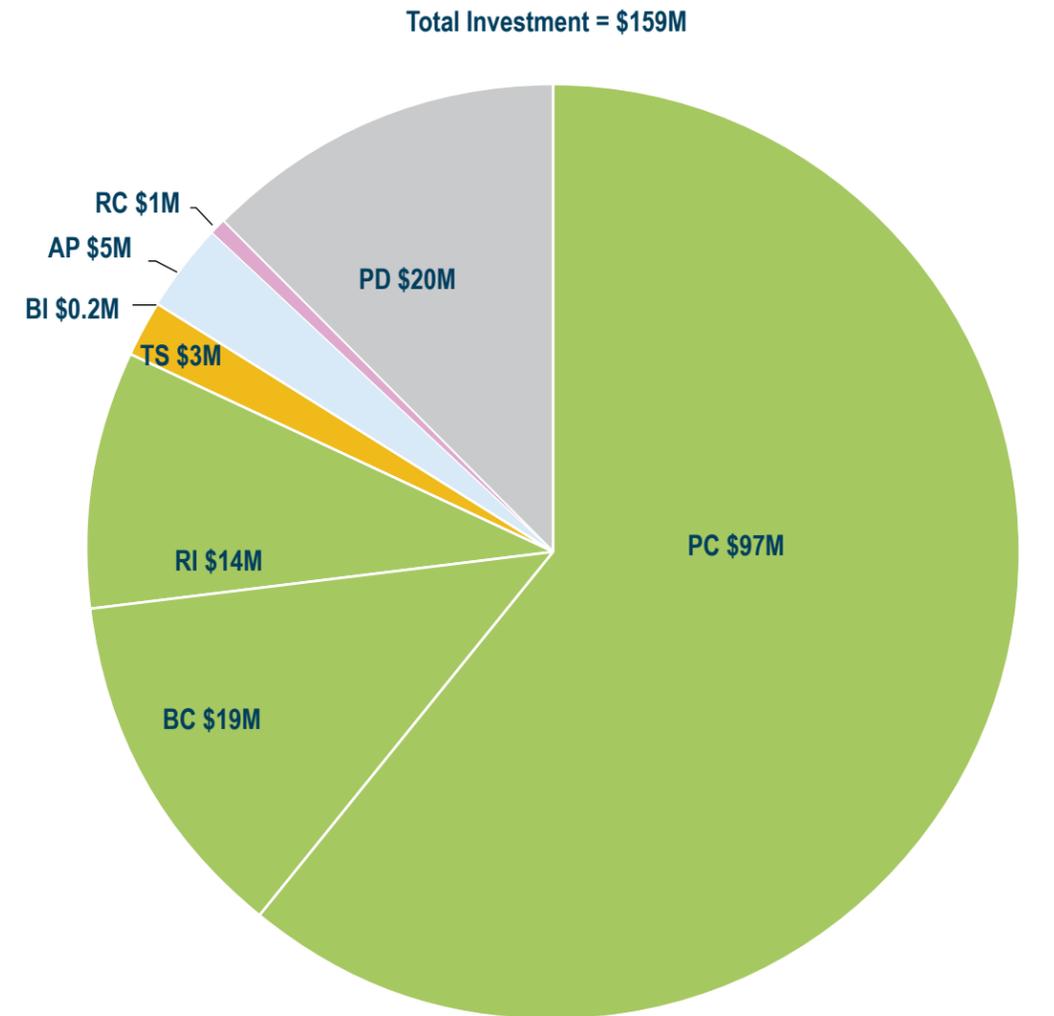
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District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2025						
57	I 94	STEARNS	I-94, FROM SAUK CENTRE TO E OF MELROSE (EB & WB), MILL AND OVERLAY	8.7	PAVEMENT	\$8 - 10.8 M
58	I 94	STEARNS	I 94, REPLACE EB STEARNS CSAH 72 RAMP BR#73818 2.4 MILES WEST OF US 71 IN SAUK CENTRE	0.0	BRIDGE	\$1.6 - 2.2 M
59	I 94	STEARNS	I 94, REPLACE EB BR#73820 OVER STEARNS CR 184 1.8 MILES WEST OF US 71 IN SAUK CENTRE	0.0	BRIDGE	\$1.2 - 1.7 M
60	I 94	STEARNS	I-94, REPLACE BRIDGE #6897 OVER SAUK RIVER 2.5 MI NW OF MELROSE (EB)	0.0	BRIDGE	\$4.1 - 5.5 M
61	I 94	STEARNS	I 94, REPLACE EB BR#73850 OVER MN 238 IN ALBANY	0.0	BRIDGE	\$1.4 - 1.9 M
62	I 94	STEARNS	I-94, REPLACE BRIDGE #6870 OVER SAUK RIVER 2.4 MI E OF MELROSE (EB)	0.0	BRIDGE	\$4.1 - 5.5 M
63	I 94	STEARNS	I 94, REOVERLAY EB BR#73856 OVER MN 15 IN ST. CLOUD	0.0	BRIDGE	\$0.2 - 0.2 M
64	I 94	WRIGHT	I-94, FROM E MONTICELLO TO MN 241 IN ST. MICHAEL, UNBONDED OVERLAY	9.3	PAVEMENT	\$17.9 - 24.2 M
65	US 71	WADENA	US 71, FROM ELM AVE IN WADENA TO RED EYE RIVER IN SEBEKA, COLD IN PLACE RECYCLE	13.5	PAVEMENT	\$6.8 - 9.2 M
66	US 169	MILLE LACS	US 169, OVERLAY SB BR#48011 OVER W BR RUM RIVER 0.4 MILES NORTH OF MN 95 INTERCHANGE IN PRINCETON	0.0	BRIDGE	\$0.1 - 0.1 M
