District 4's 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2017 MnSHIP for the next ten years. The project information is current as of August 2019.

The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (4-3)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (4-4)
- A summary of planned investments over the next 10 years. (4-5)
- A description of program highlights, changes from the last CHIP, and remaining risks at the district level assuming the 10 years of projects are implemented. (4-6)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (4-7)

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

To obtain more information or become more involved, contact District 4 Transportation Planning Director, Mary Safgren, at mary.safgren@state.mn.us or 218-846-7987.
District 4 CHIP Investment

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

HIGHWAY INVESTMENT STRATEGIES

Over the next ten years, District 4 will apply different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

System Stewardship

- Use innovative strategies such as thin concrete overlays over bituminous to evaluate cost/benefit of alternative pavement fixes.
- Continue preventive maintenance strategies such as chip seals and thin bituminous overlays to prolong pavement life.
- Continue to address poor condition culverts as part of roadway and district-wide culvert projects.

Transportation Safety

- Continue use of edge line rumbles and center line rumbles on two-lane highways, which have reduced crash rates.
- Implement ITS strategies, such as message boards and advance warning signs to reduce crashes.
- Use passing lanes as an alternative to roadway expansion to address head-on crashes on high volume roads.

Critical Connections

- Focus on addressing accessibility needs in communities including curb ramps and sidewalks.
- Support local planning efforts in developing Transportation Alternatives projects that address bicycle and pedestrian needs in coordination with state projects.
- Coordinate local trail projects with state roadway projects.
- Support the implementation of the State Bicycle Plan and Minnesota Walks.
- Support local Safe Routes to School planning efforts.

Healthy Communities

- Partner with communities and community organizations to support complete streets projects.
- Implement improvements based on local partnership studies.
- Support local units of government seeking non-performance based funding.
- Implement projects to address freight needs identified in the Manufacturer’s Perspectives Study.

Project Delivery

- Support locally led and let projects on the state highway system.

- Use both internal staff and consultants to support advanced delivery of projects in order to level out the construction program.
- Use innovative delivery methods, such as design-build and indefinite delivery, indefinite quantity (IDIQ) contracts.

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

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

Preservation of the system is the primary goal in District 4. Pavement preventive maintenance includes low cost strategies such as chip seals and micro-surfacing. Safety is also a high priority in the CHIP with an annual set-aside for safety additions such as rumble stripes and turn lanes. Although the district will continue to allocate the majority of funding to preservation, the number of miles in poor condition on the Interstate, non-Interstate NHS and non-NHS will increase by the end of the CHIP in 2029.

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

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

**NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP**

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

**REMAINING RISKS**

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

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

**DISTRICT 4 HISTORIC AND PROJECTED PERFORMANCE**

**Traveler Safety**

From 2013 to 2015, District 4 saw a decrease in the number of fatalities from 26 to 20. In 2017, fatalities rose to a five year high of 33. In 2018, fatalities dropped to 20. District 4 will continue to make investments in new safety improvements throughout the district and over the next ten years. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths program.

**Pavement Condition**

District 4 saw a reduction in pavement miles in poor condition on all three systems over the past five years. All three systems currently meet the statewide targets. Over the next ten years, pavements on all three systems are projected to deteriorate. Interstate and non-NHS pavements are projected to still meet statewide targets in 10 years. Non-Interstate NHS will miss the statewide target.

**Bridge Condition**

District 4 saw NHS and non-NHS bridges fluctuate but ultimately achieve statewide targets in 2016, maintaining them through 2018. In the next ten years, bridge condition on the NHS and non-NHS systems are projected to decline. Non-NHS will miss the target and NHS will meet the target in 2029.

**Figure 4-4: District 4 Historic Performance**

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

**NOTES**

- sofa.png

**Statewide**

<table>
<thead>
<tr>
<th>PLAN POLICY</th>
<th>MEASURE</th>
<th>TARGET</th>
<th>2018</th>
<th>ACTUAL</th>
<th>2023</th>
<th>PROJECTED</th>
<th>2029</th>
<th>PROJECTED</th>
<th>ANALYSIS</th>
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<tr>
<td>Safety</td>
<td>Fatalies</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>N/A</td>
<td>Not available.</td>
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<td></td>
<td></td>
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<tr>
<td>Bridge</td>
<td>Condition: NHS - % Poor</td>
<td>&lt;2%</td>
<td>0.6%</td>
<td>0.0%</td>
<td>1.2%</td>
<td>NHS Bridges will remain below the statewide target.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge</td>
<td>Condition: Non-NHS - % Poor</td>
<td>&lt;8%</td>
<td>4.6%</td>
<td>6.1%</td>
<td>13.7%</td>
<td>Non-NHS Bridges will significantly decline and not meet the target by 2029.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>Pavement: NHS - % Poor</td>
<td>&lt;2%</td>
<td>0.0%</td>
<td>0.6%</td>
<td>1.2%</td>
<td>Interstate pavements are expected to decline but will meet the target in ten years.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>Pavement: Non-NHS - % Poor</td>
<td>&lt;4%</td>
<td>1.5%</td>
<td>4.1%</td>
<td>7.9%</td>
<td>The remaining NHS pavements are expected to decline and be below the statewide target by 2029.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- sofa.png

**Statewide**

<table>
<thead>
<tr>
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<th>PROJECTED</th>
<th>2029</th>
<th>PROJECTED</th>
<th>ANALYSIS</th>
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<td>Fatalies</td>
<td>0</td>
<td>20</td>
<td>N/A</td>
<td>N/A</td>
<td>Not available.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
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</tr>
</tbody>
</table>

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**Figure 4-4: District 4 Historic Performance**

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**Figure 4-5: District 4 Projected Performance**
**DISTRICT 4 STIP PROJECT LIST**

**STIP Project Map 2020-2023**

Numbers displayed correspond to project lines in the STIP project list on later pages. Displayed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all projects within the district are shown. Projects that are not shown include district wide projects, set-asides, landscaping, and other minor construction activities. A comprehensive list of all District projects is included in the final ATIP/STIP – contact your local MnDOT district office for more information.

**Fiscal Year of Project Construction**

- 2020
- 2021
- 2022
- 2023

**District 4 Investment for Years 2020-2023 of the 10-Year CHIP**

- **Total Investment = $193M**
- **PC** $85M
- **BC** $11M
- **RI** $30M
- **TS** $22M
- **GM** $2M
- **BI** $2M
- **AP** $9M
- **FA** $0.4M
- **PD** $27M
- **RC** $5M

**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

**Note:** No investment for Jurisdictional Transfer, Freight or Small Programs
### District 4 Projects for Years 2020-2023 of the 10-Year CHIP

<table>
<thead>
<tr>
<th>ID#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>PROJECT COST</th>
<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-94</td>
<td>CLAY</td>
<td>Installation of weigh-in-motion scale</td>
<td>1.0</td>
<td>$0.4 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>US 10</td>
<td>BECKER</td>
<td>Intersection improvements at Kris Street in Detroit Lakes; signal installation at Becker CR 94</td>
<td>1.3</td>
<td>$1.8 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>MN 28</td>
<td>POPE</td>
<td>Complete streets reconstruction in St Aubin, includes multi-use trail and pedestrian accessibility improvements</td>
<td>7.5</td>
<td>$3.5 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>MN 28</td>
<td>STEEVES</td>
<td>Resurface from Chisago to Monticello; replace 3 box culverts</td>
<td>7.5</td>
<td>$5.2 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>5</td>
<td>MN 55</td>
<td>GRANT</td>
<td>Resurface from Barrett to Douglas/Grant County Line; replace Pomme De Terre River bridge</td>
<td>9.5</td>
<td>$4.2 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>US 75</td>
<td>TRAVERSE</td>
<td>Replace bridge over the Mudhima River; realign roadway from 5th Street in Wheaton to the Mudhima River Bridge</td>
<td>0.9</td>
<td>$2.3 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>7</td>
<td>US 75</td>
<td>WILKIN</td>
<td>Resurface from CR 184 to the Wilkin Clay County line; improve pedestrian accessibility</td>
<td>7.5</td>
<td>$1.8 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
<tr>
<td>8</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>Reconstruct from near 1-4 to the Wilkin County line</td>
<td>7.5</td>
<td>$6.1 M</td>
<td>Exempt (in-2019-2022 STIP)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*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 2019-22 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/](http://www.dot.state.mn.us/projectselection/).