67	MN 22	STEARNS	MN 22, FROM EDEN VALLEY TO MN 23 IN RICHMOND, MILL AND OVERLAY	9.4	PAVEMENT	\$1.9 - 2.5 M
68	MN 23	KANABEC	MN 23, REPLACE BRIDGE #6072 OVER GROUNDHOUSE RIVER 4.0 MI SE OF OGILVIE	0.0	BRIDGE	\$0.5 - 0.7 M
69	MN 23	KANABEC	MN 23, REPLACE BRIDGE #8106 OVER DITCH 2.0 MI SW OF OGILVIE	0.0	BRIDGE	\$0.4 - 0.5 M
70	MN 23	KANABEC	MN 23, REPLACE BRIDGE #8107 OVER DITCH 0.7 MI E OF JCT MN 47 NEAR OGILVIE	0.0	BRIDGE	\$0.5 - 0.6 M
71	MN 23	STEARNS	MN 23, WEST OF 36TH AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY	4.6	PAVEMENT	\$4.4 - 6 M
72	MN 23	STEARNS	MN 23, FROM WEST OF RICHMOND TO 0.5 MI W OF 93RD AVE (EB & WB), MILL AND OVERLAY	14.5	PAVEMENT	\$14.2 - 19.2 M
73	MN 25	CROW WING	MN 25, FROM MORRISON/CROW WING CO LINE TO JCT MN 210 IN BRAINERD, MILL AND OVERLAY	15.8	PAVEMENT	\$4.1 - 5.5 M
74	MN 25	MORRISON	MN 25, FROM SKUNK RIVER TO S JCT TH 27 IN PIERZ, MILL AND OVERLAY	2.2	PAVEMENT	\$0.9 - 1.2 M
75	MN 25	WRIGHT	MN 25, FROM NORTH BUFFALO TO SOUTH MONTICELLO, MILL AND OVERLAY	6.1	PAVEMENT	\$2.6 - 3.5 M
76	MN 28	STEARNS/ TODD/ MORRISON	MN 28, N JCT US 71 TO N OF SWANVILLE, MILL AND OVERLAY; AND FROM N OF SWANVILLE TO JCT MN 27, RECLAIM	25.8	PAVEMENT	\$7.3 - 9.9 M