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Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of August 2019.
### District 4 Projects for Years 2020-2023 of the 10-Year CHIP

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

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<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>MN 9</td>
<td>GRANT</td>
<td>Replace bridge over the Mustinka River; grade and resurface</td>
<td>0.0</td>
<td>$0.7 M</td>
<td>Categorically Exempt</td>
<td>N/A</td>
</tr>
<tr>
<td>14</td>
<td>MN 9</td>
<td>WILKIN</td>
<td>Resurface from Barnesville to Breckenridge; replace 3 box culverts</td>
<td>26.9</td>
<td>$12.0 M</td>
<td>Categorically Exempt</td>
<td>N/A</td>
</tr>
<tr>
<td>15</td>
<td>MN 27</td>
<td>DOUGLAS</td>
<td>Resurface from Douglas Co Hwy 82 to I-94 in Osakis. Joint project with District 3.</td>
<td>3.0</td>
<td>$1.5 M</td>
<td>Categorically Exempt</td>
<td>N/A</td>
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<tr>
<td>16</td>
<td>MN 34</td>
<td>BECKER</td>
<td>Resurface from Becker CR 29 to Park Road</td>
<td>21.3</td>
<td>$8.8 M</td>
<td>Categorically Exempt</td>
<td>N/A</td>
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<tr>
<td>17</td>
<td>MN 87</td>
<td>BECKER</td>
<td>Complete streets reconstruction and pedestrian accessibility improvements in Frazee, from Hwy 10 to east city limits</td>
<td>2.6</td>
<td>$3.3 M</td>
<td>Categorically Exempt</td>
<td>N/A</td>
</tr>
<tr>
<td>18</td>
<td>MN 200</td>
<td>MAHOMEN</td>
<td>CLEARWATER</td>
<td>Repair pavement, widen shoulders and construct turn lanes from Hwy 89 to east of Roy Lake. Funded by District 2 and District 4.</td>
<td>20.0</td>
<td>$10.5 M</td>
<td>Categorically Exempt</td>
</tr>
</tbody>
</table>

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

*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/](http://www.dot.state.mn.us/projectselection/).

<table>
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<tr>
<th>PC</th>
<th>BC</th>
<th>RI</th>
<th>JT</th>
<th>FA</th>
<th>TS</th>
<th>GM</th>
<th>TC</th>
<th>FR</th>
<th>BI</th>
<th>AP</th>
<th>RC</th>
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<th>SP</th>
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<td>-</td>
<td>1%</td>
<td>3%</td>
<td>12%</td>
<td>-</td>
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</tr>
</tbody>
</table>

**Key**

- PC - Pavement Condition
- BC - Bridge Condition
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Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of August 2019.
DISTRICT 4 PROJECTS
Project Map 2024-2029

Fiscal Year of Project Construction

Numbers displayed correspond to project lines in project list for years 2024-2029 on the following pages. Displayed projects are in the current budget, however they are not yet commitments. Some changes in scope and timing should be anticipated.

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<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>COST RANGE</th>
<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I 94</td>
<td>DOUGLAS</td>
<td>Resurface from west of Alexandria to the Douglas/Todd county line</td>
<td>12.6</td>
<td>$10.7 M-$14.5 M</td>
<td>NHS Pavement</td>
<td>78</td>
</tr>
<tr>
<td>2</td>
<td>US 10</td>
<td>CLAY</td>
<td>Replace or redeck bridge over Buffalo River</td>
<td>0.2</td>
<td>$2.8 M-$1.0 M</td>
<td>NHS Bridge</td>
<td>65</td>
</tr>
<tr>
<td>3</td>
<td>MN 26</td>
<td>POPE/ STEVENS</td>
<td>Resurface from Pomme de Terre Bridge near Morris to Stabbudo</td>
<td>17.0</td>
<td>$8.0 M-$10.9 M</td>
<td>NHS Pavement</td>
<td>59</td>
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<tr>
<td>4</td>
<td>MN 34</td>
<td>BECKER</td>
<td>Resurface and widen shoulders from CSAH 26 to CSAH 47 to west of Park Rapids, Funded by District 2 and District 4.</td>
<td>5.0</td>
<td>$4.0 M-$5.4 M</td>
<td>Non-NHS Pavement</td>
<td>68</td>
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<tr>
<td>5</td>
<td>US 59</td>
<td>OTTER TAIL</td>
<td>Reconstruction from 5th Ave in Pelican Rapids to north of CSAH 9</td>
<td>1.2</td>
<td>$4.4 M-$5.9 M</td>
<td>NHS Pavement</td>
<td>69</td>
</tr>
<tr>
<td>6</td>
<td>US 59</td>
<td>OTTER TAIL</td>
<td>Repair or replace bridge over the Pelican River on Hwy 99 in Pelican Rapids</td>
<td>0.0</td>
<td>$2.6 M-$3.5 M</td>
<td>NHS Bridge</td>
<td>70</td>
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<tr>
<td>7</td>
<td>US 75</td>
<td>GRANT/ TRAVERSE</td>
<td>Resurface from Mustinka River Bridge to railroad tracks north of Hwy 55</td>
<td>18.7</td>
<td>$4.0 M-$6.5 M</td>
<td>NHS Pavement</td>
<td>77</td>
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<tr>
<td>8</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Resurface from the south junction of highway 78 to 4th street in Henning</td>
<td>13.1</td>
<td>$2.6 M-$3.5 M</td>
<td>Urban Pavement</td>
<td>82</td>
</tr>
<tr>
<td>9</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Reconstruction from 4th street in Henning to Jct. of highway 210</td>
<td>0.8</td>
<td>$1.9 M-$2.6 M</td>
<td>Urban Pavement</td>
<td>82</td>
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<tr>
<td>10</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Resurface from Hwy 94 to Hwy 59 in Pelican Rapids</td>
<td>11.7</td>
<td>$4.0 M-$5.5 M</td>
<td>NHS Pavement</td>
<td>79</td>
</tr>
<tr>
<td>11</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Reconstruction from west of Hwy 59 to the north Jct. of Hwy 59 in Pelican Rapids</td>
<td>0.3</td>
<td>$1.0 M-$1.4 M</td>
<td>Urban Pavement</td>
<td>69</td>
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<tr>
<td>12</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Resurface from south Jct. of Hwy 59 to Ann Lane in Pelican Rapids</td>
<td>0.5</td>
<td>$2.1 M-$2.8 M</td>
<td>Urban Pavement</td>
<td>69</td>
</tr>
</tbody>
</table>

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of August 2019.