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2025



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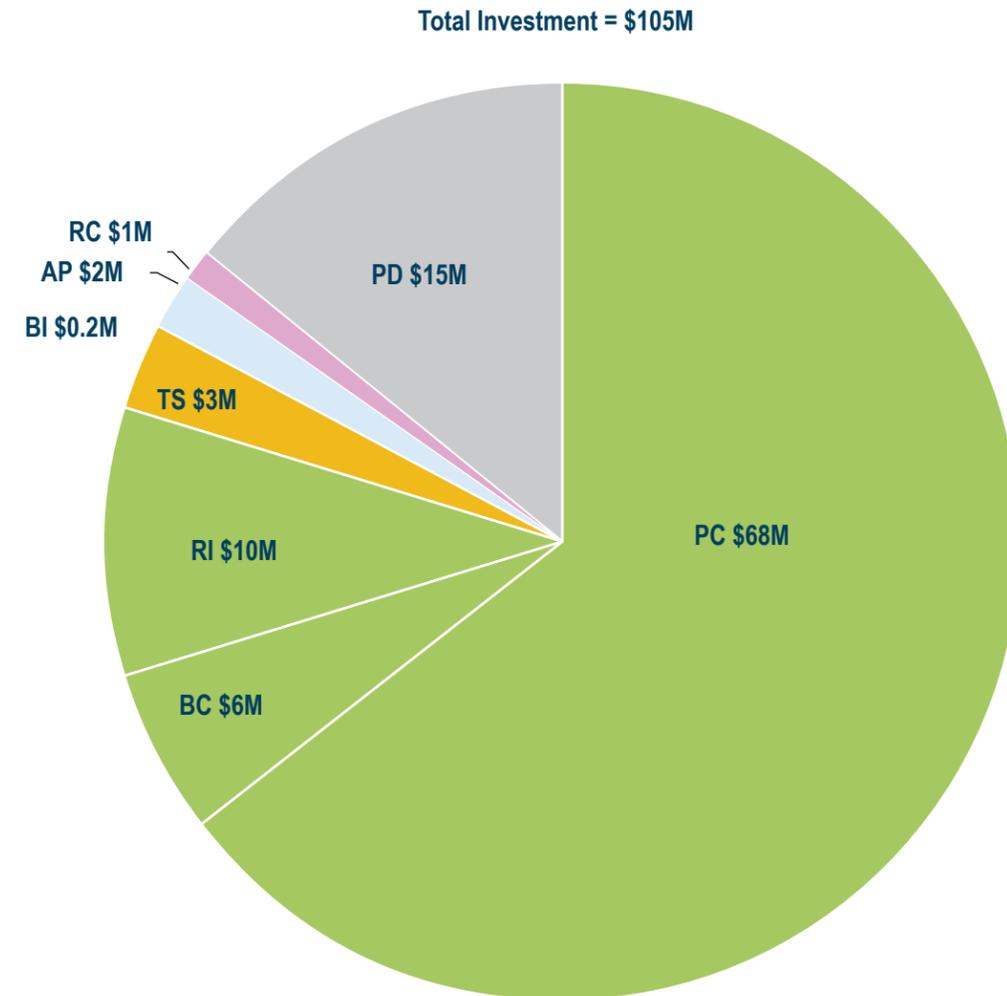
#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
77	MN 55	STEARNS	MN 55, OVERLAY BR#73020 OVER CLEARWATER RIVER EAST OF KIMBALL AT STEARNS/WRIGHT CO LINE	0.0	BRIDGE	\$0.1 - 0.1 M
78	MN 55	WRIGHT	MN 55, FROM JCT MN 25 TO END OF 4-LANE IN BUFFALO, MILL AND OVERLAY	2.7	PAVEMENT	\$3.7 - 4.9 M
79	MN 65	KANABEC	MN 65, OVERLAY BR#33003 OVER SNAKE RIVER, 2.4 MILES NORTH OF MN 23 IN MORA	0.0	BRIDGE	\$0.1 - 0.2 M
80	MN 95	MILLE LACS	MN 95, OVERLAY BR#48001 OVER W BR RUM RIVER, 0.1 MILES WEST OF MILLE LACS CSAH 29 IN PRINCETON	0.0	BRIDGE	\$0.2 - 0.2 M
81	MN 101	WRIGHT	MN 101, REPLACE NB BR#71002 OVER US 10 IN ELK RIVER	0.0	BRIDGE	\$1.9 - 2.5 M
82	MN 210	CROW WING	MN 210, FROM BEGIN 4-LANE WEST OF BAXTER TO END OF 4-LANE EAST OF BRAINERD, MILL AND OVERLAY	8.0	PAVEMENT	\$9.9 - 13.3 M
83	MN 210	MORRISON/ CASS	MN 210, FROM JCT US 10 IN MOTLEY TO CASS CSAH 1 IN PILLAGER, MILL AND OVERLAY	8.8	PAVEMENT	\$3.3 - 4.5 M
84	MN 210	TODD	MN 210, FROM OTTER TAIL/TODD CO LINE TO E OF HEWITT, MILL AND OVERLAY	3.4	PAVEMENT	\$1.8 - 2.4 M
85	MN 371	CROW WING	MN 371, FROM US 10 TO 0.7 MI N OF CROW WING CR 48 (NB & SB), MILL AND OVERLAY	8.0	PAVEMENT	\$7 - 9.4 M