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- PD - Project Delivery

Total Investment = $72M

PD $11M

BC $4M

PC $47M

BI $0.3M

RI $6M

TS $3M

AP $2M

RC $0.1M

Note: No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility.
### District 4 Projects for Years 2024-2029 of the 10-Year CHIP

<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>COST RANGE</th>
<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>I 94</td>
<td>OTTER TAIL</td>
<td>Concrete resurface in eastbound lanes from west of CR 11 to Hwy 59</td>
<td>13.4</td>
<td>$11.2 M-$15.2 M</td>
<td>NHS Pavement</td>
<td>75</td>
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<tr>
<td>14</td>
<td>MN 9</td>
<td>SWIFT</td>
<td>Resurface from east of Hwy 104 to north Jct. of Hwy 104</td>
<td>17.3</td>
<td>$3.5 M-$4.8 M</td>
<td>Non-NHS Pavement</td>
<td>72</td>
</tr>
<tr>
<td>15</td>
<td>US 10</td>
<td>CLAY</td>
<td>Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75</td>
<td>0.6</td>
<td>$3.4 M-$4.7 M</td>
<td>Urban Pavement</td>
<td>79</td>
</tr>
<tr>
<td>16</td>
<td>US 10</td>
<td>BECKER/CLAY</td>
<td>Resurface from east of Hwy 32 to west of Airport Road on Hwy 10 EB</td>
<td>18.0</td>
<td>$16.1 M-$20.4 M</td>
<td>NHS Pavement</td>
<td>74</td>
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<td>17</td>
<td>US 10</td>
<td>OTTER TAIL</td>
<td>Resurface eastbound from north of Hwy 100 to east of Bluffton</td>
<td>8.4</td>
<td>$4.1 M-$5.6 M</td>
<td>NHS Pavement</td>
<td>85</td>
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<tr>
<td>18</td>
<td>US 75</td>
<td>CLAY</td>
<td>Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75</td>
<td>1.6</td>
<td>$9.0 M-$12.1 M</td>
<td>Urban Pavement</td>
<td>79</td>
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<tr>
<td>19</td>
<td>MN 104</td>
<td>POPE</td>
<td>Resurface from west junction with Hwy 9 to Hwy 28/29</td>
<td>26.4</td>
<td>$3.5 M-$4.7 M</td>
<td>Non-NHS Pavement</td>
<td>77</td>
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<tr>
<td>20</td>
<td>MN 108</td>
<td>OTTER TAIL</td>
<td>Resurface from west of Pelican Rapids to Hwy 78</td>
<td>26.2</td>
<td>$5.3 M-$7.2 M</td>
<td>Non-NHS Pavement</td>
<td>79</td>
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<tr>
<td>21</td>
<td>MN 117</td>
<td>TRAVERSE</td>
<td>Resurface on Hwy 117 from SD/MN state line to Hwy 27</td>
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<td>$0.8 M-$1.1 M</td>
<td>Non-NHS Pavement</td>
<td>51</td>
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<tr>
<td>22</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>Resurface from Hwy 29 to east of Hwy 71</td>
<td>10.8</td>
<td>$3.6 M-$4.9 M</td>
<td>NHS Pavement</td>
<td>78</td>
</tr>
</tbody>
</table>

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---

**Total Investment = $90M**

- **PC $60M**
- **BC $1M**
- **RI $11M**
- **TS $2M**
- **AP $3M**
- **BI $0.3M**
- **RC $0.1M**
- **PD $12M**

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**Note:** No investment for Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility.
## District 4 Projects for Years 2024-2029 of the 10-Year CHIP

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<th>ROUTE</th>
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<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>I 94</td>
<td>OTTER TAIL</td>
<td>Repair pavement and bridges in eastbound lanes from east of Otter Tail CR 11 to north of jct with Hwy 59</td>
<td>13.4</td>
<td>$5.4 M-$7.3 M</td>
<td>NHS Pavement</td>
<td>80</td>
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<tr>
<td>24</td>
<td>I 94</td>
<td>DOUGLAS</td>
<td>Bridge repair over the CP Rail Line</td>
<td>0.0</td>
<td>$2.6 M-$3.6 M</td>
<td>NHS Bridge</td>
<td>65</td>
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<tr>
<td>25</td>
<td>US 10</td>
<td>CLAY</td>
<td>Reconstruct from north of 24th Ave S to Hwy 10/Main Ave, and from the Red River to east of Hwy 75</td>
<td>1.6</td>
<td>$9.1 M-$12.3 M</td>
<td>Urban Pavement</td>
<td>79</td>
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<tr>
<td>26</td>
<td>MN 29</td>
<td>WADENA</td>
<td>Resurface from Hwy 210 to jct. Hwy 71, Jefferson Street in Wadena</td>
<td>14.2</td>
<td>$5.1 M-$6.9 M</td>
<td>Urban Pavement</td>
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<td>27</td>
<td>US 99</td>
<td>OTTER TAIL</td>
<td>Resurface from I-94 to south of 9th Ave in Pelican Rapids</td>
<td>18.4</td>
<td>$8.1 M-$10.9 M</td>
<td>NHS Pavement</td>
<td>78</td>
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<tr>
<td>28</td>
<td>US 75</td>
<td>CLAY</td>
<td>Resurface from roundabout at CSAH 12 to 46th Ave. South</td>
<td>1.7</td>
<td>$2.6 M-$3.6 M</td>
<td>NHS Pavement</td>
<td>79</td>
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<tr>
<td>29</td>
<td>US 75</td>
<td>TRAVERSE</td>
<td>Resurface from RR Xing north of Hwy 55 to north of Hwy 9</td>
<td>10.0</td>
<td>$3.7 M-$5.0 M</td>
<td>NHS Pavement</td>
<td>73</td>
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<tr>
<td>30</td>
<td>MN 114</td>
<td>OTTER TAIL/WADENA</td>
<td>Resurface from east of Hwy 55 to jct. north ramp of Hwy 54</td>
<td>12.7</td>
<td>$2.9 M-$3.9 M</td>
<td>Non-NHS Pavement</td>
<td>83</td>
</tr>
</tbody>
</table>

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### Total Investment
- **PC** $39M
- **BC** $3M
- **RI** $7M
- **TS** $2M
- **BI** $0.3M
- **AP** $2M
- **RC** $0.1M
- **PD** $10M
- **GM** $39M

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### Note:
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<tr>
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<th>ROUTE</th>
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<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>MN 9</td>
<td>CLAY</td>
<td>Resurface from Hwy 10 to CSAH 34 in Felton</td>
<td>19.0</td>
<td>$3.2 M-$4.3 M</td>
<td>Non-NHS Pavement</td>
<td>43</td>
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<tr>
<td>32</td>
<td>US 10</td>
<td>OTTER TAIL</td>
<td>Resurface Hwy 10 (W) from southeast of East Jct CSAH 80 to north of Hwy 106</td>
<td>11.9</td>
<td>$3.5 M-$4.8 M</td>
<td>NHS Pavement</td>
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<tr>
<td>33</td>
<td>US 10</td>
<td>OTTER TAIL</td>
<td>Resurface Hwy 10 (E) from west of CR 137 to north of Hwy 106</td>
<td>3.5</td>
<td>$1.1 M-$1.4 M</td>
<td>NHS Pavement</td>
<td>76</td>
</tr>
<tr>
<td>34</td>
<td>US 10</td>
<td>CLAY</td>
<td>Reconstruction from 34th Street east to SE 7th Street in Dilworth</td>
<td>1.6</td>
<td>$10.1 M-$13.7 M</td>
<td>Urban Pavement</td>
<td>72</td>
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<tr>
<td>35</td>
<td>US 10</td>
<td>CLAY</td>
<td>Resurface from east of SE 7th Street to west of jct. Foundation Ave. in Glyndon</td>
<td>4.9</td>
<td>$6.6 M-$11.5 M</td>
<td>NHS Pavement</td>
<td>77</td>
</tr>
<tr>
<td>36</td>
<td>MN 27</td>
<td>GRAN/</td>
<td>Resurface from south jct. with Hwy 75 in Wheaton to just east of CSAH 11</td>
<td>17.8</td>
<td>$6.4 M-$8.7 M</td>
<td>Non-NHS Pavement</td>
<td>55</td>
</tr>
<tr>
<td>37</td>
<td>MN 26</td>
<td>BIG STONE/</td>
<td>Resurface from SD/MN state line to east of Hwy 7</td>
<td>9.4</td>
<td>$1.6 M-$2.1 M</td>
<td>Non-NHS Pavement</td>
<td>69</td>
</tr>
<tr>
<td>38</td>
<td>MN 113</td>
<td>MAHOMEN</td>
<td>Resurface from CP RR Xing in Wauban to west of CSAH 4</td>
<td>12.2</td>
<td>$2.7 M-$3.6 M</td>
<td>Non-NHS Pavement</td>
<td>77</td>
</tr>
<tr>
<td>39</td>
<td>MN 329</td>
<td>STEVENS</td>
<td>Resurface from Hwy 59 to east of Experiment Station in Morris</td>
<td>1.1</td>
<td>$0.5 M-$0.7 M</td>
<td>Non-NHS Pavement</td>
<td>61</td>
</tr>
<tr>
<td>40</td>
<td>MN 330</td>
<td>CLAY</td>
<td>Resurface from Hwy 64 to Hwy 10</td>
<td>2.0</td>
<td>$2.3 M-$3.0 M</td>
<td>NHS Pavement</td>
<td>73</td>
</tr>
</tbody>
</table>