District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2026						
86	I 94	TODD/STEARNS	I 94, FROM DOUGLAS/TODD CO LINE TO E OF US 71 RAMPS IN SAUK CENTRE (EB AND WB), CONCRETE PAVEMENT REHABILITATION	12.5	PAVEMENT	\$5.4 - 7.4 M
87	I 94	STEARNS	I 94, REPLACE WB BR#73805 OVER SAUK RIVER, 0.8 MILES EAST OF US 71 IN SAUK CENTRE	0.0	BRIDGE	\$1.6 - 2.2 M
88	I 94	STEARNS	I 94, FROM MELROSE TO ALBANY, MILL AND OVERLAY (EB & WB)	12.6	PAVEMENT	\$12.1 - 16.3 M
89	I 94	STEARNS	I 94, REPLACE WB BR#73811 OVER SAUK RIVER, 2.5 MILES EAST OF MELROSE	0.0	BRIDGE	\$1.6 - 2.2 M
90	US 10	MORRISON/BENTON	US 10, FROM LITTLE FALLS TO THE HALF WAY CROSSING (EB & WB), MILL AND OVERLAY	10.9	PAVEMENT	\$10.2 - 13.8 M
91	US 10	TODD/MORRISON	US 10, FROM WEST MOTLEY TO THE LONG PRAIRIE RIVER EAST MOTLEY, MILL AND OVERLAY	2.1	PAVEMENT	\$2 - 2.8 M
92	US 10	TODD	US 10, FROM WEST STAPLES TO EAST STAPLES, MILL AND OVERLAY	2.6	PAVEMENT	\$2.2 - 3 M
93	US 10	WADENA/TODD	US 10, FROM OINK JOINT RD TO W LIMITS OF STAPLES (EB AND WB), MILL AND FILL	13.5	PAVEMENT	\$12.6 - 17 M
94	US 169	SHERBURNE	US 169, REOVERLAY NB BR#71008 OVER SOUTH RUM RIVER DRIVE IN PRINCETON	0.0	BRIDGE	\$0.2 - 0.2 M
95	MN 47	KANABEC	MN 47, REPLACE BR#33001 OVER GROUNDHOUSE RIVER IN OGILVIE	0.0	BRIDGE	\$1.4 - 1.8 M
96	MN 64	CASS	MN 64, FROM MN 210 EAST OF MOTLEY TO JCT MN 87, MILL AND OVERLAY	33.8	PAVEMENT	\$8.5 - 11.5 M
97	MN 95	MILLE LACS/ISANTI	MN 95, FROM BENTON/MILLE LACS CO LINE TO RP 29, MILL AND OVERLAY	14.0	PAVEMENT	\$7.7 - 10.4 M
99	MN 200	CASS	MN 200, FROM HUBBARD/CASS CO LINE TO MN 371, RECLAMATION	1.4	PAVEMENT	\$0.5 - 0.6 M
98	MN 101	CARVER	MINOR CRP, FROM CR 42 TO END OF MISSISSIPPI RIVER BR PAID FOR BY METRO DISTRICT	3.0	PAVEMENT	\$3.1 - 4.1 M
100	MN 238	MORRISON	MN 238, IN UPSALA, MILL AND INLAY	0.8	PAVEMENT	\$1.3 - 1.7 M
101	MN 287	TODD	MN 287, IN LONG PRAIRIE, MILL AND INLAY INCL ADA WORK	0.8	PAVEMENT	\$0.9 - 1.2 M