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| 2027 | 6827779000 | 6827779000 | 6827779000 | 6827779000 |

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

<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>COST RANGE</th>
<th>PROJECT SELECTION CATEGORY</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>I94</td>
<td>CLAY</td>
<td>Resurface I-94 (WB) from west of Hwy 34 to west of CSAH 11</td>
<td>13.2</td>
<td>$5.7 M-$7.7 M</td>
<td>NHS Pavement</td>
<td>51</td>
</tr>
<tr>
<td>42</td>
<td>I94</td>
<td>CLAY</td>
<td>Reconstruction from the Red River Bridge to west of Hwy 336</td>
<td>6.3</td>
<td>$21.1 M-$28.6 M</td>
<td>NHS Pavement</td>
<td>85</td>
</tr>
<tr>
<td>43</td>
<td>MN 9</td>
<td>DOUGLAS</td>
<td>Resurface from Chippewa River to south of CSAH 22</td>
<td>23.4</td>
<td>$8.3 M-$11.3 M</td>
<td>Non-NHS Pavement</td>
<td>69</td>
</tr>
<tr>
<td>44</td>
<td>MN 29</td>
<td>DOUGLAS</td>
<td>Reconstruction from 2nd Ave. to north of McKay Ave. in Alexandria</td>
<td>1.4</td>
<td>$6.6 M-$9.9 M</td>
<td>Urban Pavement</td>
<td>84</td>
</tr>
<tr>
<td>45</td>
<td>MN 32</td>
<td>CLAY</td>
<td>Resurface from bridge over Hwy 10 to Clay/Norman county line</td>
<td>19.0</td>
<td>$2.8 M-$3.9 M</td>
<td>Non-NHS Pavement</td>
<td>76</td>
</tr>
<tr>
<td>46</td>
<td>US 75</td>
<td>WILKIN</td>
<td>Resurface from north of Hwy 9 to south of Breckenridge</td>
<td>6.0</td>
<td>$3.2 M-$4.4 M</td>
<td>NHS Pavement</td>
<td>72</td>
</tr>
</tbody>
</table>

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Total Investment = $76M

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

Note: No investment for Bridge, Jurisdictional Transfer, Facilities, Freight, Small Programs or Greater MN Mobility
# District 4 Projects for Years 2024-2029 of the 10-Year CHIP