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2026



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

Key

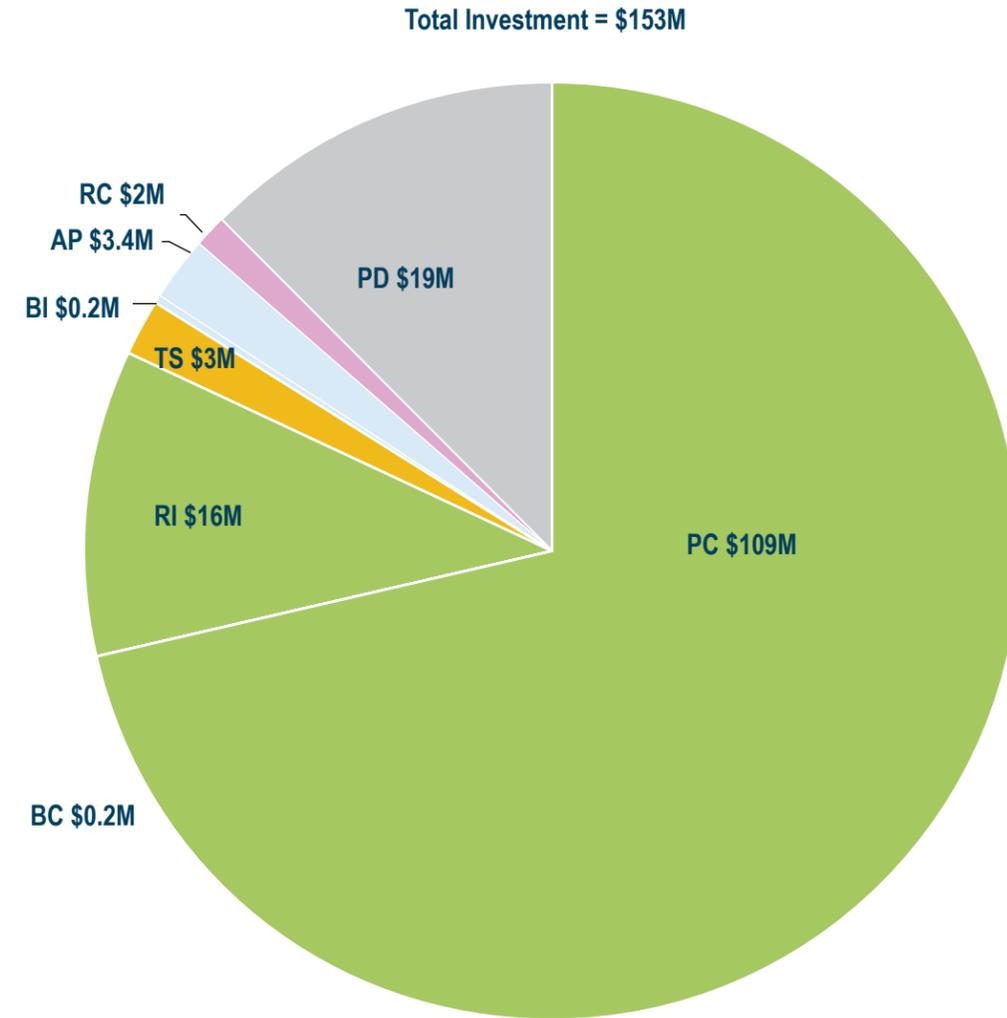
- PC - Pavement Condition
- BC - Bridge Condition
- RI - Roadside Infrastructure
- JT - Jurisdictional Transfer
- FA - Facilities
- TS - Traveler Safety
- GM - Greater Minnesota Mobility
- TC - Twin Cities Mobility
- FR - Freight
- BI - Bicycle Infrastructure
- AP - Accessible Pedestrian Infrastructure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

District 3 Projects for Years 2022-2027 of the 10-Year CHIP

#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	PROJECT TYPE	COST RANGE
2027						
102	I 94	STEARNS	I 94, FROM E LIMITS OF ALBANY EAST TO STEARNS CR 159 AT COLLEGEVILLE (EB AND WB), RECLAIM	8.0	PAVEMENT	\$9.7 - 13.1 M
103	US 10	SHERBURNE	US 10, FROM BIG LAKE TO JOPLIN AVE IN ELK RIVER (EB AND WB), MILL AND OVERLAY INCL ADA WORK	7.6	PAVEMENT	\$7.3 - 9.9 M
104	US 10	MORRISON	US 10, FROM 2 MI SOUTH OF CUSHING TO SOUTH OF LITTLE FALLS (EB AND WB), MILL AND OVERLAY	19.0	PAVEMENT	\$17 - 23 M
105	US 12	WRIGHT	US 12, WRIGHT CO LINE TO COKATO, CONCRETE PAVEMENT REHAB	2.6	PAVEMENT	\$0.8 - 1 M
106	US 71	WADENA	US 71, FROM TODD/WADENA CO LINE TO WADENA, MILL AND OVERLAY	4.6	PAVEMENT	\$2.2 - 3 M
107	US 71	WADENA	US 71, FROM SEBEKA TO WADENA/HUBBARD CO LINE, MILL AND OVERLAY	12.6	PAVEMENT	\$6.2 - 8.4 M
108	US 169	MILLE LACS	US 169, FROM MILACA BYPASS TO MILLE LACS CO CSAH 11 (NB AND SB), MILL AND OVERLAY	6.6	PAVEMENT	\$8 - 10.8 M
109	MN 6	CROW WING	MN 6, FROM JCT MN 18 TO JCT MN 210 IN DEERWOOD, MILL AND OVERLAY	9.4	PAVEMENT	\$3.9 - 5.3 M
110	MN 23	BENTON	MN 23, FROM MN 23 IN FOLEY TO EAST CITY LIMITS, RECONSTRUCTION, INCL ADA WORK	1.6	PAVEMENT	\$3.8 - 5.2 M
111	MN 25	SHERBURNE	MN 25, FROM NORTH MONTICELLO TO US 10 IN BIG LAKE, MILL AND OVERLAY INCL ADA WORK	1.9	PAVEMENT	\$1.4 - 1.8 M
112	MN 25	WRIGHT	MN 25, FROM I-94 TO MISSISSIPPI RIVIER BRIDGE IN MONTICELLO (NB AND SB), MILL AND OVERLAY	0.9	PAVEMENT	\$0.9 - 1.3 M
113	MN 27	MORRISON	MN 27, FROM 9TH ST NE IN LITTLE FALLS TO XXXXXX, MILL AND OVERLAY INCL ADA WORK	0.8	PAVEMENT	\$0.8 - 1 M
114	MN 47	ISANTI	MN 47, FROM ISANTI/ANOKA CO LINE TO JCT TH 95 IN JCT MN 95, MILL AND OVERLAY	12.9	PAVEMENT	\$5.4 - 7.4 M
115	MN 95	BENTON	MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, RECLAIM	14.3	PAVEMENT	\$8.2 - 11.1 M
116	MN 101	WRIGHT	MN 101, FROM WRIGHT/HENNEPIN CO LINE (CROW RIVER) TO WRIGHT CR 42 IN OTSEGO (NB AND SB), MILL AND OVERLAY INCL INTERCHANGE RAMPS	1.3	PAVEMENT	\$1.5 - 2.1 M
117	MN 210	CROW WING	MN 210, FROM E BRAINERD TO IRONTON, MILL AND OVERLAY	11.0	PAVEMENT	\$4.9 - 6.7 M
118	MN 210	TODD	MN 210, E HEWITT TO US 10 IN STAPLES, MILL AND OVERLAY INCL ADA WORK	15.8	PAVEMENT	\$8.1 - 10.9 M
119	MN 371	CROW WING	MN 371, JCT MN 210 IN BAXTER S. OF NISSWA (NB AND SB), RECLAIM	12.3	PAVEMENT	\$11.6 - 15.6 M
120	MN 371	CASS	MN 371, FROM JCT MN 200 TO N WALKER, MILL AND OVERLAY INCL ADA WORK	0.0	PAVEMENT	\$3.7 - 4.9 M

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2027



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