<table>
<thead>
<tr>
<th>#</th>
<th>ROUTE</th>
<th>COUNTY</th>
<th>DESCRIPTION</th>
<th>LENGTH (MI)</th>
<th>COST RANGE</th>
<th>PROJECT SELECTION CATEGORY*</th>
<th>SCORE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>I 94</td>
<td>CLAY</td>
<td>Resurface from west of Hwy 34 to west of CSAH 11 or Hwy 94 (EB)</td>
<td>13.2</td>
<td>$5.9 M-$8.0 M</td>
<td>NHS Pavement</td>
<td>51</td>
</tr>
<tr>
<td>48</td>
<td>I 94</td>
<td>OTTER TAIL</td>
<td>Resurface from east of Hwy 59 to west of Otter Tail Grant county line on Hwy 94 (WB)</td>
<td>9.3</td>
<td>$4.1 M-$5.6 M</td>
<td>NHS Pavement</td>
<td>86</td>
</tr>
<tr>
<td>49</td>
<td>MN 7</td>
<td>BIG STONE</td>
<td>Resurface on Hwy 7 from Hwy 28 in Brainerd to south CSAH 68</td>
<td>23.6</td>
<td>$9.2 M-$12.4 M</td>
<td>NHS Pavement</td>
<td>60</td>
</tr>
<tr>
<td>50</td>
<td>US 10</td>
<td>BECKER</td>
<td>Resurface from CSAH 54 to east of CSAH 10</td>
<td>8.9</td>
<td>$9.4 M-$12.7 M</td>
<td>NHS Pavement</td>
<td>87</td>
</tr>
<tr>
<td>51</td>
<td>US 10</td>
<td>CLAY</td>
<td>Resurface from CSAH 31 to west of Hwy 32 on Hwy 10 (EB)</td>
<td>2.6</td>
<td>$3.6 M-$4.8 M</td>
<td>NHS Pavement</td>
<td>77</td>
</tr>
<tr>
<td>52</td>
<td>MN 29</td>
<td>DOUGLAS</td>
<td>Reconstruction from north of 50th Ave. to Jct. 8th Ave in Alexandria</td>
<td>5.3</td>
<td>$11.0 M-$14.9 M</td>
<td>Urban Pavement</td>
<td>78</td>
</tr>
<tr>
<td>53</td>
<td>MN 55</td>
<td>GRANT</td>
<td>Resurface on Hwy 55 from CSAH 11 in Wadena to north Jct. Hwy 59</td>
<td>2.6</td>
<td>$2.4 M-$3.2 M</td>
<td>NHS Pavement</td>
<td>96</td>
</tr>
<tr>
<td>54</td>
<td>US 75</td>
<td>CLAY</td>
<td>Resurface Hwy 75 from 46th Ave south to south of 30th Ave. in Moorhead</td>
<td>1.3</td>
<td>$1.0 M-$1.4 M</td>
<td>NHS Pavement</td>
<td>78</td>
</tr>
<tr>
<td>55</td>
<td>MN 113</td>
<td>MAHNOOMEN</td>
<td>Resurface on Hwy 113 from west of CSAH 4 to Hwy 71</td>
<td>27.5</td>
<td>$6.1 M-$8.3 M</td>
<td>Non-NHS Pavement</td>
<td>75</td>
</tr>
<tr>
<td>56</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>Resurface Hwy 210 from west of Hwy 94 to Jct. Hwy 94</td>
<td>2.4</td>
<td>$0.6 M-$0.8 M</td>
<td>Urban Pavement</td>
<td>76</td>
</tr>
<tr>
<td>57</td>
<td>MN 210</td>
<td>OTTER TAIL</td>
<td>Resurface Hwy 210 from EB ramps of Hwy 94 to CSAH 62</td>
<td>2.0</td>
<td>$1.1 M-$1.5 M</td>
<td>NHS Pavement</td>
<td>72</td>
</tr>
</tbody>
</table>

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Total Investment = $80M

PC $57M

BC $0.5M

RI $3M

TS $2M

BI $0.4M

AP $2M

PD $10M

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